

*The Identification  
of  
Various Aircraft*

being, in this case,

B-25 Mitchell  
Aircraft

of

Number 18 (N.E.I.) Squadron, RAAF

during the period

January, 1943, to April, 1945.

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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.

Mike Mirkovic, the photographic librarian at the Aviation Heritage Museum of WA supplied most of the photographs that appear within with some others being provided by Neville Parnell. 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.

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.

Finally, a special thank you to Steve Mackenzie for allowing this work to be published on IPMS(NSW).

# 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 aircrafts 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

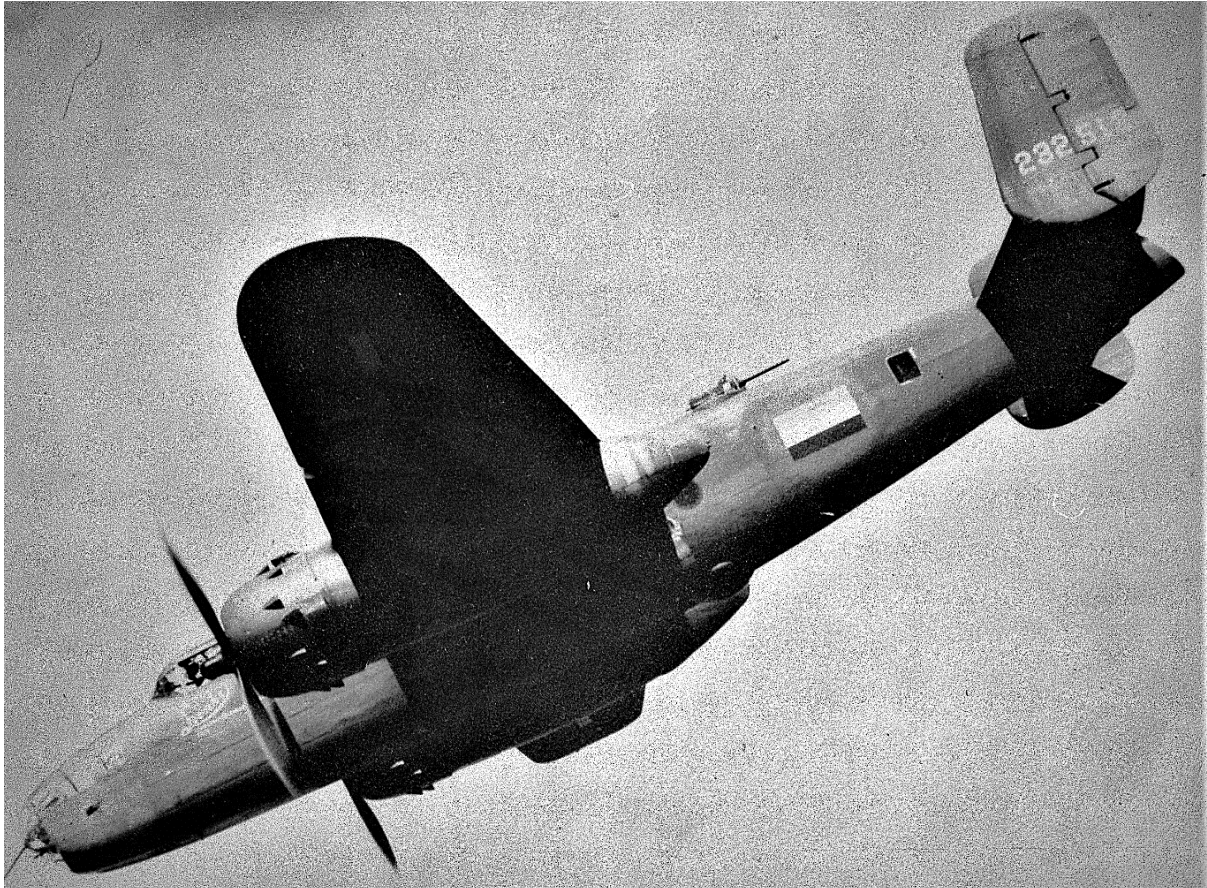
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<sup>1</sup> Letter titled "Aircraft Markings: Individual Distinguishing Letters" from the Air Board to Headquarters, RAAF Command Allied Air Forces SWPA of 6<sup>th</sup> November 1942; in RAAF Command Headquarters – Recognition Markings on Allied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

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>

The squadron code letters accordingly chosen for Number 18 (Netherlands East Indies) Squadron were “GM”.



This is an image of B-25C-15-NA Mitchell, N5-146 – identifiable from its former American serial number on the left-hand vertical stabilizer, [4]2-32512 – with the name “Lienke” below the cockpit. It shows a typical 18SQN machine that seems to be completely devoid of any Squadron code and individual identification letters. As will be seen later though, this aircraft served as “GM-V”. If these letters, as ordered by AFCO A3/43, were ever marked on 18SQN’s aircraft, they don’t show up in any image that I’ve seen. [Image via Neville Parnell].

## 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

<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.

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 18 (Netherlands East Indies) Squadron Form Mauve from June, 1943:

NEI/MR1/16 June (C) (1) NEI14/16 June (2) 6R GM-V Lt Hagers GM-H Lt Cooke GM-D Lt Pelder GM-N Lt Kuneman GM-Y W/O de Jongh GM-X S/M Eikelboom (3) Nos 1 2 3 4 5 6 (4) 160730Z (5) BAT 322T 408SM thence along north coast to Koepang 105T 452SM 142T 108SM (6) 160950Z (9) 161410Z (G) Operational (H) Y7UV H D N Y Y7UX (L) 18/500 Demo N Inst TD45 (M) Flares and Photo Flash will be carried (K) Your DA/G1/16 June and DA/G4/16 June refers.<sup>4</sup>

These types of messages commenced 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. Number 18 (Netherlands East Indies) Squadron used "MAC" for MacDonald from January, 1943 until they moved to Batchelor. They then used "BAT" until June 7<sup>th</sup> when the Dutch messages were all prefixed "NEI", even though the Squadron remained at Batchelor. "NEI/MR1/16 June" literally means: Netherlands East Indies / Mauve Reconnaissance number 1 / of 16<sup>th</sup> June.

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<sup>4</sup> NEI/MR1/16 Jun in AWM66, 15/1/46.

Paragraph C, sub-paragraph 1, contains 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) OR "NEI" after June 8<sup>th</sup>, 1943 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". The Operation Title for this mission was "NEI14/16 June".

Sub-paragraph 2, contained the number and type of aircraft that would perform the operation as well as the identification letters of the participating aircraft, in duty number order and the rank and surname of the aircraft captain's, again, in duty number order. The type of aircraft was usually referred to by a single letter code found in Identification Letters for Aeroplanes.<sup>5</sup> The letter "R" signified B-25 Mitchell aircraft so, "6R" meant: six Mitchell's. "GM-V Lt Hagers" meant aircraft "GM-V" would have Lieutenant Hagers as its aircraft captain, etc.

Sub-paragraph 3, nominated the duty numbers. "1 2 3 4 5 6" simply meant duty numbers 1, 2, 3, etc. This indicates that duty 1 on this occasion would be aircraft GM-V.

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), 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". This time zone is 10 hours ahead of "Z". The Northern Territory and South Australia are on a half time zone called "IK" which is 9 ½ hours ahead of "Z". Western Australia, "H", is 8 hours ahead of "Z" time. Batchelor is in the Northern Territory. The departure time of "160730Z" therefore, was 0730 hours (7:30 am), Zulu time on the 16<sup>th</sup> which equates to 5 pm local time on the 6<sup>th</sup>.

The flight route was described in sub-paragraph 5 and was from Batchelor on a bearing of 322 degrees true for 408 statute miles, followed by a coastal leg to Koepang, then 105° for 452 statute miles and finally 142° true for 108 statute miles (the Dutch seemed to like using statute miles rather than nautical miles). Sub-paragraph 6 was the Time on Target – in this case 2 hours 20 after take-off. Sub-paragraph 9 was the estimated time of arrival back at Batchelor which was "161410Z" or 1410 hours (2:10 pm), Zulu time on the 16<sup>th</sup> which equates to 11:40 pm local time (still on the 6<sup>th</sup>).

Paragraph G gave the radio frequencies to be used and would typically either list a primary and a secondary frequency or, as in this case, the type of frequency such as "Operational" or "Convoy", etc.

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<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.



Paragraph H contained the W/T call signs and, if any, the R/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 (also known as, commercial) call signs. Whilst an aircrafts’ 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: NE1141) was not a call sign, either W/T or R/T.

The W/T call signs “Y7UV H D N Y Y7UX” meant that duty 1 was “Y7UV”, duty 2 “Y7UH”, duty 3 “Y7UD”, etc. Note that the suffix letters align with the aircraft identification letters.

The bomb load was contained in paragraph J. In this case, it nominated the combined load of all of the participating aircraft. This did happen from time to time, although it was more common for the individual load to be given. So, “18/500 Demo N Inst TD45” meant a combined load of eighteen 500-lb Demolition bombs each with an instantaneous nose fuse and a tail delay fuse of 45 seconds (although that might have been intended to actually mean 0.45 seconds). The more common way of listing this loading would have been to say 3 x 500 Demo N Inst TD45.

Paragraph M was for remarks and in this case, it probably would have been helpful to indicate which duty was going to be carrying how many flares and the single (?) photo-flash. Paragraph K gave the references to which of North Western Area’s (identification letters “DA”) Forms Green that this acknowledgment Form Mauve was in response to.

As with all procedures and methods, Forms Mauve continued to evolve during the course of the war; some paragraphs and sub-paragraphs changed their purpose. If you can accurately read one type of 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 compared to the specific mission and call sign information 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 sources 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 12Sqdn”:

- 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.88.

Back to aircraft status cards. 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>

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 any limited associations presented might, themselves, be the anomalies.

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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.

For the period April, 1942, until August, 1944, North Western Area Air Operations Room records contain copies of the relevant Forms Green (Control), Mauve, and as appropriate – Forms Blue for each mission for Striking and Reconnaissance Forces operating within that area. These Forms and sometimes other relevant signal traffic, for each mission were grouped together and headed by a Summary Sheet. One mission per Summary Sheet. These Summary Sheets initially were very basic but gradually evolved to include more and more information from the documents that they summarised. These Summary Sheets can and do contain errors. Transcription errors are not uncommon. Omissions are very common, especially during 1942. But, with the inclusion of copies of the coloured Forms (Greens, Mauves, Blues, etc), errors in the Summary Sheet can be detected and corrected. Of course, sometimes an apparent transcription error in a Summary Sheet turns out to be an error in the original document – but at least it can be verified. However, from September 1<sup>st</sup>, 1944, none of these records seem to remain in existence. They would have been collected, just as they were prior to September 1<sup>st</sup>, 1944, but they have either since been lost or destroyed. Operations Room records from Number 79 Wing, a constituent formation of North Western Area, *do* exist, covering the period August 1<sup>st</sup>, 1944, until May, 1945. The short coming with these records though is, they consist exclusively of Summary Sheets – highly detailed Summary Sheets – but only Summary Sheets nevertheless. No copies of the coloured Forms or other signal traffic relevant to them seem to exist. Whilst these Summary Sheets are very detailed and are the only source of this type of information for that period, the fact that they do not contain copies of the documents from which the transcriptions were made means that the inevitable transcription errors cannot be cross checked or verified. They are what they are.

If an entry in a table remarks that the aircraft “apparently” replaced or was 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 has 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.

## **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:

**B-25C-15-NA Mitchell**  
**N5-146**  
***“Lienke”***  
**Ex 42-32512**

The first line is the designation and type of the aircraft. In this case, the designation of the aircraft was an “B-25C-15-NA” and the type: “Mitchell”.

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 “B” which meant medium or heavy Bombardment (other United States Army aircraft designations included: “A” which meant “Light Bombardment” – not Attack, “OA” – Amphibian, “F” – Photographic Reconnaissance, “P” – Pursuit, “L” – Liaison), this was followed by a figure indicating the type number within that role, in this case meaning “the 25<sup>th</sup> medium or heavy bombardment type”, a production block number which indicated the level of factory fitted modifications added to the original series design (these numbers usually – although not always – were in blocks of 5 so, block-15 would indicate the third modification sequence) and then a two-letter code indicating where the aircraft was made, “NA” being the code signifying North American Aviation’s primary Inglewood plant in California. “B-25C-15-NA” literally means: medium (or heavy) Bombardment, type 25, series D, production block 15 from the North American Aviation Inglewood plant. The production code “NC” was for their Kansas City, Missouri, plant. B-25C’s and B-25D’s were essentially the same except that B-25D’s were built at Kansas City. Baugher notes though that “... [p]roduction B-25Ds were identified as being Kansas City products by their series designator [i.e. as being a B-25 “D”] and did not use the NC factory code on their [original] data block stencilling. The NC plant designator did not appear until the B-25J.”<sup>8</sup> However the RAAF, during its survey of suitable NEI aircraft, identified B-25D aircraft as being both –NA and –NC<sup>9</sup> so, for the purposes of this volume, I have too.

The second line is the Dutch serial number of the aircraft. “N5” was the prefix given to B-25 Mitchell aircraft. The letter “N” signified North American Aviation and the number “5”, B-25. This is followed by the three-digit number given to the airframe.

The third line (fourth in this case, because the personalised name of the aircraft is known and has been placed immediately below the Dutch serial so as not to confuse which number was associated with the name) notes any previous identities that aircraft may have had, from the most recent previous identity and then working backwards. In this case, it’s previous US Army identity was 42-32512.

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<sup>8</sup> Web page titled North American B-25D Mitchell; [http://www.joebaugher.com/usaf\\_bombers/b25\\_7.html](http://www.joebaugher.com/usaf_bombers/b25_7.html) at 29MAY2014.

<sup>9</sup> Department of Air Minute Paper titled “B-25 Aircraft Taken Over from the N.E.I.A.F.” dated 25.4.44 in Directorate of Technical Services B25 General Technical, Mitchell Instruction No.13; NAA: A705, 9/41/37 PART 1.

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

<b>Mission/Duty Date</b>	<b>Aircraft Letters</b>	<b>W/T Call sign</b>	<b>R/T Call sign</b>	<b>Remarks</b>
MAC7/2 07/5	GM-V	H3BV		Hagers.
BAT17/6 11/5	GM-V	7T2V		de Jongh.
BAT18/15 14/5	GM-V	1FYV		Hagers.
BAT21/5 17/5	GM-V	6P7V		U/S, cancelled.
BAT26/4 20/5	GM-V	J6DV		Operation cancelled.
BAT29/3 22/5	GM-V	4H1V		Did not take-off.
BAT31/4 23/5	GM-V	3E8V		Apparently replaced by N5-148.
BAT32/10 24/5	GM-V	6P7V		Hagers.
NEI2/2 08/6	GM-V	1N5V		Kuneman.
NEI4/3 11/6	GM-V	6T6V		Hagers.
NEI14/1 16/6	GM-V	Y7UV		Hagers.
NEI15/4 21/6	GM-U	N9GU		Hagers. Apparently replaced N5-145.
NEI18/6 26/6	GM-V	1N5V		Kuneman.

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 details contained in acknowledgment 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 it is because 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. In terms of 18(NEI)SQN, full three-letter codes were included in acknowledgment Forms Mauve from April 10<sup>th</sup>, 1943. If the code letters appear in normal font, then they were specifically quoted in the Form Mauve.

**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. In the table, above, all of the W/T call signs appear in normal font – they were all recorded in the relevant Forms Mauve.

**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 MacDonald 7 as duty 2 on May 7<sup>th</sup> (1943). The Squadron and individual aircraft identification letters were nominated as being “GM-V”. The W/T call sign was “H3BV”. Note, that the W/T call sign suffix letter “V” matches the nominated individual aircraft identification letter. There was no R/T call sign mentioned in the Form Mauve. The surname of the pilot on that flight was Hagers. Each un-highlighted row indicates that the aircraft code letters quoted in the Form Mauve matches the W/T call sign suffix letter for that duty and also

matches the serial number recorded in the Squadron's Operations Record Book as having flown the task. Again, information will be in *italics* only if it wasn't specifically noted as such in official, contemporaneous, documentation.

The fourth row, highlighted in dark grey, shows that this aircraft was tasked to fly Batchelor 21 as duty 5 on 17<sup>th</sup> May, but didn't actually fly as the aircraft was unserviceable and the operation was cancelled. Similarly, the next three rows, each highlighted in dark grey, shows that this aircraft was tasked to fly, in turn, Batchelor 26, 29 and Batchelor 31, but in each case, didn't get off the ground for the reasons noted in "Remarks". The last of these, Batchelor 31 of 23<sup>rd</sup> May (the seventh row), shows the reason for failing to take-off as being because it had *apparently* been replaced by another machine. This means that the relevant Form Mauve had details for aircraft "GM-V", but that the Squadron's A50/A51 recorded a different serial number as having taken part instead. The entry for the other aircraft, N5-148, for that same flight will be highlighted in light green. Bear in mind though, if an entry says "apparently", that means that the Form Mauve details and the A50/A51 details don't match. That is all it means. The change may have occurred, but it might also be an error in the Squadron's A50/A51 – which does happen from time to time. If an entry says "replaced", not "apparently replaced" that means that there is documentary proof still existing that confirms the change. In which case, the replaced aircraft will still be highlighted in dark grey, because it didn't fly, but the replacing aircraft will not be highlighted in light green, because code letter and W/T call sign details exist which match the Squadrons A50/A51.

The twelfth row (second from the bottom) is highlighted in light green. This indicates that, according to the Squadron's A50 and or A51, this aircraft flew mission Netherlands East Indies 15 on June 21<sup>st</sup>. The aircraft captain's surname was Hagers and a note is included suggesting that the tasked aircraft, aircraft "GM-U", which was N5-145, was replaced by the aircraft for which this table refers; this is because the Unit History Sheet records N5-146 as flying this mission and not N5-145. The table for aircraft N5-145 will have an entry for this mission also (because it was tasked to fly), but it will be highlighted in dark grey because it did not actually fly it.

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.

## **Purpose**

These tables constitute the body of evidence which, I believe, proves (or disproves) an aircraft's individual alphabetic identity during a particular period. 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.



**B-25C Mitchell**  
**N5-128**  
**Ex 41-12935**

N5-128 was recorded as being received by No. 18 (Netherlands East Indies) Squadron (18(NEI)SQN) from the United States Army Air Corps on August 24<sup>th</sup>, 1942.<sup>10</sup> In preparation for the Squadron's forward deployment to North Western Area, aircraft were cycled through No. 1 Aircraft Depot (1AD) at Laverton, Victoria, for installation of a bomb-bay fuel tank. N5-128 was received there on December 13<sup>th</sup>, 1942, for that purpose.<sup>11</sup> Its date of return to 18(NEI)SQN isn't clear, but it was recorded as arriving at its new home at MacDonald Strip, near Pine Creek, Northern Territory, on December 27<sup>th</sup>.<sup>12</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC5/6 20/1	A	8Z6A		Heikoop.
MAC8/2 28/1	A	9D9A		U/S. Cancelled.

It was flown to Manbulloo Strip, near Katherine for repairs to its landing gear on February 2<sup>nd</sup>,<sup>13</sup> although it was not recorded as being received by No. 1 Repair and Salvage Unit (1RSU) until February 13<sup>th</sup>, 1943. It was received back at 18(NEI)SQN on February 24<sup>th</sup>.<sup>14</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC17/7 03/3	A	3CHA		Frouws.
MAC18/6 07/3	A	4Y7A		Eikelboom.

On March 8<sup>th</sup>, the aircraft deployed to Hughes for bombing practice, returning to MacDonald on the 11<sup>th</sup>, but the next day it was sent to 1RSU, Manbulloo, for wing repairs.<sup>15</sup> N5-128 returned to the Squadron on March 23<sup>rd</sup>.<sup>16</sup> The administrative recording action was a bit behind the times though as it wasn't recorded as being back on the Squadron's books until March 27<sup>th</sup>.<sup>17</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC30/4 24/3	A	6M6A		Frouws.
MAC34/2 03/4	A	CT[...]A		Oudraad.
MAC36/3 08/4	A	5UAA		Eikelboom.
MAC37/4 11/4	GM-A	3Q8A		Bal.
MAC39/2 16/4	GM-A	3Q8A		Frouws.

Continued →

<sup>10</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for N5-128 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>11</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 9/12/42 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>12</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 27/12/42, *ibid*.

<sup>13</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 2/2/43, *ibid*.

<sup>14</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for N5-128 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>15</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entries for Mar 8, 9, 11 and 12 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>16</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 23/3/43, *ibid*.

<sup>17</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for N5-128 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

## N5-128 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC40/5 18/4	GM-A	8Q2A		Frouws.
MAC43/6 21/4	GM-A	3HRA		Frouws.
MAC44/5 24/4	GM-A	4G8A		Frouws.

May 1<sup>st</sup> saw N5-128 depart for Amberley and installation of wing fuel tanks<sup>18</sup> at 3AD,<sup>19</sup> returning to the Squadron on the 22<sup>nd</sup>.<sup>20</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI5/6 11/6	GM-A	4B4A		Rab.
NEI8/2 13/6	GM-A	2B1A		Deenik.
NEI12/5 14/6	GM-A	6G3A		Hulscher.
NEI19/7 30/6	GM-A	2B1A		Eikelboom.
NEI49/7 14/8	GM-A	6E5A		Brinkman.
NEI4/3 19/8	GM-A	7O1A		de Jongh.
NEI20/3 27/8	GM-A	6U1A		Moquette.
NEI21/1 29/8	GM-A	K9DA		Cooke.
NEI27/1 02/9	GM-A	4P3A		Janssen. RTB and replaced with N5-153.
NEI32/8 06/9	GM-A	5O7A		Heikoop.
NEI33/1 07/9	GM-A	4Q1A		Apparently replaced by N5-151.
NEI37/1 10/9	GM-A	3L3A		Wetters.
NEI40/1 12/9	GM-A	9O6A		Heikoop. RTB.
NEI45/2 14/9	GM-A	2S6A		Visser.
NEI46/3 15/9	GM-A	1G8A		Janssen. Replaced N5-131.
NEI1/1 17/9	GM-A	1G8A		Ekels.
NEI7/2 19/9	GM-A	9M7A		van de Schroeff.
NEI13/2 21/9	GM-A	4S9A		Theunissen Snr.
NEI19/2 23/9	GM-A	4K6A		de Seriere.
NEI22/1 25/9	GM-A	4P3A		van Bremen.
NEI28/8 27/9	GM-A	2A5A		Ketting. RTB, U/S, op cancelled.
NEI34/1 30/9	GM-A	2S6A		Deknatel. A51: Theunissen Jnr.
NEI40/3 02/10	GM-A	OX6A		Rees.
NEI36/4 18/10	GM-A	OX6A		Theunissen Jnr.
NEI38/2 19/10	GM-A	FM7A		Theunissen Snr.
NEI44/2 21/10	GM-A	4SAA		Theunissen Jnr. Suspect A51 error.
NEI47/1 23/10	GM-A	WE9A		van Bremen.
NEI2/2 24/10	GM-A	2LCA		de Vos.
NEI4/2 25/10	GM-A	LU6A		Rees. Suspect A51 error.
NEI7/2 26/10	GM-A	RK3A		Cancelled, aircraft unserviceable.

Continued →

<sup>18</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for May 1 (1943) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>19</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for N5-128 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>20</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for May 22 (1943) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

## N5-128 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
NEI12/1 28/10	GM-D	UT7D		Ketting. Apparently replaced N5-131.
NEI15/1 29/10	GM-M	FU6M		Holswilder. Apparently replaced N5-138.
NEI18/3 29/10	GM-A	CW1A		Apparently replaced by N5-138.
NEI23/1 31/10	GM-A	MV3A		Holswilder.
NEI25/2 01/11	GM-A	SC9A		de Seriere.
NEI27/1 02/11	GM-A	CJ9A		Apparently replaced by N5-131.
NEI30/1 03/11	GM-A	OR3A		Moquette.
NEI33/2 04/11	GM-A	H41A		Rees.
NEI37/1 06/11	GM-D	KP7D		Holswilder. A51: van de Spil. Apparently replaced N5-131.
NEI38/2 06/11	GM-A	KP7A		Apparently replaced by N5-161.
NEI45/4 07/11	GM-A	3YAA	Campgaol A	van der Heiden.
NEI16/2 14/11	GM-Y	DZ6Y		Deknatel. Apparently replaced N5-149.
NEI46/2 26/11	GM-M	FK8M		Theunissen Snr. Apparently replaced -138
NEI1/2 28/11	GM-A	SC9A		Theunissen Jnr.
NEI6/1 30/11	GM-M	OP4M		Lukkien. Apparently replaced N5-138.
NEI13/2 02/12	GM-A	PD1A		Deknatel. A51: N5-129, believe in error. RTB. Crew then took N5-130.
NEI44/2 17/12	GM-A	2NKA		Moquette.
NEI48/1 19/12	GM-A	H18A		van der Heiden.
NEI1/1 20/12	GM-A	Q43A		van de Ende.
NEI5/2 22/12	GM-A	M13A		Holswilder.
NEI8/1 23/12	GM-A	3HNA		U/S, operation cancelled.
NEI11/1 24/12	GM-A	1QIA		Kiewiet.
NEI13/1 25/12	GM-A	3ZGA		van de Ende.
NEI15/1 26/12	GM-A	HP4A		Rees.
NEI21/2 28/12	GM-A	VV1A		Moquette.
NEI26/2 30/12	GM-A	2QSA		de Vos.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI35/3 02/1	GM-A	WQ4A		Apparently replaced by N5-146.
NEI36/1 03/1	GM-A	LD6A		Rees.
NEI43/2 05/1	GM-A	RK3A		Theunissen Jnr.

N5-128 seems to have ended its operational career with an armed shipping reconnaissance of Area Gull and on January 5<sup>th</sup>, 1944. N5-128 was next recorded as having being received by the Netherlands East Indies Pool on January 10<sup>th</sup> and was sent early the next month to 3AD. Only two days later, it was recorded as being received again by 18SQN, but six weeks after that, on March 14<sup>th</sup>, it was recorded as appearing on NEI Pool's status report;<sup>21</sup> the movement back to 18SQN perhaps not occurring.

<sup>21</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for N5-128 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

**B-25C Mitchell**  
**N5-129**  
**Ex 41-12916**

This aircraft was handed over to 18(NEI)SQN from the United States Army Air Corp on August 24<sup>th</sup>, 1942. On December 15<sup>th</sup>, it was received by 1AD at Laverton for installation of a bomb-bay fuel tank. The actual date of return to the Squadron wasn't recorded but its issue date was December 27<sup>th</sup>,<sup>22</sup> on which date the aircraft was recorded as arriving at its new base of MacDonald, NT.<sup>23</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC1/1 18/1	B	7BAB		Winckel.
MAC4/1 20/1		5X2D		Winckel. Apparently replaced N5-131.
MAC6/4 23/1	B	IP3B		Winckel. A51 records as duty 1.
MAC9/1 31/1	B	7C1B		Winckel.
MAC10/1 03/2	B	9C3B		Winckel.
MAC11/1 05/2	B	4W7B		Winckel.
MAC13/6 13/2	B	5WPB		Cancelled.
MAC15/1 18/2	B	UN5B		Winckel.
MAC16/1 23/2	B	2Y6B		Winckel.
MAC17/1 03/3	B	3CHB		Winckel.

It was off to 1RSU on March 4<sup>th</sup> for a 100-hourly and it returned to MacDonald on the 16<sup>th</sup>. But, on the 18<sup>th</sup>, it was off to 3AD at Amberley for installation of wing tanks, being received there on March 21<sup>st</sup>.<sup>24</sup> 18(NEI)SQN got it back on April 4<sup>th</sup>.<sup>25</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC37/1 11/4	GM-B	3Q8B		Winckel.
MAC38/1 14/4	GM-B	7P1B		Cooke.
MAC40/1 18/4	GM-B	8Q2B		Winckel.
MAC44/1 24/4	GM-B	4G8B		Winckel.
MAC48/1 28/4	GM-B	5W9B		Winckel.
MAC5/1 05/5	GM-B	1Y3B		Winckel.
BAT21/7 17/5	GM-B	6P7B		U/S, cancelled.
BAT26/3 20/5	GM-G	J6DG		Was to have replaced N5-129. Cancelled.
BAT40/10 01/6	GM-B	U1GB		de Jongh. RTB.
BAT48/2 07/6	GM-B	3Z6B		Hulscher. RTB.
NEI1/1 08/6	GM-B	R6FB		Hulscher.
NEI11/1 14/6	GM-B	B8KB		Cooke.
NEI17/1 21/6	GM-B	9C3B		Tander.
NEI31/7 17/7	GM-B	6F7B		Daanen.
NEI33/6 20/7	GM-B	2F4B		Deenik. A51: Rab.

Continued →

<sup>22</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for N5-129 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>23</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 27/12/42 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>24</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for N5-129 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>25</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entries for Mar 4, 16, 18 and April 4 (1943) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

## N5-129 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI35/2 24/7	GM-B	6Q8B		Daanen.
NEI40/6 28/7	GM-B	7O4B		Deenik. RTB.
NEI41/7 31/7	GM-B	4H1B		van de Schroeff.
NEI43/6 05/8	GM-B	7O1B		Heikoop.
NEI44/2 07/8	GM-B	8M7B		Harteveld.
NEI48/1 11/8	GM-B	2H5B		de Wolf.
NEI49/5 14/8	GM-B	6E5B		Daanen.
NEI1/3 16/8	GM-B	9N9B		Pelder.
NEI4/5 19/8	GM-B	7O1B		van de Schroeff.
NEI11/3 23/8	GM-B	8W4B		Visser.
NEI18/1 26/8	GM-B	6E5B		Harteveldt.
NEI19/1 27/8	GM-B	4D9B		Ekels.
NEI30/2 05/9	GM-B	4V2B		de Jongh. Replaced N5-138.
NEI14/7 20/9	GM-B	TP6B		van de Heiden.

The aircraft was issued to Eagle Farm, Brisbane, for installation of a Strafer Nose modification on September 29<sup>th</sup>, although it's actual date of arrival wasn't recorded. On October 16<sup>th</sup>, it was recorded as being back with 18(NEI)SQN.<sup>26</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI1/1 24/10	GM-B	2LCB		Theunissen Jnr.
NEI5/3 25/10	GM-B	LU6B		de Seriere. Suspect A51 error.
NEI6/1 26/10	GM-B	RK3B		Cancelled, aircraft unserviceable.
NEI9/1 27/10	GM-B	2QSB		Theunissen Jnr.
NEI14/3 28/10	GM-B	UT7B		Lukkien.
NEI21/4 29/10	GM-B	FU6B		de Putter.
NEI24/1 17/11	GM-B	PA1B		Berlijn.
NEI33/3 19/11	GM-B	GL4B		de Vos.
NEI38/7 21/11	GM-B	CP9B	Campart B	de Vos.
NEI34/1 13/12	GM-B	XL4B		Wittert. Supposed to have been repl by -131. A51 records N5-129 as flying.
NEI35/2 13/12	GM-B	XL4B		Apparently replaced by N5-149.
NEI38/1 15/12	GM-B	HP4B		van de Heiden. A51: Ketting.
NEI6/3 22/12	GM-B	M13B		de Vos.
NEI9/2 23/12	GM-B	3HNB		de Seriere.
NEI12/2 24/12	GM-B	1QIB		Deknatel.
NEI14/2 25/12	GM-B	3ZGB		de Vos.
NEI17/3 26/12	GM-B	HP4B		Koedam.
NEI20/2 27/12	GM-B	4ENB		Berlyn.
NEI27/3 30/12	GM-B	4RCB		Rees.

<sup>26</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for N5-129 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

## N5-129 (continued)

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI30/1 01/1	GM-B	ON2B		Theunissen Jnr.
NEI33/1 02/1	GM-Y	PB2Y		de Vos. Apparently replaced N5-149.
NEI38/5 04/1	GM-B	VP4B		Koedam.
NEI41/11 04/1	GM-B	CS3B	Diget B	Holswilder.
NEI47/4 07/1	GM-B	VX6B	Shopper B	de Vos.
NEI8/1 12/1	GM-M	VN2M		Deknatel. Apparently replaced N5-138.
NEI38/5 27/1	GM-B	LF1B		Deknatel.
NEI42/2 28/1	GM-B	WE9B		Lukkien. Crew had RTB'd in N5-138.

By February 14<sup>th</sup>, 1944, it was back at the NEI Pool, Canberra, having completed its operational service with 18(NEI)SQN.<sup>27</sup>

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<sup>27</sup> Ibid.

**B-25D Mitchell**  
**N5-130**  
**Ex 41-29713**

This aircraft became an 18(NEI)SQN machine on August 24<sup>th</sup>, 1942. During mid-December, it went down to 1AD at Laverton for installation of a bomb-bay fuel tank and was back with the Squadron before the end of December.<sup>28</sup> It arrived at MacDonald, NT, on December 27<sup>th</sup>.<sup>29</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC5/4 20/1	C	8Z6C		Moorrees.
MAC8/1 28/1	C	9D9C		Cancelled.
MAC12/1 08/2	C	7G7C		Moorrees.
MAC13/7 13/2	C	5WPC		Cancelled.
MAC14/5 15/2	C	5V[...]C		Moorrees. A51 records as duty 1.
MAC23/3 15/3	C	NF3C		Moorrees.
MAC24/4 17/3	C	7DNC		Bal.
MAC25/2 20/3	C	6M6C		Moorrees.
MAC30/7 24/3	C	6M6C		Kuneman.
MAC34/1 03/4	C	CT[...]C		Janssen.
MAC35/1 05/4	C	7H7C		Winckel.
MAC36/1 08/4	C	5UAC		Moorrees.
MAC39/1 16/4	GM-C	3Q8C		Wetters.
MAC40/8 18/4	GM-C	8Q2C		Eikelboom.
MAC43/4 21/4	GM-C	3HRC		Cooke.

1RSU received this aircraft on April 27<sup>th</sup>,<sup>30</sup> and handed it back to the Squadron again on May 6<sup>th</sup>.<sup>31</sup> It wasn't used on operations before it was issued to Eagle Farm on July 22<sup>nd</sup>, for a Strafer Nose modification and was given back to 18(NEI)SQN on October 1<sup>st</sup>. Its aircraft status card noted the aircraft type now as a "B25D Strafer NA".<sup>32</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI13/2 02/12		PD1x		Deknatel. Crew had RTB'd in N5-128.
NEI41/2 15/12	GM-C	UK2C		de Seriere.
NEI38/4 04/1	GM-C	VP4C		van de Ende.

By mid-February, 1944, the aircraft had finished its time with 18(NEI)SQN and was received by the NEI Pool at Canberra.<sup>33</sup>

<sup>28</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-130 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>29</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 27/12/42 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>30</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for April 27 (1943), *ibid*.

<sup>31</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for May 6 (1943), *ibid*.

<sup>32</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-130 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>33</sup> *Ibid*.

**B-25C Mitchell**  
**N5-131**  
**"Pulk"**  
**Ex 41-12936**

With 18(NEI)SQN from August 24<sup>th</sup>, 1942, it was allotted to 1AD for bomb-bay fuel tank modifications on December 7<sup>th</sup>,<sup>34</sup> but was recorded in the Squadron's unit history as departing Canberra on December 6<sup>th</sup> for its future operational base, MacDonald, near Pine Creek, Northern Territory. Its return wasn't noted, but it was still at MacDonald on the 9<sup>th</sup>.<sup>35</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC3/4 19/1	D	3S2D		Janssen.
MAC4/1 20/1	D	5X2D		Apparently replaced by N5-129.
MAC6/1 23/1	D	IP3D		Janssen. A51 records as duty 7.

N5-131 departed MacDonald, on February 1<sup>st</sup>, for 3AD and the installation of wing tanks and returned to MacDonald on February 21<sup>st</sup>.<sup>36</sup> It evidently was received by 3AD on February 8<sup>th</sup>, went to Archerfield, then back to 3AD on the 19<sup>th</sup> before returning to 18(NEI)SQN on an unrecorded date.<sup>37</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC16/7 23/2	D	2Y6D		Janssen (Jessurun).
MAC17/3 03/3	D	3CHD		Tijmons.
MAC18/1 07/3	D	4Y7D		Bal.
MAC19/1 12/3	D	6N5D		Wetters. Flew as duty 4.
MAC28/2 24/3	D	7Q6D		Janssen.

On March 25<sup>th</sup>, it was off to 1RSU for repairs.<sup>38</sup> The Squadron got the aircraft back again on April 8<sup>th</sup>.<sup>39</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC37/2 11/4	GM-D	3Q8D		Cooke.
MAC39/3 16/4	GM-D	3Q8D		Pelder.
MAC40/4 18/4	GM-D	8Q2D		Cooke.
MAC42/1 21/4	GM-D	2H9D		Winckel.

1RSU took charge of it on April 25<sup>th</sup> and returned it to the Squadron on April 30<sup>th</sup>.<sup>40</sup>

<sup>34</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-131 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>35</sup> RAAF Form A50 Operations Record Book of No. 18 N.E.I. Squadron entries for 6/12/42 and 9/12/42 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>36</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entries for 1/2/43 and 21/FEB (1943), *ibid*.

<sup>37</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-131 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>38</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry of 25/3/43 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>39</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-131 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>40</sup> *Ibid*.



## N5-131 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC2/2 02/5	GM-D	4R9D		Pelder.
MAC5/3 05/5	GM-D	1Y3D		Eikelboom.
MAC7/4 07/5	GM-D	H3BD		Kuneman.
BAT97/3 03/6	GM-D	4W4D		Reijns.
BAT47/2 06/6	GM-D	8L4D		Janssen.
NEI14/3 16/6	GM-D	Y7UD		Pelder.
NEI24/6 09/7	GM-D	5R7D		Hulscher.
NEI26/7 11/7	GM-D	2S4D		Rab.
NEI29/1 15/7	GM-D	5Y7D	Viper D	de Jongh. A51: Janssen. Flew as duty 2.
NEI45/4 07/8	GM-D	8M7D		van de Heiden.
NEI40/2 12/9	GM-D	9O6D		Heikoop. Replaced N5-128.
NEI46/1 15/9	GM-D	1G8D		Janssen. RTB. Replaced by N5-128.
NEI27/5 27/9	GM-D	2A5D		Holswilder. Mistakenly RTB due cancellation of NEI28.
NEI33/3 29/9	GM-D	3E3D		Berlijn.
NEI45/5 03/10	GM-D	4QAD		de Seriere.
NEI48/1 05/10	GM-D	4SAD		de Vos.
NEI3/1 07/10	GM-D	PF5D		Holswilder.
NEI4/1 08/10	GM-D	GA9D		de Putter.
NEI9/4 09/10	GM-D	2QSD		Soeterik.
NEI12/1 11/10	GM-D	CX8D		Deknatel.
NEI15/2 12/10	GM-D	UT7D		Apparently replaced by N5-149.
NEI19/1 13/10	GM-D	FU6D		de Putter.
NEI22/1 14/10	GM-D	QV2D		Berlijn.
NEI26/3 14/10	GM-D	HN2D		de Putter. Replaced N5-149.
NEI24/1 15/10	GM-D	YS4D		Replaced by N5-149.
NEI30/2 16/10	GM-D	JR2D		Rees.
NEI35/3 18/10	GM-D	OX6D		de Vos.
NEI39/3 19/10		FM7F		de Putter. Apparently replaced N5-151.
NEI12/1 28/10	GM-D	UT7D		Apparently replaced by N5-128.
NEI13/2 28/10	GM-X	UT7X		Berlijn. Apparently replaced N5-148.
NEI20/2 30/10	GM-D	CX8D		Theunissen Snr.
NEI26/1 01/11	GM-D	SC9D		Rees.
NEI27/1 02/11	GM-A	CJ9A		Koedam. Apparently replaced N5-128.
NEI32/1 04/11	GM-D	H41D		de Seriere.
NEI37/1 06/11	GM-D	KP7D		Apparently replaced by N5-128.
NEI42/2 07/11	GM-D	1MQD		Soeterik.
NEI48/3 08/11	GM-D	PR7D		de Putter.
NEI2/3 09/11	GM-D	WM7D		Apparently replaced by N5-148.
NEI5/2 10/11	GM-D	UL5D		Kiewiet.
NEI7/2 11/11	GM-D	3ZGD		Moquette.
NEI12/1 13/11	GM-D	GL4D		van Santen.
NEI15/1 14/11	GM-D	DZ6D		Kiewiet.
NEI18/1 15/11	GM-D	J12D		van den Heiden.
NEI23/3 16/11	GM-D	Q17D		de Putter. A51: N5-149 in error.
NEI28/2 17/11	GM-D	PP2D		de Seriere. A51: N5-149 in error.
NEI34/1 20/11	GM-D	CP9D		Lukkien.

Continued →

## N5-131 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI37/2 21/11	GM-D	GX7D		Deknatel.
NEI10/3 01/12	GM-D	SP2D		Theunissen Snr.
NEI17/1 05/12	GM-D	PJ4D		van de Heiden.
NEI23/2 07/12	GM-D	4END		Holswilder.
NEI24/1 08/12	GM-D	ML8D		Koedam.
NEI30/1 10/12	GM-D	3CSD		Kiewiet.
NEI31/1 11/12	GM-D	2QSD		van de Ende.
NEI34/1 13/12	GM-D	XL4D		Wittert. Supposed to have replaced N5-129. But A51 records N5-129 as flying.

With its operational career over, it was recorded as being received by the NEI Pool at Canberra on February 14<sup>th</sup>, 1944.<sup>41</sup>



**N5-131 "Pulk" and friends at MacDonald, near Pine Creek, Northern Territory.** [Argus Newspaper Collection of Photographs, State Library of Victoria image H98.104/3833].

<sup>41</sup> Ibid.

**B-25C Mitchell**  
**N5-132**  
**Ex 41-12919**

This aircraft also became an 18(NEI)SQN machine on August 24<sup>th</sup>, 1942 and like the other aircraft, it went down to 1AD at Laverton for installation of a bomb-bay fuel tank during December.<sup>42</sup> It arrived at MacDonald, NT, on December 27<sup>th</sup>, 1942.<sup>43</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC1/3 18/1	F	7BAF		Schalk.
MAC4/3 20/1		5X2S		Schalk. Apparently replaced N-144.
MAC6/6 23/1	F	IP3F		Schalk. A51 records as duty 3.
MAC9/3 31/1		7C1O		Schalk. Apparently replaced N5-140.
MAC10/3 03/2	F	9C3F		Schalk.
MAC11/3 05/2	F	4W7F		Schalk. Crashed after TKOF from MAC.

North Western Area ordered nine B-25's from 18(NEI)SQN, operating as MacDonald 11 of 5<sup>th</sup> February, to attack Dobo. Any shipping sighted was to be attacked in preference to the town. Time of take-off was to be at the Commanding Officer's discretion.<sup>44</sup>

Wheels up from Darwin was planned for 2215Z/4 (8:45 am Darwin daylight savings time on the 5<sup>th</sup>). Time on target was set for 0115Z/5 (11:45 am) and the estimated time of return to Darwin was 0415Z/5 (2:45 pm).<sup>45</sup>

Six of the nine aircraft tasked for this operation were already at Darwin on stand-by. The remaining three aircraft were to transit from MacDonald to Darwin so as to be ready to depart Darwin at 2215Z. Accordingly, those three machines were wheels up out of MacDonald at 1930Z/4 (6 am Darwin daylight savings time on the 5<sup>th</sup>). The third aircraft of this flight, N5-132 crashed approximately 4 miles north of the airfield with nine persons onboard.<sup>46</sup> By the time rescuers located the wreckage they found all to have died except Sgt Walton who died whilst being conveyed to hospital. Two of the 500-lb bombs had detonated, totally destroying the aircraft.<sup>47</sup>

According to one source, N5-132 departed MacDonald at 6:40 am and crashed 5 minutes later.<sup>48</sup> This departure time is 40 minutes behind that listed for the other two aircraft of the flight and no indication was given in other sources that the flight was either delayed or departed at different times. But, if correct, it might have meant that the crew were under increased perceived time pressure to achieve their departure time from Darwin.

<sup>42</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-132 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>43</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 27/12/42 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>44</sup> DA/G2/4 Feb in AWM66, 15/1/27.

<sup>45</sup> DAR/MS1/5 Feb, ibid.

<sup>46</sup> Report of Operation MacDonald No. 11, N.E.I. Squadron 18 Report No. 8 dated 6.2.43, ibid.

<sup>47</sup> RAAF Form A50 Operations Record Book of No. 18 N.E.I. Squadron entry of 5/2/43 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>48</sup> Confirmatory Memorandum – B-25 Aircraft, N5-132 in Casualty Repatriation File MacPherson David Leslie 408910; NAA: A705, 166/26/35.

## N5-132 (continued)

Those onboard at the time of the accident were:

Pilot	Sergeant Major L. Schalk,
Co-pilot	Sergeant C. Hiele,
W/T Operator	Sergeant J. Janssen,
WAG	Sergeant David Leslie MacPherson (RAAF), Sergeant Harold Oscar Walton (RAAF, died of injuries),
Passengers	Sergeant Major N.W. Kessels (Mechanic), Sergeant A. Maarschalkerweert (Mechanic), Sergeant G. Abeleven (Mechanic) and, Leading Aircraftsman Max Tempy Palamountain (TelOp, RAAF). <sup>49</sup>

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<sup>49</sup> 2BPSO signal M116 of 6 February (1943), *ibid.*

**B-25C Mitchell**  
**N5-133**  
**Ex 41-12914**

This aircraft was received by 18(NEI)SQN from the Americans on August 24<sup>th</sup>, 1942 and, like the other aircraft of the squadron, went down to 1AD at Laverton during December.<sup>50</sup> It departed Canberra on December 26<sup>th</sup> to ferry to MacDonald, but forced landed at Cloncurry,<sup>51</sup> finally making it to its new Station on January 2<sup>nd</sup>, 1943.<sup>52</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC3/6 19/1	G	3S2G		Oudraad.
MAC6/3 23/1	G	IP3G		Oudraad. A51 records as duty 9.
MAC10/4 03/2	G	9C3G		Keikoop.
MAC12/6 08/2	G	7G7G		Oudraad. Op Rep 12 records as duty 5.
MAC13/1 13/2	G	5WPG		Cancelled.
MAC14/2 15/2	G	5V[...]G		Hagers. A51 records as duty 5.
MAC16/6 23/2	G	2Y6G		Oudraad.
MAC17/8 03/3	G	3CHG		Oudraad.

It was sent to Amberley, Queensland, arriving at 3AD on March 7<sup>th</sup> and it was issued back to 18(NEI)SQN on the 16<sup>th</sup>, arriving on the 18<sup>th</sup>.<sup>53</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC26/2 21/3	G	3CHG		Wetters.
MAC27/1 24/3	G	2J9G		Swane.
MAC31/1 28/3	G	UL8G		Oudraad.
MAC32/1 30/3	G	1P8G		Swane. <b>Forced landed.</b>

MacDonald 32 of 30<sup>th</sup> March, 1943, was an armed reconnaissance conducted by a single B-25 from 18(NEI)SQN operating from Darwin. The specified route was Darwin to Kaimana, to position 04°20'S 133°00'E, to Toetal and then back to Darwin. Various airstrips were nominated for photography and, if no shipping was sighted by the time the aircraft reached Kaimana, half of the aircraft's bomb load was to be dropped on that town with the remainder, if not in the meantime dropped on shipping, to be aimed at barracks at Toetal.<sup>54</sup>

N5-133, armed with four 300-lb General Purpose bombs with instantaneous nose fuses, was to depart MacDonald at 2230Z/29 (8 am Darwin time on the 30<sup>th</sup>), transit to Darwin where it was to refuel prior to heading off on its assigned tracks.<sup>55</sup>

<sup>50</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-133 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>51</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 26/12/42 in RAAF Unit History Sheets Number 18 Squadron; NAA: A9186, 40.

<sup>52</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 2/1/43, *ibid*.

<sup>53</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry of Mar 18 (1943), *ibid*.

<sup>54</sup> DA/G1/29 Mar in AWM66, 15/1/33.

<sup>55</sup> MAC/MR1/29 Mar, *ibid*.

### N5-133 (continued)

The aircraft was wheels up out of Darwin at 292336Z (9:06 am) and in due course, made a bombing run on several vessels at anchor in Kaimana Bay, to the west of the town at 300315Z (12:45 pm Darwin time), from 12,000 feet, heading 120° at 180 mph (156 knots). Shortly after, having just turned slight right on a south easterly heading (135° ?) and maintaining 12,000 feet, the crew sighted two Japanese A6M2 Zeke's in their 3 o'clock, slightly high, at a distance of 4 or 5 nautical miles (that is, to the west of Kiamana) tracking south. The Zeke's sighted the B-25 at the same time and made a wide, leisurely, left-hand turn to the east to intercept; the B-25 also turned to the east. By 300320Z (12:50 pm Darwin time), the two Japanese fighters had closed with the B-25, who:

not wishing to travel very far EAST decided to engage the enemy aircraft before they could make the beam attack at 2 O'clock which they obviously intended. The Pilot of Mac 32 made a tight turn to the right and made a head on attack at the approaching Zekes, the leading Zeke came in to attack at level height, firing cannon and M/G. The free nose gun of the B25 had jammed and the fixed gun had not started firing before the Zeke dived under the B25. The second Zeke was then engaged head on level attack and both nose guns of the B25 were by then firing. The free gun got in a long burst and many explosive bullets were seen hitting the engine. The Zeke flew straight through and was last seen heading slowly towards KAIMANA in a shallow dive. The distance was then about 50 miles and it is considered improbable that the Zeke would have made a safe landing. The first Zeke which had dived under the B25 made an Immelman [sic] turn and came under at 5 O'clock and made attack from 5 O'clock slightly high. The Pilot of the B25 made a quick short right turn which brought the Zeke to 6 O'clock about a half up. The Zeke pressed home this attack at 6 O'clock to within 50 yards. The turret gunner of the B25 gave 4/5 very steady long bursts holding sights on Zeke all the time and the Zeke suddenly burst into flames and came into 25 yards before it staggered and went into a dive. The Zeke was observed to crash into the sea and the Pilot was seen to bale out and it is considered unlikely that the Pilot would have been rescued as the distance was at least 30 miles from the nearest land. During [sic] of combat was approx. 5 minutes. [...] Mac 32 finished combat in a position SOUTH EAST of TRITON BAY and set course for base 202° (T) with airspeed of 140 m.p.h. on one engine, height 1600 feet. E.T.A. Darwin signal was sent at 300520Z advising landing at DARWIN at 300720Z [2:50 pm with ETA 4:50 pm Darwin time]. However, at 300645 [sic – 300645Z – 4:15 pm] the port engine began to splutter when the B25 was about 45 miles NORTH of MELVILLE ISLAND, indicating shortage of petrol. The Pilot managed to keep the engine picking up until a landfall on NORTH coast of MELVILLE ISLAND was made a SMOKY CAPE. The engine was by then spluttering badly and the pilot decided to make a crash landing at Byong Point. The aircraft was landed with wheels retracted on a narrow strip of sand about two miles from the beach at Byong Point at 0704Z. The landing was entirely successful and the crew escaped serious injury.<sup>56</sup>

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<sup>56</sup> Report of Operation MacDonald 32 – N.E.I. Squadron 18 30.3.43, Report No. 28 dated 2<sup>nd</sup> April, 1943 in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 14.

### N5-133 (continued)

The aircraft was located by N5-130 who dropped supplies to them.<sup>57</sup> A rescue launch was despatched by NWA and the crew were picked up on April 1<sup>st</sup>. During the forced landing, the co-pilot, Lieutenant de Wolf sustained a bad cut in the lower jaw and a badly sprained left foot.<sup>58</sup>

The crew comprised:

Pilot	2 <sup>nd</sup> Lieutenant R.L.M. Swane,
2 <sup>nd</sup> Pilot	1 <sup>st</sup> Lieutenant A.J. de Wolf,
Bombairmer	2 <sup>nd</sup> Lieutenant C.L. Broeman,
W/T Operator	Sergeant Rouvroye and,
WAG	Sergeant W.C.D. Moore (RAAF). <sup>59</sup>

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<sup>57</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry of 31/3/43 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>58</sup> RAAF Form A.51 Unit History Sheet Detail of Operations by No. 18 (N.E.I.) Squadron entry for MAC.32, *ibid*.

<sup>59</sup> Confirmatory Memorandum, Accident to B25 Aircraft N5-133 in Allied Squadrons Accidents Part 2 Netherlands East Indies Planes with RAAF Casualties; NAA: A9845, 24.

**B-25C Mitchell**  
**N5-134**  
**Ex 41-12885**

This aircraft was reportedly serviceable at 18(NEI)SQN on September 28<sup>th</sup>, 1942<sup>60</sup> and arrived at MacDonald, NT, on December 30<sup>th</sup>, 1942.<sup>61</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC6/7 23/1	H	IP3H		Cooke. A51 records as duty 4.
MAC9/4 31/1	H	7C1H		Cooke. <b>Forced Landed.</b>
MAC11/7 05/2	H	4W7H		Cooke. A51 records as duty 4.
MAC12/4 08/2	H	7G7H		Hulscher. Op Rep 12 records as duty 6.
MAC14/3 15/2	H	5V[...]H		Hulscher. A51 records as duty 6.

On February 19<sup>th</sup>, 1RSU took charge of this aircraft so as repairs could be made to its tail. It's date of return to 18(NEI)SQN wasn't recorded but it was issued to them on March 4<sup>th</sup>.<sup>62</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC19/4 12/3	H	6N5H		Winckel. Flew as duty 1.
MAC23/4 15/3		NF3S		Kuneman. Apparently replaced unk "S"
MAC24/5 17/3	H	7DNH		Swane.
MAC30/6 24/3	H	6M6H		Wetters.

It was received by 3AD at Amberley, Queensland, on April 1<sup>st</sup>, for installation of wing tanks and handed back to 18(NEI)SQN on April 15<sup>th</sup>.<sup>63</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC2/1 02/5	GM-H	4R9H		Cooke.
MAC5/5 05/5	GM-H	1Y3H		Cooke. A51 lists as duty 4.
BAT21/6 17/5	GM-H	6P7H		Cooke.
NEI10/6 13/6	GM-Y	8Z8Y		Eikelboom. Apparently replaced N5-149.
NEI13/1 15/6	GM-H	5D5H		Deenik.
NEI13/2 15/6	GM-H	5D5H		Rab.
NEI14/2 16/6	GM-H	Y7UH		Cooke.
NEI16/6 21/6	GM-H	4E4H		Cooke.
NEI18/3 26/6	GM-H	1N5H		Eikelboom.
NEI19/6 30/6	GM-H	2B1H		Apparently replaced by N5-148.

Continued →

<sup>60</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-134 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>61</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 30/12/42 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>62</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-134 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>63</sup> Ibid.



## N5-134 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI24/4 09/7	GM-H	5R7H		Ekels.
NEI29/2 15/7	GM-H	5Y7H	Viper H	Apparently replaced by N5-136.
NEI30/2 17/7	GM-H	3K2H		Frouws.
NEI32/1 20/7	GM-H	4R9H		Cooke.
NEI35/3 24/7	GM-H	6Q8H		Pelder.

It was recorded as having been received by 119(NEI)SQN on October 4<sup>th</sup>, 1943.<sup>64</sup>

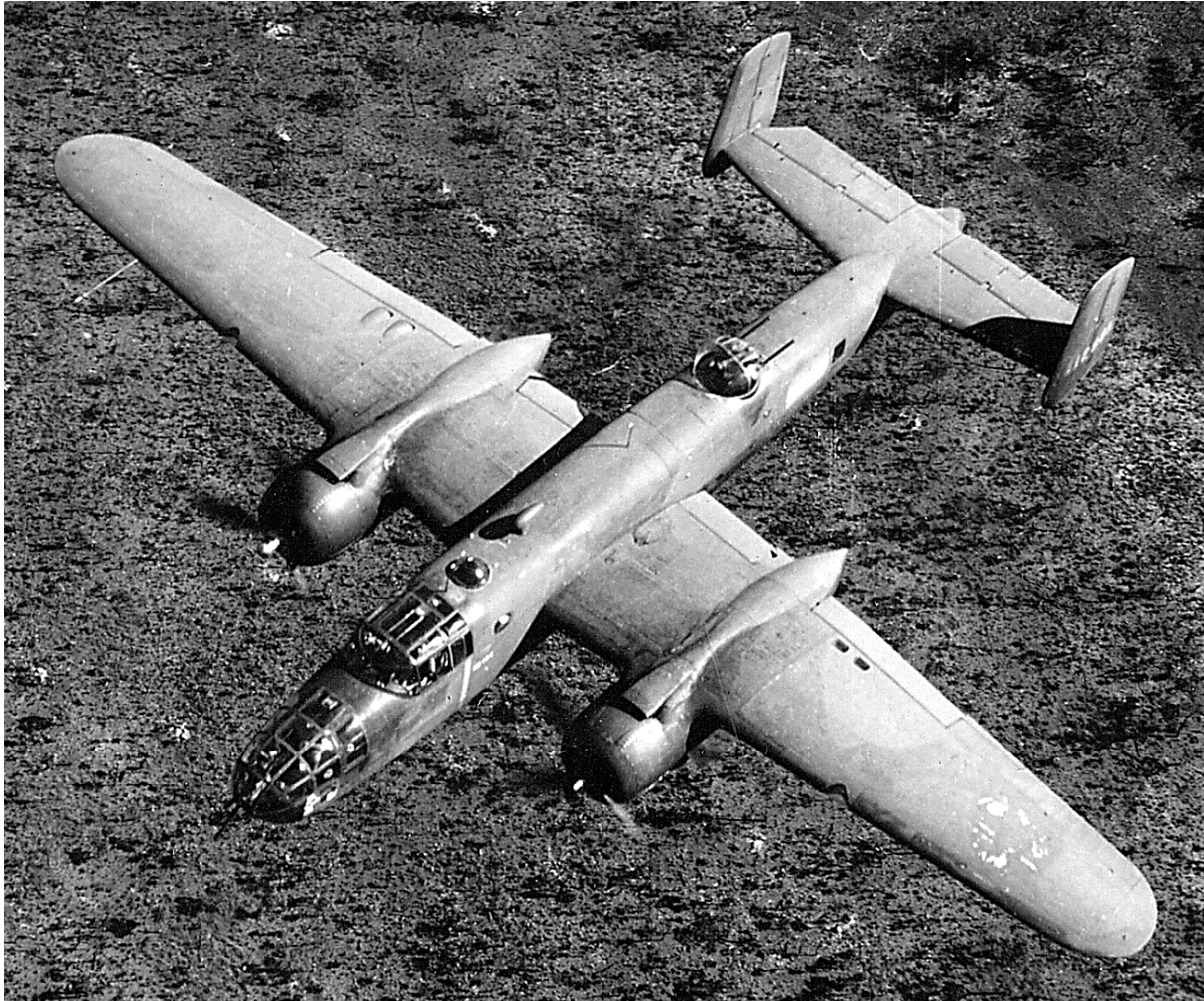


**N5-134 over typical top-end country. This machine seems to display a disruptive camouflage scheme.** [*Aviation Heritage Museum of WA image P021898 via Mike Mirkovic*].

<sup>64</sup> Ibid.



N5-134 (continued)



Same shoot, different heading, different aspect. [*Aviation Heritage Museum of WA image P021899 via Mike Mirkovic*].

**B-25C Mitchell**  
**N5-135**  
**Ex 41-12912**

The first entry on this aircraft's status card records it as having been serviceable at 18(NEI)SQN on September 28<sup>th</sup>, 1942.<sup>65</sup> It arrived at MacDonal, NT, on December 31<sup>st</sup>, 1942.<sup>66</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC9/5 31/1	J	7C1J		Bal.
MAC11/8 05/2	J	4W7J		Swane. A51 records as duty 6.
MAC13/4 13/2	J	5WPJ		Cancelled.

It departed for 3AD on February 16<sup>th</sup>, for the installation of wing tanks<sup>67</sup> and returned to the Squadron on March 4<sup>th</sup>.<sup>68</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC19/2 12/3	J	6N5J		Swane. Flew as duty 5.
MAC21/2 14/3	J	G3BJ		Frouws.
MAC22/1 15/3	J	5Z4J		Swane.
MAC24/1 17/3	J	7DNJ		Wetters.
MAC25/1 20/3	J	6M6J		Frouws.
MAC26/1 21/3	J	3CHJ		de Jongh.

It was sent off to 1RSU on March 23<sup>rd</sup><sup>69</sup> and handed back to the Squadron on April 8<sup>th</sup>.<sup>70</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC37/3 11/4	GM-J	3Q8J		Hagers.
MAC38/3 14/4	GM-J	7P1J		Eikelboom.
MAC40/9 18/4	GM-J	8Q2J		Rab.
MAC42/2 21/4	GM-J	2H9J		Hagers.
MAC48/3 28/4	GM-J	5W9J		Oudraad. <b>Failed to Return.</b>

MacDonal 48 of 28<sup>th</sup> April, 1943, was a shipping strike with four B-25's being ordered to arrive at Dobo as soon as possible after first light to attack one 4,000 ton and one 3,000 ton merchant vessel last seen at 270118Z (10:48 am Darwin time on the 27<sup>th</sup>) in position 05°00'S 133°50'E heading for Dobo by an American B-24. One of these merchant vessels had reportedly received a direct hit on its bow from a 500-lb bomb; the attacking aircraft reported no Anti-Aircraft fire from the vessel. If the ships were not located on the west side of the Aru Islands, the aircraft were to search in the direction of Cape van den Bosch to maximum safe range before returning to base. Any attacks were to be from mast height.<sup>71</sup>

<sup>65</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-135 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>66</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 31/12/42 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>67</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 16/FEB (1943), *ibid.*

<sup>68</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry of March 4 (1943), *ibid.*

<sup>69</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry of 23/3/43, *ibid.*

<sup>70</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for April 8 (1943), *ibid.*

<sup>71</sup> DA/G2/27 Apr in AWM66, 15/1/37.

## N5-135 (continued)

The B-24 involved in the sighting, 41-23767 "*Chose*", flown by Lieutenant Hesse and crew, was one of three B-24's operating as Fenton 7 of 27<sup>th</sup> April.<sup>72</sup> That crew reported that they dropped their bombs on the larger of the two vessels achieving one direct hit on the bow and one near miss.<sup>73</sup>

The four B-25's, operating from Darwin, would each be armed with three 500-lb bombs with an 11-second delay tail fuse and planned to depart at 271800Z (3:30 am Darwin time on the 28<sup>th</sup>)<sup>74</sup> however, due to delays in fusing the bombs, didn't get airborne until 1933Z (5:03 am).<sup>75</sup>

The aircraft reached Dobo at 272303Z (8:33 am Darwin time on the 28<sup>th</sup>) without sighting any vessels so,

[t]he formation then took course of 318° from DOBO and sighted a convoy of 2 Merchant Vessels accompanied by a vessel described as similar to an E boat. The 3 ships were in line astern the E boat leading followed by a 1200 ton M.V. ½ mile astern and approx. 1 mile astern of this M.V. was another M.V. of 2000 tons. Course was 320° speed 4-5 knots. Position 4°40'S 133°30'E at 272315Z.

The 4 B25's approached the convoy at 1000 feet from astern passing round behind to starboard. The ships took evasive action when aircraft were 2 miles distant. E boat turned to star-board very quickly and returned in direction of M.V.'s. The two M.V.'s turned also the first to star-board which was the apparent side of attack.

The B25's joined in echelon to the right approached at 1000 feet losing height rapidly, passing between the 2 M.V.'s, and splitting up into two pairs. MAC.48/1 Lt. Winckel and MAC.48/2 Lt. Hagers turned to left and MAC.48/3 Lt. Oudraad and MAC.48/4 Lt. Cooke to the right. Thus the former pair of aircraft were in position to attack the 2000 ton M.V. and the latter pair to attack the 1200 ton M.V. The second M.V. (2000 tons) turned to port.

### Attack on 1200 ton M.V.

MAC.48/4 was the first to attack. The 1200 ton M.V. had turned through approx. 45°. MAC.48/4 went down to sea level and attacked from abeam on bow end of ship. 2 bombs fell short, third bomb approx. 30 feet from ships's [sic] star-board side.

MAC.48/3 attacked just behind and to right of MAC.48/4 2 bombs under-shot and third dropped within a few feet of the ships's [sic] star-board side sending up spray on to the deck.

MAC.48/3 climbed over ship between the masts and a gun flash from port-side was seen simultaneously with a strike on left wing 1/3 of which flew off. The B25 immediately rolled over still climbing dropped into sea about 200 yards away from the ship. On hitting the water it burst into flames.<sup>76</sup>

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<sup>72</sup> FEN/MR1/26 Apr, ibid.

<sup>73</sup> FEN/MR1/27 Apr, ibid.

<sup>74</sup> MAC/MS1/27 Apr, ibid.

<sup>75</sup> MAC/MS2/28 Apr, ibid.

<sup>76</sup> Report on Operation MacDonald 48 – N.E.I. Squadron 18. 28<sup>th</sup>. April 1943, Report No. 40 dated 29<sup>th</sup> April in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 14.

## N5-135 (continued)

The crew of N5-135 were:

Pilot	1 <sup>st</sup> Lieutenant A.F. Oudraad,
2 <sup>nd</sup> Pilot	2 <sup>nd</sup> Lieutenant J.B.F. de Knecht,
Navigator	Sergeant N.G.W.H. Morris (RAAF),
W/T Op	Sergeant A.H. de Jongh and,
WAG	Sergeant G.A. O'Hea (RAAF). <sup>77</sup>

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<sup>77</sup> Confirmatory Memorandum, Casualties 414152 SGT. Morris, N.G.W.H., Navigator (B), 405464 SGT O'Hea G.A., W.A.G. No. 18 Squadron in Allied Squadrons Accidents Part 2 Netherlands East Indies Planes with RAAF Casualties; NAA: A9845, 24.

**B-25C Mitchell**  
**N5-136**  
**Ex 41-12933**

This machine was with 18(NEI)SQN by September 14<sup>th</sup>, 1942.<sup>78</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC6/8 23/1	K	IP3K		Bal. A51 records as duty 5.
MAC7/4 26/1	K	3Q7K		Bal.
MAC11/9 05/2	K	4W7K		Bal. A51 records as duty 5.
MAC12/5 08/2	K	7G7K		Bal. Op Rep 12 records as duty 4.
MAC13/5 13/2	K	5WPK		Cancelled.
MAC15/2 18/2	K	UN5K		Hagers.
MAC16/8 23/2	K	2Y6K		Bal.
MAC17/4 03/3	K	3CHK		Bal.
MAC18/2 07/3	K	4Y7K		Heikoop.
MAC19/3 12/3	K	6N5K		Kuneman. Flew as duty 6.
MAC20/1 14/3	K	G3BK		Moorrees.
MAC22/2 15/3	K	5Z4K		Bal.
MAC24/2 17/3	K	7DNK		de Jongh.
MAC26/3 21/3	K	3CHK		Bal.
MAC29/3 24/3	K	1Q8K		de Jongh.

It was sent to 1RSU at Manbulloo for a 100-hourly on March 25<sup>th</sup><sup>79</sup> and returned to the Squadron on April 10<sup>th</sup>.<sup>80</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC38/2 14/4	GM-K	7P1K		Bal.
MAC41/1 19/4	GM-K	K9DK		Harteveld.
MAC42/3 21/4	GM-K	2H9K		Oudraad.
MAC48/4 28/4	GM-K	5W9K		Cooke.
MAC2/3 02/5	GM-K	4R9K		Harteveld.
MAC5/6 05/5	GM-K	1Y3K		de Jongh.
BAT23/10 17/5	GM-K	B6NK		Apparently replaced by N5-148.
BAT25/2 20/5	GM-K	3E3K		Reijns.
BAT29/2 22/5	GM-K	4H1K		Cooke. RTB.
NEI18/5 26/6	GM-K	1N5K		Deenik.
NEI19/3 30/6	GM-K	2B1K		van der Schroeff. A51: Janssen.
NEI23/3 09/7	GM-K	1D9K		Eikelboom.
NEI29/2 15/7	GM-H	5Y7H	Viper H	Janssen. A51: de Jongh. Flew as duty 1. Apparently replaced N5-134.
NEI30/3 17/7	GM-K	3K2K		Pelder.
NEI35/4 24/7	GM-K	6Q8K		Frouws.
NEI41/3 31/7	GM-K	4H1K		Kuneman.
NEI43/5 05/8	GM-K	7O1K		Pelder.

Continued →

<sup>78</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-136 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>79</sup> Ibid.

<sup>80</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for April 10 (1943) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.



## N5-136 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI49/6 14/8	GM-K	6E5K		Janssen.
NEI1/5 16/8	GM-K	9N9K		Ekels.
NEI4/4 19/8	GM-K	7O1K		Cooke.
NEI6/3 22/8	GM-K	2L8K		Daanen.
NEI12/9 23/8	GM-K	8W4K		van de Schroeff.
NEI14/1 25/8	GM-K	5N2K		de Jongh.
NEI29/4 03/9	GM-K	3K2K		Deenik.
NEI41/2 12/9	GM-K	9O6K		Swane.
NEI43/2 13/9	GM-K	3K2K		Cooke.
NEI47/2 15/9	GM-K	1G8K		Moquette.
NEI3/1 18/9	GM-K	1B9K		Hulscher.
NEI11/3 20/9	GM-K	3L3K		Visser.
NEI16/1 22/9	GM-K	1G8K		Wittert.
NEI21/1 24/9	GM-K	3K2K		de Vos.
NEI23/1 26/9	GM-K	2U1K		van de Heiden.
NEI25/1 27/9	GM-K	6Q8K		Rees.
NEI32/2 29/9	GM-K	3E3K		de Putter.
NEI37/1 01/10	GM-K	FM7K		de Vos.
NEI44/4 03/10	GM-K	4QAK		Holswilder.
NEI49/2 05/10	GM-K	4SAK		de Putter. A51: Soeterik.
NEI2/2 06/10	GM-K	LU6K		Rees.
NEI6/3 08/10	GM-K	GA9K		Visser. <b>Failed to Return.</b>

Netherlands East Indies 6 of 8<sup>th</sup> October, 1943 was a Search Giraffe by a single B-25 of 18(NEI)SQN operating from Drysdale River Mission.<sup>81</sup>

An on time departure from Drysdale of 072230Z (9 am Darwin daylight savings time on the 8<sup>th</sup>) was reported<sup>82</sup> however, by 080710Z (5:40 pm), N5-136 was one hour overdue back at Batchelor.<sup>83</sup>

Apparently, a message was transmitted on the Reconnaissance Frequency (the in-use frequency for this mission) at 080213Z but using an incorrect call sign. It was presumed that the message must have been from N5-136 and, if so, then it would most likely have been in position 10°37'S 121°12'E.<sup>84</sup> It did not return to base and was thought to have been shot down by Japanese fighter aircraft.<sup>85</sup>

The all Dutch crew consisted of:

Pilot	Sergeant Visser,
2 <sup>nd</sup> Pilot	Sergeant de Hoog,
Bombardier	Lieutenant Zeidel,
W/T Op	Sergeant van Burg,
AG	Corporal Gerads and,
Mechanic	Sergeant Hoogtij. <sup>86</sup>

<sup>81</sup> DA/G4/7 Oct in AWM66, 15/1/67.

<sup>82</sup> DRY/MR1/8 Oct, *ibid*.

<sup>83</sup> NEI/MR5/8 Oct, *ibid*.

<sup>84</sup> RAAF Form A51 Unit History Sheet Detail of Operations by No. 18 Squadron (N.E.I.) entry for NEI 6 (sheet 101) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>85</sup> RAAF Form A50 Operations Record Book of Operations by No. 18 (N.E.I.) Squadron entry of Oct 8, *ibid*.

<sup>86</sup> RAAF Form A51 Unit History Sheet Detail of Operations by No. 18 Squadron (N.E.I.) entry for NEI 6 (sheet 101), *ibid*.

**B-25D Mitchell**  
**N5-137**  
**(Mosquito motif), previously "Air Cab"**  
**Ex 41-29735**

Like the other B-25's that were issued to 18(NEI)SQN prior to its deployment to North Western Area, this aircraft went to 1AD during mid-December<sup>87</sup> and then moved to MacDonald later that month. This one arrived at MacDonald, NT, on December 27<sup>th</sup>, 1942.<sup>88</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC1/2 18/1	L	7BAL		Hagers.
MAC4/2 20/1	L	5X2L		Hagers.
MAC6/5 23/1	L	IP3L		Hagers. A51 records as duty 2.
MAC9/2 31/1	L	7C1L		Hagers.
MAC10/2 03/2	L	9C3L		Hagers.
MAC11/2 05/2		4W7M		Hagers. Apparently replaced N5-138.

Due to damage being sustained to the empennage, the aircraft was received by 1RSU on February 12<sup>th</sup>, 1943<sup>89</sup> and was given back to 18(NEI)SQN on the 24<sup>th</sup>.<sup>90</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC17/2 03/3	L	3CHL		Hagers.
MAC18/4 07/3	L	4Y7L		Wetters.
MAC19/5 12/3	L	6N5L		Hagers. Flew as duty 2.

It suffered battle damage as a result of combat with Japanese fighter aircraft and went to 1RSU on March 16<sup>th</sup> for repairs and an engine change. The Squadron didn't get the aircraft back until May 10<sup>th</sup>, when it ferried from Manbulloo to Batchelor.<sup>91</sup> It didn't fly on operations, but instead was sent off to Eagle Farm, Brisbane, on June 8<sup>th</sup> for modification as a strafier.<sup>92</sup> It got back to Batchelor on June 23<sup>rd</sup>.<sup>93</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI21/2 07/7	GM-L	3K2L		Hagers. Crash landed.

It flew one operation in its new configuration, but crash landed at Batchelor on return due to battle damage. Repairs presumably being carried out by the Squadron as no record was made on the aircraft's status card of it being sent to 4RSU.

<sup>87</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-137 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>88</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 27/12/42 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>89</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 12/FEB (1943), *ibid*.

<sup>90</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-137 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>91</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for May 10 (1943) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>92</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for June 8 (1943), *ibid*.

<sup>93</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-137 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.



## N5-137 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI28/7 27/9	GM-L	2A5L		Visser. RTB, U/S, op cancelled.
NEI36/3 30/9	GM-L	7D6L		Soeterik.

On October 8<sup>th</sup>, the aircraft was received by 4RSU for repairs to its wings and handed back over to 18(NEI)SQN on the 19<sup>th</sup>.<sup>94</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI11/9 26/10	GM-L	RK3L		de Vos.
NEI17/4 28/10	GM-L	UT7L		de Vos.

Following the operation on the 28<sup>th</sup>, the aircraft was forced to land at Darwin due to battle damage. Accordingly, on October 31<sup>st</sup>, the aircraft was sent off to 4RSU for repairs. On November 23<sup>rd</sup>, it was recorded as being received back at the Squadron.<sup>95</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI41/3 15/12	GM-L	UK2L		Koedam. Not in Mauve, A51 only.
NEI38/7 04/1	GM-L	VP4L		Deknatel.
NEI41/9 04/1	GM-L	CS3L	Diget L	Rees. Failed to Return.

North Western Area ordered B-25's of 18(NEI)SQN, to conduct mission Netherlands East Indies 41 of 4<sup>th</sup> Jan which was to be three B-25's accompanied by two Beaufighter's (CML20 – which was planned for four Beaufighter's instead of two) to take off as soon as possible and attack, at mast head height, a 4,000 ton merchant vessel last reported stationary one mile west of Tenau. Bombload was to be four 500-lb Demolition bombs with Nose Safe, Tail Delay 5 seconds. The participants had the choice of either returning to base, or Drysdale River Mission, depending on fuel.<sup>96</sup>

Wheels up from Batchelor was to be 040530Z (4 pm Darwin daylight savings time), time on target 040840Z (7:10 pm Darwin time) and wheels down at Drysdale 041030Z (9 pm Darwin time).<sup>97</sup>

Slightly north of the jetty at Tenau, one Fox Tare Charlie was sighted and attacked at 040855Z (7:25 pm Darwin daylight savings time) at mast height on course 015°. Anti-aircraft fire was described as being accurate slight intensity, heavy calibre and accurate, intense medium and light calibre from Tenau and Cape Lelaka as well as accurate, intense light calibre from the ship being attacked. N5-137 was hit in the starboard wing and seen to crash into the sea about 300 yards from shore and slightly north of the Fox Tare Charlie. A bright flash was seen as it hit the water and debris seen to fly.<sup>98</sup> The later narrative report described how:

<sup>94</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-137 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>95</sup> Ibid.

<sup>96</sup> DA/G1/4 Jan in AWM66, 15/1/86.

<sup>97</sup> NEI/M2/4 Jan, *ibid*.

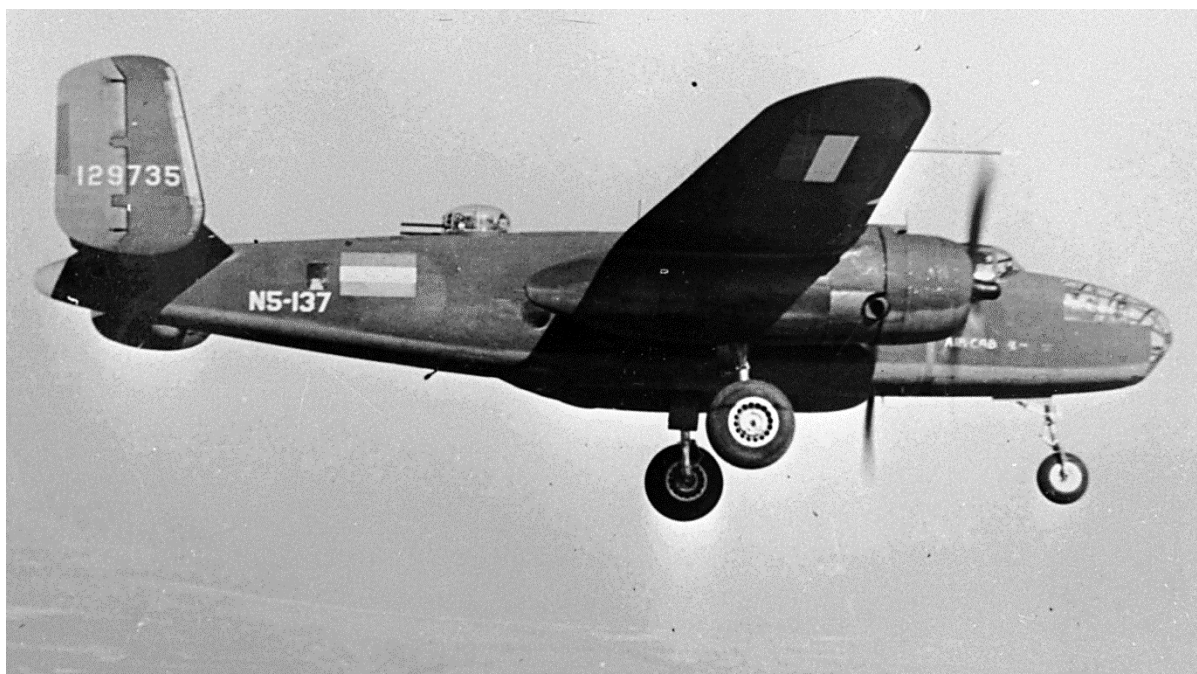
<sup>98</sup> NEI/B2/4 Jan, *ibid*.

### N5-137 (continued)

[t]he formation accompanied by one Beaufighter flew at minimum altitude to the target making landfall near CAPE OISINA and continuing on at tree top level. The ship was sighted from about 3 miles distant lying stationary in TENAU HARBOUR. It was decided that in order to achieve maximum results that the attack should be made by all details simultaneously [...] 41/11 to attack the stern 41/9 [N5-137] amidships and 41/10 the bow.

[...] the formation commenced their bombing run opening fire at 1000 yards. When about 500 yards from the ship 41/9 was hit in the starboard wing and 41/11 saw a piece break off. 41/9 swung towards 41/11 – who had to skid to avoid being struck – lost height and struck the mast of the ship crashing into the water some distance over and about 300 yards from the Shore.<sup>99</sup>

The crew were listed as being: Captain Rees, Sergeantt Arsil Sahoer, Lieutenant Coedam, Sergeant Gontha and Sergeant Kwee Wan Tjioe.<sup>100</sup>



**N5-137 in-flight, location uncertain, but likely to have been fairly early in its career as it was modified as a “Strafer” in June, 1943.** [Aviation Heritage Museum of WA image P017731 via Mike Mirkovic].

<sup>99</sup> Report on Operation N.E.I. 41 – 18 Squadron 4<sup>th</sup> January 1944, Report No. 157 dated 6<sup>th</sup> December 1943 [sic] in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 15.

<sup>100</sup> RAAF Form A51 Unit History Sheet Detail of Operations by No. 18 Squadron entry for NEI41 of 4<sup>th</sup> January (1944) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

**B-25C Mitchell**  
**N5-138**  
**Ex 41-12934**

This machine was delivered to 18(NEI)SQN around mid-September, 1942<sup>101</sup> and arrived at MacDonald, NT, on December 27<sup>th</sup>, 1942.<sup>102</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC5/5 20/1	M	8Z6M		Kuneman.
MAC8/3 28/1	M	9D9M		Cancelled.
MAC11/2 05/2	M	4W7M		Apparently replaced by N5-137.
MAC12/2 08/2	M	7G7M		Kuneman.
MAC13/8 13/2	M	5WPM		Cancelled.
MAC14/6 15/2	M	5V[...]M		Kuneman. A51 records as duty 2.
MAC16/5 23/2	M	2Y6M		Frouws.
MAC17/6 03/3	M	3CHM		Moorrees.
MAC18/5 07/3	M	4Y7M		Swane.
MAC25/3 20/3	M	6M6M		Kuneman.
MAC30/5 24/3	M	6M6M		Moorrees.
MAC33/3 01/4	M	6S7M		Kuneman.
MAC36/2 08/4	M	5UAM		Kuneman.

It was sent to 3AD, Amberley, for the installation of wing tanks on April 12<sup>th</sup><sup>103</sup> and was returned to the Squadron on April 29<sup>th</sup>.<sup>104</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC2/4 02/5	GM-M	4R9M		Kuneman.
MAC5/4 05/5	GM-M	1Y3M		Kuneman. A51 lists as duty 5.
BAT97/2 03/6	GM-M	4W4M		de Vries.
NEI6/1 12/6	GM-M	5G5M		Hulscher.
NEI7/1 13/6	GM-M	4J8M		Kuneman.
NEI16/5 21/6	GM-M	4E4M		Kuneman.
NEI18/4 26/6	GM-M	1N5M		Frouws.
NEI23/2 09/7	GM-M	1D9M		Deenik.
NEI31/5 17/7	GM-M	6F7M		Busser.
NEI32/2 20/7	GM-M	4R9M		Rab.
NEI35/1 24/7	GM-M	6Q8M		Hulscher.
NEI6/2 22/8	GM-M	2L8M		Kuneman.
NEI12/10 23/8	GM-M	8W4M		Harteveld.
NEI16/4 25/8	GM-M	8A1M		Cooke.
NEI20/8 27/8	GM-M	6U1M		Visser.
NEI22/1 30/8	GM-M	3L6M		van de Schroeff.
NEI23/1 31/8	GM-M	1H9M		Deenik.

Continued →

<sup>101</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-138 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>102</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 27/12/42 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>103</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for April 12 (1943), *ibid*.

<sup>104</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-138 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

### N5-138 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI24/1 01/9	GM-M	1G8M		Kuneman.
NEI28/1 03/9	GM-M	3K2M		Heikoop.
NEI30/1 05/9	GM-M	4V2M		de Jongh. RTB and replaced with N5-129.
NEI42/1 13/9	GM-M	3K2M		van de Schroeffer.
NEI48/1 16/9	GM-M	2D9M		Ketting.
NEI6/1 19/9	GM-M	9M7M		Deenik.
NEI10/2 20/9	GM-M	3L3M		Risseeuw.
NEI12/1 21/9	GM-M	4S9M		Deknatel.
NEI26/2 27/9	GM-M	6Q8M		de Seriere.
NEI30/1 28/9	GM-M	4Q1M		Koedam.
NEI5/2 08/10	GM-M	GA9M		Theunissen Snr.
NEI7/1 09/10	GM-M	1RVM		Theunissen Jnr.
NEI10/1 10/10	GM-M	4AQM		van Santen.
NEI16/1 12/10	GM-M	UT7M		van Santen.
NEI23/2 14/10	GM-M	QV2M		Theunissen Jnr.
NEI25/2 15/10	GM-M	YS4M		de Seriere.
NEI31/1 17/10	GM-M	WE9M		Deknatel.
NEI37/1 19/10	GM-M	FM7M		Koedam.
NEI41/1 20/10	GM-M	4QAM		de Seriere.
NEI45/1 22/10	GM-M	2SBM		Lukkien. A51: de Seriere.
NEI48/2 23/10	GM-M	WE9M		Rees.
NEI10/2 27/10	GM-M	2QSM		Rees.
NEI15/1 29/10	GM-M	FU6M		Apparently replaced by N5-128.
NEI18/3 29/10	GM-A	CW1A		de Seriere. Apparently replaced N5-128.
NEI19/1 30/10	GM-M	CX8M		Ketting.
NEI41/1 07/11	GM-M	1MQM		Theunissen Snr.
NEI46/1 08/11	GM-M	PR7M		Moquette.
NEI49/1 09/11	GM-M	WM7M		Rees.
NEI8/3 11/11	GM-M	3ZGM		Theunissen Jnr.
NEI11/2 12/11	GM-M	PA1M		Holswilder.
NEI39/9 21/11	GM-M	CP9M		Apparently replaced by N5-161.
NEI42/2 24/11	GM-M	OR3M		Kiewiet.
NEI43/1 25/11	GM-M	VP4M		Rees.
NEI46/2 26/11	GM-M	FK8M		Apparently replaced by N5-128.
NEI47/1 27/11	GM-M	CJ9M		Apparently replaced by N5-146.
NEI2/3 28/11	GM-M	SC9M		de Seriere.
NEI4/2 29/11	GM-M	PR7M		Apparently replaced by N5-148.
NEI6/1 30/11	GM-M	OP4M		Apparently replaced by N5-128.
NEI16/2 04/12	GM-M	UI8M		Deknatel.
NEI20/2 06/12	GM-M	UA9M		de Seriere.
NEI25/2 08/12	GM-M	ML8M		Berlijn. A51: Theunissen Snr.
NEI29/2 09/12	GM-M	M13M		de Seriere.
NEI32/1 12/12	GM-M	3ZNM		Deknatel.
NEI37/2 14/12	GM-M	3XAM		Welter.
NEI42/1 16/12	GM-M	MP8M		Lukkien.
NEI47/2 18/12	GM-M	H64M		Wittert.
NEI19/1 27/12	GM-M	4ENM		Welter.
NEI24/2 29/12	GM-M	QN3M		van de Heiden.
NEI29/2 31/12	GM-M	H6VM		Koedam.

### N5-138 (continued)

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI34/2 02/1	GM-M	HV1M		van de Ende.
NEI39/1 04/1	GM-M	4MCM		Theunissen Jnr.
NEI44/1 06/1	GM-M	GV3M		de Vos.
NEI49/2 08/1	GM-M	RV1M		Koedam.
NEI2/1 09/1	GM-M	LF1M		Welter.
NEI4/1 10/1	GM-M	MC2M		Theunissen Snr.
NEI6/1 11/1	GM-M	4DHM		Berlijn.
NEI8/1 12/1	GM-M	VN2M		Apparently replaced by N5-129.
NEI10/2 13/1	GM-M	DQ4M		de Vos.
NEI12/1 14/1	GM-M	UX6M		Soeterik.
NEI14/1 15/1	GM-M	WI8M		Welter.
NEI15/1 16/1	GM-M	RN2M		Lukkien.
NEI16/1 17/1	GM-M	4OXM		van Santen.
NEI20/1 19/1	GM-M	H41M		Berlijn.
NEI22/3 20/1	GM-M	VP4M		Soeterik.
NEI24/1 21/1	GM-M	Q53M		Operation cancelled due weather.
NEI27/1 22/1	GM-M	3VYM		van de Ende.
NEI37/2 26/1	GM-M	UX6M		Soeterik.
NEI40/2 27/1	GM-M	PX4M		Apparently replaced by N5-162.
NEI42/2 28/1	GM-M	WE9M		Lukkien. RTB U/S. Crew took N5-129.

The next entry in this aircraft's E/E88 had it being issued to the NEI Pool on January 31<sup>st</sup>, 1944 and being received there on February 4<sup>th</sup>.<sup>105</sup>

<sup>105</sup> Ibid.

**B-25C Mitchell**  
**N5-139**  
**Ex 41-12913**

This aircraft was received by 18(NEI)SQN from the US Army Air Corps on September 10<sup>th</sup>, 1942.<sup>106</sup> It arrived at MacDonald, NT, on January 21<sup>st</sup>, 1943.<sup>107</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC6/9 23/1	N	IP3N		de Jongh. A51 records as duty 6.
MAC9/6 31/1	N	7C1N		de Jongh. Forced Landed.

MacDonald 9 of 31<sup>st</sup> January, 1943, was ordered as six B-25's from 18(NEI)SQN to attack shipping or, the runway at Dilli aerodrome. Take off from Darwin was to be at first light.<sup>108</sup>

North Western Area advised Number 39 Radio Station that a "B-25 landed in swamp position 14°06'S 129°42'E 4 miles from coast all O.K ...".<sup>109</sup> This was N5-139, which the Squadron's A50 noted had made a forced landing bearing 086° from Tree Point at 14 miles, due to a shortage of fuel.<sup>110</sup> Tree Point forms the southern extremity of Hyland Bay, north of Port Keats.

<sup>106</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-139 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>107</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 21/1/43 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>108</sup> DA/G5/30 Jan in AWM66, 15/1/26.

<sup>109</sup> North Western Area signal DA649 of 31<sup>st</sup> January, 1943, *ibid*.

<sup>110</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry of 31/1/43 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

**B-25D Mitchell**  
**N5-140**  
**Ex 41-29723**

The first entry on this aircrafts status card has it as being unserviceable at 18(NEI)SQN on September 14<sup>th</sup>, 1942.<sup>111</sup> It arrived at MacDonal, NT, on January 4<sup>th</sup>, 1943.<sup>112</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC3/5 19/1	O	3S2O		Swane.
MAC6/2 23/1	O	IP3O		Swane. A51 records as duty 8.
MAC7/3 26/1	O	3Q7O		Eikelboom.
MAC8/6 28/1	O	9D9O		U/S. Cancelled.
MAC9/3 31/1	O	7C1O		Schalk. Apparently replaced by N5-132.
MAC11/5 05/2	O	4W7O		Grummels. A51 records as duty 6.
MAC12/8 08/2	O	7G7O		Grummels.
MAC14/4 15/2	O	5V[...]O		de Jongh. A51 records as duty 7.
MAC15/3 18/2	O	UN5O		Tijmons.
MAC16/2 23/2	O	2Y6O		Tijmons.
MAC19/6 12/3	O	6N5O		Tijmons. Flew as duty 3.
MAC35/3 05/4	O	7H7O		Tijmons. <b>Failed to Return.</b>

MacDonald 35 of 5<sup>th</sup> April, 1943, was ordered as the first of what was to be known as a Search B – an armed shipping reconnaissance of the north coast of Timor from Dilli to Baucau. Three B-25's were to conduct the operation with the object of locating Japanese shipping, especially those that may be rendezvousing with other vessels or landing supplies. If no shipping was located, Baucau was to be bombed.<sup>113</sup>

Wheels up from Darwin was planned for 041900Z (4:30 am Darwin time on the 5<sup>th</sup>), with the estimate for Dilli at 042130Z (7 am) and recovery back at Darwin at about 050001Z (9:31 am).<sup>114</sup>

Having ferried from MacDonal the previous evening,<sup>115</sup> all three aircraft were reportedly airborne from Darwin between 041915Z and 041917Z (4:45 am to 4:47 am).<sup>116</sup>

The first two duties orbited whilst waiting for N5-140 to join up, but when it failed to do so, proceeded with their task. N5-140 was found to have crashed into the sea very shortly after take-off with the loss of all onboard. The aircraft was later found about 1 mile off Nightcliff. The crew consisted of:

Pilot	Sergeant Major G. Tijmons,
2 <sup>nd</sup> Pilot	Sergeant K. van Bremen,
W/T Operator	Sergeant Major F.J. van Wylick,
WAG	Flight Sergeant R.J. Hill (RAAF) and,
WAG	Sergeant G.B. Weller (RAAF). <sup>117</sup>

<sup>111</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-140 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>112</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 4/1/43 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>113</sup> DA/G5/4 Apr in AWM66, 15/1/34.

<sup>114</sup> DAR/MR1/4 Apr, *ibid.*

<sup>115</sup> DAR/MT2/4 Apr, *ibid.*

<sup>116</sup> DAR/MR1/5 Apr, *ibid.*

<sup>117</sup> Confirmatory Memorandum Casualties 407768 F/Sgt Hill, R.J. W.A.G. 406968 Sgt Weller G.B. W.A.G. No. 18 Squadron in Allied Squadrons Accidents Part 2 Netherlands East Indies Planes with RAAF Casualties; NAA: A9845, 24.

**B-25D Mitchell**  
**N5-141**  
**Ex 41-29725**

This machine was received at 18(NEI)SQN from the Americans on September 22<sup>nd</sup>, 1942.<sup>118</sup> It arrived at MacDonald, NT, on January 2<sup>nd</sup>, 1943.<sup>119</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC12/3 08/2	P	7G7P		Heikoop.
MAC13/9 13/2	P	5WPP		Cancelled.
MAC14/7 15/2	P	5V[...]P		Heikoop. A51 records as duty 3.
MAC16/9 23/2	P	2Y6P		de Jongh.
MAC17/5 03/3	P	3CHP		de Jongh.
MAC18/3 07/3	P	4Y7P		de Jongh. RTB engine trouble.

It was sent down to 1RSU at Manbulloo, on March 9<sup>th</sup> and returned to the Squadron on March 25<sup>th</sup>.<sup>120</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC51/2 04/5	GM-P	7U4P		Pelder.

The aircraft departed Batchelor on June 29<sup>th</sup> for installation of additional armament in Brisbane and was recorded as having returned to 18(NEI)SQN on July 20<sup>th</sup>. It's E/E88 then being marked "B25D Strafer NA".<sup>121</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI42/1 04/8	GM-P	6K9P		Kuneman.
NEI8/8 21/8	GM-P	5L3P		Brinkman.
NEI12/4 23/8	GM-P	8W4P		Hagers. RTB.
NEI32/5 06/9	GM-P	5O7P		Hulscher.
NEI35/1 09/9	GM-P	6Q8P		Kuneman.
NEI4/3 18/9	GM-P	1B9P		Cancelled.
NEI5/5 18/9	GM-P	1B9P		Heikoop. A51: Tander. Recalled.
NEI8/3 19/9	GM-P	3A2P		Swane.
NEI27/4 27/9	GM-P	2A5P		Soeterik. Mistakenly RTB due cancellation of NEI28.

On October 27<sup>th</sup>, 4RSU took charge of this aircraft to perform a 400-hourly airframe inspection and a 100-hourly on both of the engines and propellers. It was returned to 18(NEI)SQN on December 4<sup>th</sup>.<sup>122</sup>

<sup>118</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-141 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>119</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 2/1/43 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>120</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry of 25/3/43, *ibid*.

<sup>121</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-141 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>122</sup> *ibid*.



## N5-141 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI41/4 15/12	GM-P	UK2P		Theunissen Jnr.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI38/8 04/1	GM-P	VP4P		de Vos.
NEI47/2 07/1	GM-P	VX6P	Shopper P	Theunissen Snr.

It was next recorded as being received by the NEI Pool on February 14<sup>th</sup>, 1944 and went to 5AD at Wagga Wagga towards the end of May for an engine change. They handed it back to the NEI Pool on October 26<sup>th</sup> and a few weeks later, the aircraft crash landed at Mascot and was reduced to spares.<sup>123</sup>



This is N5-141 flying over flat Australian countryside early in 1944. There seems to be a hint of a disruptive camouflage pattern on this aircraft, especially on the inside surface of the right-hand vertical stabilizer. [AWM Image 064758].

<sup>123</sup> Ibid.

**B-25D Mitchell**  
**N5-142**  
**Ex 41-29716**

This aircraft was delivered to 18(NEI)SQN during September, 1942, with its status card marked "B25D Transport NA"<sup>124</sup> and arrived at MacDonal, NT, on January 2<sup>nd</sup>, 1943.<sup>125</sup>

It did not fly on operations and was employed as the Squadron bus.

It was issued to Eagle Farm, Brisbane, on July 13<sup>th</sup>, 1943, for incorporation of the straffer modification, but the allotment was cancelled at the request of the Squadron. On October 5<sup>th</sup>, 1943, the aircraft was recorded as having been received by 119(NEI)SQN and on February 14<sup>th</sup>, 1944, was issued to the NEI Transport Section in Melbourne.<sup>126</sup>

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<sup>124</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-142 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>125</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 2/1/43 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>126</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-142 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

**B-25D Mitchell**  
**N5-143**  
**Ex 41-29722**

This aircraft was recorded as being on strength at 18(NEI)SQN on September 28<sup>th</sup>, 1942.<sup>127</sup> It arrived at MacDonald, NT, on December 31<sup>st</sup>, 1942.<sup>128</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC2/1 19/1	R	2L8R		Wetters.
MAC7/1 26/1	R	3Q7R		Wetters.
MAC8/4 28/1	R	9D9R		U/S. Cancelled.
MAC11/4 05/2	R	4W7H		Wetters. A51 records as duty 7.
MAC12/7 08/2	R	7G7R		Wetters.
MAC15/4 18/2	R	UN5R		Wetters.
MAC16/4 23/2	R	2Y6R		Moorrees.
MAC23/5 15/3	R	NF3R		Frouws.
MAC24/3 17/3	R	7DNR		Winckel.

It apparently was sent down to 1RSU on March 23<sup>rd</sup> for periodic overhaul,<sup>129</sup> although the aircraft's status card doesn't record this movement. Accordingly, its date of return to the Squadron isn't known.

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC33/1 01/4	R	6S7R		Moorrees.

With a 100-hourly due, the aircraft left for 1RSU at Manbulloo on April 10<sup>th</sup> and returned to the Squadron on April 22<sup>nd</sup>.<sup>130</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC1/1 30/4	GM-R	2H9R		Peller.
MAC51/3 04/5	GM-X	7U4X		Tander. Apparently replaced N5-148.

It was issued to Eagle Farm, Brisbane, for installation of the straffer nose modification on June 20<sup>th</sup> and was recorded as being received back at 18(NEI)SQN on July 4<sup>th</sup>; its E/E88 being annotated "B25D Strafer NA".<sup>131</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI27/1 12/7	GM-R	2T2R		Moquette. A51: Daanen.
NEI34/1 22/7	GM-R	6F2R		Hagers.

Continued →

<sup>127</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-143 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>128</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 31/12/42 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>129</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry of 23/3/43, *ibid*.

<sup>130</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entries for April 10 and April 22 (1943), *ibid*.

<sup>131</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-143 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

### N5-143 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI42/2 04/8	GM-R	6K9R		Cooke.
NEI47/5 09/8	GM-R	5G1R		Ekels.
NEI8/9 21/8	GM-R	5L3R		Visser.
NEI12/5 23/8	GM-R	8W4R		Daanen.
NEI13/1 24/8	GM-R	8Z6R		Winckel.
NEI25/2 01/9	GM-R	9D6R		de Jongh.
NEI32/6 06/9	GM-R	5O7R		Visser.
NEI35/2 09/9	GM-R	6Q8R		van de Heiden.

On October 12<sup>th</sup>, the forward fuselage was badly damaged during a take-off accident and due to the fact that the requested allotment to 4RSU for repairs wasn't approved, the Squadron had to take the time to make the aircraft safe for flight. This was achieved by November 4<sup>th</sup> and the aircraft was flown to 2AD at Richmond, New South Wales. It was later received by the NEI Pool towards the end of March, 1944 and then to the NEI Transport Section on May 1<sup>st</sup>, 1944.<sup>132</sup>

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<sup>132</sup> Ibid.

**B-25D Mitchell**  
**N5-144**  
**Ex 41-29717**

Delivered to 18(NEI)SQN during September, 1942,<sup>133</sup> this aircraft arrived at MacDonald, NT, on December 31<sup>st</sup>, 1942.<sup>134</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC2/2 19/1	S	2L8S		Grummels.
MAC4/3 20/1	S	5X2S		Apparently replaced by N5-132.
MAC7/2 26/1	S	3Q7S		Grummels.
MAC8/5 28/1	S	9D9S		U/S. Cancelled.
MAC10/5 03/2	S	9C3S		U/S Darwin, puncture.
MAC13/2 13/2	S	5WPS		Cancelled.
MAC14/1 15/2	S	5V[...]S		Wetters. A51 records as duty 4.
MAC15/5 18/2	S	UN5S		Grummels. <b>Ditched.</b>

All available B-25's were ordered, as MacDonald 15 of 18<sup>th</sup> February, 1943, to attack Dilli. Priority of targets were given as being shipping, Dilli aerodrome, the township of Dilli, or any other township on the north coast of Timor, in that order.<sup>135</sup>

18(NEI)SQN were able to provide six B-25's which, after ferrying from MacDonald to Darwin, planned to depart on the operation at 2020/17Z (6:50 am Darwin daylight savings time on the 18<sup>th</sup>).<sup>136</sup>

Time over target for MacDonald 15 duties 4, 5 and 6 was 0010Z/18 (10:40 am Darwin daylight savings time – five minutes ahead of duties 1, 2 and 3) where a medium-level bombing run was made at 7,000 feet,<sup>137</sup> on a Japanese warship, thought to have been a 7,000 to 8,000 ton cruiser, in Dilli harbour. All bombs missed their target.<sup>138</sup>

The post mission narrative report described how the:

2 Flights B25's made landfall over Timor S.Coast by Sahem River. About 3 miles inland flight No.2 [which included N5-144] saw 2 Zekes flying from W. to E. same height of 9,000'. The B25's continued on N.W. Course to DILLI and the 2 Zekes evidently flew N. to intercept near DILLI. Both Flights bombed ship in DILLI HARBOUR and then turned for home on course of 150 degrees, flight 2 leading flight 1 by about 4 miles. The 2 Zekes attacked from rear. All flight 2's top turret gunners fired on leading Zeke as it attacked and the pilot appeared hit, and the tail unit was shot off. It was last seen falling to hills at back of DILLI about where Governor's Residence is marked on target map R70.

The 2 flights dived into cloud cover and closed in for defence. The remaining Zeke followed above and between them. Over central mountains a flight of 3 Zekes joined the single Zeke. They split into pairs to attack each B25 flight. Attacks were from

<sup>133</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-144 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>134</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 31/12/42 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>135</sup> DA/G7/17 Feb in AWM66, 15/1/28.

<sup>136</sup> MAC/MS1/17 Feb, *ibid.*

<sup>137</sup> DA/B1/18 Feb, *ibid.*

<sup>138</sup> DAR/MS1/18 Feb, *ibid.*

## N5-144 (continued)

above on to tails from 4 to 8 O'clock. At 400 yards No.1 flights' gunners hit a Zeke at 3000' and 40 miles out to sea. It broke off engagements, diving towards the sea, the remaining Zeke joined the 3 Zekes (another Zeke from somewhere had joined in here) attacking No.2 Flight. Similar type attacks were made. The B25 flight beginning to fire on attacks at 1200 yards and Zeros breaking off at 6-700 yards. One Zeke when 100 miles out to sea, pressed home an attack on starboard Aircraft to about 60 yards and shot the port engine dead with cannon fire. Many tracers went into the Zero, but it was apparently undamaged. No.1 Flight, followed by the 2 undamaged Aircraft, then turned to engage the 4 Zeros, which made off for TIMOR.

The damaged Aircraft with port engine dead, prop full feathered flew along for 20 miles before coming down in sea. The remaining 5 Aircraft returned to base with no damage other than a few bullet and A/A holes in some Aircraft. The engagements had lasted 45 minutes. For the last ten minutes during the attack when No.5 Aircraft's engine had been shot dead (it did not burn) and during two more passes from overhead from this Zero the top turret did not fire and probably the gunner was killed.

[...] The Zeros were coloured dull green with red circles on under sides of wings. No tracer ammunition came from them. The latter part of the engagement was fought at a height of 1-500' above sea. The B25's took weaving evasive action when attacked each time. The attacks were mainly concentrated on No.2 Flight.

[...] 1 B25 forced down in sea. The other two Aircraft from its flight circled around for ten minutes and saw two crew in rubber boat, and the pilot waved to them from out on top of cabin. The Aircraft was still floating in the calm sea when they left for DARWIN with barely enough fuel reserved for the return flight.<sup>139</sup>

After the survivors were rescued, they were able to provide further details:

This A/C was No.3 and its position starboard wing of No.2 Flight. The crew was as follows :-

Pilot	Lt. B.J. Grummels	Killed
Co-Pilot	V.D.C.M. Fisscher	Wounded
Bombardier	Sgt. R.G. Tyler	Killed
Mechanic	Hoek Sgt.	Wounded
Gunner	F/Sgt. R.S. Horridge	Wounded seriously
W.A.G.	V.d. Weert	Wounded

As written in the first part of this report, a Zeke pressed home an attack to within 60 yards and shot the port engine dead [...]

Within a couple of minutes oil pressure dropped to zero and port engine stopped. Almost immediately the Zeke made a pass at them from above, and the Pilot was killed by a M/G bullet entering the top of his head, then coming out and going into his right knee. The Bombardier in the nose of A/C was probably killed by the same burst. The Co-Pilot took over control and called for help from the other B25's. The same Zeke made 3 more overhead attacks. The pilot watched until seeing him roll over and then turned into the attacker each time who seeing the guns coming around his way broke off. The Zeke then made a fourth attack pressed close

<sup>139</sup> Report of Operation MacDonald No.15 N.E.I. Squadron 18 Report No. 11 dated 18/2/43 in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 14.

## N5-144 (continued)

home, hit the starboard engine, aileron [sic] , and rudder which tore off. By this [time] the rest of [the] B25's had seen and heard what was happening and returned to help and drove off this Zeke which returned towards Timor. N5/144 then flew on for 20 miles on one engine steadily losing power and oil pressure and the A/C practically uncontrollable. It went into the sea tail first and bottom turret down – consequently the nose finally went right under. The Co-Pilot and Mechanic got out by sliding side panels by pilots seats and got out rubber dinghy. The A/C sank in 2 minutes (not 10 as previously reported) giving the Co-Pilot just time to smash in the top turret prespec [sic] with his hands and drag out with the help of the Mechanic the top turret gunner and the bottom turret gunner. Both of these men had been banged about in the crash landing and were dazed and resisted rescue – had to be forcibly dragged out. The A/C sank under them as the last man was dragged out and hauled into the dinghy. During the whole of this action the turrets had been inoperable owing to the main hydraulic charging system going out of order – probably from M/G fire.

In the dinghy the 2 rear turrets men were laid in the bottom and the Co-pilot and Mechanic sat on opposite sides. A shark within 10 minutes broke water and rose across edge of dinghy and snapped at the co-pilot's back. He and the mechanic beat the water to frighten it off and then sat in the bottom of the dinghy. A couple of hours later a big sea bird had to be beaten off as well.

The A/C went into the sea 0120/17/Z and 3 Hudsons dropped supplies 0830/18/Z and a destroyer picked them up 1530/18/Z and brought them into Darwin.

[...] The dinghy had six flares. 5 were used to signal the Hudsons leaving one only for the rescuing destroyer – the Vendetta. The Co-Pilot makes the suggestion that an electric torch with each package dropped would enable them to signal rescuers and attend to wounds, opening food etc. in the dinghy. Also always a tin opener to be attached to tins of food. Hurt men cannot easily get a tin open without an opener. These men after 2 hours found a small pair of scissors one of them had, and then got tins open. Also for drinking water always to be kept in dinghys --- these men had no time to get it from their sinking A/C and had had none in the dinghy till the Hudsons brought it hours after. When fighting about sea level all members of crews should take off parachutes and keep on Mae Wests. Also all wear steel helmets before crash landing, and for Pilots of bombers to be careful to see that goggles are with them, as the wind through bullet holed prespec [sic] makes it most difficult to see clearly.

The 2 gunners owe their lives to the Co-Pilot's (V/D Fisscher) fast and effective actions in going aft, breaking open the turret, and then helping to pull them out and put them in the dinghy, while quite badly cut in the head himself and bleeding a lot.<sup>140</sup>

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<sup>140</sup> MacDonald Operation No.15, Continuation of Report No. 11 dated 18.2.43 A/c N5,144 shot down in sea. 10 degrees S. 127 degrees E. in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 14.

**B-25C Mitchell**  
**N5-145**  
**“De Vliegende Hollander” / “The Flying Dutchman”**  
**Ex 41-12798**

Another September, 1942,<sup>141</sup> issued machine, it arrived at MacDonal, NT, on December 31<sup>st</sup>, 1942.<sup>142</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
MAC2/3 19/1	U	2L8U		Eikelboom.
MAC11/6 05/2	U	4W7U		Eikelboom. A51 records as duty 9.
MAC12/9 08/2	U	7G7U		Eikelboom.
MAC13/3 13/2	U	5WPU		Cancelled.
MAC15/6 18/2	U	UN5U		Eikelboom.
MAC16/3 23/2	U	2Y6U		Hagers.

On March 4<sup>th</sup>, it was recorded as having been received by 1RSU for a 100-hourly. It was handed back to the Squadron on March 19<sup>th</sup>.<sup>143</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC33/2 01/4	U	6S7U		Frouws.
MAC34/3 03/4	U	CT[...]U		Eikelboom. RTB engine trouble.
MAC35/2 05/4	U	7H7U		Hagers.
MAC37/5 11/4	GM-U	3Q8U		Oudraad.
MAC44/8 24/4	GM-U	4G8U		Eikelboom. Replaced N5-150.

It was sent to 1RSU for an inspection on April 27<sup>th</sup> and returned to the Squadron on May 5<sup>th</sup>. Shortly after it had returned, it departed for Eagle Farm, Brisbane, to receive the strafe nose modification. It was handed back to 18(NEI)SQN on June 4<sup>th</sup>; its E/E88 being marked “B25C (Strafer) NA”.<sup>144</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI15/4 21/6	GM-U	N9GU		Apparently replaced by N5-146.
NEI21/1 07/7	GM-U	3K2U		Winckel.
NEI27/2 12/7	GM-U	2T2U		Daanen. A51: Moquette.
NEI34/2 22/7	GM-U	6F2U		Pelder.
NEI42/3 04/8	GM-U	6K9U		Janssen.
NEI47/4 09/8	GM-U	5G1U		Heikoop.
NEI26/5 01/9	GM-U	9D6U		Hagers.
NEI32/7 06/9	GM-U	5O7U		van de Heiden.
NEI4/2 18/9	GM-U	1B9U		Cancelled.
NEI5/4 18/9	GM-U	1B9U		Tander. A51: Heikoop. Recalled.
NEI8/4 19/9	GM-U	3A2U		Cooke.

<sup>141</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-145 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>142</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 31/12/42 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>143</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-145 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>144</sup> Ibid.



## N5-145 (continued)

On October 18<sup>th</sup>, it suffered a landing accident at Batchelor and whilst the damage was beyond the capacity of the Squadron to repair, it wasn't allotted to 4RSU. Instead, it was held by the Squadron awaiting a replacement nose section, a condition that was still being recorded on February 17<sup>th</sup>, 1944. A few days later, on the 21<sup>st</sup>, it was recorded as being converted into spares.<sup>145</sup>

Netherlands East Indies 8 of 19<sup>th</sup> September, 1943, was ordered by North Western Area as two attack type B-25's, operating in formation, to carry out an harassing attack on Selaroe Island with a time on target of 190030Z and was a re-run of NEI4 which had been cancelled.<sup>146</sup> The orders for that mission required that Selaroe airstrip was to be approached from the north west and low-level with anything seen to be strafed; bombs then to be dropped on a clump of trees, suspected of concealing a stores dump, just south of the mouth of Kerval Creek.<sup>147</sup>

The aircraft planned to depart Batchelor at 182220Z and follow a route of 350° true at 328 statute miles, 034 at 37, 133 at 85, 173 at 262 and 194 at 72. Time on target would be 190030Z, as ordered and estimate for Batchelor was 190250Z with each machine loaded with four 500-lb Demolition bombs fused nose safe and tail delay 11 seconds.<sup>148</sup>

N5-145, in company with the other detail, departed Batchelor at 182215Z and in due course made landfall about one mile south of Cape Toewaoe at tree top level. The airstrip and huts in the vicinity were strafed and then, at 190029Z, N5-145, released all four of its bombs from tree top height on the assigned target area whilst tracking 010°. Smoke and dust were seen from the bomb bursts but, about two minutes later, dark brown smoke began to billow up in two columns and were still seen from 25 miles away.<sup>149</sup> N5-145 landed back at Batchelor at 0225Z, two minutes ahead of the other detail.<sup>150</sup>

No mention was made in the Squadron's records about a landing accident, but evidently the aircraft suffered some sort of failure of the nose gear, with the aircraft ending up off the runway, on its nose with that portion of the aircraft badly damaged. It was thought to be repairable, but beyond unit capacity and whilst a replacement forward fuselage was requested, by February 21<sup>st</sup>, 1944, the aircraft was noted as being reduced to spare parts.<sup>151</sup>



**The Flying Dutchman after its last flight, Batchelor, October, 1943.** [Aviation Heritage Museum of WA image P990796 via Mike Mirkovic].

<sup>145</sup> Ibid.

<sup>146</sup> DA/G7/18 Sep in AWM66, 15/1/63.

<sup>147</sup> DA/G1/18 Sep, *ibid*.

<sup>148</sup> NEI/MS4/18 Sep, *ibid*.

<sup>149</sup> Report on Operation N.E.I. 8 – 18 Squadron – 19<sup>th</sup> September 1943, Report No. 123, dated 20<sup>th</sup> September, 1943 in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 14.

<sup>150</sup> NEI/MS1/19 Sep in AWM66, 15/1/63.

<sup>151</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-145 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

**B-25C-15-NA Mitchell**  
**N5-146**  
**"Lienke"**  
**Ex 42-32512**

This aircraft was recorded as having been received by 18(NEI)SQN from the USA on April 1<sup>st</sup>, 1943.<sup>152</sup> It had, in fact, already arrived at MacDonald the day before.<sup>153</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC40/2 18/4	GM-V	8Q2V		Hagers.
MAC44/2 24/4	GM-V	4G8V		Hagers.
MAC48/2 28/4	GM-V	5W9V		Hagers.
MAC3/6 02/5		7UCV		Hagers.
MAC5/2 05/5	GM-V	1Y3V		Hagers.
MAC7/2 07/5	GM-V	H3BV		Hagers.
BAT17/6 11/5	GM-V	7T2V		de Jongh.
BAT18/15 14/5	GM-V	1FYV		Hagers.
BAT21/5 17/5	GM-V	6P7V		U/S, cancelled.
BAT26/4 20/5	GM-V	J6DV		Operation cancelled.
BAT29/3 22/5	GM-V	4H1V		Did not take-off.
BAT31/4 23/5	GM-V	3E8V		Apparently replaced by N5-148.
BAT32/10 24/5	GM-V	6P7V		Hagers.
BAT34/3 27/5	GM-V	3AZV		Winckel.
BAT36/2 29/5	GM-V	Z6SV		Hagers.
BAT40/8 01/6	GM-V	U1GV		Kuneman.
BAT44/2 02/6	GM-V	1D8V		Hagers.
BAT45/2 04/6	GM-V	7M3V		Kuneman.
NEI2/2 08/6	GM-V	1N5V		Kuneman.
NEI4/3 11/6	GM-V	6T6V		Hagers.
NEI14/1 16/6	GM-V	Y7UV		Hagers.
NEI15/4 21/6	GM-U	N9GU		Hagers. Apparently replaced N5-145.
NEI18/6 26/6	GM-V	1N5V		Kuneman.
NEI19/2 30/6	GM-V	2B1V		Daanen.
NEI22/2 06/7	GM-V	8X9V		de Wolf.
NEI23/1 09/7	GM-V	1D9V		Busser.
NEI26/2 11/7	GM-V	2S4V		Hagers.
NEI39/4 28/7	GM-V	1Q2V		Moquette.
NEI41/5 31/7	GM-V	4H1V		Hagers.
NEI43/7 05/8	GM-V	7O1V		Hulscher.
NEI45/3 07/8	GM-V	8M7V		Visser.
NEI46/1 09/8	GM-V	8W4V		Hagers.
NEI49/3 14/8	GM-V	6E5V		Kuneman.
NEI1/4 16/8	GM-V	9N9V		Harteveld.
NEI4/6 19/8	GM-V	7O1V		Winckel.
NEI6/4 22/8	GM-V	2L8V		Hagers.
NEI12/8 23/8	GM-V	8W4V		Ekels.

Continued →

<sup>152</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-146 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>153</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry of 31/3/43 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

## N5-146 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI15/3 25/8	GM-V	8A1V		van de Heiden.
NEI20/2 27/8	GM-V	6U1V		Busser.
NEI26/6 01/9	GM-V	9D6V		Moquette.
NEI29/6 03/9	GM-V	3K2V		Moquette.
NEI31/1 06/9	GM-V	9M7V		Rab.
NEI34/2 08/9	GM-V	6N6V		Janssen.
NEI39/2 11/9	GM-V	7S3V		Rab.
NEI14/4 20/9	GM-V	TP6V		de Wolf.
NEI28/6 27/9	GM-V	2A5V		Moquette. Recalled, op cancelled.
NEI36/2 30/9	GM-V	7D6V		Lukkien.
NEI41/2 02/10	GM-V	YZ7V		Moquette.
NEI9/6 09/10	GM-V	2QSV		Holswilder.

On October 10<sup>th</sup>, 1943, it was received at 4RSU for a 400-hourly and returned on the 25<sup>th</sup>.<sup>154</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI29/7 02/11	GM-V	JL4V	Planless V	de Vos.
NEI20/3 14/11	GM-V	3W0V		Moquette.
NEI22/2 16/11	GM-V	Q17V		Theunissen Snr.
NEI25/2 17/11	GM-V	PA1V		Deknatel.
NEI31/1 19/11	GM-V	GL4V		Theunissen Jnr.
NEI35/2 20/11	GM-V	3ZGV		Apparently replaced by N5-149.
NEI44/2 25/11	GM-V	VP4V		de Vos.
NEI47/1 27/11	GM-M	CJ9M		Deknatel. Apparently replaced N5-138.
NEI3/1 29/11	GM-V	PR7V		van Santen.
NEI7/2 30/11	GM-X	OP4X		Rees. Apparently replaced N5-148.
NEI21/3 06/12	GM-V	UA9V		Wittert.
NEI27/4 08/12	GM-V	KI3V		Moquette.
NEI33/2 12/12	GM-V	KX6V		Lukkien.
NEI40/8 15/12	GM-V	QS5V YT8V		Deknatel. C/S change over 151530Z.
NEI7/5 24/12	GM-V	3AGV	Pathless V	Moquette.
NEI23/1 29/12	GM-V	MD8V		Deknatel.
NEI25/1 30/12	GM-V	1RVV		van de Ende.
NEI28/1 31/12	GM-V	DY2V		Berlijn.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI32/3 01/1	GM-V	KE8V		Risseeuw.
NEI35/3 02/1	GM-A	WQ4A		Deknatel. Apparently replaced N5-128.
NEI40/2 04/1	GM-V	M51V		Berlijn.
NEI45/2 06/1	GM-V	3YOV		Deknatel.
NEI48/1 08/1	GM-V	WE9V		Wittert.

Continued →

<sup>154</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-146 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

## N5-146 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI3/5 09/1	GM-V	UC8V		van de Ende.
NEI7/6 12/1	GM-V	4OXV		Operation cancelled due weather.
NEI9/1 13/1	GM-V	VG8V		U/S operation cancelled.
NEI11/6 14/1	GM-V	WG3V		Operation cancelled due weather.
NEI13/5 15/1	GM-V	PX4V		Operation cancelled due weather.
NEI17/2 17/1	GM-V	VN2V		Theunissen Snr.
NEI19/7 18/1	GM-V	UT7V		Theunissen Jnr.
NEI22/2 19/1	GM-V	4OXV		Lukkien.
NEI23/2 20/1	GM-V	4MCV		Wittert.
NEI9/1 06/2	GM-V	MV3V		Holswilder.
NEI12/2 08/2	GM-K	ZN4K RP4K		van de Ende. Apparently replaced N5-158 C/S change over 081200Z.
NEI16/6 15/2	GM-V	LL4V		van Santen.
NEI17/1 17/2	GM-AC	FU6AC		de Vos. Apparently replaced N5-168.
NEI18/1 18/2	GM-V	LL4V		Koedam.
NEI21/7 19/2	GM-V	M13V		Staal.
NEI26/2 22/2	GM-V	PV5V		Florentinus.
NEI27/1 25/2	GM-V	JY5V		Berlijn.

It was issued to NEI Pool on February 26<sup>th</sup>, 1944 and received on March, 6<sup>th</sup>.<sup>155</sup>

<sup>155</sup> Ibid.

**B-25C-15-NA Mitchell**  
**N5-147**  
**Ex 42-32484**

This aircraft was recorded as having been received by 18(NEI)SQN on April 1<sup>st</sup>,<sup>156</sup> but, like N5-146, had actually arrived at MacDonald on March 31<sup>st</sup>, 1943.<sup>157</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC40/3 18/4	GM-W	8Q2W		Oudraad.
MAC44/3 24/4	GM-W	4G8W		Oudraad. RTB, lower turret U/S.
MAC49/2 29/4	GM-W	7H7W		Wetters.
MAC3/5 02/5		7UCW		Winckel.
MAC4/1 03/5		G0NW		Kuneman.
MAC6/1 06/5	GM-W	3E8W		Janssen.
MAC7/1 07/5	GM-W	H3BW		Winckel.
BAT17/7 11/5	GM-W	7T2W		Kuneman.
BAT20/2 17/5	GM-W	1FWW		Winckel.
BAT27/2 21/5	GM-W	4R9W		Bal. <b>Failed to Return.</b>

Batchelor 27 of 21<sup>st</sup> May, 1943, was ordered by North Western Area as an armed shipping reconnaissance of an area taking in Kisar, Babar and Seira Islands and Saumlaki by three B-25's of 18(NEI)SQN operating in company. If no suitable targets presented themselves, Saumlaki was to be bombed. Each aircraft was to carry five 500-lb British Demolition bombs with instantaneous nose fuses and 1/10<sup>th</sup> of a second delay tail fuses. Wheels up was to be at first light.<sup>158</sup>

The Squadron set the departure time as 202115Z (6:45 am Darwin time on the 21<sup>st</sup>) and estimated the three aircraft would return to Batchelor by 210345Z (1:15 pm).<sup>159</sup>

The three aircraft departed at one minute intervals from 202127Z (6:57 am Darwin time on the 21<sup>st</sup>).<sup>160</sup>

No shipping had been sighted by the time the formation reached Saumlaki which was bombed at 210140Z (11:10 am Darwin time).<sup>161</sup>

Prior to departure, it had been arranged between the participating crews:

... that attack [on Saumlaki] would be made at 14000 feet. Leader did not rise above 8500 feet and formation went into a slight dive in Vic formation from this height to drop at 7000 feet. Attack was made at 195° on the ordered target area, and A/A opened hitting leader 27/2 just on point of bombing release about 1 mile back from target. The remaining aircraft were about 80 yards apart at moment of release, there being no time to close up and the bombs were observed to fall in the [target] area. [...]

<sup>156</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-147 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>157</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry of 31/3/43 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>158</sup> DA/G9/20 May in AWM66, 15/1/41.

<sup>159</sup> BAT/MR5/20 May, *ibid*.

<sup>160</sup> Report on Operation Batchelor 27 – N.E.I. Squadron 18 – 21<sup>st</sup> May, 1943, Report No. 56 dated 23<sup>rd</sup> May, 1943 in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 14.

<sup>161</sup> BAT/B1/21 May in AWM66, 15/1/41.

## N5-147 (continued)

[Anti-Aircraft fire] opened up as the aircraft were on their course for bombing both Bofors and Heavy being seen, from the target area ordered. One observer reports on second interrogation that white flashes were seen from the position west of crew house in town area, but no tracers were observed there from. Captain of BAT.27/4 states that the main body of A/A was one concentrated salvo from the target area, and ceased when aircraft followed the leader down after dropping bombs. Burst from the Heavy A/A were seen approx. 3-400 feet above aircraft [...] BAT.27/2 was hit between the starboard engine and fuselage and fell away steeply to the right and was finally seen to hit the water about 1 ½ miles S.S.W. of wreck on West side SAUMLAKI BAY by an observer in BAT 27/3. The aircraft was on fire with smoke pouring from the engine when going down. Captain of BAT.27/2 called over command radio that he was hit in starboard engine and on fire in response to call from other aircraft. Observers state that BAT.27/2 may also have been hit by other A/A just about the time of the direct hit which caused the damage. One observer saw a figure jump out of the plane from towards the nose and the parachute opening up shortly afterwards. The last sighting of the parachute was in a position approx. one mile W.S.W. of the position of the crash of the plane, but contrary to the advice in BLUE BAT/B1/27 MAY it was not then in the water. This is the last observation of the parachute, as the aircraft were on course to base. Observations were difficult owing to the constant change of course of the remaining aircraft in a endeavour to follow BAT.27/2 and also to avoid a constant course to prevent A/A from opening up again.<sup>162</sup>

The return report was succinct "... GMY Adj de Jongh N5-149 [,] GMZ Lt Kuneman N5-150 [landed at] 210340Z BAT [...] Nil shipping sighted. Saumlaki bombed [by] two aircraft. BAT272 GMW Lt Bal N5-147 shot down by ack ack Saumlaki."<sup>163</sup>

The crew comprised:

Pilot	2 <sup>nd</sup> Lieutenant L. Bal,
2 <sup>nd</sup> Pilot	Sergeant F.A. Hoogeveld,
Fire Control Officer	1 <sup>st</sup> Lieutenant P. Kruijne,
Bombardier	Ensign A.B. Andela,
W/T Operator	Sergeant C. van Ginkel and,
WAG	Sergeant R.P. Leehy (RAAF). <sup>164</sup>

<sup>162</sup> Report on Operation Batchelor 27 – N.E.I. Squadron 18 – 21<sup>st</sup> May, 1943, Report No. 56 dated 23<sup>rd</sup> May, 1943 in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 14.

<sup>163</sup> BAT/MR6/21 May in AWM66, 15/1/41.

<sup>164</sup> Confirmatory Memorandum, Casualty 412067 Sgt. Leehy, R.P. W.A.G. No. 18 Squadron in Allied Squadrons Accidents Part 2 Netherlands East Indies Planes with RAAF Casualties; NAA: A9845, 24.

**B-25C-10-NA Mitchell**  
**N5-148**  
**Ex 42-32338**

This machine was received from the USA on April 3<sup>rd</sup>, 1943<sup>165</sup> and arrived at MacDonald from Amberley the next day.<sup>166</sup> It was sent to 1RSU for inspection on April 8<sup>th</sup><sup>167</sup> and returned to the Squadron on April 20<sup>th</sup>.<sup>168</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC44/6 24/4	GM-X	4G8X		Swane.
MAC49/3 29/4	GM-X	7H7X		Huscher. A51: Rab.
MAC51/3 04/5	GM-X	7U4X		Apparently replaced by N5-143.
MAC6/2 06/5	GM-X	3E8X		Ekels.
BAT19/17 14/5	GM-X	Z6HX		Pelder.
BAT20/3 17/5	GM-X	1FWX		Hagers.
BAT23/10 17/5	GM-K	B6NK		Pelder. Apparently replaced N5-136.
BAT31/4 23/5	GM-V	3E8V		Pelder. Apparently replaced N5-146.
BAT33/7 26/5	GM-X	3MFX		de Jongh. A51: Eikelboom.
BAT36/3 29/5	GM-X	Z6SX		Apparently replaced by N5-151.

It departed Batchelor for Gorrie on June 1<sup>st</sup>, so as an unspecified modification could be incorporated<sup>169</sup> and returned on June 3<sup>rd</sup>.<sup>170</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI3/4 08/6	GM-X	4D9X		Janssen.
NEI4/4 11/6	GM-X	6T6X		Daanen.
NEI9/3 13/6	GM-X	8Z8X		Rab.
NEI14/6 16/6	GM-X	Y7UX		Eikelboom.
NEI15/3 21/6	GM-X	N9GX		Rab.
NEI18/2 26/6	GM-X	1N5X		Rab.
NEI19/6 30/6	GM-H	2B1H		Rab. Apparently replaced N5-134.
NEI20/3 03/7	GM-X	7Q6X		van der Schroeffer.
NEI22/3 06/7	GM-X	8X9X		Rab.
NEI25/7 09/7	GM-X	7N5X		Moquette.
NEI26/3 11/7	GM-X	2S4X		Ekels.
NEI28/4 14/7	GM-X	2F4X		de Wolf.
NEI30/4 17/7	GM-X	3K2X		Rab.
NEI33/7 20/7	GM-X	2F4X		Moquette.
NEI36/8 24/7	GM-X	5C9X		Deenik.
NEI39/2 28/7	GM-X	1Q2X		Cooke.
NEI41/2 31/7	GM-X	4H1X		Heikoop.

Continued →

<sup>165</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-148 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>166</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for April 4 (1943) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>167</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for April 8 (1943), *ibid*.

<sup>168</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for April 20 (1943), *ibid*.

<sup>169</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for 1 June (1943), *ibid*.

<sup>170</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for 3 June (1943), *ibid*.

## N5-148 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI43/3 05/8	GM-X	7O1X		Rab.
NEI44/1 07/8	GM-X	8M7X		Rab.
NEI49/2 14/8	GM-X	6E5X		van de Schroeff.
NEI1/1 16/8	GM-X	9N9X		Cooke.
NEI5/7 19/8	GM-X	2H2X		Janssen.
NEI9/6 22/8	GM-X	7M3X		Ekels. RTB.
NEI11/2 23/8	GM-X	8W4X		Cooke.
NEI17/6 25/8	GM-X	8A1X		van de Schroeff.
NEI20/4 27/8	GM-X	6U1X		Swane.
NEI26/7 01/9	GM-X	9D6X		Daanen.
NEI29/5 03/9	GM-X	3K2X		Hartevelt.
NEI31/2 06/9	GM-X	9M7X		Ekers.
NEI34/1 08/9	GM-X	6N6X		Visser.
NEI36/1 10/9	GM-X	3L3X		Cancelled.
NEI38/1 11/9	GM-X	4K6X		Hulscher.
NEI44/1 14/9	GM-X	2S6X		Deenik.
NEI2/2 17/9	GM-X	1G8X		van de Heiden.
NEI9/1 20/9	GM-X	3L3X		Olsen.
NEI18/1 23/9	GM-X	5Y1X		Berlijn.
NEI24/2 26/9	GM-X	2U1X		de Putter.
NEI31/1 29/9	GM-X	3E3X		Theunissen Snr.
NEI38/2 01/10	GM-X	FM7X		Deknatel.
NEI42/4 02/10	GM-X	OX6X		Cancelled, aircraft unserviceable.
NEI43/3 03/10	GM-X	4QAX		Soeterik.
NEI3/1 25/10	GM-X	LU6X		Koedam.
NEI8/7 26/10	GM-X	4AQX	Palmy X	Deknatel.
NEI13/2 28/10	GM-X	UT7X		Apparently replaced by N5-131.
NEI16/2 29/10	GM-X	FU6X		Soeterik.
NEI24/2 31/10	GM-X	MV3X		Soeterik.
NEI28/2 02/11	GM-X	CJ9X		Theunissen Jnr.
NEI31/2 03/11	GM-X	OR3X		Holswilder.
NEI34/3 04/11	GM-X	H41X		Koedam.
NEI35/1 05/11	GM-X	VP4X		Soeterik.
NEI39/3 06/11	GM-X	KP7X		Moquette.
NEI43/3 07/11	GM-X	1MQX		Rees.
NEI2/3 09/11	GM-D	WM7D		van der Heiden. Apparently repl N5-131.
NEI4/1 10/11	GM-X	UL5X		Holswilder. A51: Hofland.
NEI9/4 11/11	GM-X	3ZGX		Theunissen Snr.
NEI13/2 13/11	GM-X	GL4X		Lukkien.
NEI48/2 27/11	GM-X	CJ9X		Wittert.
NEI4/2 29/11	GM-M	PR7M		Ketting. Apparently replaced N5-138.
NEI7/2 30/11	GM-X	OP4X		Apparently replaced by N5-146.
NEI8/1 01/12	GM-X	SP2X		Holswilder.
NEI12/1 02/12	GM-X	PD1X		Apparently replaced by N5-149.
NEI14/1 03/12	GM-X	MM9X		Berlijn.
NEI18/2 05/12	GM-X	PJ4X		Ketting.
NEI22/1 07/12	GM-X	4ENX		Lukkien.

Continued →



## N5-148 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI27/8 08/12	GM-X	KI3X		Ketting.
NEI33/3 12/12	GM-X	KX6X		Holswilder.
NEI36/1 14/12	GM-X	3XAX		Moquette.
NEI40/9 15/12	GM-X	QS5X YT8X		Kiewiet. C/S change over 151530Z.
NEI45/3 17/12	GM-X	2NKX		Koedam.
NEI46/1 18/12	GM-X	H64X		Theunissen Jnr.
NEI3/1 21/12	GM-X	QA4X		Kiewiet.
NEI4/1 22/12	GM-X	M13X		Lukkien.
NEI10/3 23/12	GM-X	3HNX		Koedam.
NEI16/2 26/12	GM-X	HP4X		Holswilder.
NEI22/3 28/12	GM-X	WN8X		Ketting.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI3/6 09/1	GM-X	UC8X		Koedam.
NEI5/2 10/1	GM-X	OT7X YL8X		Welter. C/S change over 101200Z.
NEI7/5 12/1	GM-X	4OXX		Operation cancelled due weather.
NEI11/5 14/1	GM-X	WG3X		Operation cancelled due weather.
NEI13/4 15/1	GM-X	PX4X		Operation cancelled due weather.
NEI26/3 21/1	GM-X	LF1X		Operation cancelled due weather.
NEI29/3 22/1	GM-X	JO5X		Holswilder.
NEI32/3 23/1	GM-X	MF5X		Theunissen Snr.
NEI34/2 24/1	GM-X	4AQX		Soeterik.
NEI49/2 31/1	GM-X	GV3X		Apparently replaced by N5-157.
NEI10/2 06/2	GM-X	HN2X		C. Kiewiet.
NEI12/7 08/2	GM-X	ZN4X RP4X		Koedam. C/S change over 081200Z.
NEI14/2 10/2	GM-X	GN4X		Theunissen Snr.

On February 14<sup>th</sup>, 1944, it was recorded as having been received by the NEI Pool.<sup>171</sup>

<sup>171</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-148 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

**B-25C-15-NA Mitchell**  
**N5-149**  
**“Sarinah Plesiran neer?” previously “De 2 C’s”**  
**Ex 42-32511**

This aircraft was received from the USA on April 3<sup>rd</sup>, 1943<sup>172</sup> and arrived at MacDonald from Amberley the next day.<sup>173</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC40/6 18/4	GM-Y	8Q2Y		Bal.
MAC43/5 21/4	GM-Y	3HRY		Hulscher.
MAC44/4 24/4	GM-Y	4G8Y		Cooke.
MAC49/4 29/4	GM-Y	7H7Y		Eikelboom. RTB (DAR) auto pilot U/S.
MAC3/8 02/5		7UCY		Ekels. A51: Eikelboom.
MAC6/3 06/5	GM-Y	3E8Y		Rab.
MAC7/5 07/5	GM-Y	H3BY		de Jongh.
BAT16/3 11/5	GM-Y	9F9Y		Hulscher.
BAT18/16 14/5	GM-Y	1FY Y		Eikelboom.
BAT22/8 17/5	GM-Y	5Y7Y		Kuneman. RTB faulty bomb racks.
BAT27/3 21/5	GM-Y	4R9Y		de Jongh.
BAT31/5 23/5	GM-Y	3E8Y		de Jongh.
BAT33/8 26/5	GM-Y	3MFY		Cooke. A51: de Jongh.
BAT37/4 29/5	GM-Y	2T3Y		de Jongh.
BAT44/3 02/6	GM-Y	1D8Y		van de Berg. A51: Eikelboom.
BAT46/5 04/6	GM-Y	9M1Y		de Jongh.

On June 6<sup>th</sup>, 1943, it went down to 14ARD at Gorrie for “bomb release” modifications. It was back with the Squadron on the 8<sup>th</sup>.<sup>174</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI10/6 13/6	GM-Y	8Z8Y		Apparently replaced by N5-134.
NEI14/5 16/6	GM-Y	Y7UY		de Jongh.
NEI15/1 21/6	GM-Y	N9GY		Deenik.
NEI18/1 26/6	GM-Y	1N5Y		de Jongh.
NEI19/5 30/6	GM-Y	2B1Y		Frouws.
NEI20/1 03/7	GM-Y	7Q6Y		de Jongh.
NEI22/4 06/7	GM-Y	8X9Y		Deenik.
NEI25/9 09/7	GM-Y	7N5Y		de Jongh.
NEI55/1 11/7	GM-Y	1S7Y		de Jongh.
NEI26/4 11/7	GM-Y	2S4Y		Eikelboom.
NEI28/1 14/7	GM-Y	2F4Y		Winckel.
NEI31/8 17/7	GM-Y	6F7Y		de Jongh.
NEI33/5 20/7	GM-Y	2F4Y		Janssen. A51: Hulscher.

Continued →

<sup>172</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-149 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>173</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for April 4 (1943) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>174</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-149 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

## N5-149 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI36/7 24/7	GM-Y	5C9Y		Moquette.
NEI37/1 26/7	GM-Y	6N4Y		Unserviceable.
NEI40/5 28/7	GM-Y	7O4Y		de Wolf.
NEI41/6 31/7	GM-Y	4H1Y		Daanen.
NEI43/1 05/8	GM-Y	7O1Y		van de Heiden.
NEI49/8 14/8	GM-Y	6E5Y		de Jongh.
NEI2/1 17/8	GM-Y	1H9Y		Hagers.
NEI5/8 19/8	GM-Y	2H2Y		Brinkman.
NEI6/5 22/8	GM-Y	2L8Y		de Jongh.
NEI12/6 23/8	GM-Y	8W4Y		Brinkman.
NEI17/5 25/8	GM-Y	8A1Y		Brinkman.
NEI20/5 27/8	GM-Y	6U1Y		de Jongh.
NEI25/3 01/9	GM-Y	9D6Y		van de Haden. A51: Visser.
NEI14/5 20/9	GM-Y	TP6Y		Ketting.
NEI17/3 22/9	GM-Y	5Y1Y		Heikoop.
NEI27/3 27/9	GM-Y	2A5Y		Lukkien. Mistakenly RTB due cancellation of NEI28.
NEI36/3 30/9	GM-Y	7D6Y		Holswilder.
NEI46/1 04/10	GM-Y	KS5Y		Deknatel.
NEI1/1 06/10	GM-Y	LU6Y		Lukkien.
NEI8/2 09/10	GM-Y	1RVY		Berlijn.
NEI14/3 10/10	GM-Y	4AQY		de Seriere.
NEI15/2 12/10	GM-D	UT7D		Lukkien. Apparently replaced N5-131.
NEI26/3 14/10	GM-Y	HN2Y		Replaced by N5-131.
NEI24/1 15/10	GM-Y	YS4Y		Koedam. Replaced N5-131.
NEI34/2 18/10	GM-Y	OX6Y		de Seriere.
NEI42/2 20/10	GM-Y	4QAY		de Vos.
NEI43/1 21/10	GM-Y	4SAY		van Bremen. Suspect A51 error.

On October 25<sup>th</sup>, it was received by 4RSU at Pell for an engine change and was handed back to the Squadron on November 10<sup>th</sup>.<sup>175</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI16/2 14/11	GM-Y	DZ6Y		Apparently replaced by N5-128.
NEI19/2 15/11	GM-Y	JI2Y		Ketting.
NEI21/1 16/11	GM-Y	Q17Y		de Vos.
NEI27/1 18/11	GM-Y	DZ6Y		Theunissen Jnr. A51: N5-131 in error.
NEI32/2 19/11	GM-Y	GL4Y		de Putter.
NEI35/2 20/11	GM-V	3ZGV		Rees. Apparently replaced N5-146.
NEI40/1 23/11	GM-Y	KM5Y		Ketting. (See also AWM66, 22/1/8 (527).)
NEI41/1 24/11	GM-Y	OR3Y		van der Heiden.
NEI45/1 26/11	GM-Y	FK8Y		Lukkien.
NEI49/1 28/11	GM-Y	SC9Y		Berlyn.
NEI5/3 29/11	GM-Y	PR7Y		Moquette.

Continued →

<sup>175</sup> Ibid.

## N5-149 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI9/2 01/12	GM-Y	SP2Y		Koedam.
NEI12/1 02/12	GM-X	PD1X		van de Ende. Apparently replaced N5-148
NEI15/1 04/12	GM-Y	UI8Y		Moquette.
NEI19/1 06/12	GM-Y	UA9Y		Kiewiet.
NEI27/9 08/12	GM-Y	KI3Y		van der Heiden.
NEI33/4 12/12	GM-Y	KX6Y		Koedam.
NEI35/2 13/12	GM-B	XL4B		Berlijn. Apparently replaced N5-129.
NEI40/10 15/12	GM-Y	QS5Y YT8Y		van de Ende. C/S change over 151530Z.
NEI43/1 17/12	GM-Y	2NKY		Ketting.
NEI49/2 19/12	GM-Y	H18Y		Deknatel.
NEI2/2 20/12	GM-Y	Q43Y		Welter.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI31/2 01/1	GM-Y	MF5Y		Welter.
NEI33/1 02/1	GM-Y	PB2Y		Apparently replaced by N5-129.
NEI37/2 03/1	GM-Y	SA9Y		Kiewiet.
NEI42/1 05/1	GM-Y	4OXY		Wittert.
NEI46/1 07/1	GM-Y	JO5Y		van Santen.
NEI1/3 08/1	GM-Y	GP8Y		Apparently replaced by N5-151.
NEI3/7 09/1	GM-Y	UC8Y		Berlijn.
NEI7/3 12/1	GM-Y	4OXY		Operation cancelled due weather.
NEI11/4 14/1	GM-Y	WG3Y		Operation cancelled due weather.
NEI13/3 15/1	GM-Y	PX4Y		Operation cancelled due weather.
NEI18/3 17/1	GM-Y	YO5Y		van de Ende.
NEI19/6 18/1	GM-Y	UT7Y		Soeterik.
NEI25/2 21/1	GM-Y	HT7Y		Operation cancelled due weather.
NEI28/2 22/1	GM-Y	VX6Y		Wittert.
NEI31/2 23/1	GM-Y	KE8Y		Deknatel.
NEI33/1 24/1	GM-Y	RK3Y		Koedam.
NEI7/1 04/2	GM-Y	2QEY		van de Ende.
NEI12/6 08/2	GM-Y	ZN4Y RP4Y		Soeterik. C/S change over 081200Z.

It apparently was damaged “due to low flying” on February 12<sup>th</sup>, sustaining damage to the forward fuselage, centre section and empennage. With the damage being beyond unit capacity, it was sent off to 4RSU, being received by them on the 16<sup>th</sup>. It was issued back to 18(NEI)SQN on March 26<sup>th</sup>, but the next entry on the aircraft’s status card has it being issued to the NEI Pool on June 17<sup>th</sup>, 1944.<sup>176</sup>

<sup>176</sup> Ibid.

N5-149 (continued)



**De.2C's at Batchelor with underwing bomb racks evident.** [*Aviation Heritage Museum of WA image P017936 via Mike Mirkovic*].

**B-25C-10-NA Mitchell**  
**N5-150**  
**Ex 42-32337**

This aircraft became an 18(NEI)SQN machine on April 7<sup>th</sup>, 1943, after being formally received from the United States Army.<sup>177</sup> It arrived at MacDonald from Amberley on April 6<sup>th</sup>, 1943.<sup>178</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC44/8 24/4	GM-Z	4G8Z		Replaced by N5-145.
MAC45/- 25/4	GM-Z	7HLZ		No duty number. Operation cancelled.
MAC47/3 27/4	GM-Z	7VNZ		Eikelboom.
MAC49/1 29/4	GM-Z	7H7Z		Orssen. A51: Janssen.
BAT16/4 11/5	GM-Z	9F9Z		Janssen.
BAT22/9 17/5	GM-Z	5Y7Z		Janssen.
BAT27/4 21/5	GM-Z	4R9Z		Kuneman.
BAT30/2 23/5	GM-Z	1F9Z		Kuneman.
BAT33/9 26/5	GM-Z	3MFZ		van de Berg.
BAT37/5 29/5	GM-Z	2T3Z		van de Berg.
BAT44/4 02/6	GM-Z	1D8Z		Eikelboom. A51: van de Berg. <b>FTR.</b>

Batchelor 44 of 2<sup>nd</sup> June, 1943, was ordered as an attack, by four short-range B-25's from 18(NEI)SQN, on three 4,000 ton merchant vessels and one 2,000 ton merchant vessel reported at 012300Z (8:30 am Darwin time on the 2<sup>nd</sup>) to be stationary off Vila Nova Malaca (Lautem). One aircraft was to attack each ship in a low-level attack which was to be carried out at an angle of 30° to the ships axis from stern to bow. If the vessels weren't there, a search in a westerly direction of an area enclosed by Vila Nova Malaca, 07°55'S 125°27'E and 08°32'S 125°20'E was to be conducted. If the ships still weren't located, then Vila Nova Malaca was to be bombed on the return flight with a bombing run from south west to north east on the coastal area behind the new jetty. Each B-25 was to be loaded with five 500-lb American Demolition bombs with instantaneous nose and tail fuses. Aircraft were to remain below cloud. Four Beaufighter's from 31SQN were to accompany the B-25's to Timor and attack Japanese aircraft on Fuiloro (located on the plateau behind the hill, about 8 nautical miles to the south south-east of Lautem; this was Coomalie 35 of 2<sup>nd</sup> June, 1943). The B-25's were to circle Coomalie to pick up the Beaufighter's before proceeding in company to Timor. Take off was to be 020330Z (1 pm Darwin time).<sup>179</sup> Forecast cloud in the target area was 7/10ths cumulus at 2,000 feet with tops to 8,000 feet.<sup>180</sup>

Slight changes to the orders were proposed, with the departure time offered by 18(NEI)SQN as 020350Z (1:20 pm), time on target as 0610Z (3:40 pm) and the estimated time of arrival back at Batchelor being between 0830Z and 0950Z (6 pm and 7:20 pm), depending on sightings and the instantaneous tail fuses were discarded in favour of 0.45 second delays.<sup>181</sup>

<sup>177</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-150 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>178</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for April 6 (1943) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>179</sup> DA/G1/2 Jun in AWM66, 15/1/44.

<sup>180</sup> Summary Sheet transcript of weather forecast for BAT44/2 June, *ibid.*

<sup>181</sup> BAT/MS1/2 Jun, *ibid.*

## N5-150 (continued)

Batchelor 44 duties 2 and 5 departed Batchelor at 020345Z (1:15 pm) followed by duty 4 (N5-150) at 0351Z (1:21 pm) and finally duty 3 at 0400Z (1:30 pm). Then,

after making contact about CAPE FOURCROY proceeded round N.E. Tip of TIMOR and then West-wards about midway between WETAR ISLAND and TIMOR COAST to effect surprise.

The ships were sighted [...] the smallest vessel being 1 mile Westwards of three M/V. – all stationary.

BAT.44/2 attacked No.1 vessel from 1500 feet level, course 100°, and the bombs, in train, spacing 70 feet overshot falling between vessel No.1 and No.2 and the nearest bomb being approx 150 yards from No.1 – 300 round point five fired at vessel.

Duty 44/5 attacked No.2 vessel from 2000 feet, course 210°, bombs in train, 70 feet spacing undershooting and the nearest bomb falling about 3-4 ship's length away. 150 rounds of point five fired at vessel.

BAT.44/3 attacked No.3 from 1600 feet on course 190°. The Bombardier had, prior to the attack, the bomb release on selective to prevent the train release mechanism from going U/S which it has a tendency to do when left on for any length of time and did not alter prior to attack.

As a consequence only one bomb fell when attack was made and this bomb overshot falling within 10 yards – near miss. Aircrew did not think bomb was so close from visual observation. Under these circumstances the remaining 4 bombs were brought home as no second attack was made.

[...] BAT.44/4 was to attack the smallest vessel present, reported as M/V. 2000 tons but this was a war vessel – estimated to be a Destroyer and lot A/A therefrom – the tonnages of vessels is estimated by Captain of BAT.44/5 as bigger than 4000, nearly 5000 tons. The only sightings of BAT.44/4 have been by Captain of BAT.44/5 who saw aircraft over LAUTEM on course 160, and an observer on BAT.44/2 who saw an aircraft further inland on same course.

Observer on BAT.44/2 saw bombs from BAT.44/4 about 100 yards from destroyer, but did not see aircraft which was hidden by clouds. – Bombs observed on turn to get formation. Bat 44/4 did not return from this operation and must be assumed as lost.<sup>182</sup>

Three of the four Beaufighter's (one had turned back at Cape Fourcroy due to engine trouble) remained with the B-25's until about 100 miles before the Timor coast and then accelerated away to conduct their strike but ended up returning to base without attacking due to weather.<sup>183</sup>

During January, 1946, it was reported that small pieces of aircraft wreckage, later determined to have been from N5-150, were found about 2 miles south of Lautem; the aircraft said to have crashed into a flooded river with the loss of all onboard. The crew comprised:

Pilot: 95421 Sergeant Major H. van den Berg,  
2<sup>nd</sup> Pilot: 93090 Sergeant A. Bouwman,  
Bombardier: 401456 Flight Sergeant Ronald Lindsay Morrison (RAAF),  
WAG: 404148 Flight Sergeant Thomas Edward Williams (RAAF) and,  
WAG: 414160 Sergeant Gordon Francis Prichard (RAAF).<sup>184</sup>

<sup>182</sup> Report on Operation Batchelor 44 – N.E.I. Squadron 18. – 2<sup>nd</sup> June 1943, Report No. 65 dated 3<sup>rd</sup> June, 1943 in RAAF Squadron Narrative Repots 18 Squadron; NAA: A9652, BOX 14.

<sup>183</sup> COO/B1/2 Jun in AWM66, 15/1/43.

<sup>184</sup> Presumption of death of Crew of Mitchell Aircraft N.5-150 dated 20.8.46 in Casualty Repatriation File Morrison Ronald Lindsay 401456; NAA: A705, 166/28/83.

**B-25C-15-NA Mitchell**  
**N5-151**  
**Ex 42-32485**

This aircraft was recorded as having been received by the Dutch from the Americans on April 7<sup>th</sup>, 1943.<sup>185</sup> By that date however, it had already arrived at MacDonal from Amberley the day before.<sup>186</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC44/9 24/4	GM-F	4G8F		Rab. Did not take-off, U/S.
MAC45/- 25/4	GM-F	7HLF		No duty number. Operation cancelled.
MAC47/2 27/4	GM-F	7VNF		Rab.
MAC3/7 02/5		7UCF		Eikelboom. A51: Ekels.
MAC51/1 04/5	GM-F	7U4F		Hartveldt.
MAC7/3 07/5	GM-F	H3BF		Eikelboom.
BAT16/2 11/5	GM-F	9F9F		Cooke.
BAT19/18 14/5	GM-F	Z6HF		Hartveld
BAT23/11 17/5	GM-F	B6NF		Hartveld.
BAT30/3 23/5	GM-F	1F9F		Cooke.
BAT32/9 24/5	GM-F	6P7F		Winckel.
BAT33/10 26/5	GM-F	3MFF		Eikelboom. A51: Cooke.
BAT36/3 29/5	GM-X	Z6SX		Cooke. Apparently replaced N5-148.
BAT44/5 02/6	GM-F	1D8F		Winckel.
BAT46/4 04/6	GM-F	9M1F		Cooke.
NEI3/5 08/6	GM-F	4D9F		Deenik.
NEI5/5 11/6	GM-F	4B4F		Cooke.
NEI9/4 13/6	GM-F	8Z8F		Pelder.

The aircraft was sent to 14ARD at Gorrie on June 15<sup>th</sup>, to repair slight A/A damage sustained during the course of NEI9 of 13<sup>th</sup> June. It was returned to Batchelor on the 17<sup>th</sup>.<sup>187</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI18/8 26/6	GM-F	1N5F		Janssen.
NEI19/4 30/6	GM-F	2B1F		Deenik.
NEI20/4 03/7	GM-F	7Q6F		Ekels.
NEI22/5 06/7	GM-F	8X9F		Frouws.
NEI24/5 09/7	GM-F	5R7F		Frouws.
NEI26/6 11/7	GM-F	2S4F		Heikoop.
NEI28/3 14/7	GM-F	2F4F		Frouws.
NEI30/1 17/7	GM-F	3K2F		Cooke.
NEI32/3 20/7	GM-F	4R9F		Frouws.
NEI36/5 24/7	GM-F	5C9F		de Wolf.
NEI37/2 26/7	GM-F	6N4F		Hulscher.
NEI39/3 28/7	GM-F	1Q2F		Frouws.
NEI41/4 31/7	GM-F	4H1F		Winckel.

Continued →

<sup>185</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-151 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>186</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for April 6 (1943) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>187</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entries for June 15 and 17 (1943), *ibid*.



## N5-151 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI43/4 05/8	GM-F	7O1F		Ekels.
NEI46/3 09/8	GM-F	8W4F		Unserviceable.
NEI49/4 14/8	GM-F	6E5F		Ekels.
NEI5/9 19/8	GM-F	2H2F		Frouws.
NEI9/7 22/8	GM-F	7M3F		Janssen. RTB.
NEI10/1 23/8	GM-F	2Y6F		Frouws.
NEI15/2 25/8	GM-F	8A1F		Busser.
NEI20/7 27/8	GM-F	6U1F		Frouws.
NEI25/4 01/9	GM-F	9D6F		Brinkman.
NEI29/2 03/9	GM-F	3K2F		Cooke.
NEI31/3 06/9	GM-F	9M7F		Risseeuw.
NEI33/1 07/9	GM-A	4Q1A		Swane. Apparently replaced N5-128.
NEI34/3 08/9	GM-F	6N6F		Frouws.
NEI39/3 11/9	GM-F	7S3F		van Bremen.
NEI49/2 16/9	GM-F	2D9F		Frouws.
NEI14/6 20/9	GM-F	TP6F		Wetters.
NEI17/2 22/9	GM-F	5Y1F		Hulscher.
NEI20/3 23/9	GM-F	4K6F		Koedam.

On September 27<sup>th</sup>, it was received by 14ARD for a 400-hourly and an engine change. 18(NEI)SQN got the aircraft back again on October 11<sup>th</sup>.<sup>188</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI18/4 12/10	GM-F	UT7F		de Vos.
NEI20/2 13/10	GM-F	FU6F		Koedam.
NEI29/1 16/10	GM-F	JR2F		Holswilder.
NEI32/2 17/10	GM-F	WE9F		Berlijn.
NEI39/3 19/10		FM7F		Apparently replaced by N5-131.
NEI49/4 24/10	GM-F	PF5F		Soeterik.
NEI8/3 26/10	GM-F	4AQF	Palmy F	Lukkien.
NEI47/2 08/11	GM-F	PR7F		de Vos.
NEI1/2 09/11	GM-F	WM7F		Lukkien.
NEI6/3 10/11	GM-F	UL5F		de Seriere.
NEI10/1 12/11	GM-F	PA1F		de Putter.
NEI14/3 13/11	GM-F	GL4F		Rees. A51: N5-131 in error.
NEI27/5 08/12	GM-F	KI3F		Wittert.
NEI33/5 12/12	GM-F	KX6F		de Seriere.
NEI7/3 24/12	GM-F	3AGF	Pathless F	Berlijn.

<sup>188</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-151 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

### N5-151 (continued)

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI1/3 08/1	GM-Y	GP8Y		Berlijn. Apparently replaced N5-149.
NEI3/3 09/1	GM-F	UC8F		Theunissen Jnr.
NEI5/3 10/1	GM-F	OT7F YL8F		Deknatel. C/S change over 101200Z.
NEI7/4 12/1	GM-F	4OXF		Operation cancelled due weather.
NEI11/3 14/1	GM-F	WG3F		Operation cancelled due weather.
NEI13/2 15/1	GM-F	PX4F		Operation cancelled due weather.
NEI19/4 18/1	GM-F	UT7F		Wittert.
NEI7/2 04/2	GM-F	2QEF		Theunissen Jnr.
NEI12/8 08/2	GM-F	ZN4F RP4F		Berlijn. C/S change over 081200Z.
NEI13/1 10/2	GM-F	DV6F		Lukkien.

This aircraft was received by the NEI Pool on February 17<sup>th</sup>, 1944.<sup>189</sup>

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<sup>189</sup> Ibid.

**B-25C-15-NA Mitchell**  
**N5-152**  
**"Tangerine"**  
**Ex 42-32483**

This aircraft reportedly arrived at MacDonald from Amberley on April 12<sup>th</sup>, 1943.<sup>190</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC40/7 18/4	GM-G	8Q2G		Wetters.
MAC43/4 21/4	GM-G	3HRG		Replaced by N5-130.
MAC44/7 24/4	GM-G	4G8G		Wetters.
MAC45/- 25/4	GM-G	7HLG		No duty number. Operation cancelled.
MAC47/1 27/4	GM-G	7VNG		Wetters.
BAT17/5 11/5	GM-G	7T2G		Wetters.
BAT21/4 17/5	GM-G	6P7G		Ekels.
BAT26/3 20/5	GM-G	J6DG		Was to be replaced by N5-129. Cancelled.
BAT29/4 22/5	GM-G	4H1G		Ekels. <b>Crashed after take-off.</b>

Batchelor 29 of 22<sup>nd</sup> May, 1943, was supposed to be a strike on Laha performed by three or four long-range B-25's from 18(NEI)SQN with a time on target between 221130Z and 221400Z (9 pm and 11:30 pm Darwin time on the 22<sup>nd</sup>).<sup>191</sup>

Three aircraft were assigned to the job with the wheels up planned for 220930Z (7 pm).<sup>192</sup>

The unit history recorded that, whilst taking off at 220944Z (7:14 pm), N5-152 developed an unspecified fault and overshot the departure end of the runway and, after striking a mound ended up at right angles to it.<sup>193</sup>

Batchelor 29 duty 2 had already departed but returned to base due to various unserviceability's, landing at 221148Z (9:18 pm) and duty 3 didn't depart. The mission was then cancelled by Air Operations Room, North Western Area.<sup>194</sup>

The crew consisted of:

Pilot	Lieutenant Ekels,
2 <sup>nd</sup> Pilot	Sergeant Bouwman,
Bombardier	Captain Jessurun (seriously injured),
W/T Operator	Sergeant van der Hyde and,
WAG	Flight Sergeant McLean (RAAF). <sup>195</sup>

<sup>190</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for April 12 (1943) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>191</sup> DA/G3/22 May in AWM66, 15/1/41.

<sup>192</sup> BAT/MS1/22 May, *ibid.*

<sup>193</sup> RAAF Form A.51 Unit History Sheet Detail of Operations by No. 18 (N.E.I.) Squadron entry for BAT. 29 of 22/5/43 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>194</sup> BAT/MS2/22 May in AWM66, 15/1/41.

<sup>195</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for May 22 (1943) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

**B-25C-10-NA Mitchell**  
**N5-153**  
**Ex 42-32339**

This machine arrived at MacDonald from Amberley on May 4<sup>th</sup>, 1943.<sup>196</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
BAT40/9 01/6	GM-N	U1GN		Cooke.
BAT45/3 04/6	GM-N	7M3N		Deenik.
NEI2/3 08/6	GM-N	1N5N		Deenik. A51: Eikelboom.
NEI10/5 13/6	GM-N	8Z8N		de Wolff. A51: N5-151 in error.
NEI14/4 16/6	GM-N	Y7UN		Kuneman.
NEI15/2 21/6	GM-N	N9GN		Pelder.
NEI18/7 26/6	GM-N	1N5N		Pelder.
NEI19/1 30/6	GM-N	2B1N		Ekels.
NEI20/2 03/7	GM-N	7Q6N		Moquette.
NEI22/1 06/7	GM-N	8X9N		Heikoop.
NEI25/8 09/7	GM-N	7N5N		Heikoop.
NEI26/5 11/7	GM-N	2S4N		Janssen.
NEI28/2 14/7	GM-N	2F4N		Pelder.
NEI31/6 17/7	GM-N	6F7N		Deenik.
NEI32/4 20/7	GM-N	4R9N		Ketting.
NEI36/6 24/7	GM-N	5C9N		Cooke.
NEI37/3 26/7	GM-N	6N4N		Ekers.
NEI40/7 28/7	GM-N	7O4N		Rab.
NEI41/1 31/7	GM-N	4H1N		Ketting.
NEI43/2 05/8	GM-N	7O1N		Unserviceable.
NEI46/2 09/8	GM-N	8W4N		Janssen.
NEI49/1 14/8	GM-N	6E5N		Ketting.
NEI1/2 16/8	GM-N	9N9N		van de Schroeffer.
NEI5/10 19/8	GM-N	2H2N		van de Heiden.
NEI6/1 22/8	GM-N	2L8N		Ketting.
NEI12/7 23/8	GM-N	8W4N		Pelder.
NEI13/2 24/8	GM-N	8Z6N		Janssen.
NEI17/7 25/8	GM-N	8A1N		Pelder.
NEI20/6 27/8	GM-N	6U1N		Pelder.
NEI27/2 02/9	GM-N	4P3N		Janssen. Replaced N5-128.
NEI29/3 03/9	GM-N	3K2N		Swane.
NEI31/4 06/9	GM-N	9M7N		de Wolf.
NEI34/4 08/9	GM-N	6N6N		Ketting. <b>Crashed on Landing.</b>

Four long-range B-25's from 18(NEI)SQN were ordered to attack aircraft and installations at Laha at 081130Z (9 pm Darwin time on the 8<sup>th</sup>) as mission Netherlands East Indies 34 of 8<sup>th</sup> September, 1943. Bombing runs were to be made from approximately south west to north east parallel to Laha's main runway using maximum stick spacing. One of the B-25's was also to drop a flare over Ambon harbour and report on shipping. The alternate target was ordered as the Ambon wharf area and Fort Victoria. Each aircraft was to carry fifteen 100-lb Demolition bombs with instantaneous nose fuses and

<sup>196</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for May 4 (1943) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

## N5-153 (continued)

incendiaries.<sup>197</sup> Four Catalina's would be attacking the wharf area at Ambon between 081330Z and 081500Z (11 pm on the 8<sup>th</sup> and 12:30 am on the 9<sup>th</sup>, Darwin time).<sup>198</sup>

Enroute cloud was forecast as 4 to 6/10ths cumulus at 2,000 feet with tops to 6,000 feet and in the target area as 2 to 4/10ths cumulus at 3,000 feet with tops to 7,000 feet.<sup>199</sup>

So as to meet the specified time on target, wheels up was set for 080745Z (5:15 pm) and the estimate for Batchelor on return was 081550Z (1:20 am Darwin time on the 9<sup>th</sup>). NEI34 duties 1, 3 and 4 (which was N5-153) would each carry thirteen 100-lb Demolition bombs plus thirty-four 4-lb incendiaries; duty 2 would carry twelve 100-lb Demo's, thirty-four incendiaries and an M46 Photoflash.<sup>200</sup>

That was the plan. Evidently some shuffling of roles and therefore aircraft loadings took place and duty 4 became the flare carrier. Duty 1 was first off at 0745Z and N5-153, as duty 4, last off at 0759Z (5:15 pm to 5:29 pm) and duties 1, 2 and 3 were over the target from 1138Z to 1144Z (9:08 to 9:14 pm) however duty 4's time on target was recorded as 1222Z (9:52 pm). They released their bombs on an attack heading of 040° at 7,000 feet with a spacing of 207 feet and reported all of their bombs within the target area, having observed the bomb bursts and a small fire being started. They then released one flare over Ambon harbour, but it failed to ignite. Good moonlit visibility allowed the crew to report no shipping. They returned to Batchelor at 081613Z (1:43 am Darwin time on the 9<sup>th</sup>) but, due to the failure of the nose wheel to extend, landed on the mains only and suffered damage when the nose was lowered onto the runway.<sup>201</sup>

The aircraft was initially assessed as being repairable with a replacement nose section and, five months later, on February 17<sup>th</sup>, 1944, was still unserviceable and awaiting the replacement nose. A few days later, on February 21<sup>st</sup>, it was noted as being converted into components.<sup>202</sup>

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<sup>197</sup> DA/G1/8 Sep in AWM66, 15/1/61.

<sup>198</sup> DA/G4/8 Sep, *ibid.*

<sup>199</sup> North Western Area signal DA921 of 08Sep, *ibid.*

<sup>200</sup> NEI/MS1/8 Sep, *ibid.*

<sup>201</sup> Report on Operation N.E.I. 34 – 18 Squadron – 8<sup>th</sup> September 1943, Report No. 121 dated 10<sup>th</sup> September, 1943, in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 14.

<sup>202</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-153 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

**B-25D-20-NA Mitchell**  
**N5-154**  
**Ex 41-30584**

This aircraft was recorded as being received by 18(NEI)SQN from the Americans on September 25<sup>th</sup>, 1943.<sup>203</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI47/2 04/10	GM-Z	KS5Z		Koedam.
NEI17/1 11/10	GM-Z	QQ1Z		Theunissen Jnr.
NEI49/8 24/10	GM-Z	PF5Z		Deknatel.
NEI11/10 26/10	GM-Z	RK3Z		Ketting.
NEI17/4 13/11	GM-Z	4JSZ	Bobfish Z	Theunissen Jnr.
NEI30/6 17/11	GM-Z	PP2Z		Moquette.
NEI38/3 21/11	GM-Z	CP9Z	Campart Z	Wittert.

Six Dutch B-25's, operating as Netherlands East Indies 38, accompanied by Six Beaufighter's from 31SQN (as Coomalie 40) were ordered by North Western Area to attack Japanese shipping likely to be either at Maikor or between there and Noehoe Tjoet on November 21<sup>st</sup>. The B-25's were to rendezvous with the Beaufighter's at first light over Coomalie Creek and time on target was to be by 202300Z (9:30 am Darwin daylight savings time on the 21<sup>st</sup>). Aircraft were to approach sufficiently close to Maikor to see if the ships were anchored up the river. If the vessels were not at Maikor, a short search leg bearing 290° at 20 from that place was to be conducted prior to returning to base. If found, the vessels were to be attacked by mast-head height bombing preceded by strafing runs conducted by the Beaufighter's. Each of the B-25's was to be loaded with eight 300-lb Demolition bombs fused nose safe, tail delay 11 seconds. No bombs were to be carried by the Beaufighter's. Participating aircraft were permitted to land at either Millingimbi or Bathurst Island if necessary.<sup>204</sup>

Wheels up was planned for 202015Z and wheels down estimated at 210200Z (6:45 am on the 21<sup>st</sup> and 12:30 pm, Darwin daylight savings time).<sup>205</sup>

N5-154, as duty 3 – the leader of the first flight – was the second aircraft airborne, recording wheels up at 202032Z (7:02 am Darwin daylight savings time on the 21<sup>st</sup>). After making landfall at 06°12'S 134°05'E, a new course of 060° was taken up for the run-in to the target area; all attacks were made at mast-head height and bombs set for a 15-foot spacing:

N.E.I. 38/3 attacked the most easterly vessel at 202330Z [10 am Darwin daylight savings time], course 003 degrees. Three bombs were released, two near misses on either side being scored and one hit or very near miss on the water line. Some damage was inflicted on the ship. A small boat was overturned by the blast. Five bombs were jettisoned owing to damaged motor [...].

On the run to the target two floatplanes (Rufes) were observed taking off south of the Jetty. N.E.I. 38/3 strafed [sic] the most Southerly and some hits were seen but the Floatplane continued on its course [...].

<sup>203</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-154 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>204</sup> DA/G7/20 Nov in AWM66, 15/1/77.

<sup>205</sup> NEI/MS1/20 Nov, ibid.

## N5-154 (continued)

N.E.I. 38/3 damaged port motor, navigators and radio cabins and wings holed. (This aeroplane remains at Millingimbi until repairs are effected.) [...].<sup>206</sup>

Despite the damage caused by the Bofors anti-aircraft fire, the aircraft was able to land safely at Millingimbi and none of the crew was injured. The aircraft however, was stranded pending repair and the crewmembers were flown back to Batchelor in other aircraft after refuelling.<sup>207</sup>

The damage assessment for the airframe recorded that the port engine received 50% damage, the engine mounts were considered destroyed, the main spar 20% damaged with the cowling plates and adjacent left-hand side of the fuselage 15% damaged. N5-154 was received by 4RSU on November 28<sup>th</sup>. By January 17<sup>th</sup>, 1944, repairs had been completed and it was handed back to the Squadron.<sup>208</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI38/3 27/1	GM-Z	LF1Z		Theunissen Snr.
NEI4/1 02/2	GM-Z	CW1Z		Staal.
NEI6/1 03/2	GM-Z	JY5Z		Apparently replaced by N5-162.
NEI7/3 04/2	GM-Z	2QEZ		Lukkien.
NEI12/4 08/2	GM-Z	ZN4Z RP4Z		Geerke. C/S change over 081200Z.
NEI16/2 15/2	GM-Z	LL4Z		Soeterik.
NEI34/3 27/2	GM-Z	LZ1Z FM7Z		Berlijn.
NEI43/4 06/3	GM-Z	OX6Z YS4Z		Wittert. C/S change over 061200Z.

The NEI Pool received this machine on April 13<sup>th</sup>, 1944.<sup>209</sup>

<sup>206</sup> Report on Operation N.E.I. 38 – 18 Squadron – 21<sup>st</sup>. November 1943, Report No. 147 dated 24<sup>th</sup> November, 1943, in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 14.

<sup>207</sup> MIL/MS3/21 Nov in AWM66, 15/1/77.

<sup>208</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-154 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>209</sup> Ibid.

**B-25D-20-NA Mitchell**  
**N5-155**  
**Ex 41-30586**

This aircraft was received by the Dutch from the Americans on September 28<sup>th</sup>, 1943.<sup>210</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI27/5 14/10	GM-O	HN2O		Soeterik.
NEI40/4 19/10	GM-O	YW3O		Lukkien.
NEI49/5 24/10	GM-G	PF5G		Holswilder.
NEI44/6 06/11	GM-G	OP4G		Theunissen Jnr.
NEI26/3 17/11	GM-G	4GJG		Kiewiet.
NEI36/3 21/11	GM-G	PJ4G		Moquette. (SN7G for transit BAT-MER 20 <sup>th</sup> ).

It was received by 4RSU on November 26<sup>th</sup> to repair damage to the forward fuselage, hydraulic system and the leading edge of the right-hand engine cowling. It was returned to the Squadron on December 17<sup>th</sup>.<sup>211</sup> This damage seems to have occurred during or after NEI66, a search for a missing Beaufighter, flown on November 23<sup>rd</sup>.<sup>212</sup> Other than the E/E88 entry, no record of the damage has been found.

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI7/4 24/12	GM-G	3AGG	Pathless G	Theunissen Jnr.
NEI27/4 30/12	GM-G	4RCG		Kiewiet.

4RSU received this aircraft again on January 4<sup>th</sup>, 1944, for the installation of a bomb-bay fuel tank and a 100-hourly. They gave it back to 18(NEI)SQN on February 3<sup>rd</sup>.<sup>213</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI12/5 08/2	GM-G	ZN4G RP4G		Noordhoorn. C/S change over 081200Z.
NEI16/3 15/2	GM-G	LL4G		Koedam.
NEI34/4 27/2	GM-G	LZ1G FM7G		Soeterik.
NEI43/5 06/3	GM-G	OX6G YS4G		van der Ende. C/S change over 061200Z.

It was received by the NEI Pool on March 30<sup>th</sup>, its operational service at an end.<sup>214</sup>

<sup>210</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-155 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>211</sup> Ibid.

<sup>212</sup> RAAF Form A51 Unit History Sheet Detail of Operations by No. 18 Squadron (NEI) entry for NEI.66 of 23/11/43 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>213</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-155 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>214</sup> Ibid.



**B-25D-20-NA Mitchell**  
**N5-156**  
**Ex 41-30587**

On September 28<sup>th</sup>, 1943, this aircraft was recorded as having been officially received by 18(NEI)SQN from the United States Army.<sup>215</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI14/4 10/10	GM-G	4AQG		Koedam.
NEI17/3 11/10	GM-G	QQ1G		Berlijn.
NEI21/4 12/10	GM-G	WY2G		Rees.
NEI27/4 14/10	GM-G	HN2G		Lukkien.
NEI40/5 19/10	GM-G	YW3G		Berlijn.

According to the Squadron's unit history sheet, N5-156 was one of four aircraft engaged on a night bombing exercise over Range "J" on the night of October 21<sup>st</sup>, 1943. Having completed their training, the aircraft was being flown back to Batchelor when it caught fire, crashing in flames about 3 miles east of Hughes at 211030Z (9 pm Darwin daylight savings time). All members of the crew successfully abandoned the aircraft in-flight by parachute however a mechanic, being carried as a passenger, didn't escape and was killed in the crash. Those onboard were:

Pilot	Sergeant Engels,
2 <sup>nd</sup> Pilot	Sergeant Hofland,
Bombardier	Lieutenant Zijdeveltdt,
W/T Operator	Sergeant Kerdijk and,
Passenger	Sergeant Keesmat (Mechanic). <sup>216</sup>

<sup>215</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-156 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>216</sup> RAAF Form A51 Unit History Sheet Detail of Operations by No. 18 Squadron (NEI) entry for NEI.65 of 21/10/43 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

**B-25D-20-NA Mitchell**  
**N5-157**  
**Ex 41-30588**

September 24<sup>th</sup>, 1943, was the date recorded for the handover of this machine to 18(NEI)SQN from the US Army.<sup>217</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI41/1 02/10	GM-W	YZ7W		Wittert.
NEI9/3 09/10	GM-W	2QSW		Moquette.
NEI21/5 12/10	GM-W	WY2W		Theunissen Snr.
NEI28/9 14/10	GM-W	HN2W		de Vos.
NEI40/6 19/10	GM-W	YW3W		Soeterik.
NEI49/3 24/10	GM-W	PF5W		Lukkien.
NEI8/4 26/10	GM-W	4AQW	Palmy W	Soeterik.
NEI29/4 02/11	GM-W	JL4W	Planless W	Soeterik.
NEI40/5 06/11	GM-W	XM8W	Befog W	de Putter.
NEI44/7 06/11	GM-W	OP4W		de Seriere.
NEI38/6 21/11	GM-W	CP9W	Campart W	Theunissen Snr.
NEI41/6 15/12	GM-W	UK2W		van de Heiden.
NEI7/7 24/12	GM-W	3AGW	Pathless W	van Santen.
NEI18/1 27/12	GM-W	FK8W	Night W	Theunissen Jnr.
NEI27/5 30/12	GM-W	4RCW		Holswilder.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI38/3 04/1	GM-W	VP4W		Welter.

On January 6<sup>th</sup>, 1944, it was received at 14ARD at Gorrie for installation of the bomb-bay auxiliary fuel tank. 18(NEI)SQN got the aircraft back on the 10<sup>th</sup>.<sup>218</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI19/5 18/1	GM-W	UT7W		Koedam.
NEI30/1 23/1	GM-W	ON2W		de Vos.
NEI49/2 31/1	GM-X	GV3X		Holswilder. Apparently replaced N5-148.
NEI3/2 01/2	GM-W	XL4W		Theunissen Snr. Crew had RTB'd in -163.
NEI16/1 15/2	GM-W	LL4W		van Bremen.
NEI21/8 31/3	GM-W	SR7W UE9W		Apparently replaced by N5-165.

This aircraft was received by the NEI Pool on February 24<sup>th</sup>, 1944;<sup>219</sup> the allocation of it to fly an operation at the end of March clearly being an error.

<sup>217</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-157 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>218</sup> Ibid.

<sup>219</sup> Ibid.

**B-25D-20-NA Mitchell**  
**N5-158**  
**Ex 41-30589**

18(NEI)SQN was recorded as receiving this aircraft on September 28<sup>th</sup>, 1943.<sup>220</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI9/5 09/10	GM-S	2QSS		Lukkien.
NEI14/5 10/10	GM-K	4AQK		Rees.
NEI17/2 11/10	GM-K	QQ1K		Soeterik.
NEI40/7 19/10	GM-K	YW3K		Holswilder.
NEI8/5 26/10	GM-K	4AQK	Palmy K	Holswilder.
NEI22/5 29/10	GM-K	VR3K		Koedam.
NEI29/5 02/11	GM-K	JL4K	Planless K	Holswilder. RTB.
NEI40/4 06/11	GM-K	XM8K	Befog K	de Vos.
NEI17/5 13/11	GM-K	4JSK	Bobfish K	Berlijn.
NEI30/7 17/11	GM-K	PP2K		van der Heiden.
NEI38/4 21/11	GM-K	CP9K	Campart K	de Seriere.
NEI27/7 08/12	GM-K	KI3K		Rees.
NEI41/7 15/12	GM-K	UK2K		Holswilder.
NEI7/6 24/12	GM-K	3AGK	Pathless K	Ketting.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI41/10 04/1	GM-K	CS3K	Diget K	Kiewiet.
NEI47/3 07/1	GM-K	VX6K	Shopper K	Deknatel.
NEI3/2 09/1	GM-K	UC8K		Wittert.
NEI5/4 10/1	GM-K	OT7K YL8K		de Vos. C/S change over 101200Z.
NEI7/2 12/1	GM-K	4OXX		Operation cancelled due weather.

It was received by 14ARD on January 17<sup>th</sup>, 1944, for installation of a bomb-bay fuel tank and returned to the Squadron on the 28<sup>th</sup>.<sup>221</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI12/2 08/2	GM-K	ZN4K RP4K		Apparently replaced by N5-146.
NEI16/4 15/2	GM-K	LL4K		J Kiewiet.
NEI34/5 27/2	GM-K	LZ1K FM7K		Wijler.
NEI38/2 29/2	GM-K	FY5K		C Kiewiet.
NEI43/12 06/3	GM-K	OX6K YS4K		Theunissen Jnr. C/S change over 061200Z.
NEI7/1 17/3	GM-K	UN2K		Wittert.

On April 13<sup>th</sup>, 1944, it was received by the NEI Pool.<sup>222</sup>

<sup>220</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-158 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>221</sup> Ibid.

<sup>222</sup> Ibid.

**B-25D-20-NA Mitchell**  
**N5-159**  
**Ex 41-30682**

This aircraft was received by 18(NEI)SQN from the Americans on September 28<sup>th</sup>, 1943.<sup>223</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI14/6 10/10	GM-Q	4AQQ		de Putter.
NEI17/4 11/10	GM-Q	QQ1Q		Hodswilder.
NEI21/7 12/10	GM-Q	WY2Q		Moquette.
NEI28/8 14/10	GM-Q	HN2Q		Moquette.
NEI40/8 19/10	GM-Q	YW3Q		Deknatel.
NEI49/7 24/10	GM-Q	PF5Q		de Putter.
NEI8/8 26/10	GM-Q	4AQQ	Palmy Q	de Putter.
NEI22/6 29/10	GM-Q	VR3Q		Deknatel.
NEI29/8 02/11	GM-Q	JL4Q	Planless Q	de Putter.
NEI44/8 06/11	GM-Q	OP4Q		Koedam.
NEI26/4 17/11	GM-Q	4GJQ		Lukkien.
NEI38/8 21/11	GM-Q	CP9Q	Campart Q	de Putter. <b>Failed to Return.</b>

For details of the Form Green for mission NEI38 of 21<sup>st</sup> November, see entry for N5-154.

N5-159 crashed into the sea and sank immediately about 1 mile west of Cape Ngoni.<sup>224</sup> It had been observed making a bombing run towards the most westerly vessel and was then apparently hit by anti-aircraft fire and crashed in the mouth of the Maikoor Inlet. The all-Dutch crew comprised:

Pilot	Sergeant de Putter,
2 <sup>nd</sup> Pilot	Sergeant van Kan,
Bombardier	Lieutenant Paalman,
W/T Operator	Sergeant van Coevering and,
Top Turret Gunner	Sergeant van Yperen. <sup>225</sup>

<sup>223</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-159 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>224</sup> NEI/B1/21 Nov in AWM66, 15/1/77.

<sup>225</sup> Report on Operation N.E.I. 38 – 18 Squadron – 21<sup>st</sup>. November 1943, Report No. 147 dated 24<sup>th</sup> November, 1943, in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 14.

**B-25D-20-NA Mitchell**  
**N5-160**  
**Ex 41-30713**

The US Army handed this machine over to 18(NEI)SQN on September 28<sup>th</sup>, 1943.<sup>226</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI14/7 10/10	GM-H	4AQH		Theunissen Snr.
NEI21/6 12/10	GM-H	WY2H		Deknatel.
NEI27/6 14/10	GM-H	HN2H		Holswilder. RTB.
NEI33/1 18/10	GM-H	DV6H		Wittert.
NEI22/7 29/10	GM-H	VR3H		Lukkien.
NEI29/3 02/11	GM-H	JL4H	Planless H	Lukkien.
NEI17/6 13/11	GM-H	4JSH	Bobfish H	de Seriere.
NEI30/8 17/11	GM-H	PP2H		Ketting.
NEI38/5 21/11	GM-H	CP9H	Campart H	Theunissen Jnr. <i>Shot down 1 Rufe.</i>
NEI26/1 09/12	GM-H	2LVH		Berlijn.
NEI41/5 15/12	GM-H	UK2H		Berlijn.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI38/6 04/1	GM-H	VP4H		Risseeuw.
NEI3/4 09/1	GM-H	UC8H		Holswilder.
NEI5/5 10/1	GM-H	OT7H YL8H		Risseeuw. C/S change over 101200Z.
NEI7/7 12/1	GM-H	4OXH		Operation cancelled due weather.

4RSU received it on January 18<sup>th</sup>, 1944, for installation of a bomb-bay tank. 18(NEI)SQN got it back again before the end of the month, but its status card recorded the date as being January 31<sup>st</sup>.<sup>227</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI38/4 27/1	GM-H	LF1H		de Vos.
NEI11/3 06/2	GM-H	CV1H PF5H		Theunissen Snr. C/S change over 061200Z.
NEI16/5 15/2	GM-H	LL4H		van de Ende.
NEI23/1 20/2	GM-H	MV3H		J Kiewiet.
NEI24/1 21/2	GM-H	2SBH		Welter.
NEI25/1 22/2	GM-H	GM8H		van Santen.
NEI28/2 25/2	GM-H	KA3H		Buwalda.
NEI29/1 26/2	GM-H	4SAH		Schenk.
NEI33/2 27/2	GM-H	PF5H		Staal.
NEI36/2 28/2	GM-H	PK8H		J Kiewiet.

Continued →

<sup>226</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-160 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>227</sup> Ibid.

### N5-160 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI40/2 01/3	GM-H	<del>LB1H</del> GC8H		Call sign changed. Operation cancelled due weather.
NEI42/1 02/3	GM-H	GA9H		van Santen.
NEI44/4 03/3	GM-H	PT1H		Operation cancelled due weather.
NEI46/2 04/3	GM-H	MX7H		Operation cancelled due weather.
NEI48/2 05/3	GM-H	3GAH		Operation cancelled due weather.
NEI49/1 06/3	GM-H	DV6H		Florentinus.
NEI3/1 07/3	GM-H	4FNH		Apparently replaced by N5-172.
NEI5/2 08/3	GM-H	ZQ8H		C Kiewiet.

With its operational service completed, it was sent south and was recorded as being received by the NEI Pool on March 22<sup>nd</sup>, 1944.<sup>228</sup>

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<sup>228</sup> Ibid.

**B-25D-20-NA Mitchell**  
**N5-161**  
**“Mississippi Dream”**  
**Ex 41-30816**

This aircraft was received by 18(NEI)SQN from the US Army on July 24<sup>th</sup>, 1943.<sup>229</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI28/7 14/10	GM-J	HN2J		Theunissen Jnr.
NEI40/9 19/10	GM-J	YW3J		Rees.
NEI49/6 24/10	GM-J	PF5J		Theunissen Snr.
NEI8/6 26/10	GM-J	4AQJ	Palmy J	Theunissen Snr.
NEI17/5 28/10	GM-J	UT7J		Theunissen Snr.
NEI22/8 29/10	GM-J	VR3J		Theunissen Jnr.
NEI29/6 02/11	GM-J	JL4J	Planless J	Theunissen Snr.
NEI38/2 06/11	GM-A	KP7A		Lukkien. Apparently replaced N5-128.
NEI3/1 10/11	GM-J	KX6J		Wittert.
NEI26/5 17/11	GM-J	4GJJ		Rees.
NEI39/9 21/11	GM-M	CP9M		Theunissen Snr. RTB. Apparently replaced N5-138.
NEI27/6 08/12	GM-J	KI3J		Deknatel. <b>Crashed on landing.</b> Re-positioning flight to DRY. Did not take part in operation.

N5-161 was one of six B-25's ordered to conduct a strike on Koepang during the evening of December 8<sup>th</sup>, 1943,<sup>230</sup> departing from Drysdale River Mission and returning to Batchelor.<sup>231</sup>

At the conclusion of the re-positioning flight from Batchelor to Drysdale River Mission prior to the operation, it suffered a nose wheel collapse on landing. Luckily, the crew weren't injured however the aircraft was seriously damaged. The enroute weather had been poor with another aircraft in the formation having its nose wheel door torn off during the flight due to turbulence.<sup>232</sup>

Significant damage had been inflicted on the forward fuselage, both engines and both props. Responsibility for the aircraft passed from 18(NEI)SQN to 4RSU on December 13<sup>th</sup> and the decision to convert it into spare parts was taken during mid-January, 1944.<sup>233</sup>

<sup>229</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-161 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>230</sup> DA/G6/7 Dec in AWM66, 15/1/80.

<sup>231</sup> DA/G6/8 Dec, ibid.

<sup>232</sup> Drysdale signal A94 of 08/12, ibid.

<sup>233</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-161 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

**B-25D-25-NC Mitchell**  
**N5-162**  
**Ex 42-87349**

This aircraft was received by 18(NEI)SQN on January 10<sup>th</sup>, 1944.<sup>234</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI35/1 25/1	GM-A	VG8A		Welter.
NEI36/1 25/1	GM-A	WG3A		van de Ende.
NEI39/1 27/1	GM-A	LS5A		Cancelled.
NEI40/2 27/1	GM-M	PX4M		Kiewiet. Apparently replaced N5-138.
NEI43/1 29/1	GM-A	YL8A		Theunissen Jnr.
NEI6/1 03/2	GM-Z	JY5Z		Noordhoorn. Apparently replaced N5-154.
NEI11/4 06/2	GM-A	CV1A PF5A		de Vos. C/S change over 061200Z.
NEI16/7 15/2	GM-A	LL4A		Theunissen Jnr.
NEI20/1 19/2	GM-A	4KJA		Lukkien.
NEI30/2 26/2	GM-A	Y26A		Soeterik.
NEI32/1 27/2	GM-A	SV5A		Theunissen Jnr.
NEI39/1 01/3	GM-A	<del>RP4A</del> J12A		Call sign changed. Operation cancelled due weather.
NEI45/1 04/3	GM-A	Q87A		Operation cancelled due weather.
NEI47/1 05/3	GM-A	JS5A		Operation cancelled due weather.
NEI1/2 06/3	GM-A	OX6A		Operation cancelled due weather.
NEI43/6 06/3	GM-A	OX6A YS4A		Risseeuw. C/S change over 061200Z.
NEI4/1 08/3	GM-A	RK8A		Welter.
NEI14/3 25/3	GM-A	GX7A		Welter.
NEI19/1 29/3	GM-A	4JHA		Asjes.
NEI21/1 31/3	GM-A	SR7A UE9A		Welter. C/S change over 311200Z.
NEI23/1 02/4	GM-A	3GNA M13A		Welter. C/S change over 021200Z.
NEI32/3 16/4	GM-A	KC5A		Welter.
NEI33/2 19/4	GM-A	FM7A		Welter.
NEI34/2 22/4	GM-A	NR3A	Picksome	Welter.
NEI37/13 29/4	GM-A	UE9A		Welter.
NEI43/2 04/5	GM-A	JR2A		Operation cancelled. A51: not listed.
NEI44/1 06/5	GM-A	QS5A ON2A		Arens. C/S change over 061200Z.
NEI45/1 10/5	GM-A	CX8A		Lukkien.
NEI47/16 12/5	GM-A	ZN4A		Staal.
NEI9/2 19/5	GM-A	GP8A		de Jong.
NEI18/1 27/5	GM-A	JY5A		de la Porte.

Continued →

<sup>234</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-162 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.



## N5-162 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI27/2 01/6	GM-A	LW4A		Asjes.
NEI29/2 02/6	GM-A	2LYA LG3A		de la Porte. C/S change over 021200Z.
NEI34/1 06/6	GM-A	QX6A		Staal.
NEI36/3 07/6	GM-A	3YAA WG3A		de la Porte. C/S change over 071200Z.
NEI39/1 10/6	GM-A	PZ5A		de la Porte.
NEI1/1 18/6	GM-A	LU6A	Camplike	van Emmerik.
NEI5/1 19/6	GM-A	PZ5A		de la Porte.
NEI9/3 21/6	GM-A	FR2A FK8A		de la Porte. C/S change over 211200Z.
NEI12/5 23/6	GM-A	2LYA	Cutter	Jansen. <b>Failed to Return.</b>
NEI25/13 31/7	GM-A	JG4A YX7A	Bebark Minute	Presumably allocated in error. Apparently replaced by N5-170.

Four B-25's from 18(NEI)SQN were ordered to conduct a sweep of the shipping lanes between Gesar and Island and the Kai Islands as mission Netherlands East Indies 12 of 23<sup>rd</sup> June, 1944, with the object of destroying any Japanese shipping found. Timings were to be such that the formation would depart the Kai Islands at last light.<sup>235</sup>

Wheels up was planned for 230425Z (1:55 pm) with the aircraft carrying full ammunition plus two spare boxes each, but no bombs.<sup>236</sup>

The sweep commenced at Geser Island as ordered at 230750Z (5:20 pm Darwin time on the 23<sup>rd</sup>) and progressed along the planned route until, at 230849Z (6:19 pm) on the western side of Tioor Island, two Japanese SC's of about 150 tons each and a FTD of about 1,500 tons were located close inshore at anchor.<sup>237</sup>

After making several runs on the FTD, N5-162 was hit by anti-aircraft fire from the shore and the crew then broadcast a warning as to its presence to the other duties. They then made a further run at very low altitude, this time at the source of the anti-aircraft fire in an apparent attempt to suppress it. During this run, flame was seen to erupt from the middle of the fuselage and, at 230852Z (6:22 pm) in position 04°47'40"S 131°44'E, the aircraft dived and crashed into the sea with a "tremendous explosion". The other details circled the crash site for a period of time, but no survivors or wreckage was seen. The crew comprised:

Pilot	Lieutenant Jansen,
2 <sup>nd</sup> Pilot	Lieutenant Colonel te Roller (Commanding Officer),
Bombardier	Lieutenant Reedijk,
W/T Operator	Lieutenant van Lier,
Air Gunner	Sergeant Williems and,
Air Gunner	Sergeant Clark (RAAF). <sup>238</sup>

<sup>235</sup> DA/G3/22 Jun in AWM66, 15/1/116.

<sup>236</sup> NEI/M2/23 Jun, *ibid.*

<sup>237</sup> NEI/B2/23 Jun, *ibid.*

<sup>238</sup> Report on Operation N.E.I. 12 – 18 Squadron 23 June 1944, Report No. 209 dated 24 June 1944 in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 15.

**B-25D-25-NC Mitchell**  
**N5-163**  
**Ex 42-87350**

Formally received by 18(NEI)SQN on January 11<sup>th</sup>, 1944.<sup>239</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI44/2 29/1	GM-Q	4DHQ		van de Ende.
NEI47/2 30/1	GM-Q	4HFQ		Soeterik.
NEI1/3 31/1	GM-Q	3YOQ		Lukkien.
NEI3/2 01/2	GM-Q	XL4Q		Theunissen Snr. RTB, crew took N5-157.
NEI5/2 02/2	GM-Q	FU6Q		de Vos.
NEI8/1 05/2	GM-Q	KA3Q		J. Kiewiet.
NEI11/5 06/2	GM-Q	CV1Q PF5Q		Risseeuw. C/S change over 061200Z.
NEI12/1 08/2	GM-Q	ZN4Q RP4Q		Staal. C/S change over 081200Z.
NEI16/8 15/2	GM-Q	LL4Q		Wittert.
NEI19/2 18/2	GM-Q	XI9Q		Wittert.
NEI20/2 19/2	GM-Q	4KJQ		J Kiewiet.
NEI35/1 28/2	GM-Q	YW3Q		Deknatel.
NEI37/1 29/2	GM-Q	KG1Q		Lukkien.
NEI41/3 01/3	GM-Q	<del>FS5Q</del> GC8Q		Call sign changed. Operation cancelled due weather.
NEI43/7 06/3	GM-Q	OX6Q YS4Q		Buwalda. C/S change over 061200Z.
NEI26/1 06/4	GM-Q	LG7Q 1NBQ		van der Ende. C/S change over 061200Z.
NEI28/2 09/4	GM-Q	4OXQ		van der Ende.
NEI32/12 16/4	GM-Q	KC5Q		van der Ende.
NEI33/12 19/4	GM-Q	FM7Q		van der Ende.
NEI34/3 22/4	GM-Q	NR3Q	Picksome	van der Ende.
NEI37/14 29/4	GM-Q	UE9Q		van der Ende.
NEI45/2 10/5	GM-Q	CX8Q		C Kiewiet.
NEI47/18 12/5	GM-Q	ZN4Q		Geerke.
NEI18/2 27/5	GM-Q	JY5Q		Sjouw.
NEI27/3 01/6	GM-Q	LW4Q		Jansen.
NEI29/4 02/6	GM-Q	2LYQ LG3Q		Sjouw. C/S change over 021200Z.
NEI31/7 04/6	GM-W	4RCW 2SBW		Buwalda. Apparently replaced N5-185. C/S change over 041200Z.
NEI39/2 10/6	GM-Q	PZ5Q		Sjouw.
NEI41/1 14/6	GM-Q	FK8Q		Schenk.
NEI5/2 19/6	GM-Q	PZ5Q		Sjouw.
NEI9/4 21/6	GM-Q	FR2Q FK8Q		Sjouw. C/S change over 211200Z.

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<sup>239</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-163 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

### N5-163 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI12/6 23/6	GM-Q	2LYQ	Cutter	Dreher.
NEI23/11 28/6	GM-Q	LW4Q 4RCQ		Arens. C/S change over 281200Z.
NEI31/3 03/7	GM-Q	LM8Q		Arens.
NEI41/1 11/7	GM-Q	4HFQ		Replaced by N5-166.
NEI44/1 13/7	GM-Q	MV3Q		Kiewiet.
NEI49/1 17/7	GM-Q	GV3Q		Arens.
NEI4/7 19/7	GM-Q	VY9Q		Operation cancelled.
NEI5/7 19/7	GM-Q	LM8Q		Asjes.
NEI12/3 24/7	GM-Q	VJ4Q		Spoel.

It was received by 4RSU on August 1<sup>st</sup> for a double engine change and returned to 18(NEI)SQN on August 12<sup>th</sup>.<sup>240</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI39/8 17/8	GM-Q	RK8Q		Muurling.
NEI41/5 18/8	GM-Q	MQ8Q	Grasper	Dreher.
NEI42/1 19/8	GM-Q	KX6Q WZ6Q	Uproar Crumpet	Draaijer. C/S change over 191200Z.
NEI45/2 21/8	GM-Q	RV1Q	Betride Q	Vogler.
NEI48/3 22/8	GM-Q	2LYQ	Cutter	Broekema.
NEI5/4 24/8	GM-Q	JY5Q		Asjes. A51: van Emmerik.
NEI6/5 25/8	GM-Q	YX7Q	Minute	Staal.
NEI12/6 30/8	GM-Q	LG7Q	Conduct	Dreher.
NEI15/5 01/9	GM-Q	WM7Q LL4Q	Gussed Atwig	Maas. C/S change over 011200Z.
NEI18/1 04/9	GM-Q	VT7Q		Replaced by N5-167.
NEI19/3 04/9	GM-Q	WK6Q		Van Buuren.
NEI21/4 06/9	GM-Q	MO5Q	Brimmer	Kieweit.
NEI47/8 24/9	GM-Q	CN2Q	Outshine	Ruige.
NEI48/2 26/9	GM-Q	MO82Q		Den Ouden.
NEI2/3 27/9	GM-Q	PP64Q		Schenk.
NEI8/4 29/9	GM-Q	PP64Q		Schenk.
NEI21/4 10/10	GM-Q	PP64Q		van Veelen.

It then went to the NEI Pool on November 22<sup>nd</sup>, 1944.<sup>241</sup>

<sup>240</sup> Ibid.

<sup>241</sup> Ibid.

**B-25D-25-NC Mitchell**  
**N5-164**  
**Ex 42-87305**

This aircraft was received by 18(NEI)SQN on January 8<sup>th</sup>, 1944.<sup>242</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI41/1 28/1	GM-L	RV1L		Holswilder.
NEI45/3 29/1	GM-L	GQ8L		Koedam.
NEI46/1 30/1	GM-L	YM9L		Welter.
NEI48/1 31/1	GM-L	RX6L		Kiewiet.
NEI2/1 01/2	GM-L	1QIL		Deknatel. A51: Florentinus.
NEI12/3 08/2	GM-L	ZN4L RP4L		J Kiewiet. C/S change over 081200Z.
NEI16/9 15/2	GM-L	LL4L		C Kiewiet.
NEI20/3 19/2	GM-L	4KJL		Holswilder.
NEI17/1 27/3	GM-L	VA1L		Holswilder.
NEI20/2 30/3	GM-L	JS5L FK8L		van der Ende. C/S change over 301200Z.
NEI21/2 31/3	GM-U	SR7U UE9U		Florentinus. Apparently replaced N5-170. C/S change over 311200Z.
NEI23/2 02/4	GM-L	3GNL M13L		Geerke. C/S change over 021200Z.
NEI28/1 09/4	GM-L	4OXL		Asjes.
NEI37/14 29/4	GM-L	UE9L		Florentinus.
NEI45/5 10/5	GM-P	CX8P		Spoel. Apparently replaced N5-176.
NEI47/12 12/5	GM-L	ZN4L		C Kiewiet.
NEI9/3 19/5	GM-L	GP8L		Buwalda.
NEI12/1 22/5	GM-L	GN4L		van Buuren.
NEI16/6 24/5	GM-L	QQ1L		Staal.
NEI18/3 27/5	GM-L	JY5L		Smits van Burgst.
NEI27/4 01/6	GM-L	LW4L		Spoel.
NEI29/3 02/6	GM-L	2LYL LG3L		Smits van Burgst. C/S change over 021200Z.
NEI32/3 05/6	GM-L	ZS6L FR2L		van Straalen. C/S change over 051200Z.
NEI33/4 06/6	GM-L	8X4L Y35L		Asjes. C/S change over 051200Z.
NEI36/4 07/6	GM-L	3YAL WG3L		Smits van Burgst. C/S change over 071200Z.
NEI39/3 10/6	GM-L	PZ5L		Smits van Burgst.
NEI44/9 14/6	GM-L	FK8L	Nightdash	Smits van Burgst.
NEI5/3 19/6	GM-L	PZ5L		Smits van Burgst.
NEI9/5 21/6	GM-L	FR2L FK8L		Smits van Burgst. C/S change over 211200Z.
NEI31/4 03/7	GM-L	LM8L		de Jong. RTB, U/S.

On July 26<sup>th</sup>, 1944, it was received by the NEI Pool.<sup>243</sup>

<sup>242</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-164 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>243</sup> Ibid.

**B-25D-30-NC Mitchell**  
**N5-165**  
**Ex 42-87595**

This machine was received by 18(NEI)SQN on February 4<sup>th</sup>, 1944.<sup>244</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI13/2 25/3	GM-D	CP9D		Staal. RTB U/S.
NEI15/4 26/3	GM-C	4FMC		Koedam. A51: Burgers. Apparently replaced N5-174.
NEI20/3 30/3	GM-D	JS5D FK8D		Holswilder. C/S change over 301200Z.
NEI21/8 31/3	GM-W	SR7W UE9W		Buwalda. Apparently replaced N5-157. C/S change over 311200Z.
NEI22/1 01/4	GM-D	1CID YJ9D		van der Ende. C/S change over 011200Z.
NEI24/1 03/4	GM-D	4KJD 3VYD		van der Ende. C/S change over 031200Z.
NEI26/2 06/4	GM-D	LG7D 1NBD		Holswilder. C/S change over 061200Z.
NEI28/3 09/4	GM-D	4OXD		Holswilder.
NEI32/13 16/4	GM-D	KC5D		Holswilder.
NEI33/3 19/4	GM-D	FM7D		Holswilder.
NEI34/4 22/4	GM-D	NR3D	Picksome	Holswilder.
NEI45/3 10/5	GM-D	CX8D		Holswilder.
NEI47/11 12/5	GM-D	ZN4D		Holswilder.
NEI9/4 19/5	GM-D	GP8D		Schenk.
NEI12/2 22/5	GM-D	GN4D		van Renesse.
NEI16/7 24/5	GM-D	QQ1D		J Kiewiet.
NEI18/4 27/5	GM-D	JY5D		van Veelen.
NEI27/5 01/6	GM-D	LW4D		Dreher.
NEI29/5 02/6	GM-D	2LYD LG3D		van Veelen. C/S change over 021200Z.
NEI31/4 04/6	GM-Z	4RCZ 2SBZ		Kiewiet. Apparently replaced N5-173. C/S change over 041200Z.
NEI34/2 06/6	GM-D	QX6D		Kiewiet.
NEI39/4 10/6	GM-D	PZ5D		van Veelen.
NEI44/10 14/6	GM-D	FK8D	Nightdash	van Veelen.
NEI43/4 16/6	GM-D	1GDD		Vogler. RTB.
NEI48/2 17/6	GM-D	VT7D		Muurling.
NEI5/4 19/6	GM-D	PZ5D		van Veelen.
NEI9/6 21/6	GM-D	FR2D FK8D		van Veelen. C/S change over 211200Z.
NEI15/12 24/6	GM-D	DQ4D FM7D		van Veelen. C/S change over 241200Z.

Continued →

<sup>244</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-165 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

### N5-165 (continued)

1944 (Continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI45/1 14/7	GM-D	H64D		Maas.
NEI2/1 18/7	GM-D	GL4D	Cusher D	Sjouw.
NEI4/8 19/7	GM-D	VY9D		Operation cancelled.
NEI5/8 19/7	GM-D	LM8D		Ruige.
NEI15/1 27/7	GM-D	FU6D		Ruige.
NEI18/1 28/7	GM-D	H64D		de Jong. A51: NEI18.
NEI21/11 29/7	GM-D	WV6D UV1D	Buffy Darkpast	Broekema. C/S change over 291200Z.
NEI25/3 31/7	GM-D	JG4D YX7D	Bebark Minute	Smits van Burgst. C/S change over 311200Z. (JG4D / Purser for transit BAT – TRS on 31 <sup>st</sup> ).
NEI26/3 02/8	GM-D	ZV3D		Smits van Burgst.
NEI27/3 06/8	GM-D	1CWD		Maas.
NEI29/4 09/8	GM-D	VN2D		Smits van Burgst.
NEI32/10 11/8	GM-D	ZV3D 4QAD	Dabble Assist	Maaskant. A51: duty 6. C/S change over 111200Z.
NEI34/2 14/8	GM-D	WN8D	Pusher D	Spoel.
NEI39/7 17/8	GM-D	RK8D		van Emmerik.
NEI41/3 18/8	GM-D	MQ8D	Grasper	Maas.
NEI42/3 19/8	GM-D	KX6D WZ6D	Uproar Crumpet	Maaskant. C/S change over 191200Z.
NEI48/4 22/8	GM-D	2LYD	Cutter	Maas.
NEI5/5 24/8	GM-D	JY5D		Vogler. A51: Asjes.
NEI6/6 25/8	GM-D	YX7D	Minute	Kiewiet.
NEI12/5 30/8	GM-D	LG7D	Conduct	den Ouden.
NEI18/2 04/9	GM-D	VT7D		Replaced by N5-172.
NEI19/4 04/9	GM-D	WK6D		Boot.

It was received by 4RSU on September 7<sup>th</sup>, 1944, for a 400-hourly and a [double] engine change. 18(NEI)SQN got it back again on October 24<sup>th</sup>.<sup>245</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI2/8 28/10	GM-D	4FND	Today	Schwartz.
NEI3/10 30/10	GM-D	HK8D	Bovril	den Ouden.
NEI4/3 31/10	GM-D	1MQD	Jocko	Jansen.
NEI6/1 02/11	GM-D	3CSD	Trooper	Smits.
NEI11/1 06/11	GM-D	JM1D	Dispute	Boot.
NEI12/2 08/11	GM-D	SP2D	Casting	Schoof.
NEI16/1 15/11	GM-D	FM7D	Fearless	van Veelen.
NEI19/1 16/11	GM-D	DN8D	Bisto	Arens.
NEI26/2 20/11	GM-D	VF5D	Broader	Schoof.
NEI28/8 22/11	GM-D	PX4D	Vertex	Berger.
NEI32/1 27/11	GM-D	GL4D	Cusher	den Ouden.
NEI36/2 30/11	GM-D	LU6D	Camplike	Schoof.

Continued →

<sup>245</sup> Ibid.

## N5-165 (continued)

1944 (Continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI38/1 03/12	GM-D	RT7D	Beget	van Buuren.
NEI39/1 04/12	GM-D	LZ1D	Defer	van Buuren.
NEI1/3 15/12	GM-D	GH6D		Apparently replaced by N5-167.
NEI6/6 20/12	GM-D	GG2D	Foresight	Romein.
NEI7/1 21/12	GM-G	XY69G	Palmy	Blaauw. Apparently replaced N5-234.
NEI10/1 24/12	GM-V	ZT26V	Beget	den Ouden. Apparently replaced N5-237.
NEI12/1 27/12	GM-D	S22D	Bender	Smits.
NEI15/1 31/12	GM-D	MC2D	Devour	van Emmerik.
NEI18/1 04/1	GM-D	2JRD	Billon	Renaud.
NEI29/5 22/1	GM-D	TH32D	Billow D	de Neve.
NEI38/1 31/1	GM-D	PN7D		Renaud.
NEI43/1 08/2	GM-D	4MCD	Bobfish	Boot.
NEI49/1 15/2	GM-D	WM6D	Buffy	Cooke.

On February 26<sup>th</sup>, 1945, it was issued to 4RSU for an 80-hourly inspection but was recorded as having been received again by 18SQN from 4RSU on March 4<sup>th</sup> and then recorded as being issued to and received by the NEI Pool ex 18(NEI)SQN around mid-March so, it's not entirely clear if it went directly to the NEI Pool without the inspection or if it passed thru 4RSU beforehand.<sup>246</sup>

<sup>246</sup> Ibid.

**B-25D-25-NC Mitchell**  
**N5-166**  
**Ex 42-87398**

This machine was received by 18(NEI)SQN on January 27<sup>th</sup>, 1944. It was incorrectly recorded as being B-25D-10-NA aircraft with the former serial number of 41-30298.<sup>247</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI18/2 27/3	GM-M	DS2M		Asjes.
NEI22/2 01/4	GM-M	1CIM YJ9M		Asjes. C/S change over 011200Z.
NEI25/1 05/4	GM-M	HG3M		Asjes.
NEI27/1 07/4	GM-M	MQ8M S22M		Florentinus. C/S change over 071200Z.
NEI30/1 11/4	GM-M	Q17M ML8M		Asjes. C/S change over 111200Z.
NEI32/4 16/4	GM-M	KC5M		Asjes.
NEI33/1 19/4	GM-M	FM7M		Apparently replaced by N5-169.
NEI34/1 22/4	GM-M	NR3M	Picksome	Asjes.
NEI35/2 28/4	GM-M	4OXM		van der Ende.
NEI36/2 29/4	GM-M	ZM7M	Onrun	C Kiewiet.
NEI40/2 02/5	GM-M	OX6M		Asjes.
NEI45/10 10/5	GM-M	CX8M		Muurling.
NEI48/6 12/5	GM-M	MS6M		A51: Muurling.
NEI9/10 19/5	GM-M	GP8M		Spoel.
NEI12/3 22/5	GM-M	GN4M		Visser.
NEI16/9 24/5	GM-M	QQ1M		Muurling.
NEI19/2 26/5	GM-M	UI8M		Jansen.
NEI18/10 27/5	GM-M	JY5M		de Jong.
NEI38/4 09/6	GM-M	UP4M		Muurling.
NEI44/7 14/6	GM-M	FK8M	Nightdash	de la Porte.
NEI5/7 19/6	GM-M	PZ5M		Muurling.
NEI7/1 21/6	GM-B	QX6B		Welter. Apparently replaced N5-172.
NEI13/3 23/6	GM-M	4JWM		Muurling.
NEI17/7 26/6	GM-M	SV5M		Asjes.
NEI26/1 01/7	GM-M	4NCM	Reading M	de la Porte.
NEI35/1 06/7	GM-M	UV1M		Wijler.
NEI41/1 11/7	GM-M	4HFM		van Oven. A51: Spoel in error. Replaced N5-163.
NEI47/2 15/7	GM-M	FU6M	Croker M	Vogler.
NEI1/5 17/7	GM-M	3YOM		Muurling.
NEI3/2 19/7	GM-M	LM8M		Operation cancelled.
NEI5/2 19/7	GM-M	LM8M		Stock.
NEI13/1 25/7	GM-M	BL4M		del la Porte.
NEI17/3 27/7	GM-J	VR3J DY2J		Staal. Apparently replaced N5-167. C/S change over 271200Z.

Continued →

<sup>247</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-166 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.



## N5-166 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI17/6 27/7	GM-M	VR3M DY2M		Apparently replaced by N5-169.
NEI21/7 29/7	GM-M	WV6M UV1M	Buffy Darkpast	van Emmerik. C/S change over 291200Z.
NEI25/2 31/7	GM-M	JG4M YX7M	Bebark Minute	Sjouw. C/S change over 311200Z. (JG4M / Purser for transit BAT – TRS on 31 <sup>st</sup> ).
NEI26/2 02/8	GM-M	ZV3M		Sjouw.
NEI27/1 06/8	GM-M	1CWM		Staal.
NEI32/9 11/8	GM-M	ZV3M 4QAM	Dabble Assist	Muurling. A51: duty 2. C/S change over 111200Z.
NEI35/3 14/8	GM-M	3XAM HR3M	Exault Picksome	del la Porte. C/S change over 141200Z.
NEI42/11 19/8	GM-M	KX6M WZ6M	Uproar Crumpet	Noordhoorn. C/S change over 191200Z.
NEI6/7 25/8	GM-M	YX7M	Minute	Schenk.
NEI11/7 29/8	GM-M	Q87M	Waggy	Muurling.
NEI12/9 30/8	GM-M	LG7M	Conduct	van Buuren.

On September 2<sup>nd</sup>, it was received by 4RSU for an inspection and a [double] engine change. It was back with the Squadron towards the end of October.<sup>248</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI20/2 06/9	GM-M	PP64M	Torsal	Apparently replaced by N5-173.
NEI2/5 28/10	GM-M	4FNM	Today	Renaud.
NEI1/4 30/10	GM-M	3BNM	Skating	Renaud.
NEI5/6 31/10	GM-M	Y35M	Mourner	Renaud.
NEI10/3 04/11	GM-M	PN7M CN5M		Apparently replaced by N5-233.
NEI11/6 06/11	GM-M	JM1M	Dispute	van Emmerik.
NEI12/3 08/11	GM-M	SP2M	Casting	Broekema.
NEI16/2 15/11	GM-M	FM7M	Fearless	Berger.
NEI20/2 16/11	GM-M	JC9M	Mantel	de Jong.
NEI34/2 28/11	GM-M	JU6M	Stemless	Ruige.
NEI46/1 08/12	GM-M	GL4M	Cusher	Boot.
NEI48/1 14/12	GM-M	MC2M	Devour	Renaud.
NEI1/1 15/12	GM-M	GH6M		Renaud.

Four B-25's from 18(NEI)SQN, operating from Truscott, were to conduct a shipping sweep encompassing Semaoe Island, Waingapoe and Roti Island.<sup>249</sup>

A Japanese SC was located 10 miles north west of Waingapoe at 150130Z (11 am Darwin time). Ten minutes later, the crew of N5-166 bombed and strafed it from 100 feet on an attack heading of 120° achieving bullet strikes on the bridge but failing to score any hits with their bombs. Not only did their bombs fall short, but they failed to explode. During their attack run, they were hit by return machine

<sup>248</sup> Ibid.

<sup>249</sup> 79WG/G3/14 Dec in AWM64, 6/5D.

### N5-166 (continued)

gun fire and immediately returned to Truscott.<sup>250</sup> At 0207Z they called Truscott saying that they had an engine on fire and asked for a Catalina to be made available.<sup>251</sup> They landed safely at Truscott at 150432Z.<sup>252</sup> Whilst an engine change was deemed necessary,<sup>253</sup> no further relevant details were recorded on this aircraft's E/E88 until its departure from the Squadron in May, 1945.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI47/1 11/2	GM-N	Y26N	Bricking	Schoof. Apparently replaced N5-184. A51: Romijn as duty 2. RTB.
NEI5/1 24/2	GM-M	WY6M		Cooke.
NEI6/1 25/2	GM-M	M1LM	Belkin	Apparently replaced by N5-170.
NEI30/1 29/4	GM-M	4FNM	Toady	Boot.

N5-166 was received by the NEI Pool on May 7<sup>th</sup>, 1945.<sup>254</sup>

<sup>250</sup> Report on Operation NEI.1 – 18 Squadron – 15 December 1944, Report No. 308 dated 17 December 1944 in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 15.

<sup>251</sup> RAAF Form A15 Control Officer's Watch Log, Truscott, entry of 150207Z (Dec44) log page 396 in AWM66, 22/1/8.

<sup>252</sup> TRS/M3/15 Dec in AWM64, 6/5D.

<sup>253</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-166 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>254</sup> Ibid.

**B-25D-25-NC Mitchell**  
**N5-167**  
**Ex 42-87414**

Received by 18SQN from the NEI Pool on January 27<sup>th</sup>, 1944. It was incorrectly recorded as being a B-25D-15-NA with the former serial 41-30414.<sup>255</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI16/10 15/2	GM-AB	LL4AB		Holswilder.
NEI20/4 19/2	GM-AB	4KJAB		Theunissen Snr.
NEI43/8 06/3	GM-AB	OX6AB YS4AB		Deknatel. C/S change over 061200Z.
NEI24/2 03/4	GM-J	4KJJ 3VYJ		J Kiewiet. C/S change over 031200Z.
NEI26/3 06/4	GM-J	LG7J 1NBJ		J Kiewiet. C/S change over 061200Z.
NEI28/4 09/4	GM-J	4OXJ		J Kiewiet.
NEI30/2 11/4	GM-J	Q17J ML8J		Unserviceable.

It went to 4RSU on April 20<sup>th</sup> for repairs and was back with the Squadron ten days later.<sup>256</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI45/9 10/5	GM-J	CX8J		J Kiewiet.
NEI47/10 12/5	GM-J	ZN4J		Lukkien.
NEI9/11 19/5	GM-J	GP8J		Dreher.
NEI12/4 22/5	GM-J	GN4J		Ruige.
NEI20/1 28/5	GM-J	MF5J		van der Ende.
NEI22/1 29/5	GM-J	HT7J		Smits van Burgst.
NEI24/1 31/5	GM-J	ZN4J		del la Porte.
NEI33/5 06/6	GM-J	8X4J Y35J		Buwalda. C/S change over 051200Z.
NEI38/3 09/6	GM-J	UP4J		van der Ende.
NEI39/7 10/6	GM-J	PZ5J		Ruige.
NEI44/8 14/6	GM-J	FK8J	Nightdash	Sjouw.
NEI5/6 19/6	GM-J	PZ5J		Kiewiet.
NEI13/2 23/6	GM-J	4JWJ		Redelmeiger. A51: Kiewiet.
NEI26/2 01/7	GM-J	4NCJ	Reading J	Sjouw.
NEI33/1 04/7	GM-J	GV3J		Broekema.
NEI47/3 15/7	GM-J	FU6J	Croker J	van Emmerik
NEI1/2 17/7	GM-J	3YOJ		del la Porte.
NEI13/2 25/7	GM-J	BL4J		Sjouw.

Continued →

<sup>255</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-167 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>256</sup> Ibid.

## N5-167 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI17/3 27/7	GM-J	VR3J DY2J		Apparently replaced by N5-166.
NEI17/5 27/7	GM-N	VR3N DY2N		Maas. Apparently replaced N5-184. C/S change over 271200Z.
NEI20/5 28/7	GM-J	DY2J		Smits van Burgst.
NEI21/8 29/7	GM-J	WV6J UV1J	Buffy Darkpast	Ruige. C/S change over 291200Z.
NEI25/6 31/7	GM-J	JG4J YX7J	Bebark Minute	Vogler. C/S change over 311200Z. (JG4J / Purser for transit BAT – TRS on 31 <sup>st</sup> ).
NEI26/6 02/8	GM-J	ZV3J		van Emmerick. A51: Vogler as duty 9.
NEI29/3 09/8	GM-J	VN2J		Sjouw.
NEI32/8 11/8	GM-J	ZV3J 4QAJ	Dabble Assist	Redelmeier. A51: duty 10. C/S change over 111200Z.
NEI35/4 14/8	GM-J	3XAJ HR3J	Exault Picksome	Smits van Burgst. C/S change over 141200Z.
NEI39/6 17/8	GM-J	RK8J		Redelmeier.
NEI42/10 19/8	GM-J	KX6J WZ6J	Uproar Crumpet	Kiewiet. C/S change over 191200Z.
NEI47/1 22/8	GM-J	2LYJ	Cutter	Kiewiet.
NEI2/2 24/8	GM-J	GS6J	Baffling	Maaskant. A51: Smits van Burgst.
NEI4/4 25/8	GM-J	KK6J	Backboard	van Oven.
NEI12/12 30/8	GM-J	LG7J	Conduct	Ruige.
NEI15/6 01/9	GM-J	WM7J LL4J	Gussed Atwig	Staal. C/S change over 011200Z.
NEI18/1 04/9	GM-J	VT7J		den Ouden.
NEI19/3 04/9	GM-J	WK6J		Replaced by N5-163.
NEI21/3 06/9	GM-J	MO5J	Brimmer	Staal.
NEI29/3 12/9	GM-J	VB2J	Inflow	Sjouw.
NEI32/3 18/10	GM-J	PP64J	Cable	van Buuren.
NEI34/1 20/10	GM-J	XY69J	Palmy	Renaud.
NEI44/3 24/10	GM-J	YX7J	Minute	Boot. A51: as duty 6.
NEI49/3 27/10	GM-J	ZM7J	Onrun	Slats.
NEI62/10 27/10	GM-J	JG4J	Bebark	Slats.
NEI3/13 30/10	GM-J	HK8J	Bovril	Broekema.
NEI8/1 03/11	GM-J	KG1J	Addult	Arens.
NEI11/5 06/11	GM-J	JM1J	Dispute	Ruige.
NEI15/3 13/11	GM-J	JG4J	Bebark	van Emmerik.
NEI23/3 17/11	GM-T	TH32J	Casting	Jansen. Aircraft code letter error.
NEI25/1 20/11	GM-J	XY69J	Fortress	Apparently replaced by N5-211.
NEI28/5 22/11	GM-J	PX4J	Vertex	Jansen.
NEI30/1 25/11	GM-J	XY69J	Bewbang	Replaced by N5-221.
NEI34/3 28/11	GM-J	JU6J	Stemless	van Emmerik.
NEI37/2 01/12	GM-J	GH6J	Measles	Maas.
NEI41/1 05/12	GM-J	XY69J	Petrol	Smits.
NEI46/2 08/12	GM-J	GL4J	Cusher	den Ouden.
NEI48/3 14/12	GM-J	MC2J	Devour	Slats.
NEI1/3 15/12	GM-D	GH6D		Slats. Apparently replaced N5-165.

Unfortunately, it was destroyed by fire during December, 1944.<sup>257</sup>

<sup>257</sup> Ibid.

**B-25D-25-NC Mitchell**  
**N5-168**  
**Ex 42-87416**

This machine was received by 18(NEI)SQN from the NEI Pool on January 27<sup>th</sup>, 1944. This aircraft was incorrectly recorded as being a B-25D-15-NA aircraft with the former serial number 41-30416.<sup>258</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI16/11 15/2	GM-AC	LL4AC		Risseeuw.
NEI17/1 17/2	GM-AC	FU6AC		Apparently replaced by N5-146.
NEI20/5 19/2	GM-AC	4KJAC		de Vos.
NEI43/9 06/3	GM-AC	OX6AC YS4AC		Staal. C/S change over 061200Z.
NEI22/3 01/4	GM-Y	1CIY YJ9Y		Schenk. C/S change over 011200Z.
NEI35/3 28/4	GM-Y	4OXY		Florentinus.
NEI36/1 29/4	GM-Y	ZM7Y	Onrun	Lukkien.
NEI41/8 02/5	GM-Y	GN4Y VP4Y		Theunissen Snr. C/S change over 021200Z.
NEI43/8 04/5	GM-Y	JR2Y		Operation cancelled. A51: not listed.
NEI45/8 10/5	GM-Y	CX8Y		Asjes.
NEI48/5 12/5	GM-Y	MS6Y		A51: Asjes.
NEI9/12 19/5	GM-Y	GP8Y		Broekema.
NEI31/2 04/6	GM-Y	4RCY 2SBY		Staal. C/S change over 041200Z.
NEI44/12 14/6	GM-Y	FK8Y	Nightdash	Vogler.
NEI5/5 19/6	GM-Y	PZ5Y		Staal.
NEI13/1 23/6	GM-Y	4JWY		Staal.
NEI14/1 24/6	GM-Y	VG8Y		Arens.
NEI19/2 27/6	GM-Y	UA9Y	Dawdle Y	Kiewiet.
NEI21/2 28/6	GM-Y	DU3Y		van der Ende.

N5-168 was received back at the NEI Pool on July 21<sup>st</sup>, 1944. It was then transferred to the Royal Australian Air Force and became A47-35.<sup>259</sup> As A47-35, its E/E88 records simply that it was a D model, but correctly identifies its previous identity as 42-87416.<sup>260</sup> The serial “42-87416” falls within those of the D-25-NA production block.<sup>261</sup>

<sup>258</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-168 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>259</sup> Ibid.

<sup>260</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-35 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

<sup>261</sup> AN 01-60GB-1, Pilot’s Flight Operating Instructions for Army Models B-25C and D Series revised 15 July 1944, Section I, paragraph 2 “Block Numbering System”.

**B-25D-25-NC Mitchell**  
**N5-169**  
**Ex 42-87366**

18(NEI)SQN received this B-25 from the NEI Pool on January 31<sup>st</sup>, 1944. It was incorrectly recorded as being a B-25D-10-NA with the former serial 41-30321.<sup>262</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI20/6 19/2	GM-AD	4KJAD		Risseeuw.
NEI43/10 06/3	GM-AD	OX6AD YS4AD		J Kiewiet. C/S change over 061200Z.
NEI16/2 26/3	GM-AD	YS4AD		J Kiewiet. Operation cancelled. (CP9AD for transit BAT – DRY on 25 <sup>th</sup> ).
NEI22/4 01/4	GM-G	1CIG YJ9G		J Kiewiet. C/S change over 011200Z.
NEI23/3 02/4	GM-G	3GNG M13G		Florentinus. C/S change over 021200Z.
NEI25/2 05/4	GM-G	HG3G		Florentinus.
NEI26/4 06/4	GM-G	LG7G 1NBG		Muurling. A51: Schenk. C/S change over 061200Z.
NEI33/1 19/4	GM-M	FM7M		Asjes. Apparently replaced N5-166.
NEI43/9 04/5	GM-G	JR2G		Operation cancelled. A51: not listed.
NEI44/3 06/5	GM-G	QS5G ON2G		Geerke. C/S change over 061200Z.
NEI47/17 12/5	GM-G	ZN4G		Apparently replaced by N5-171.
NEI9/7 19/5	GM-G	GP8G		Visser.
NEI8/1 20/5	GM-R	CN5R		Staal. Apparently replaced N5-178.
NEI11/2 21/5	GM-G	4MCG		J Kiewiet.
NEI14/1 23/5	GM-G	UK2G		Arens.

A double engine change was deemed necessary so the aircraft was sent to 4RSU, being received there on May 27<sup>th</sup>. It was returned to the Squadron on June 7<sup>th</sup>.<sup>263</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI38/2 09/6	GM-G	UP4G		Kiewiet.
NEI44/14 14/6	GM-G	FK8G	Nightdash	Ruige.
NEI5/8 19/6	GM-G	PZ5G		Maas.
NEI13/4 23/6	GM-G	4JWG		Maas.
NEI14/3 24/6	GM-G	VG8G		Buwalda.
NEI18/1 27/6	GM-G	FO5G	Petrol G	Wijler.
NEI20/1 28/6	GM-G	LW4G		van Emmerik.
NEI26/3 01/7	GM-G	4NCG	Reading G	van Veelen.
NEI34/1 05/7	GM-G	XB1G		Spoel.
NEI36/2 06/7	GM-G	3BKG		Smits van Burgst.

Continued →

<sup>262</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-169 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>263</sup> Ibid.

## N5-169 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI38/1 08/7	GM-G	VJ4G		Vogler.
NEI40/1 10/7	GM-G	GA9G		van Buuren.
NEI43/1 12/7	GM-G	HP4G	Banquet G	Arens.
NEI47/4 15/7	GM-G	FU6G	Croker G	Ruige.
NEI1/3 17/7	GM-G	3YOG		Smits van Burgst.
NEI3/4 19/7	GM-G	LM8G		Operation cancelled.
NEI5/4 19/7	GM-G	LM8G		Lagerwerff.
NEI13/3 25/7	GM-G	BL4G		Smits van Burgst.
NEI17/6 27/7	GM-M	VR3M DY2M		Muurling. Apparently replaced N5-166. C/S change over 271200Z.
NEI25/7 31/7	GM-G	JG4G YX7G	Bebark Minute	van Emmerik. C/S change over 311200Z. (JG4G / Purser for transit BAT – TRS on 31 <sup>st</sup> ).
NEI26/7 02/8	GM-G	ZV3G		Spoel. A51: van Emmerick as duty 6.
NEI27/2 06/8	GM-G	1CWG		Redelmeier.
NEI29/2 09/8	GM-G	VN2G		del la Porte.
NEI32/6 11/8	GM-G	ZV3G 4QAG	Dabble Assist	Staal. A51: duty 9. C/S change over 111200Z.
NEI35/6 14/8	GM-G	3XAG HR3G	Exault Picksome	Ruige. C/S change over 141200Z.
NEI39/5 17/8	GM-G	RK8G		Asjes.
NEI42/9 19/8	GM-G	KX6G WZ6G	Uproar Crumpet	Staal. C/S change over 191200Z.
NEI47/2 22/8	GM-G	2LYG	Cutter	Muurling.
NEI2/1 24/8	GM-G	GS6G	Baffling	del la Porte. <span style="color: red;">Failed to Return.</span>

Two B-25's from 18(NEI)SQN were required to conduct a Search J on 24<sup>th</sup> August as Netherlands East Indies 2. Wheels up was to be at 232200Z (7:30 am Darwin time on the 24<sup>th</sup>).<sup>264</sup> The route, a standard Search J, was from Batchelor to Darwin to position 07°07'S 132°20'E, to 04°57'S 131°42'E to 06°26'S 131°07'E thence back to Batchelor via Cape Hotham. Wheels up was as ordered, on task (overhead Darwin) at 232220Z (7:50 am on the 24<sup>th</sup>) and estimate for return to Batchelor was given as 240500Z (2:30 pm).<sup>265</sup>

N5-169 departed Batchelor at 232203Z (7:33 am) followed two minutes later by duty 2. They proceeded in company until they were off the east coast of Jamdena and then, as was normal, separated in the vicinity of Watmoeri Village so as the aircraft could cover both sides of Larat Island. N5-169 proceeded north and duty 2 to the north east. When last seen by the tail gunner of duty 2, at approximately 232347Z (9:17 am Darwin time), N5-169 was about 6 miles south of Larat heading north at 500 feet. The aircraft wasn't seen or heard from again.<sup>266</sup>

The other aircraft landed back at Batchelor at 240509Z (2:39 pm) having completed the flight route. That crew reported an otherwise quiet flight with no sightings. They encountered light showers initially followed by clear skies to 09°00'S then 3/10ths cumulus at 1,500 feet beyond that. Inflight visibility was 15 nautical miles.<sup>267</sup>

<sup>264</sup> DA/G1/23 Aug in AWM66, 15/1/128.

<sup>265</sup> NEI/M3/23 Aug, *ibid*.

<sup>266</sup> Report on Operation N.E.I. 2 – 18 Squadron 24<sup>th</sup> August 1944, Report No. 244 dated 26 August 1944 in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 15.

<sup>267</sup> NEI/M1/24 Aug in AWM66, 15/1/128.

### N5-169 (continued)

Aircraft engaged on subsequent searches reported moderate intensity, medium calibre, accurate, anti-aircraft fire from Larat Island with some reports also of rocket or mortar fire directed at aircraft. The crew lost aboard N5-169 were:

Pilot	Captain de la Porte,
2 <sup>nd</sup> Pilot	Lieutenant Drasijer,
Bombardier	Lieutenant Meijer,
W/T Op	Sergeant Samallo,
Top Gunner	Lieutenant Lie Kok Hian and,
Tail Gunner	Sergeant M.E. Trimnell (RAAF). <sup>268</sup>

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<sup>268</sup> Confirmatory Memorandum Aircraft Casualty Mitchell N5-169 in Allied Squadrons Accidents Part 2 Netherlands East Indies Planes with RAAF Casualties; NAA: A9845, 24.



**B-25D-25-NC Mitchell**  
**N5-170**  
**Ex 42-87254**

This aircraft was received by 18(NEI)SQN on February 25<sup>th</sup>, 1944, from the NEI Pool.<sup>269</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI20/1 30/3	GM-U	JS5U FK8U		Lukkien. C/S change over 301200Z.
NEI21/2 31/3	GM-U	SR7U UE9U		Apparently replaced by N5-164.
NEI27/2 07/4	GM-U	MQ8U S22U		Welter. C/S change over 071200Z.
NEI29/1 09/4	GM-U	VN2U LD6U		Theunissen Snr. C/S change over 091200Z.
NEI32/5 16/4	GM-U	KC5U		Theunissen Snr.
NEI33/4 19/4	GM-O	FM7U		Theunissen Snr. Mauve recorded aircraft letter as "O" in error, but W/T call sign suffix correctly as "U".
NEI34/5 22/4	GM-U	NR3U	Picksome	Theunissen Snr.
NEI35/1 28/4	GM-U	4OXU		Welter.
NEI36/10 29/4	GM-U	ZM7U	Onrun	Theunissen Snr.
NEI38/1 30/4	GM-U	GH6U		Asjes.
NEI41/3 02/5	GM-U	GN4U VP4U		Staal. C/S change over 021200Z.
NEI47/15 12/5	GM-U	ZN4U		Unserviceable.
NEI7/2 18/5	GM-U	JC9U		Staal.
NEI9/8 19/5	GM-U	GP8U		Ruige.
NEI18/5 27/5	GM-U	JY5U		van Buuren.
NEI12/7 23/6	GM-U	2LYU	Cutter	Apparently replaced by N5-180.
NEI14/8 24/6	GM-U	VG8U		Ruige.
NEI17/3 26/6	GM-U	SV5U		Ruige.
NEI22/3 28/6	GM-U	1PVU		Asjes.
NEI25/6 30/6	GM-U	3HAU LL4U		Ruige. C/S change over 301200Z.
NEI28/1 02/7	GM-U	4GJU		Kiewiet.
NEI42/7 11/7	GM-U	YM9U		Sjouw.
NEI1/4 17/7	GM-U	3YOU		van Veelen.
NEI11/2 24/7	GM-U	Q43U		Maas.
NEI14/1 26/7	GM-U	MV3U		Schenk.
NEI17/8 27/7	GM-U	VR3U DY2U		Dreher. C/S change over 271200Z.
NEI20/3 28/7	GM-U	DY2U		del la Porte.
NEI22/1 30/7	GM-U	3BKU		Burgers.
NEI25/13 31/7	GM-A	JG4A YX7A	Bebark Minute	Muurling. Apparently replaced N5-162. C/S change over 311200Z. (JG4A / Purser for transit BAT – TRS on 31 <sup>st</sup> ).

Continued →

<sup>269</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-170 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

### N5-170 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI26/13 02/8	GM-U	ZV3U		Muurling.
NEI29/13 09/8	GM-U	VN2U		Tuijt.
NEI32/4 11/8	GM-U	ZV3U 4QAU	Dabble Assist	Stock. A51: duty 3. C/S change over 111200Z.
NEI36/2 15/8	GM-U	LG7U	Conduct U	Stock.
NEI38/3 16/8	GM-U	MX7U	Began	Staal.
NEI39/2 17/8	GM-U	RK8U		Dreher.
NEI29/4 12/9	GM-U	VB2U	Inflow	Ruige.
NEI31/3 13/9	GM-U	PP64U		van Buuren.
NEI34/5 15/9	GM-U	QX6U	Decry	van Buuren.
NEI36/3 17/9	GM-U	PP64U		Smits van Burgst.
NEI42/1 22/9	GM-U	MO82U		Asjes.
NEI44/1 23/9	GM-U	DU3U		Broekema.
NEI47/7 24/9	GM-U	CN2U	Outshine	Sjouw.
NEI48/3 26/9	GM-U	MO82U		Maas.
NEI2/4 27/9	GM-U	PP64U		Rijllaart.
NEI6/8 28/9	GM-U	WM7U		Apparently replaced by N5-226.
NEI9/3 29/9	GM-U	VB2U	Inflow	Cancelled.
NEI8/3 29/9	GM-U	PP64U		Buwalda.
NEI14/3 03/10	GM-U	PP64U		Smits.
NEI18/3 08/10	GM-U	PP64U		Renaud.
NEI30/3 16/10	GM-U	PP64U	Assist	Sjouw.
NEI31/1 18/10	GM-U	MO82U	Outbreak	Sjouw.
NEI35/3 20/10	GM-U	ZT26U	Beggrade	Broekema.
NEI38/3 22/10	GM-U	ZT26U	Batfip	Heijs.
NEI43/2 24/10	GM-U	ZT26U	Assist	Ruige.
NEI48/4 26/10	GM-U	HT7U		Renaud.
NEI32/2 27/11	GM-U	GL4U	Cusher	Maas.
NEI36/3 30/11	GM-U	LU6U	Camplike	Slats.
NEI38/2 03/12	GM-U	RT7U	Beget	Ruige.
NEI39/3 04/12	GM-U	LZ1U	Defer	Ruige. A51: duty 2.
NEI46/8 08/12	GM-U	GL4U	Cusher	Sjouw.
NEI47/2 13/12	GM-U	M13U	Placing	Sjouw. A51: van Veelen.
NEI2/3 16/12	GM-U	OP4U	Armada	Renaud.
NEI3/1 19/12	GM-W	UA9W	Dawdle	Smits. Apparently replaced N5-233.
NEI5/1 20/12	GM-U	FK8U	Nightdash	Smits.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI41/3 04/2	GM-U	4MCU	Bobfish	van Emmerik
NEI45/2 10/2	GM-U	QN3U	Downrun	Romijn.
NEI47/2 11/2	GM-U	Y26U	Bricking	Romijn. A51: Schoof as duty 1.
NEI6/1 25/2	GM-M	M1LM	Belkin	Cooke. Apparently replaced N5-166.

Other than receipt by 18(NEI)SQN, as recorded at the start of this aircraft's entry and, this aircraft's return to the NEI Pool on March 19<sup>th</sup>, 1945, no maintenance intervals or other information regarding its service with the Squadron was reported.<sup>270</sup>

<sup>270</sup> Ibid.

**B-25D-25-NC Mitchell**  
**N5-171**  
**Ex 42-87255**

The NEI Pool handed this aircraft over to 18(NEI)SQN on February 15<sup>th</sup>, 1944.<sup>271</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI18/3 27/3	GM-V	DS2V		Deknatel.
NEI21/3 31/3	GM-V	SR7V UE9V		Deknatel. C/S change over 311200Z.
NEI23/4 02/4	GM-V	3GNV M13V		Deknatel. C/S change over 021200Z.
NEI25/3 05/4	GM-V	HG3V		Deknatel.
NEI27/3 07/4	GM-V	MQ8V S22V		Deknatel. C/S change over 071200Z.
NEI29/2 09/4	GM-V	VN2V LD6V		Deknatel. C/S change over 091200Z.
NEI32/6 16/4	GM-V	KC5V		Deknatel. Obscured in A51.
NEI33/5 19/4	GM-V	FM7V		Florentinus.
NEI34/6 22/4	GM-V	NR3V	Picksome	Deknatel.
NEI36/11 29/4	GM-V	ZM7V	Onrun	Staal.
NEI38/2 30/4	GM-V	GH6V		Arens.
NEI41/6 02/5	GM-V	GN4V VP4V		Florentinus. C/S change over 021200Z.
NEI43/6 04/5	GM-V	JR2V		Operation cancelled. A51: not listed.
NEI44/4 06/5	GM-V	QS5V ON2V		Spoel. C/S change over 061200Z.
NEI47/17 12/5	GM-G	ZN4G		J Kiewiet. Apparently replaced N5-169.
NEI9/6 19/5	GM-V	GP8V		van der Ende.
NEI18/8 27/5	GM-V	JY5V		Visser.
NEI33/6 06/6	GM-V	8X4V Y35V		van der Ende. C/S change over 051200Z.
NEI35/1 07/6	GM-V	1MQV		Sjouw.
NEI39/6 10/6	GM-V	PZ5V		Vogler.
NEI14/6 24/6	GM-V	VG8V		Vogler.
NEI22/4 28/6	GM-V	1PVV		Kiewiet.
NEI25/4 30/6	GM-V	3HAV LL4V		Vogler. C/S change over 301200Z.
NEI28/2 02/7	GM-V	4GJV		Maas.
NEI30/1 03/7	GM-V	4ENV		van Buuren.

It was received again by the NEI Pool on July 21<sup>st</sup> and then transferred to the Royal Australian Air Force, becoming A47-36.<sup>272</sup>

<sup>271</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-171 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>272</sup> Ibid.

**B-25D-25-NC Mitchell**  
**N5-172**  
**Ex 42-87256**

On February 10<sup>th</sup>, 1944, this aircraft was received by 18SQN from the NEI Pool, but within a few days was received by 4RSU for a 100-hourly and to be “made operationally serviceable”. The Squadron got it back again on February 19<sup>th</sup>.<sup>273</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI2/3 06/3	GM-F	GN4F		Schenk. Apparently replaced N5-179.
NEI3/1 07/3	GM-H	4FNH		Berlijn. Apparently replaced N5-160.
NEI6/3 08/3	GM-B	ST1B		Lukkien.
NEI16/1 26/3	GM-B	YS4B		Asjes. U/S, operation cancelled. (CP9B for transit BAT – DRY on 25 <sup>th</sup> ).

It was back at 4RSU for repairs on April 4<sup>th</sup> and these had been completed by the 20<sup>th</sup>.<sup>274</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI36/12 29/4	GM-B	ZM7B	Onrun	de Vos.
NEI41/7 02/5	GM-B	GN4B VP4B		Deknatel. C/S change over 021200Z.
NEI43/7 04/5	GM-B	JR2B		Operation cancelled. A51: not listed.
NEI44/2 06/5	GM-B	QS5B ON2B		Jansen. C/S change over 061200Z.
NEI47/14 12/5	GM-B	ZN4B		Visser.
NEI7/3 18/5	GM-B	JC9B		J Kiewiet.

Four Dutch B-25's were ordered to conduct an harassing attack on the Tanimbar Islands as Netherlands East Indies 7 of 18<sup>th</sup> May, 1944.<sup>275</sup> See entry for N5-177 for further details.

During a strafing attack made in company with duty 4 on a small SC north west of Maroe Island, it was damaged by machine gun fire.<sup>276</sup> The damage, some bullet holes in the tail plane, whilst relatively minor, was beyond the capacity of the Squadron to rectify and accordingly the aircraft was sent off to 4RSU for an inspection and repairs. It was returned to the Squadron on 29<sup>th</sup> May.<sup>277</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI30/1 03/6	GM-B	UX6B		van Buuren.
NEI31/3 04/6	GM-B	4RCB 2SBB		Asjes. C/S change over 041200Z.
NEI32/1 05/6	GM-B	ZS6B FR2B		Jansen. C/S change over 051200Z.

Continued →

<sup>273</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-172 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>274</sup> Ibid.

<sup>275</sup> DA/G2/17 May in AWM66, 15/1/111.

<sup>276</sup> Report on Operation N.E.I. 7 – 18 (NEI) Squadron – 18<sup>th</sup> May 1944, Report No. 190, dated 19<sup>th</sup> May, 1944, in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 15.

<sup>277</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-172 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

## N5-172 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI39/8 10/6	GM-B	PZ5B		Tuijt.
NEI44/13 14/6	GM-B	FK8B	Nightdash	Tuijt.
NEI43/5 16/6	GM-B	1GDB		Asjes.
NEI5/12 19/6	GM-B	PZ5B		van Emmerik.
NEI7/1 21/6	GM-B	QX6B		Apparently replaced by N5-166.
NEI14/7 24/6	GM-B	VG8B		van Emmerik.
NEI17/2 26/6	GM-B	SV5B		Vogler.
NEI22/5 28/6	GM-B	1PVB		Noordhoorn.
NEI25/5 30/6	GM-B	3HAB LL4B		van Emmerik. C/S change over 301200Z.
NEI30/2 03/7	GM-B	4ENB		Ruige.
NEI39/1 09/7	GM-B	YZ1B		Ruige.
NEI42/8 11/7	GM-B	YM9B		Smits van Burgst.
NEI4/6 19/7	GM-B	VY9B		Operation cancelled.
NEI5/6 19/7	GM-B	LM8B		van Emmerik.
NEI10/1 24/7	GM-B	VJ4B		Staal.
NEI23/2 30/7	GM-B	XF1B		Muurling.
NEI25/5 31/7	GM-B	JG4B YX7B	Bebark Minute	van Buuren. C/S change over 311200Z. (JG4B / Purser for transit BAT – TRS on 31 <sup>st</sup> ).
NEI26/5 02/8	GM-B	ZV3B		van Buuren.
NEI29/12 09/8	GM-B	VN2B		Buwalda.
NEI32/5 11/8	GM-B	ZV3B 4QAB	Dabble Assist	de Kad. A51: duty 8. C/S change over 111200Z.
NEI33/1 13/8	GM-B	LU6B		van Oven.
NEI36/1 15/8	GM-B	LG7B	Conduct B	Arens.
NEI42/2 19/8	GM-B	KX6B WZ6B	Uproar Crumpet	Apparently replaced by N5-184.
NEI43/1 20/8	GM-B	UL5B	Flaxen	Arens.
NEI5/3 24/8	GM-B	JY5B		van Emmerik. A51: Ruige.
NEI8/2 26/8	GM-B	WS6B		Stock.
NEI9/2 29/8	GM-B	MX7B	Began	Ruige.
NEI12/11 30/8	GM-B	LG7B	Conduct	van Emmerik.
NEI15/7 01/9	GM-B	WM7B LL4B	Gussed Atwig	Kiewiet. C/S change over 011200Z.
NEI18/2 04/9	GM-B	VT7B		Ryllaart.
NEI20/1 06/9	GM-B	PP64B	Torsal	Asjes.
NEI29/2 12/9	GM-B	VB2B	Inflow	Asjes.
NEI32/1 14/9	GM-B	MO82B		Staal.
NEI34/1 15/9	GM-B	QX6B	Decry	Asjes.
NEI46/3 24/9	GM-B	PP64B		Renaud.
NEI1/1 27/9	GM-B	MO82B		Boot.
NEI7/1 29/9	GM-B	MO82B		Smits van Burgst.
NEI13/2 03/10	GM-B	MO82B		van Emmerik.

It was received by the NEI Pool on November 30<sup>th</sup>, 1944.<sup>278</sup>

<sup>278</sup> Ibid.

**B-25D-25-NC Mitchell**  
**N5-173**  
**Ex 42-87257**

This aircraft was received by 18(NEI)SQN on February 23<sup>rd</sup>, 1944.<sup>279</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI21/4 31/3	GM-Z	SR7Z UE9Z		de Vos. C/S change over 311200Z.
NEI23/5 02/4	GM-Z	3GNZ M13Z		de Vos. C/S change over 021200Z.
NEI25/4 05/4	GM-Z	HG3Z		de Vos.
NEI27/4 07/4	GM-Z	MQ8Z S22Z		de Vos. C/S change over 071200Z.
NEI29/3 09/4	GM-Z	VN2Z LD6Z		de Vos. C/S change over 091200Z.
NEI32/7 16/4	GM-Z	KC5Z		de Vos.
NEI33/6 19/4	GM-Z	FM7Z		de Vos.
NEI34/7 22/4	GM-Z	NR3M	Picksome	de Vos. Mauve listed W/T C/S suffix letter as "G" in error.
NEI36/3 29/4	GM-Z	ZM7Z	Onrun	Holswilder.
NEI38/3 30/4	GM-Z	GH6Z		Tuijt.
NEI41/5 02/5	GM-Z	GN4Z VP4Z		de Vos. C/S change over 021200Z.
NEI43/5 04/5	GM-Z	JR2Z		Operation cancelled. A51: not listed.
NEI44/6 06/5	GM-Z	QS5Z ON2Z		Broekema. C/S change over 061200Z.
NEI47/13 12/5	GM-Z	ZN4Z		Tuijt.
NEI49/1 15/5	GM-Z	HT7Z		Staal.
NEI2/1 16/5	GM-Z	3AGZ		Broekema.
NEI5/2 17/5	GM-Z	KP7Z		Muurling.
NEI9/5 19/5	GM-Z	GP8Z		van Buuren.
NEI18/6 27/5	GM-Z	JY5Z		Vogler.
NEI31/4 04/6	GM-Z	4RCZ 2SBZ		Apparently replaced by N5-165.
NEI39/5 10/6	GM-Z	PZ5Z		van Buuren.
NEI44/11 14/6	GM-Z	FK8Z	Nightdash	van Buuren.
NEI43/3 16/6	GM-Z	1GDZ		van Buuren.
NEI5/9 19/6	GM-Z	PZ5Z		van Buuren.
NEI8/2 21/6	GM-Z	FR2Z	Sunbeam Z	van der Ende.
NEI11/1 22/6	GM-Z	V63Z	Felon Z	van Emmerik.
NEI14/5 24/6	GM-Z	VG8Z		van Buuren.
NEI17/1 26/6	GM-Z	SV5Z		van Buuren.
NEI22/6 28/6	GM-Z	1PVZ		Maas.
NEI25/3 30/6	GM-Z	3HAZ LL4Z		van Buuren. C/S change over 301200Z.

Continued →

<sup>279</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-173 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

## N5-173 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI42/9 11/7	GM-Y	YM9Z		van Veelen. Incorrect aircraft code letter quoted in Form Mauve.
NEI46/2 12/7	GM-Z	GG2Z		Smits van Burgst.
NEI4/5 19/7	GM-Z	VY9Z		Operation cancelled.
NEI5/5 19/7	GM-Z	LM8Z		van Buuren.
NEI12/4 24/7	GM-Z	VJ4Z		Dreher.
NEI17/10 27/7	GM-Z	VR3Z DY2Z		van Oven. A51: Broekema as duty 9. C/S change over 271200Z.
NEI21/5 29/7	GM-Z	WV6Z UV1Z	Buffy Darkpast	van Buuren. C/S change over 291200Z.
NEI25/10 31/7	GM-Z	JG4Z YX7Z	Bebark Minute	Broekema. C/S change over 311200Z. (JG4Z / Purser for transit BAT – TRS on 31 <sup>st</sup> ).
NEI26/10 02/8	GM-Z	ZV3Z		Broekema.
NEI29/10 09/8	GM-Z	VN2Z		Arens.
NEI32/1 11/8	GM-Z	ZV3Z 4QAZ	Dabble Assist	Arens. C/S change over 111200Z.
NEI46/3 21/8	GM-Z	GP8Z 4JWZ		Asjes. C/S change over 211200Z.
NEI4/3 25/8	GM-Z	KK6Z	Backboard	Broekema.
NEI8/1 26/8	GM-Z	WS6Z		Arens.
NEI10/3 29/8	GM-Z	VK8Z	Handfar	Asjes.
NEI20/2 06/9	GM-M	PP64M	Torsal	Muurling. Apparently replaced N5-166.
NEI26/1 11/9	GM-Z	3ZVZ		Boot.
NEI29/1 12/9	GM-Z	VB2Z	Inflow	Van Buuren.
NEI30/2 13/9	GM-X	MO82X		Van Der Ent. Apparently replaced N5-209 which had RTB'd.
NEI34/2 15/9	GM-Z	QX6Z	Decry	Boot.
NEI37/5 17/9	GM-Z	CV1Z		den Ouden.
NEI47/5 24/9	GM-Z	CN2Z	Outshine	van Buuren.
NEI49/4 26/9	GM-Z	PP64Z		de Jong.
NEI6/5 28/9	GM-Z	WM7Z		den Ouden.
NEI9/1 29/9	GM-Z	VB2Z	Inflow	Cancelled.

On October 7<sup>th</sup>, 1944, it was received by 14ARD at Gorrie for an engine change and a 400-hourly. They handed it back to the Squadron on January 17<sup>th</sup>, 1945.<sup>280</sup>

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI17/1 12/3	GM-Z	HX6Z	Decry	Jansen.
NEI18/2 13/3	GM-Z	MF5Z	Chirrup	Schwartz.
NEI21/1 22/3	GM-Z	FO5Z	Petrol	Swane.
NEI22/1 24/3	GM-Z	UT7Z	Sander	Swane.
NEI26/1 04/4	GM-Z	WZ6Z	Crumpet	Swane. A51: duty 2.
NEI27/3 06/4	GM-Z	KQ1Z	Babking	Slats.

Continued →

<sup>280</sup> Ibid.

### N5-173 (continued)

1945 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI28/1 10/4	GM-Z	KP7Z	Perfume	Cancelled due WX.
NEI28/1 11/4	GM-Z	JC9Z	Mantel	Deferred 24 hours due WX.
NEI28/1 12/4	GM-Z	WZ6Z	Crumpet	Slats.
NEI31/3 28/4	GM-F	WN8F 4FNF	Pusher Toady	Swane. Apparently replaced N5-188. C/S change over 281200Z.
NEI32/3 29/4	GM-F	DM5F	Blackhair	Swane. Apparently replaced N5-188.

It continued to serve with the Squadron through until the middle of the year, being received at the NEI Pool on July 3<sup>rd</sup>, 1945.<sup>281</sup>

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<sup>281</sup> Ibid.



**B-25D-25-NC Mitchell**  
**N5-174**  
**Ex 42-87258**

18(NEI)SQN received this aircraft on February 11<sup>th</sup>, 1944.<sup>282</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI15/4 26/3	GM-C	4FMC		Apparently replaced by N5-165.
NEI16/ 26/3	GM-C	CP9C		Spare for NEI16. U/S, operation cancelled.
NEI21/5 31/3	GM-C	SR7C UE9C		Geerke. C/S change over 311200Z.
NEI22/6 01/4	GM-C	1CIC YJ9C		Koedam. C/S change over 011200Z.
NEI24/3 03/4	GM-C	4KJC 3VYC		Koedam. C/S change over 031200Z.
NEI28/5 09/4	GM-C	4OXC		Tuijt.
NEI32/11 16/4	GM-C	KC5C		Schenk.
NEI33/10 19/4	GM-C	FM7C		Berlijn.
NEI34/10 22/4	GM-C	NR3C	Picksome	Schenk.
NEI36/4 29/4	GM-C	ZM7C	Onrun	Jansen.
NEI43/3 04/5	GM-C	JR2C		Operation cancelled. A51: not listed.
NEI45/4 10/5	GM-C	CX8C		Jansen.
NEI48/1 12/5	GM-C	MS6C		Asjes. A51: Jansen.
NEI6/1 18/5	GM-C	DN8C		Visser.
NEI9/9 19/5	GM-C	GP8C		Jansen.
NEI18/7 27/5	GM-C	JY5C		Ruige.
NEI28/1 02/6	GM-C	4TWC		Schenk.
NEI30/2 03/6	GM-C	UX6C		Vogler.
NEI31/5 04/6	GM-C	4RCC 2SBC		Unserviceable.
NEI39/9 10/6	GM-C	PZ5C		Jansen.
NEI44/3 14/6	GM-C	FK8C	Nightdash	Jansen.
NEI49/3 17/6	GM-C	WK6C		Jansen.
NEI5/13 19/6	GM-C	PZ5C		Jansen.
NEI10/7 21/6	GM-C	SX4C SR7C		Arens. C/S change over 211200Z.

On July 3<sup>rd</sup>, 1944, it was received by the NEI Pool and was then transferred to the Royal Australian Air Force and became A47-37.<sup>283</sup>

<sup>282</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-174 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>283</sup> Ibid.

**B-25D-25-NC Mitchell**  
**N5-176**  
**Ex 42-87313<sup>284</sup>**

This aircraft was noted as having been received by 18(NEI)SQN on February 11<sup>th</sup>, 1944, but was then received by 4RSU on the 21<sup>st</sup> for a 100-hourly and to be “made operationally serviceable”. It was issued back to the Squadron on March 10<sup>th</sup>, although it’s date of return wasn’t specifically noted.<sup>285</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI8/1 19/3	GM-P	UL5P		Theunissen Jnr.
NEI9/1 21/3	GM-P	DV6P		de Vos.
NEI10/1 23/3	GM-P	JS5P		Berlijn.
NEI11/1 24/3	GM-P	RK8P		Florentinus.
NEI20/5 30/3	GM-P	JS5P FK8P		Theunissen Snr. C/S change over 301200Z.
NEI22/5 01/4	GM-P	1CIP YJ9P		Theunissen Jnr. C/S change over 011200Z.
NEI23/6 02/4	GM-P	3GNP M13P		Buwalda. C/S change over 021200Z.
NEI24/4 03/4	GM-P	4KJP 3VYP		Theunissen Jnr. C/S change over 031200Z.
NEI26/5 06/4	GM-P	LG7P 1NBP		Theunissen Jnr. C/S change over 061200Z.
NEI28/6 09/4	GM-P	4OXP		Theunissen Jnr.
NEI30/3 11/4	GM-P	Q17P ML8P		Theunissen Jnr. C/S change over 111200Z.
NEI32/8 16/4	GM-P	KC5P		Theunissen Jnr.
NEI33/11 19/4	GM-P	FM7P		Theunissen Jnr.
NEI34/11 22/4	GM-P	NR3P	Picksome	Tuijt.

Netherlands East Indies 34 of 22<sup>nd</sup> April, 1944, was ordered as a daylight strike on Dilli by the maximum available number of Dutch B-25’s and 31SQN Beaufighter’s.<sup>286</sup> 18(NEI)SQN were able to task eleven B-25’s operating in three flights taking off from Batchelor at roughly five-minute intervals from 212105Z (6:35 am Darwin time on the 22<sup>nd</sup>).<sup>287</sup>

Duty one was wheels up at 212108Z (6:38 am) and N5-176, as duty 11 – the last detail – was off at 212119Z (6:49 am). It was number 4 of the third flight of B-25’s and that flight bombed Dilli at 212346Z (9:16 am Darwin time) from 12,300 feet on a track of 070°. This third flight was targeted by slight intensity, heavy calibre anti-aircraft fire which was reported as being accurate for height, but generally trailing astern and N5-176 reported receiving damage.

<sup>284</sup> Serial Numbers of Dutch B-25 Mitchells via [http://www.joebaugher.com/usaf\\_bombers/b25\\_23.html](http://www.joebaugher.com/usaf_bombers/b25_23.html) at 18/10/2013.

<sup>285</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-176 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>286</sup> DA/G4/21 Apr in AWM66, 15/1/107.

<sup>287</sup> NEI/M2/21 Apr, *ibid*.

### N5-176 (continued)

With examination of the damage after landing, it was then considered that the aircraft, which had been stepped down some 300 feet, had been hit by incendiaries dropped by the formation leader.<sup>288</sup> The aircraft was received by 4RSU on April 23<sup>rd</sup> for repairs and returned to the Squadron on May 6<sup>th</sup>.<sup>289</sup>

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI45/5 10/5	GM-P	CX8P		Apparently replaced by N5-164.
NEI48/2 12/5	GM-P	MS6P		A51: Spoel.

With a 100-hourly now due, it was sent back to 4RSU on the 13<sup>th</sup>. They handed it back again on the 21<sup>st</sup>.<sup>290</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI16/8 24/5	GM-P	QQ1P		van der Ende.
NEI18/9 27/5	GM-P	JY5P		Arens.

On May 30<sup>th</sup>, 1944, N5-176 was engaged in low-level skip-bombing practice on Range L, a sandbank immediately north of Grose Island, just off Bynoe Harbour near Darwin, with three other Dutch B-25's. Having completed three runs, at 10:35 am the aircraft made a fourth run. It made a correct mast-height approach but, instead of trailing the preceding aircraft by 100 yards, had lagged to 600 yards. Because of the greater distance behind the other aircraft, it hit a column of water caused by the bomb blast of the weapon dropped by the aircraft in front. The left wing of N5-176 was blown off and the aircraft rolled onto its back and crashed into the sea. No survivors were found. Those onboard were:

Pilot	Lieutenant Visser,
2 <sup>nd</sup> Pilot	Lieutenant Bousche,
Bombardier	Lieutenant Fruin,
W/T Operator	Sergeant Burghardt,
Turret Gunner	Lieutenant Liem You Hien and,
Tail Gunner	Sergeant J.D. Crosbie (RAAF). <sup>291</sup>

<sup>288</sup> Report on Operation No. 34 – 18 (N.E.I.) Squadron – 22<sup>nd</sup> April 1944, Report No. 182 dated 23<sup>rd</sup> April, 1944, in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 15.

<sup>289</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-176 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>290</sup> Ibid.

<sup>291</sup> Confirmatory Memorandum, No. 436683 Sgt Crosbie, J.D. in Casualty Repatriation File, Crosbie Jeffrey David 436683; NAA: A705, 166/8/485.

**B-25D-25-NC Mitchell**  
**N5-177**  
**“Dutch Cleanser / Gwen”**  
**Ex 42-87311**

Initially received by 18(NEI)SQN from the NEI Pool on February 10<sup>th</sup>, 1944, N5-177 was sent to 4RSU on the 13<sup>th</sup> for a 100-hourly and other work to make the aircraft operationally serviceable. It's E/E88 records it being received by the Squadron again on February 27<sup>th</sup>.<sup>292</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI18/4 27/3	GM-X	DS2X		de Vos.
NEI20/6 30/3	GM-X	JS5X FK8X		Koedam. C/S change over 301200Z.
NEI26/6 06/4	GM-X	LG7X 1NBX		Tuijt. C/S change over 061200Z.
NEI32/9 16/4	GM-X	KC5X		C Kiewiet. RTB, U/S.
NEI36/5 29/4	GM-X	ZM7X	Onrun	Dreher.
NEI39/1 02/5	GM-X	DV6X		Jansen.
NEI43/4 04/5	GM-X	JR2X		Operation cancelled. A51: not listed.
NEI44/5 06/5	GM-X	QS5X ON2X		Dreher. C/S change over 061200Z.
NEI45/6 10/5	GM-X	CX8X		Dreher.
NEI48/3 12/5	GM-X	MS6X		A51: Dreher.
NEI7/4 18/5	GM-X	JC9X		Geerke. <b>Failed to Return.</b>

A harassing attack on the Tanimbar Islands was ordered for the 18<sup>th</sup>, to be conducted by four Dutch B-25's as Netherlands East Indies 7. The route was to be from Batchelor, along the west coast of the islands, around the northern tip and then returning along the eastern coast. Japanese shipping or any other activity was to be targeted.<sup>293</sup>

At 180905Z (6:35 pm Darwin time), whilst strafing the village of Saumlaki from low altitude,<sup>294</sup> N5-177, which was flying just below, astern and to the right of duty 5 (N5-188), was hit by medium calibre anti-aircraft fire causing one of the engines to catch fire. The aircraft rolled onto its back and crashed into the village, exploding on impact.<sup>295</sup> The crew were:

Pilot	Lieutenant Geerke,
2 <sup>nd</sup> Pilot	Sergeant Belling,
Bombardier	Lieutenant Soute,
W/T Operator	Sergeant Wallaard,
Turret Gunner	Sergeant Heijs and,
Tail Gunner	Sergeant W.J. Cowey (RAAF). <sup>296</sup>

<sup>292</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-177 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>293</sup> DA/G2/17 May in AWM66, 15/1/111.

<sup>294</sup> NEI/B1/18 May, *ibid*.

<sup>295</sup> Report on Operation N.E.I. 7 – 18 (NEI) Squadron – 18<sup>th</sup> May 1944, Report No. 190, dated 19<sup>th</sup> May, 1944, in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 15.

<sup>296</sup> Confirmatory Memorandum, No. 430644 Sgt Cowey, W.J. (A.G.) in Casualty Repatriation File Cowley Wallace James 430644; NAA: A705, 166/8/466.

**B-25D-25-NC Mitchell**  
**N5-178**  
**Ex 42-87312**

This aircraft was initially received by the Squadron on February 23<sup>rd</sup>, 1944.<sup>297</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI20/4 30/3	GM-R	JS5R FK8R		Berlijn. C/S change over 301200Z.
NEI21/6 31/3	GM-R	SR7R UE9R		Apparently replaced by N5-180.
NEI22/7 01/4	GM-R	1CIR YJ9R		Berlijn. C/S change over 011200Z.
NEI24/5 03/4	GM-R	4KJR 3VYR		Berlijn. C/S change over 031200Z.
NEI26/7 06/4	GM-R	LG7R 1NBR		Berlijn. C/S change over 061200Z.
NEI28/7 09/4	GM-R	4OXR		Berlijn.
NEI30/4 11/4	GM-R	Q17R ML8R		Berlijn. C/S change over 111200Z.
NEI32/1 16/4	GM-R	KC5R		Berlijn.

It was received by 4RSU on April 23<sup>rd</sup> and returned to the Squadron by the 29<sup>th</sup>.<sup>298</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI36/6 29/4	GM-R	ZM7R	Onrun	Broekema.
NEI41/9 02/5	GM-R	GN4R VP4R		Geerke. C/S change over 021200Z.
NEI45/7 10/5	GM-R	CX8R		Broekema.
NEI48/4 12/5	GM-R	MS6R		A51: Broekema.
NEI8/1 20/5	GM-R	CN5R		Apparently replaced by N5-169.
NEI10/1 21/5	GM-R	VP4R		Ruige.
NEI15/5 24/5	GM-R	KQ1R		van Buuren.
NEI17/1 26/5	GM-R	HY5R		Broekema.
NEI21/1 28/5	GM-R	KE8R		Spoel.
NEI23/1 30/5	GM-R	2JRR		Sjouw.
NEI25/2 31/5	GM-R	1SDR		van Veelen.
NEI26/1 01/6	GM-R	DU3R		Broekema.
NEI30/3 03/6	GM-R	UX6R		Ruige.
NEI31/6 04/6	GM-R	4RCR 2SBR		Muurling. C/S change over 041200Z.
NEI34/3 06/6	GM-R	QX6R		Muurling.
NEI37/1 08/6	GM-R	UX6R		Welter.
NEI39/12 10/6	GM-R	PZ5R		Broekema.

Continued →

<sup>297</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-178 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>298</sup> Ibid.

## N5-178 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI44/6 14/6	GM-R	FK8R	Nightdash	Broekema.
NEI49/6 17/6	GM-R	WK6R		Broekema.
NEI10/8 21/6	GM-R	SX4R SR7R		de Jong. C/S change over 211200Z.
NEI15/11 24/6	GM-R	DQ4R FM7R		Smits van Burgst. C/S change over 241200Z.
NEI16/2 25/6	GM-R	YW3R		Maas.
NEI23/12 28/6	GM-R	LW4R 4RCR		de Jong. C/S change over 281200Z.
NEI42/4 11/7	GM-R	YM9R		Broekema
NEI48/4 16/7	GM-R	PJ4R	Hornpipe R	Schenk. A51: Buwalda as duty 3.
NEI3/3 19/7	GM-R	LM8R		Operation cancelled.
NEI5/3 19/7	GM-R	LM8R		Buwalda.
NEI6/1 20/7	GM-R	GY3R		Overzier.
NEI7/1 21/7	GM-R	3AYR		Muurling.
NEI9/1 23/7	GM-D	JG4R		de Jong. Incorrect aircraft code letter quoted in Form Mauve.
NEI16/2 27/7	GM-R	CW1R		Vogler.
NEI21/12 29/7	GM-R	WV6R UV1R	Buffy Darkpast	van Oven. C/S change over 291200Z.
NEI25/11 31/7	GM-R	JG4R YX7R	Bebark Minute	van Oven. C/S change over 311200Z. (JG4R / Purser for transit BAT – TRS on 31 <sup>st</sup> ).
NEI26/11 02/8	GM-R	ZV3R		van Oven.
NEI29/9 09/8	GM-R	VN2R		van Oven.
NEI32/2 11/8	GM-R	ZV3R 4QAR	Dabble Assist	Asjes. A51: duty 11. C/S change over 111200Z.

With an engine change becoming necessary, it was received by 4RSU again on August 12<sup>th</sup>. 18(NEI)SQN took charge of the aircraft again on the 28<sup>th</sup>.<sup>299</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI15/2 01/9	GM-R	WM7R LL4R	Gussed Atwig	Den Ouden. RTB. C/S change over 011200Z.
NEI23/2 08/9	GM-R	PP64R	Campust	Romein.
NEI25/1 10/9	GM-R	PP64R		den Ouden.
NEI29/8 12/9	GM-R	VB2R	Inflow	den Ouden.
NEI34/3 15/9	GM-R	QX6R	Decry	den Ouden.
NEI38/1 19/9	GM-R	MO82R		Apparently replaced by N5-217.
NEI6/6 28/9	GM-S	WM7S		de Jong. Apparently replaced N5-226.
NEI15/2 01/9	GM-R	WM7R LL4R	Gussed Atwig	Den Ouden. RTB. C/S change over 011200Z.
NEI23/2 08/9	GM-R	PP64R	Campust	Romein.
NEI25/1 10/9	GM-R	PP64R		den Ouden.
NEI29/8 12/9	GM-R	VB2R	Inflow	den Ouden.

Continued →

<sup>299</sup> Ibid.

## N5-178 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI34/3 15/9	GM-R	QX6R	Decry	den Ouden.
NEI38/1 19/9	GM-R	MO82R		Apparently replaced by N5-217.
NEI6/6 28/9	GM-S	WM7S		de Jong. Apparently replaced N5-226.
NEI19/2 09/10	GM-R	HN2R	Nutluck	Boot.
NEI23/1 11/10	GM-R	MO82R		Renaud.
NEI25/1 13/10	GM-R	MO82R	Skating	Renaud.
NEI28/3 15/10	GM-R	PP64R		Arens.
NEI33/1 19/10	GM-R	1DW6R	Earthmire	Arens.
NEI8/3 03/11	GM-R	KG1R	Addult	Jansen.
NEI9/1 05/11	GM-R	HX4R	Explain	Dijkstra.
NEI11/9 06/11	GM-R	JM1R	Dispute	Blaauw.
NEI15/1 13/11	GM-R	JG4R	Bebark	van Buurren.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI20/2 15/1	GM-R	MP8R	Arctic	Hulscher.
NEI23/1 17/1	GM-R	TH32R	Agile	van Emmerik.
NEI25/1 19/1	GM-R	TH32R	Nettle	Kranenberg.
NEI30/2 22/1	GM-R	YQ1R	Wander	de Vries.
NEI49/2 15/2	GM-R	WM6R	Buffy	Hagers.

It was allotted to 4RSU for an 80-hourly on February 21<sup>st</sup>, 1945, but it isn't clear if that movement eventuated or not. On March 15<sup>th</sup>, 1945, it was received by the NEI Pool.<sup>300</sup>

<sup>300</sup> Ibid.

**B-25D-25-NC Mitchell**  
**N5-179**  
**Ex 42-87307**

On February 12<sup>th</sup>, 1944, this machine was recorded as having been received by 18(NEI)SQN.<sup>301</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI2/3 06/3	GM-F	GN4F		Apparently replaced by N5-172.
NEI43/11 06/3	GM-F	OX6F YS4F		Soeterik. <b>Failed to Return..</b> C/S change over 061200Z.

Nine Dutch B-25's were ordered to bomb Toedal with a time on target of 021130Z (10 pm Darwin daylight savings time on the 3<sup>rd</sup>). Six of the aircraft were to carry the maximum number of 500-lb Demolition bombs fitted with instantaneous nose fuses and 1/40<sup>th</sup> of a second delay tail fuses with the remaining three aircraft carrying maximum number of 500-lb Demolition bombs fitted with varying delay fuses up to 72 hours.<sup>302</sup> The operation was repeatedly deferred due to weather, finally getting the go ahead for the 6<sup>th</sup>; all details, except for the date, remaining the same.<sup>303</sup>

Wheels up was planned for 060810Z (6:40 pm) with six of the aircraft, which included N5-179, following tracks 018° True at 438 statute miles, 355 at 105, 327 at 21 then 192 at 445 back to Batchelor. The other three aircraft were to follow a slightly different route. Time on target was to be as originally ordered, 061130Z and estimated time of return 061415Z (12:45 am Darwin daylight savings time on the 7<sup>th</sup>).<sup>304</sup>

N5-179 was the last aircraft to get airborne from Batchelor, at 060824Z (6:54 pm) and, as the aircraft were to proceed with the operation independently, wasn't sighted by any other participants. The aircraft and crew failed to return.<sup>305</sup>

The crew comprised:

Pilot	Sergeant Soeterik,
2 <sup>nd</sup> Pilot	Corporal (?) Rogier,
Bombardier	Lieutenant B. Vromen,
W/T Operator	Sergeant de Eerens,
Turret Gunner	Sergeant Bilgrai and,
Tail Gunner	Sergeant E.R. Howley (RAAF). <sup>306</sup>

<sup>301</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-179 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>302</sup> DA/G1/2 Mar in AWM66, 15/1/99.

<sup>303</sup> DA/G1/5 Mar, ibid.

<sup>304</sup> NEI/M5/5 Mar, ibid.

<sup>305</sup> Report on Operation N.E.I. 43 – 18 (N.E.I.) Squadron – 6<sup>th</sup> March 1944, Report No. 168, dated 9<sup>th</sup> March, 1944, in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 15.

<sup>306</sup> Confirmatory Memorandum No. 8330 Sgt. Howley, E.R. (A.G.) in Allied Squadrons Accidents Part 2 Netherlands East Indies Planes with RAAF Casualties; NAA: A9845, 24.



**B-25D-25-NC Mitchell**  
**N5-180**  
**“ADA”**  
**Ex 42-87321<sup>307</sup>**

This aircraft became an 18(NEI)SQN machine on February 25<sup>th</sup>, 1944.<sup>308</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI16/3 26/3	GM-H	YS4H		Schenk. U/S, operation cancelled. (CP9H for transit BAT – DRY on 25 <sup>th</sup> ).
NEI20/7 30/3	GM-H	JS5H FK8H		Asjes. C/S change over 301200Z.
NEI21/6 31/3	GM-R	SR7R UE9R		Arens. Apparently replaced N5-178. C/S change over 311200Z.
NEI23/7 02/4	GM-H	3GNH M13H		Arens. C/S change over 021200Z.
NEI24/6 03/4	GM-H	4KJH 3VYH		Schenk. C/S change over 031200Z.
NEI25/5 05/4	GM-H	HG3H		Arens.
NEI27/5 07/4	GM-H	MQ8H S22H		Arens. C/S change over 071200Z.
NEI29/4 09/4	GM-H	VN2H LD6H		Arens. C/S change over 091200Z.
NEI32/2 16/4	GM-H	KC5H		Arens.
NEI33/7 19/4	GM-H	FM7H		Arens.
NEI34/8 22/4	GM-H	NR3H	Picksome	Arens.
NEI36/7 29/4	GM-H	ZM7H	Onrun	Arens.
NEI41/4 02/5	GM-H	GN4H VP4H		Arens. C/S change over 021200Z.
NEI42/1 04/5	GM-H	HX4H		Asjes.
NEI46/1 11/5	GM-H	2JRH		Arens.
NEI9/1 19/5	GM-H	GP8H		Arens.
NEI13/1 24/5	GM-H	CX8H		Arens.

Netherlands East Indies 13 of 24<sup>th</sup> May, 1944, started out as a strafing and harassing attack on Soemba by four Dutch B-25's for the 23<sup>rd</sup> with particular attention to be paid to an observation post on Cape Mangeb and a W/T station at Cape Karera.<sup>309</sup> The operation was deferred for 24 hours.<sup>310</sup>

During the course of the mission, N5-180 received slight, small calibre, damage and was received by 4RSU for repairs on May 29<sup>th</sup>. It was handed back to the Squadron on June 17<sup>th</sup>.<sup>311</sup>

<sup>307</sup> Serial Numbers of Dutch B-25 Mitchells via [http://www.joebaugher.com/usaf\\_bombers/b25\\_23.html](http://www.joebaugher.com/usaf_bombers/b25_23.html) at 18/10/2013.

<sup>308</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-180 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>309</sup> DA/G2/22 May in AWM66, 15/1/112.

<sup>310</sup> DA/G3/22 May, *ibid*.

<sup>311</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-180 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

## N5-180 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI5/10 19/6	GM-H	PZ5H		Vogler.
NEI12/7 23/6	GM-U	2LYU	Cutter	Asjes. Apparently replaced N5-170.
NEI22/7 28/6	GM-H	1PVH		de la Porte.
NEI27/4 01/7	GM-H	X19H	Marline H	Arens.
NEI29/3 02/7	GM-H	PP2H		Vogler.
NEI42/5 11/7	GM-H	YM9H		Tuijt.
NEI48/1 16/7	GM-H	PJ4H	Hornpipe H	Arens.
NEI12/5 24/7	GM-H	VJ4H		Broekema.
NEI19/2 28/7	GM-H	GG2H		van Buuren. A51: NEI18.
NEI21/1 29/7	GM-H	WV6H UV1H	Buffy Darkpast	Arens. C/S change over 291200Z.
NEI25/14 31/7	GM-H	JG4H YX7H	Bebark Minute	Arens. C/S change over 311200Z. (JG4H / Purser for transit BAT – TRS on 31 <sup>st</sup> ).
NEI26/14 02/8	GM-H	ZV3H		Arens.



**N5-180 crossing the southern Timor coast and heading for Truscott during the later stages of NEI26/2 August, 1944.** [AWM Image P02769.001].

N5-180 was received by 4RSU on August 8<sup>th</sup> for unspecified modifications and given back to the Squadron on the 23<sup>rd</sup>. It's E/E88 records it as being issued to the NEI Pool the same day. A few weeks later, on September 12<sup>th</sup>, it was received by 14ARD at Gorrie for fuselage repairs and then apparently received back at 18(NEI)SQN on October 26<sup>th</sup>.<sup>312</sup> The operational records consulted in the compilation of this volume make no further mention of this aircraft.

<sup>312</sup> Ibid.

**B-25D-30-NC Mitchell**  
**N5-184**  
**Ex 42-3282**

This aircraft was received by the Squadron on February 15<sup>th</sup>, 1944.<sup>313</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI12/1 25/3	GM-AG	WV6AG		Geerke.
NEI20/8 30/3	GM-N	JS5N FK8N		Apparently replaced by N5-185.
NEI21/7 31/3	GM-N	SR7N UE9N		Schenk. RTB U/S. C/S change over 311200Z.
NEI24/7 03/4	GM-N	4KJN 3VYN		Unserviceable.
NEI25/6 05/4	GM-N	HG3N		Unserviceable.
NEI27/6 07/4	GM-N	MQ8N S22N		Buwalda. C/S change over 071200Z.
NEI29/5 09/4	GM-N	VN2N LD6N		Buwalda. C/S change over 091200Z.
NEI30/5 11/4	GM-N	Q17N ML8N		Tuijt. C/S change over 111200Z.
NEI36/8 29/4	GM-N	ZM7N	Onrun	Tuijt.
NEI41/10 02/5	GM-N	GN4N VP4N		de Jong. C/S change over 021200Z.
NEI43/10 04/5	GM-N	JR2N		Operation cancelled. A51: not listed.
NEI44/7 06/5	GM-N	QS5N ON2N		de Jong. C/S change over 061200Z.
NEI47/19 12/5	GM-N	ZN4N		de Jong.

On May 16<sup>th</sup>, 1944, the aircraft was received by 4RSU to have both front main fuel tanks replaced. It was handed back to the Squadron on May 23<sup>rd</sup>.<sup>314</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI13/2 24/5	GM-N	CX8N		de Jong.

Having received similar small calibre damage as did N5-180, N5-184 was also sent to 4RSU for repairs, being received by them on May 30<sup>th</sup>. 18(NEI)SQN got the aircraft back again on June 22<sup>nd</sup>.<sup>315</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI14/2 24/6	GM-N	VG8N		de Jong.
NEI17/4 26/6	GM-N	SV5N		Arens.
NEI22/8 28/6	GM-N	1PVN		Sjouw.
NEI24/1 30/6	GM-N	UX6N		Asjes.

Continued →

<sup>313</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-184 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>314</sup> Ibid.

<sup>315</sup> Ibid.

## N5-184 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI27/5 01/7	GM-N	X19N	Marline N	de Jong.
NEI47/1 15/7	GM-N	FU6N	Croker N	van Buuren.
NEI48/2 16/7	GM-N	PJ4N	Hornpipe N	de Jong.
NEI17/5 27/7	GM-N	VR3N DY2N		Apparently replaced by N5-167.
NEI20/6 28/7	GM-N	DY2N		van Veelen.
NEI21/2 29/7	GM-N	WV6N UV1N	Buffy Darkpast	de Jong. C/S change over 291200Z.
NEI25/14 31/7	GM-N	JG4N YX7N	Bebark Minute	de Jong. C/S change over 311200Z. (JG4N / Purser for transit BAT – TRS on 31 <sup>st</sup> ).
NEI26/15 02/8	GM-N	ZV3N		Stock.
NEI29/11 09/8	GM-N	VN2N		Stock.
NEI32/12 11/8	GM-N	ZV3N 4QAN	Dabble Assist	Draaijer. A51: duty 5. C/S change over 111200Z.
NEI33/2 13/8	GM-N	LU6N		Apparently replaced by N5-189.
NEI34/1 14/8	GM-N	WN8N	Pusher N	Asjes.
NEI39/10 17/8	GM-N	RK8N		de Jong.
NEI42/2 19/8	GM-B	KX6B WZ6B	Uproar Crumpet	de Kad. Apparently replaced N5-172. C/S change over 191200Z.
NEI1/2 23/8	GM-N	QG4N	Arrange	de Jong.
NEI15/8 01/9	GM-N	WM7N LL4N	Gussed Atwig	Muurling. C/S change over 011200Z.
NEI24/3 10/9	GM-N	MO82N		Broekema.
NEI29/10 12/9	GM-N	VB2N	Inflow	Muurling.
NEI30/1 13/9	GM-N	MO82N		Broekema.
NEI35/1 17/9	GM-N	MO82N		Staal.
NEI39/3 19/9	GM-N	PP64N		Sjouw.
NEI45/1 24/9	GM-N	MO82N		Smits van Burgst.
NEI5/3 28/9	GM-N	PP64N		van Buuren.
NEI10/5 29/9	GM-N	HY5N		van Buuren.
NEI13/1 03/10	GM-N	MO82N		Arens.
NEI20/1 10/10	GM-N	MO82N		Jansen.
NEI26/3 13/10	GM-N	PP64N	Bovril	de Jong.
NEI42/1 24/10	GM-N	XY69N		Apparently replaced by N5-237.
NEI48/3 26/10	GM-N	HT7N		Jansen.
NEI3/9 30/10	GM-N	HK8N	Bovril	Schwartz.
NEI10/1 04/11	GM-C	PN7C CN5C		den Ouden. Apparently replaced N5-211. C/S change over 041200Z.
NEI11/2 06/11	GM-N	JM1N	Dispute	Smits.
NEI12/6 08/11	GM-N	SP2N	Casting	de Jong.
NEI28/6 22/11	GM-N	PX4N	Vertex	Schwartz.
NEI31/4 25/11	GM-N	Q43N	Poplar	Romein.

Continued →

## N5-184 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI38/3 31/1	GM-N	PN7N		Slats.
NEI45/1 10/2	GM-N	QN3N	Downrun	Schoof.
NEI47/1 11/2	GM-N	Y26N	Bricking	Apparently replaced by N5-166.
NEI8/1 28/2	GM-N	WZ6N	Crumpet	Cancelled due WX.
NEI10/1 02/3	GM-N	DQ4N	Unearth	Jansen.
NEI12/1 03/3		1CIN	Glassgone	Apparently replaced by N5-188.
NEI18/1 13/3	GM-N	MF5N	Chirrup	Apparently replaced by N5-188.
NEI27/9 06/4	GM-N	KQ1N	Babking	Dijkstra.
NEI31/1 28/4	GM-N	WN8N 4FNN	Pusher Toady	Hulscher. C/S change over 281200Z.
NEI32/1 29/4	GM-N	DM5N	Blackhair	Hulscher.



**N5-184 returning from NEI26/2 August, 1944.** [AWM Image P02769.001].

N5-184 remained with the Squadron until mid-June, 1945, when it was issued to the NEI Pool.<sup>316</sup>

<sup>316</sup> Ibid.

**B-25D-30-NC Mitchell**  
**N5-185**  
**“Lienke”**  
**Ex 43-3421**

On 10<sup>th</sup> February, 1944, this aircraft was received by 18(NEI)SQN.<sup>317</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI20/8 30/3	GM-N	JS5N FK8N		J Kiewiet. Apparently replaced N5-184. C/S change over 301200Z.
NEI25/7 05/4	GM-W	HG3W		Buwalda.
NEI28/8 09/4	GM-W	4OXW		Schenk.
NEI32/10 16/4	GM-W	KC5W		Tuijt.
NEI33/8 19/4	GM-W	FM7W		de Jong.
NEI34/9 22/4	GM-W	NR3W	Picksome	de Jong.
NEI36/9 29/4	GM-W	ZM7W	Onrun	Geerke.
NEI41/11 02/5	GM-W	GN4W VP4W		Buwalda. C/S change over 021200Z.
NEI43/11 04/5	GM-W	JR2W		Operation cancelled. A51: not listed.
NEI44/8 06/5	GM-W	QS5W ON2W		Buwalda. C/S change over 061200Z.
NEI46/2 11/5	GM-W	2JRW		Buwalda.
NEI1/2 15/5	GM-W	HT7W		Dreher.
NEI3/2 16/5	GM-W	XL4W		Spoel.
NEI4/1 17/5	GM-W	OP4W		de Jong.
NEI13/3 24/5	GM-W	CX8W		Buwalda.
NEI18/11 27/5	GM-W	JY5W		Buwalda.
NEI31/7 04/6	GM-W	4RCW 2SBW		Apparently replaced by N5-163.
NEI39/10 10/6	GM-W	PZ5W		Spoel.
NEI40/1 13/6	GM-W	VG8W	Carom W	Welter.
NEI42/2 14/6	GM-W	SR7W		Buwalda.
NEI45/1 16/6	GM-W	UL5W		Staal.
NEI47/1 17/6	GM-W	SC9W		J Kiewiet.
NEI5/11 19/6	GM-W	PZ5W		Ruige.
NEI12/8 23/6	GM-W	2LYW	Cutter	van der Ende.
NEI17/5 26/6	GM-W	SV5W		Buwalda.
NEI22/9 28/6	GM-W	1PVW		Smits van Burgst.
NEI27/6 01/7	GM-W	X19W	Marline W	Buwalda.
NEI42/6 11/7	GM-W	YM9W		de la Porte.

The aircraft received minor damage on July 13<sup>th</sup>, after it jumped its chocks during an engine run and swung into a ditch. The aircraft was to be repaired at the Squadron but was received by 4RSU for repairs to the nose section on July 29<sup>th</sup>.<sup>318</sup>

<sup>317</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-185 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>318</sup> Ibid.

### N5-185 (continued)

It then was sent to 14ARD for further repairs on August 5<sup>th</sup> and was received again by 4RSU on the 22<sup>nd</sup> to complete the repairs. N5-185 was finally handed back to 18(NEI)SQN on September 8<sup>th</sup>, 1944.<sup>319</sup>

The aircraft was next noted as being issued to the NEI Pool on September 8<sup>th</sup>, 1944.<sup>320</sup>

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI35/1 28/1	N5-185	MD5Q	Issue Q	van Breman. C/S's from BAT – BME Mauve Travel of 26/1. Believe suffix letters supposed to read "W" because aircraft "Q" (N5-163) not capable of conducting proposed flight.

It's return to 18(NEI)SQN wasn't recorded, although it was noted as having been issued to the Squadron from the NEI Pool on June 13<sup>th</sup>, 1945.<sup>321</sup>

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<sup>319</sup> Ibid.

<sup>320</sup> Ibid.

<sup>321</sup> Ibid.

**B-25D-25-NC Mitchell**  
**N5-188**  
**Ex 42-87260**

According to its E/E88, this aircraft became an 18(NEI)SQN machine on March 26<sup>th</sup>, 1944.<sup>322</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI33/9 19/4	GM-F	FM7F		Schenk.
NEI41/12 02/5	GM-F	GN4F VP4F		Holswilder. C/S change over 021200Z.
NEI46/3 11/5	GM-F	2JRF		Schenk.
NEI7/5 18/5	GM-F	JC9F		Muurling.
NEI13/4 24/5	GM-F	CX8F		Schenk.
NEI18/12 27/5	GM-F	JY5F		Schenk.
NEI31/8 04/6	GM-F	4RCF 2SBF		Schenk. C/S change over 041200Z.
NEI32/4 05/6	GM-F	ZS6F FR2F		Bais. C/S change over 051200Z.
NEI35/2 07/6	GM-F	1MQF		van Veelen.
NEI38/1 09/6	GM-F	UP4F		Staal.
NEI44/4 14/6	GM-F	FK8F	Nightdash	Spoel.
NEI43/6 16/6	GM-F	1GDF		Ruige.
NEI14/4 24/6	GM-F	VG8F		Schenk.
NEI17/6 26/6	GM-F	SV5F		Schenk.
NEI22/10 28/6	GM-F	1PVF		van Veelen.
NEI24/2 30/6	GM-F	UX6F		Wijler.
NEI27/7 01/7	GM-F	X19F	Marline F	Schenk.
NEI29/4 02/7	GM-F	PP2F		van Emmerik.
NEI37/3 06/7	GM-F	XF1F YR2F		van der Ende. C/S change over 061200Z.
NEI48/3 16/7	GM-F	PJ4F	Hornpipe F	Buwalda. A51: Schenk as duty 4.
NEI21/3 29/7	GM-F	WV6F UV1F	Buffy Darkpast	Schenk. C/S change over 291200Z.
NEI25/12 31/7	GM-F	JG4F YX7F	Bebark Minute	Asjes. C/S change over 311200Z. (JG4F / Purser for transit BAT – TRS on 31 <sup>st</sup> ).
NEI26/12 02/8	GM-F	ZV3F		Burgers.
NEI28/1 09/8	GM-F	4OXF	Hoodlum	van Buuren.
NEI31/1 10/8	GM-F	DY2F	Nutsail	van Emmerick.
NEI39/9 17/8	GM-F	RK8F		Arens.
NEI1/1 23/8	GM-F	QG4F	Arrange	Arens.
NEI6/8 25/8	GM-F	YX7F	Minute	Muurling.
NEI11/5 29/8	GM-F	Q87F	Waggy	Staal.
NEI12/1 30/8	GM-F	LG7F	Conduct	Arens.
NEI15/1 01/9	GM-F	WM7F LL4F	Gussed Atwig	Hartogh Heijs. C/S change over 011200Z.
NEI22/1 07/9	GM-F	QP4F		Arens.

Continued →

<sup>322</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-188 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.



## N5-188 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI23/1 08/9	GM-F	PP64F	Campust	Boot.
NEI29/12 12/9	GM-F	VB2F	Inflow	Arens. A51: N5-180 in error.
NEI11/2 01/10	GM-F	MO82F		Boot.
NEI15/1 05/10	GM-F	MO82F	Campsale	den Ouden.
NEI21/3 10/10	GM-F	PP64F		Smits.
NEI29/1 16/10	GM-F	MO82F	Minute	Smits.
NEI12/5 08/11	GM-F	SP2F	Casting	Arens.
NEI13/4 10/11	GM-F	LU6F		Merkelbach.
NEI14/1 12/11	GM-F	3CSF	Trooper	Smits.
NEI31/2 25/11	GM-F	Q43F	Poplar	Jansen.
NEI49/5 14/12	GM-F	MC2F	Devour	Jansen.
NEI4/5 19/12	GM-F	ZT26F	Petrol	Berger.
NEI6/5 20/12	GM-F	GG2F	Foresight	Jansen.
NEI11/1 26/12	GM-F	4KJF	Earwig	Renaud.
NEI13/5 27/12	GM-F	GH6F	Measles	Romein. A51: Merkelbach.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI17/1 02/1	GM-F	SE9F	Obscure	Ruige.
NEI22/3 16/1	GM-G	2KIG	Addib	Maas. Apparently replaced N5-234.
NEI24/1 18/1	GM-F	TH32F	Crimper	Dorrestein.
NEI26/2 19/1	GM-F	RT7F	Beget	Blaauw.
NEI33/2 25/1	GM-F	LX7F	Haggard	Jansen.
NEI37/1 28/1	GM-F	3RNF	Skating	Boot.

The aircraft was received by 18RSU on February 10<sup>th</sup>, 1945 and returned to the Squadron on the 21<sup>st</sup>.<sup>323</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI12/1 03/3		1CIN	Glassgone	Jansen. Apparently replaced N5-184.
NEI15/1 06/3	GM-F	JY5F	Acock	Cooke.
NEI16/1 07/3	GM-F	GS6F	Deaden	Cooke.
NEI18/1 13/3	GM-N	MF5N	Chirrup	Jansen. Apparently replaced N5-184.
NEI19/1 15/3	GM-F	JU6F	Stemless	de Vries.
NEI23/1 28/3	GM-F	RY9F	Diary	Noordraven.
NEI26/3 04/4	GM-F	WZ6F	Crumpet	Jansen.
NEI27/7 06/4	GM-F	KQ1F	Babking	Noordraven.
NEI31/3 28/4	GM-F	WN8F 4FNF	Pusher Toady	Apparently replaced by N5-173.
NEI32/3 29/4	GM-F	DM5F	Blackhair	Apparently replaced by N5-173.

On May 14<sup>th</sup>, 1945, it was recorded as having been received by the NEI Pool.<sup>324</sup>

<sup>323</sup> Ibid.

<sup>324</sup> Ibid.

**B-25D-30-NC Mitchell**  
**N5-189**  
**Ex 43-3424**

This aircraft was received by the NEI Pool from the United States on March 27<sup>th</sup>, 1944 and was next noted as having been issued to 2AD at RAAF Richmond on April 25<sup>th</sup>. It was re-numbered in the RAAF sequence as A47-4.<sup>325</sup> For some reason however, it was recorded by 18(NEI)SQN as participating in the following operation; a diligently recorded fact or a typographic error intended to read “N5-184”?

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI33/2 13/8	GM-N	LU6N		Lugt. Apparently replaced N5-184.

Interestingly, this airframe, as A47-4, was recorded in 2SQN’s A51 as flying operation Hughes 47 on June 26<sup>th</sup>, 1944, as duty 4. At that time, it was apparently with 2AD at Richmond, although under allotment to 2SQN. This appearance in 2SQN’s records pre-dates its official service with that unit by twelve months. The aircraft was officially received by 14ARD RP at Gorrie ex 2AD on December 13<sup>th</sup>, 1944.<sup>326</sup> Is it possible that it had actually been in North Western Area since (at least) June and was used by both 2SQN and 18(NEI)SQN on these two occasions as an unofficial spare? If it was used on NEI33 as indicated above, was it marked as an RAAF machine with Australian roundels?

<sup>325</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-189 in Aircraft Status Cards Mitchell N5-122 to N5-199; NAA: A10297, BLOCK 346.

<sup>326</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-4 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

**B-25D-35-NC Mitchell**  
**N5-209**  
**Ex 43-3835**

The NEI Pool handed this aircraft over to 18(NEI)SQN on September 3<sup>rd</sup>, 1944.<sup>327</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI29/6 12/9	GM-X	VB2X	Inflow	Apparently replaced by N5-221.
NEI30/2 13/9	GM-X	MO82X		van der Ent. RTB U/S.
NEI43/3 22/9	GM-X	PP64X		den Ouden.
NEI19/1 09/10	GM-X	HN2X	Nutluck	van Buuren.
NEI24/3 11/10	GM-X	PP64X		Slats.
NEI26/4 13/10	GM-X	PP64X	Bovril	Apparently replaced by N5-226.
NEI27/1 15/10	GM-X	MO82X		Boot.
NEI49/6 27/10	GM-X	ZM7X	Onrun	Maas.
NEI2/2 28/10	GM-X	4FNX	Today	Maas.
NEI1/1 30/10	GM-X	3BNX	Skating	Boot.
NEI11/8 06/11	GM-X	JM1X	Dispute	Renaud.
NEI12/7 08/11	GM-X	SP2X	Casting	Jansen.
NEI13/2 10/11	GM-X	LU6X		Blaauw. A51: Slats as duty 3.
NEI24/2 19/11	GM-X	DN8X	Bisto	Maas.
NEI28/2 22/11	GM-X	PX4X	Vertex	Maas.
NEI35/1 29/11	GM-X	FY5X	Pedkill	Jansen.
NEI46/4 08/12	GM-X	GL4X	Cusher	Burgemeister.
NEI47/1 13/12	GM-X	M13X	Placing	Replaced by N5-230.
NEI48/2 14/12	GM-X	MC2X	Devour	Ruige.
NEI1/2 15/12	GM-X	GH6X		Ruige.

On January 8<sup>th</sup>, 1945, this aircraft was received by 18RSU for an engine change; it was handed back on February 3<sup>rd</sup>.<sup>328</sup>

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI45/3 10/2	GM-X	QN3X	Downrun	Dijkstra.
NEI47/3 11/2	GM-X	Y26X	Bricking	Dijkstra.
NEI2/5 15/2	GM-X	GX7X	Calabash	Renaud.
NEI5/3 24/2	GM-X	WY6X		Hulscher.
NEI7/1 26/2	GM-X	FW4X	Campsale	Hulscher.
NEI9/3 01/3	GM-X	MX7X	Began	Cancelled due WX.
NEI10/3 02/3	GM-X	DQ4X	Unearth	Dijkstra.
NEI12/3 03/3		1CIX	Glassgone	Dijkstra. A51: duty 4.
NEI20/1 19/3	GM-X	RK8X	Buckskin	Cooke. A51: Hulscher.

Continued →

<sup>327</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-209 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>328</sup> Ibid.

### N5-209 (continued)

1945 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI26/5 04/4	GM-X	WZ6X	Crumpet	Renaud.
NEI27/5 06/4	GM-X	KQ1X	Babking	Cooke.
NEI29/1 17/4	GM-X	KP7X	Perfume	Hulscher.

It continued to serve with the Squadron until being received by the NEI Pool on June 25<sup>th</sup>, 1945.<sup>329</sup>

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<sup>329</sup> Ibid.

**B-25D-35-NC Mitchell**  
**N5-210**  
**Ex 43-3834**

On July 9<sup>th</sup>, 1944, this aircraft was recorded as having been received by 18(NEI)SQN.<sup>330</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI8/1 22/7	GM-C	Q55C		Schenk.
NEI12/6 24/7	GM-C	VJ4C		van Oven.
NEI17/7 27/7	GM-C	VR3C DY2C		Unserviceable TRS.
NEI21/9 29/7	GM-C	WV6C UV1C	Buffy Darkpast	Spoel. C/S change over 291200Z.
NEI25/8 31/7	GM-C	JG4C YX7C	Bebark Minute	Spoel. C/S change over 311200Z. (JG4C / Purser for transit BAT – TRS on 31 <sup>st</sup> ).
NEI26/8 02/8	GM-C	ZV3C		Dreher. A51: Spoel as duty 7.
NEI29/6 09/8	GM-C	VN2C		Spoel.
NEI37/1 16/8	GM-C	Q87C	Waggy	del la Porte.
NEI39/1 17/8	GM-C	RK8C		Spoel.
NEI40/1 18/8	GM-C	ZX7C	Basin	Staal.
NEI42/5 19/8	GM-C	KX6C WZ6C	Uproar Crumpet	Spoel. <b>Failed to Return.</b> C/S change over 191200Z.

Twelve Dutch B-25's were ordered to bomb Langgoer airstrip as Netherlands East Indies 42 of 19<sup>th</sup> August, 1944. Shipping in Adodo Bay was the nominated alternate target.<sup>331</sup>

N5-210 dropped its bombs at 190923Z (6:53 pm) from 10,000 feet on a course of 270°. During its bombing run, the aircraft was hit by heavy calibre anti-aircraft fire and was seen to turn away to the left. Whilst doing so, the right wingtip broke away and the aircraft went into a steep spiral dive with the left engine and right wing in flames. After losing some 8,000 feet, the aircraft seemed to recover only to then loose its left wing causing the aircraft to spin rapidly. N5-210 apparently hit the water in a nearly level attitude and was reportedly clearly seen lying in very shallow water near the shore south east of the eastern end of Langgoer airstrip.<sup>332</sup>

The crew consisted of:

Pilot	Lieutenant Spoel,
2 <sup>nd</sup> Pilot	Lieutenant von Straalen,
Bombardier	Lieutenant Reimens,
W/T Operator	Sergeant van der Linde,
Turret Gunner	Sergeant Polanen Petel and,
Tail Gunner	Sergeant D.V. Webley (RAAF). <sup>333</sup>

<sup>330</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-210 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>331</sup> DA/G4/18 Aug in AWM66, 15/1/127.

<sup>332</sup> Report on Operation N.E.I. 42 – 18 Squadron – 19 August 1944, Report No. 240, dated 20 August, 1944, in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 15.

<sup>333</sup> Confirmatory Memorandum, Aircraft Casualty Mitchell N5-210 in Casualty Repatriation File Webley Douglas Victor 434672; NAA: A705, 166/43/806.

**B-25D-35-NC Mitchell**  
**N5-211**  
**Ex 43-3836**

This aircraft became an 18(NEI)SQN machine on September 11<sup>th</sup>, 1944.<sup>334</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI34/4 15/9	GM-C	QX6C	Decry	Apparently replaced by N5-221.
NEI12/3 01/10	GM-C	PP64C		den Ouden.
NEI14/4 03/10	GM-C	PP64C		van Veelen.
NEI22/6 10/10	GM-C	MN4C	Earthmire	Sjouw.
NEI37/1 22/10	GM-C	XY69C	Acock	Schoof.
NEI44/5 24/10	GM-C	YX7C	Minute	van Emmerik. A51: as duty 4.
NEI49/5 27/10	GM-C	ZM7C	Onrun	den Ouden.
NEI2/1 28/10	GM-C	4FNC	Today	den Ouden.
NEI3/11 30/10	GM-C	HK8C	Bovril	Jansen.
NEI4/1 31/10	GM-C	1MQC	Jocko	Boot.
NEI6/2 02/11	GM-C	3CSC	Trooper	Sjouw.
NEI10/1 04/11	GM-C	PN7C CN5C		Apparently replaced by N5-184.
NEI12/1 08/11	GM-C	SP2C	Casting	den Ouden.
NEI13/1 10/11	GM-C	LU6C		Renaud.
NEI24/1 19/11	GM-C	DN8C	Bisto	den Ouden.
NEI25/1 20/11	GM-J	XY69J	Fortress	Slats. Apparently replaced N5-167.
NEI27/1 21/11	GM-C	KX6C	Uproar	Blaauw.
NEI28/9 22/11	GM-C	PX4C	Vertex	Schoof.
NEI34/1 28/11	GM-C	JU6C	Stemless	van Buuren.
NEI37/3 01/12	GM-C	GH6C	Measles	Broekema.
NEI40/1 04/12	GM-C	TH32C	Minute	Cancelled.
NEI42/2 05/12	GM-C	ZT26C	Boastly	Dorrestein.
NEI44/1 07/12	GM-C	XY69C	Unshoe	Jansen.
NEI49/7 14/12	GM-C	MC2C	Devour	Romein.
NEI8/4 22/12	GM-C	4QQC	Metcast	Boot.
NEI9/1 23/12	GM-C	RT7C		Boot.
NEI13/6 27/12	GM-C	GH6C	Measles	Merkelbach. A51: Romein.
NEI14/1 28/12	GM-C	ZP8C		Smits.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI16/1 01/1	GM-C	WM7C	Gusset	van Buuren.
NEI36/4 27/1	GM-C	3XNC	Laundry	Operation cancelled.

According to its E/E88, it crashed on take-off from Batchelor on January 8<sup>th</sup>, 1945. The aircraft suffered sufficient damage for it to be considered beyond repair. It was accordingly converted into components.<sup>335</sup>

<sup>334</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-211 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>335</sup> Ibid.

**B-25D-35-NC Mitchell**  
**N5-214**  
**Ex 43-3765 or 43-3868<sup>336</sup>**

After being handed over to the Dutch by the Americans, this machine was received by 18(NEI)SQN on May 21<sup>st</sup>, 1944.<sup>337</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI31/1 04/6	GM-X	4RCX 2SBX		Welter. C/S change over 041200Z.
NEI32/2 05/6	GM-X	ZS6X FR2X		Lugt. C/S change over 051200Z.
NEI33/7 06/6	GM-X	8X4X Y35X		Schenk. C/S change over 051200Z.
NEI39/11 10/6	GM-X	PZ5X		Dreher.
NEI44/5 14/6	GM-X	FK8X	Nightdash	Dreher.
NEI49/5 17/6	GM-X	WK6X		Dreher.
NEI5/14 19/6	GM-X	PZ5X		Dreher.
NEI10/9 21/6	GM-X	SX4X SR7X		Buwalda. C/S change over 211200Z.
NEI15/9 24/6	GM-X	DQ4X FM7X		de la Porte. C/S change over 241200Z.
NEI16/1 25/6	GM-X	YW3X		Muurling.
NEI23/13 28/6	GM-X	LW4X 4RCX		Buwalda. C/S change over 281200Z.
NEI31/5 03/7	GM-X	LM8X		Buwalda.
NEI42/3 11/7	GM-X	YM9X		Dreher.
NEI3/1 19/7	GM-X	LM8X		Operation cancelled.
NEI5/1 19/7	GM-X	LM8X		Arens.
NEI21/10 29/7	GM-X	WV6X UV1X	Buffy Darkpast	Dreher. C/S change over 291200Z.
NEI25/9 31/7	GM-X	JG4X YX7X	Bebark Minute	Dreher. C/S change over 311200Z. (JG4X / Purser for transit BAT – TRS on 31 <sup>st</sup> ).
NEI26/9 02/8	GM-X	ZV3X		Vogler. A51: Dreher as duty 8.
NEI29/7 09/8	GM-X	VN2X		Dreher. RTB.
NEI40/2 18/8	GM-X	ZX7X	Basin	Ruige.
NEI42/6 19/8	GM-X	KX6X WZ6X	Uproar Crumpet	Lugt. C/S change over 191200Z.
NEI44/1 21/8	GM-X	WE9X	Affirm	Ruige.
NEI3/1 25/8	GM-X	4QAX	Assist	Dreher.
NEI7/3 26/8	GM-X	WS6X		Buwalda.
NEI12/7 30/8	GM-A	LG7A	Conduct	Broekema. Apparently replaced N5-221.
NEI15/3 01/9	GM-X	WM7X LL4X	Gussed Atwig	Dreher. <b>Failed to Return.</b> C/S change over 011200Z.

<sup>336</sup> Serial Numbers of Dutch B-25 Mitchells via [http://www.joebaugher.com/usaf\\_bombers/b25\\_23.html](http://www.joebaugher.com/usaf_bombers/b25_23.html) at 18/10/2013. Baugher notes these two serial numbers as becoming NEIAF aircraft, but doesn't record a Dutch serial number.

<sup>337</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-214 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

## N5-214 (continued)

Netherlands East Indies 15 of 1<sup>st</sup> September, 1944, was ordered as a night bombing attack on Langgoer airstrip by eight Dutch B-25's in coordination with B-25's from 2SQN. Time on target was to be between 011200Z and 011205Z (9:30 to 9:35 pm Darwin time) with the objective of neutralising the airstrip. Alternate target was Faan airstrip (a short distance to the south south-west).<sup>338</sup> The 2SQN operation, Hughes 31, was for eight B-25's targeting ground installations at Toeal (only 2 or 3 nautical miles to the north north-east, across a narrow strait). Their alternate was Saumlaki.<sup>339</sup>

Wheels up was planned for 010855Z (6:25 pm) and the planned estimate for return to Batchelor was 011445Z (12:15 am on the 2<sup>nd</sup>).<sup>340</sup>

N5-214 was the second aircraft off, departing Batchelor at 010856Z (6:26 pm). Time on target was recorded as being from 011203Z to 1207Z (9:33 to 9:37 pm Darwin time) with the participating aircraft bombing from between 11,000 and 12,000 feet. At 1207Z, a falling light was seen followed, at a height of approximately 5,000 feet, by an explosion with burning debris then falling to the ground. Ground fires were then seen in the vicinity of Letfoear (about 7 miles south south-west of Langgoer). Anti-aircraft fire was reported to have been slight intensity, inaccurate medium calibre and accurate heavy calibre and suspected night fighters were observed in the vicinity. Shortly after the falling, exploding light had been seen, horizontal tracer was seen in the sky south of Langgoer and a possible night fighter was seen at 11,000 feet heading south west near Letfoear.<sup>341</sup>

The falling light, which was first seen at about 10,000 feet, was considered by returning crews to have been an aircraft. Searching aircraft early the next morning reported an oil slick in the vicinity of Letfoear which evidently originated from a large shallow crater in the coral reef very close to the north western beach of Toad Island containing several objects. Those lost onboard N5-214 were:

Pilot	Lieutenant Dreher,
2 <sup>nd</sup> Pilot	Lieutenant Lugt,
Bombardier	Lieutenant Franken,
W/T Operator	Sergeant Marsman,
Turret Gunner	Lieutenant Donk and,
Tail Gunner	Sergeant T.H. Barclay (RAAF). <sup>342</sup>

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<sup>338</sup> 79WG/G5/1 Sep in AWM64, 6/5C.

<sup>339</sup> 79WG/G4/1 Sep, *ibid*.

<sup>340</sup> NEI/M1/1 Sep, *ibid*.

<sup>341</sup> Report on Operation N.E.I. 15 – 18 Squadron 1 September 1944, Report No. 254 dated 3 September 1944 in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 15.

<sup>342</sup> Confirmatory Memorandum, Aircraft Casualty Mitchell N5-214 in Allied Squadrons Accidents Part 2 Netherlands East Indies Planes with RAAF Casualties; NAA: A9845, 24.



**B-25D-35-NC Mitchell**  
**N5-217**  
**Ex 43-3765 or 43-3868<sup>343</sup>**

This aircraft was received by 18(NEI)SQN on 12<sup>th</sup> June, 1944.<sup>344</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI46/2 16/6	GM-P	WZ6P	Crumpet	de Jong.
NEI49/4 17/6	GM-P	WK6P		Spoel.
NEI5/15 19/6	GM-P	PZ5P		Tuijt.
NEI10/10 21/6	GM-P	SX4P SR7P		Schenk. C/S change over 211200Z.
NEI15/10 24/6	GM-P	DQ4P FM7P		Sjouw. C/S change over 241200Z.
NEI23/14 28/6	GM-P	LW4P 4RCP		Schenk. C/S change over 281200Z.
NEI31/6 03/7	GM-P	LM8P		Schenk.
NEI42/2 11/7	GM-P	YM9P		Spoel.
NEI24/3 30/7	GM-P	UV1P		Smits van Burgst.
NEI25/1 31/7	GM-P	JG4P YX7P	Bebark Minute	del la Porte. C/S change over 311200Z. (JG4P / Purser for transit BAT – TRS on 31 <sup>st</sup> ).
NEI26/1 02/8	GM-P	ZV3P		del la Porte.

On August 4<sup>th</sup>, it was received by 4RSU so as the left wing could be replaced. It was handed back to the Squadron on 26<sup>th</sup> August.<sup>345</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI12/2 30/8	GM-P	LG7P	Conduct	de Jong.
NEI15/4 01/9	GM-P	WM7P LL4P	Gussed Atwig	Broekema. C/S change over 011200Z.
NEI29/7 12/9	GM-L	VB2L	Inflow	Smits van Burgst. Apparently replaced N5-228.
NEI38/1 19/9	GM-R	MO82R		van Buuren. Apparently replaced N5-178.
NEI4/1 28/9	GM-P	MO82P		Renaud.
NEI10/6 29/9	GM-P	HY5P		Ruige.
NEI11/1 01/10	GM-P	MO82P		de Jong.
NEI16/3 05/10	GM-P	PP64P	Bankcus	Sjouw.
NEI17/1 08/10	GM-P	MO82P		Arens.
NEI22/5 10/10	GM-P	MN4P	Earthmire	Arens.
NEI36/1 21/10	GM-P	1DW6P	Skating	Jansen.
NEI41/3 23/10	GM-P	ZT26P		Smits.
NEI46/1 26/10	GM-P	XY69P	Baggo	van Buuren. A51: illegible.
NEI49/1 27/10	GM-P	ZM7P	Onrun	Arens.
NEI62/9 27/10	GM-P	JG4P	Bebark	Arens.
NEI3/7 30/10	GM-P	HK8P	Bovril	Arens.

Continued →

<sup>343</sup> Serial Numbers of Dutch B-25 Mitchells via [http://www.joebaugher.com/usaf\\_bombers/b25\\_23.html](http://www.joebaugher.com/usaf_bombers/b25_23.html) at 18/10/2013. Baugher notes these two serial numbers as becoming NEIAF aircraft, but doesn't record a Dutch serial number.

<sup>344</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-217 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>345</sup> Ibid.

## N5-217 (continued)

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI10/2 04/11	GM-P	PN7P CN5P		Apparently replaced by N5-230.
NEI11/10 06/11	GM-P	JM1P	Dispute	Slats.
NEI24/3 19/11	GM-P	DN8P	Bisto	Broekema.
NEI26/4 20/11	GM-P	VF5P	Broader	van Emmerik.
NEI28/1 22/11	GM-P	PX4P	Vertex	den Ouden.
NEI34/4 28/11	GM-P	JU6P	Stemless	Dijkstra.
NEI37/1 01/12	GM-P	GH6P	Measles	den Ouden.
NEI43/3 05/12	GM-P	1DW6P	Dawdle	Apparently replaced by N5-230.

With an engine change necessary, the aircraft was sent to 18RSU who received it on December 8<sup>th</sup>. It was decided to change both engines so, 18(NEI)SQN didn't get the aircraft back until January 10<sup>th</sup>, 1945.<sup>346</sup>

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI21/1 16/1	GM-P	TH32P	Campsale	Jansen.
NEI27/1 20/1	GM-P	TH32P	Gusset	Dijkstra.
NEI31/1 24/1	GM-P	TH32P	Wander	Cooke.
NEI32/1 25/1	GM-P	TH32P	Thistle	Romein.
NEI40/1 03/2	GM-P	LZ1P	Defer	Hulscher.
NEI41/1 04/2	GM-P	4MCP	Bobfish	Hulscher.
NEI44/1 09/2	GM-P	GM8P	Brazen	Schwartz. A51: Noordraven as duty 2.

Netherlands East Indies 44 of 9<sup>th</sup> February was an armed shipping reconnaissance of the Tanimbar Islands by two B-25's from 18(NEI)SQN. Each aircraft was to carry twelve 100-lb bombs fitted with a nose plug and a 5 second delay tail fuse. Wheels up from Batchelor was ordered as 082130Z (7 am Darwin time on the 9<sup>th</sup>).<sup>347</sup>

After departure, the aircraft was unable to retract its landing gear so began orbiting the airfield to burn fuel. They departed the circuit area for a period of time so as to salvoe their bomb load which had been successfully completed by 2221Z (7:51 am);<sup>348</sup> this was done out to sea.<sup>349</sup> At 090305Z (12:35 pm Darwin time), N5-217 made a safe wheels up landing at Pell.<sup>350</sup>

It was officially handed over to 18RSU that day for repairs but, in terms of further movement between units, no other relevant entries were made on this aircraft's E/E88.<sup>351</sup>

<sup>346</sup> Ibid.

<sup>347</sup> 79WG/G2/8 Feb in AWM64, 6/5E.

<sup>348</sup> Summary Sheet entry for NEI 44 of 9<sup>th</sup> February 1945, *ibid*.

<sup>349</sup> RAAF Form A51 Unit History Sheet Detail of Operations by 18 (N.E.I.) Squadron entry for NEI – 44 (of February 9<sup>th</sup>, 1945) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>350</sup> NEI/M1/9 Feb in AWM64, 6/5E.

<sup>351</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-217 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

**B-25J-1-NC Mitchell**  
**N5-218**  
**"Grace"**  
**Ex 43-27692**

Received by the NEI Pool on 22<sup>nd</sup> May, it was received by 18(NEI)SQN on 21<sup>st</sup> July, 1944.<sup>352</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI13/4 25/7	GM-Y	BL4Y		van Veelen. 1 <sup>st</sup> B-25J operation.
NEI17/4 27/7	GM-Y	VR3Y DY2Y		van Emmerik. C/S change over 271200Z.
NEI20/4 28/7	GM-Y	DY2Y		Sjouw.
NEI21/4 29/7	GM-Y	WV6Y UV1Y	Buffy Darkpast	Maas. C/S change over 291200Z.
NEI25/4 31/7	GM-Y	JG4Y YX7Y	Bebark Minute	van Veelen. C/S change over 311200Z. (JG4Y / Purser for transit BAT – TRS on 31 <sup>st</sup> ).
NEI26/4 02/8	GM-Y	ZV3Y		van Veelen.
NEI29/5 09/8	GM-Y	VN2Y		van Veelen.
NEI32/7 11/8	GM-Y	ZV3Y 4QAY	Dabble Assist	Maas. A51: duty 12. C/S change over 111200Z.
NEI35/5 14/8	GM-Y	3XAY HR3Y	Exault Picksome	van Veelen. C/S change over 141200Z.
NEI39/3 17/8	GM-Y	RK8Y		Broekema.
NEI42/12 19/8	GM-Y	KX6Y WZ6Y	Uproar Crumpet	Bergermeester. C/S change over 191200Z.
NEI11/6 29/8	GM-Y	Q87Y	Waggy	Kiewiet.
NEI12/8 30/8	GM-Y	LG7Y	Conduct	Maas.
NEI16/1 02/9	GM-Y	X19Y	Marline	Arens.
NEI22/2 07/9	GM-Y	QP4Y		Stock.
NEI38/2 19/9	GM-Y	MO82Y		Ruige.
NEI42/2 22/9	GM-Y	MO82Y		Buwalda.
NEI47/6 24/9	GM-Y	CN2Y	Outshine	Schenk.
NEI5/4 28/9	GM-Y	PP64Y		Sjouw.
NEI28/4 15/10	GM-Y	PP64Y		Jansen.
NEI32/4 18/10	GM-Y	PP64Y	Cable	van Emmerik.
NEI34/2 20/10	GM-Y	XY69Y	Palmy	Blaauw.
NEI40/1 23/10	GM-Y	XY69Y		Sjouw.
NEI44/6 24/10	GM-Y	YX7Y	Minute	Dijkstra. A51: as duty 5.

On December 26<sup>th</sup>, 1944, it was recorded as having been received back at the NEI Pool. No further entries were made on this aircraft's E/E88.<sup>353</sup>

<sup>352</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-218 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>353</sup> Ibid.

**B-25J-1-NC Mitchell**  
**N5-221**  
**"Japie"**  
**Ex 43-27688**

On 5<sup>th</sup> June, 1944, this aircraft was received by the NEI Pool from the United States. It was then received by 18(NEI)SQN on July 3<sup>rd</sup>.<sup>354</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI29/8 09/8	GM-A	VN2A		Broekema.
NEI32/3 11/8	GM-A	ZV3A 4QAA	Dabble Assist	van der Ende. A51: duty 7. C/S change over 111200Z.
NEI37/2 16/8	GM-A	Q87A	Waggy	van Veelen.
NEI12/7 30/8	GM-A	LG7A	Conduct	Apparently replaced by N5-214.
NEI24/4 10/9	GM-A	MO82A		Romein.
NEI29/6 12/9	GM-X	VB2X	Inflow	van der Ent. Apparently replaced N5-214.
NEI33/4 14/9	GM-A	PP64A		Bais. A51: N5-231 in error..
NEI34/4 15/9	GM-C	QX6C	Decry	Sjouw. Apparently replaced N5-211.
NEI46/4 24/9	GM-A	PP64A		Blaauw.
NEI1/2 27/9	GM-A	MO82A		Buwalda.
NEI7/2 29/9	GM-A	MO82A		van Veelan.
NEI19/4 09/10	GM-A	HN2A	Nutluck	de Jong.
NEI23/2 11/10	GM-A	MO82A		Blaauw.
NEI27/2 15/10	GM-A	MO82A		Romein.
NEI37/2 22/10	GM-A	XY69A	Acock	Romein.
NEI41/4 23/10	GM-A	ZT26A		van Veelen.
NEI49/8 27/10	GM-A	ZM7A	Onrun	Romein.
NEI2/4 28/10	GM-A	4FNA	Today	Romein.
NEI1/3 30/10	GM-A	3BNA	Skating	Dijkstra.
NEI4/4 31/10	GM-A	1MQA	Jocko	Schwartz.
NEI10/4 04/11	GM-A	PN7A CN5A		Apparently replaced by N5-228.
NEI11/11 06/11	GM-A	JM1A	Dispute	Merkelbach.
NEI13/3 10/11	GM-A	LU6A		Slats. A51: Blaauw as duty 2.
NEI26/5 20/11	GM-A	VF5A	Broader	Dijkstra.
NEI28/4 22/11	GM-A	PX4A	Vertex	Romein. A51: Slats.
NEI30/1 25/11	GM-A	XY69A	Bewbang	Berger. Replaced N5-167.
NEI46/3 08/12	GM-A	GL4A	Cusher	Broekema.
NEI48/4 14/12	GM-A	MC2A	Devour	de Vries.
NEI1/4 15/12	GM-A	GH6A		de Vries.
NEI3/3 19/12	GM-A	UA9A	Dawdle	van Veelen.
NEI6/8 20/12	GM-A	GG2A	Foresight	Merkelbach.
NEI8/1 22/12	GM-A	4QQA	Metcast	van Buuren.
NEI9/3 23/12	GM-A	RT7A		van Buuren.
NEI12/3 27/12	GM-A	S22A	Bender	van Veelen.
NEI14/3 28/12	GM-A	ZP8A		Dorrestein. A51: van Veelen.

Continued →

<sup>354</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-221 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

## N5-221 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI16/3 01/1	GM-A	WM7A	Gusset	Boot.
NEI40/3 03/2	GM-A	LZ1A	Defer	van Emmerik.
NEI46/6 10/2	GM-A	MP8A	Artctic	Merkelbach.
NEI48/2 12/2	GM-A	WV6A	Buffy	Merkelbach.
NEI1/4 15/2	GM-A	CP9A	Campart	de Vries.
NEI5/2 24/2	GM-A	WY6A		Hagers.
NEI6/2 25/2	GM-A	M1LA	Belkin	Hagers.
NEI15/2 06/3	GM-A	JY5A	Acock	Hagers.
NEI16/2 07/3	GM-A	GS6A	Deaden	Hagers.
NEI20/4 19/3	GM-A	RK8A	Buckskin	Kranenburg.
NEI25/1 03/4	GM-A	PT1A	Mugwump	Renaud.

It was received by 7RSU on 31<sup>st</sup> May, 1945, for a double engine change and handed back to 18(NEI)SQN on June 22<sup>nd</sup>. The final entry on this aircraft's E/E88 has it being issued to the NEI Pool on 12<sup>th</sup> July, 1945.<sup>355</sup>



This is B-25J Mitchell, N5-221 "Japie", at Batchelor. [Aviation Heritage Museum of WA image P008719 via Mike Mirkovic].

<sup>355</sup> Ibid.

**B-25J-1-NC Mitchell**  
**N5-222**  
**Ex 43-27690**

This aircraft was received by the NEI Pool on June 21<sup>st</sup>, 1944 and received by 18(NEI)SQN on July 21<sup>st</sup>.<sup>356</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI17/9 27/7	GM-V	VR3V DY2V		Broekema. A51: van Oven as duty 10. C/S change over 271200Z.
NEI21/6 29/7	GM-V	WV6V UV1V	Buffy Darkpast	Vogler. C/S change over 291200Z.
NEI36/4 15/8	GM-V	LG7V	Conduct V	Schenk.
NEI38/4 16/8	GM-V	MX7V	Began	Maas.
NEI39/4 17/8	GM-V	RK8V		van Oven.
NEI42/8 19/8	GM-V	KX6V WZ6V	Uproar Crumpet	van Oven. C/S change over 191200Z.
NEI49/5 22/8	GM-V	WU3V	Baffling	Staal.
NEI9/1 29/8	GM-V	MX7V	Began	Vogler.
NEI12/10 30/8	GM-V	LG7V	Conduct	Vogler.
NEI16/2 02/9	GM-V	X19V	Marline	Cancelled.
NEI17/4 02/9	GM-V	4NCV		Bolton. A51: Stock.
NEI29/5 12/9	GM-V	VB2V	Inflow	Vogler.
NEI32/2 14/9	GM-V	MO82V		Renaud.
NEI34/6 15/9	GM-V	QX6V	Decry	Vogler. <b>Failed to Return.</b>

Netherlands East Indies 34 of 15<sup>th</sup> September, 1944, was to be carried out by the maximum available number of B-25's that 18(NEI)SQN could provide. The mission was to neutralise the Langgoer airstrip by way of a medium level bombing raid with a time on target of 150300Z (12:30 pm Darwin time). Alternate target could be any other airstrip on the Kai Islands.<sup>357</sup>

The Squadron was able to task eight of its B-25's for this job. Wheels up was planned for 142330Z (9 am Darwin time on the 15<sup>th</sup>) and the estimate for their return to Batchelor was 150540Z (3:10 pm). N5-222, along with five other aircraft, would be loaded with three 500-lb Demolition bombs with a 1/10<sup>th</sup> of a second delay nose fuse and a 1/40<sup>th</sup> of a second delay tail fuse plus a 500-lb Medium Capacity bomb with a 36-hour delay fuse.<sup>358</sup>

N5-222 was airborne at 2339Z (9:09 am) and was observed at 150309Z (12:39 pm) on its bombing run at 15,000 feet on a course of 260°. Anti-aircraft fire was reported as having been moderate in intensity and of heavy calibre, but generally inaccurate; except for duty 6 (N5-222). One of a group of four bursts exploded right in front of this aircraft which emerged from the black cloud with the right engine on fire and trailing light grey smoke.

<sup>356</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-222 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>357</sup> 79WG/G3/14 Sep in AWM64, 6/5C.

<sup>358</sup> NEI/M3/14 Sep, ibid.

### N5-222 (continued)

N5-222 seemed to continue on for a few seconds, climbing slightly but then dived steeply, with flames covering the entire aircraft. At approximately 7,500 feet one of the wings separated from the aircraft which then began to spin rapidly, still engulfed in flame. At 0310Z, the aircraft crashed just to the north east of the eastern end of Langgoer airstrip and blew up with a large explosion. The crew, none of whom escaped, comprised:

Pilot	Lieutenant Vogler,
2 <sup>nd</sup> Pilot	Lieutenant van Renesse,
Bombardier	Lieutenant Scholte,
W/T Operator	Sergeant Engelsman,
Turret Gunner	Sergeant de Rozario and,
Tail Gunner	Flight Sergeant Bacon (RAAF). <sup>359</sup>

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<sup>359</sup> Report on Operation N.E.I. 34 – 18 Squadron 15 September 1944, Report No. 260 dated 16 September 1944 in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 15.

**B-25J-5-NC Mitchell**  
**N5-223**  
**Ex 43-27926**

This aircraft was received by the NEI Pool on June 29<sup>th</sup>, 1944, from the United States and was then received by 18(NEI)SQN on July 29<sup>th</sup>.<sup>360</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI27/4 06/8	GM-L	1CWL		Muurling.

Four Dutch B-25's, operating in company, were to depart as soon as possible and attack a Japanese FTD reportedly in position 04°32'S 129°53'E. If the offending vessel was located in the specified position, a square search was to be conducted. The aircraft were permitted to use Austin airstrip (a new forward operating facility nearing completion at Snake Bay, Melville Island) if necessary.<sup>361</sup>

N5-223 was the first aircraft airborne, departing Batchelor at 060352Z (1:22 pm Darwin time), with the other three aircraft departing at one-minute intervals after that. The targeted vessel was located at 060710Z in a bay on the east coast of Goenoeng Api Island, close inshore sheltering in the lee of steep, high ground – very close to the reported position. The vessel was attacked by each of the four B-25's in turn for nearly 20 minutes. Moderate intensity, light calibre accurate anti-aircraft fire as well as slight intensity, medium calibre but inaccurate fire was experienced from various positions in the vicinity; some possible heavy calibre fire originated from the stern of the FTD but this ceased during the course of the attacks. Whilst observing the runs made by the others, N5-223 was hit by anti-aircraft fire with damage being sustained to the cockpit, left wing and left engine nacelle, puncturing the left main wheel tyre and damaging the hydraulic system. Despite this, the crew then made a strafing run on the vessel at 1,000 feet followed by a bombing run, also at 1,000 feet.<sup>362</sup>

All four aircraft returned safely, with N5-223 landing at Gould at 1105Z (8:35 pm), half an hour behind the others.<sup>363</sup>

N5-223 was allotted to 4RSU to repair the damage which was beyond the capacity of the Squadron. This move may or may not have occurred as the next recorded movements of this airframe were to the NEI Pool ex 18(NEI)SQN on 16<sup>th</sup> August, 1944.<sup>364</sup>

<sup>360</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-223 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>361</sup> 79WG/G1/6 Aug in AWM64, 6/5B.

<sup>362</sup> Report on Operation N.E.I. 27 – 18 Squadron 6 August 1944, Report No. 234 dated 7 August 1944 in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 15.

<sup>363</sup> NEI/M3/6 Aug in AWM64, 6/5B.

<sup>364</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-223 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.



**B-25J-5-NC Mitchell**  
**N5-226**  
**Ex 43-27929**

This aircraft was handed over to 18(NEI)SQN from the NEI Pool on August 6<sup>th</sup>, 1944.<sup>365</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI32/11 11/8	GM-S	ZV3S 4QAS	Dabble Assist	Buwalda. A51: duty 4. C/S change over 111200Z.
NEI36/3 15/8	GM-S	LG7S	Conduct S	Buwalda.
NEI39/11 17/8	GM-S	RK8S		Buwalda.
NEI42/4 19/8	GM-S	KX6S WZ6S	Uproar Crumpet	van der Ent. C/S change over 191200Z.
NEI1/3 23/8	GM-S	QG4S	Arrange	Buwalda.
NEI5/6 24/8	GM-S	JY5S		Ruige. A51: Vogler.
NEI10/4 29/8	GM-S	VK8S	Handfar	Buwalda.
NEI12/3 30/8	GM-S	LG7S	Conduct	Buwalda.
NEI16/2 02/9	GM-S	X19S	Marline	Buwalda.
NEI17/3 02/9	GM-S	4NCS	Reading	Cancelled.
NEI22/3 07/9	GM-S	QP4S		Buwalda.
NEI29/11 12/9	GM-S	VB2S	Inflow	Buwalda.
NEI31/4 13/9	GM-S	PP64S		Vogler.
NEI34/7 15/9	GM-S	QX6S	Decry	Ruige.
NEI36/4 17/9	GM-S	PP64S		van der Ende.
NEI6/6 28/9	GM-S	WM7S		Apparently replaced by N5-178.
NEI6/8 28/9	GM-U	WM7U		Maas. Apparently replaced N5-170.
NEI9/2 29/9	GM-S	VB2S	Inflow	Cancelled.
NEI12/4 01/10	GM-S	PP64S		Romein.
NEI16/4 05/10	GM-S	PP64S	Bankcus	Ruige.
NEI20/2 10/10	GM-S	MO82S		Romein.
NEI26/4 13/10	GM-X	PP64X	Bovril	Maas. Apparently replaced N5-209.
NEI29/2 16/10	GM-S	MO82S	Minute	Replaced by N5-237.
NEI30/4 16/10	GM-S	PP64S	Assist	Berger.
NEI33/2 19/10	GM-S	1DW6S	Earthmire	de Jong.
NEI3/8 30/10	GM-S	HK8S	Bovril	de Jong.
NEI4/5 31/10	GM-S	1MQS	Jocko	de Jong.
NEI8/2 03/11	GM-S	KG1S	Addult	de Jong.
NEI28/10 22/11	GM-S	PX4S	Vertex	Ruige.
NEI31/5 25/11	GM-S	Q43S	Poplar	Merkelbach.
NEI34/3 28/11	GM-S	JU6S	Stemless	Romein.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI26/2 04/4	GM-S	WZ6S	Crumpet	Noordraven. A51: duty 1 (-326 in error).
NEI27/1 06/4	GM-S	KQ1S	Babking	Renaud.

<sup>365</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-226 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

### N5-226 (continued)

It made an emergency landing at Darwin after losing its starboard vertical stabilizer and rudder in flight on May 2<sup>nd</sup>, 1945 and was received by 7RSU for repairs the next day. They eventually handed the aircraft on to 12ARD on October 10<sup>th</sup> and they, in turn, passed it on to the NEI Pool on November 26<sup>th</sup>. There were no further entries on this aircraft's status card.<sup>366</sup>



**N5-226 on the ground at Darwin after losing its starboard vertical stabilizer.** [Aviation Heritage Museum of WA image P901608 via Mike Mirkovic].

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<sup>366</sup> Ibid.

**B-25J-10-NC Mitchell**  
**N5-228**  
**Ex 43-28182**

Received by the NEI Pool on August 1<sup>st</sup>, 1944, from the United States, this aircraft was received by 18(NEI)SQN on the 28<sup>th</sup>.<sup>367</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI25/2 10/9	GM-L	PP64L		Van Der Ent.
NEI29/7 12/9	GM-L	VB2L	Inflow	Apparently replaced by N5-217.
NEI37/6 17/9	GM-L	CV1L		Muurling.
NEI39/4 19/9	GM-L	PP64L		Romein.
NEI43/4 22/9	GM-L	PP64L		Kiewiet.
NEI4/2 28/9	GM-L	MO82L		Blaauw.
NEI10/7 29/9	GM-L	HY5L		Renaud.
NEI15/2 05/10	GM-L	MO82L	Campsale	Maas.
NEI18/4 08/10	GM-L	PP64L		Blaauw.
NEI22/7 10/10	GM-L	MN4L	Earthmire	Maas.
NEI36/2 21/10	GM-L	1DW6L	Skating	Schwartz.
NEI44/4 24/10	GM-L	YX7L	Minute	van Buuren. A51: as duty 3.
NEI2/6 28/10	GM-L	4FNL	Today	Blaauw.
NEI1/5 30/10	GM-L	3BNL	Skating	Blaauw.
NEI5/7 31/10	GM-L	Y35L	Mourner	Blaauw.
NEI10/4 04/11	GM-A	PN7A CN5A		Romein. Apparently replaced N5-221. C/S change over 041200Z.
NEI11/12 06/11	GM-L	JM1L	Dispute	Jansen.
NEI24/4 19/11	GM-L	DN8L	Bisto	Merkelbach.
NEI26/3 20/11	GM-L	VF5L	Broader	Ruige.
NEI28/7 22/11	GM-L	PX4L	Vertex	Merkelbach.
NEI29/1 23/11	GM-L	TH32L	Trooper	Blaauw.
NEI33/5 27/11	GM-L	ZT26L	Proscale	van der Veen.
NEI34/4 28/11	GM-L	JU6L	Stemless	Merkelbach.
NEI46/5 08/12	GM-L	GL4L	Cusher	de Vries.
NEI49/6 14/12	GM-L	MC2L	Devour	Schwartz.
NEI6/7 20/12	GM-L	GG2L	Foresight	Schwartz.
NEI8/2 22/12	GM-L	4QQL	Metcast	Ruige.
NEI11/3 26/12	GM-L	4KJL	Earwig	Slats.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI16/4 01/1	GM-L	WM7L	Gusset	Schwartz.
NEI18/2 04/1	GM-L	2JRL	Billon	Blaauw.
NEI19/1 14/1	GM-L	TH32L	Ablume	Berger.
NEI28/1 21/1	GM-L	KX6L	Uproar	Renaud.
NEI30/1 22/1	GM-L	YQ1L	Wander	Renaud.
NEI36/1 27/1	GM-L	3XNL	Laundry	Operation cancelled.

Continued →

<sup>367</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-228 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

## N5-228 (continued)

1945 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI46/5 10/2	GM-L	MP8L	Artctic	Jansen.
NEI47/4 11/2	GM-J	Y26J	Bricking	Berger. Apparently replaced N5-246.
NEI48/1 12/2	GM-L	WV6L	Buffy	Jansen.
NEI1/3 15/2	GM-L	CP9L	Campart	Slats.
NEI8/2 28/2	GM-L	WZ6L	Crumpet	Cancelled due WX.
NEI9/1 01/3	GM-L	MX7L	Began	Cancelled due WX.
NEI13/9 04/3	GM-L	AA49	Eagle 9	Berger. ASR Tasking using specific ASR call signs suffixed with duty number.
NEI14/9 05/3	GM-L	AA49	Eagle	Berger. ASR Tasking using specific ASR call signs suffixed with duty number.
NEI15/4 06/3	GM-W	JY5W	Acock	Dorrestein. Apparently replaced N5-243.
NEI16/4 07/3	GM-W	GS6W	Deaden	Dorrestein. Apparently replaced N5-243.
NEI21/2 22/3	GM-L	FO5L	Petrol	Dorrestein.
NEI22/2 24/3	GM-L	UT7L	Sander	Dorrestein.
NEI25/2 03/4	GM-C	PT1C	Mugwump	Blaauw. Apparently replaced N5-242.
NEI27/6 06/4	GM-L	KQ1L	Babking	Hagers.
NEI28/2 10/4	GM-L	KP7L	Perfume	Cancelled due WX.
NEI28/2 11/4	GM-L	JC9L	Mantel	Deferred 24 hours due WX.
NEI28/2 12/4	GM-L	WZ6L	Crumpet	de Vries.
NEI30/2 29/4	GM-L	4FNL	Toady	Dijkstra.

N5-228 was received by 7RSU for a 100-hourly on May 25<sup>th</sup>, 1945 and was issued back to the Squadron on the 31<sup>st</sup>, although its actual date of receipt was noted. On July 5<sup>th</sup>, it was issued to the NEI Pool. No further entries were made on this aircraft's E/E88.<sup>368</sup>

<sup>368</sup> Ibid.

**B-25J-10-NC Mitchell**  
**N5-230**  
**Ex 43-28184**

N5-230 was recorded as having been received by the NEI Pool from the USA on July 27<sup>th</sup>, 1944. It was received by 18(NEI)SQN on August 6<sup>th</sup>.<sup>369</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI39/12 17/8	GM-K	RK8K		Schenk.
NEI41/4 18/8	GM-K	MQ8K	Grasper	Spoel.
NEI42/7 19/8	GM-K	KX6K WZ6K	Uproar Crumpet	Bais. C/S change over 191200Z.
NEI1/4 23/8	GM-K	QG4K	Arrange	Schenk. A51: Lagerwerff.
NEI3/2 25/8	GM-K	4QAK	Assist	Maas. A51: Burgemeister.
NEI7/4 26/8	GM-K	WS6K		Lagerwerff.
NEI12/4 30/8	GM-K	LG7K	Conduct	Schenk.
NEI17/4 02/9	GM-K	4NCK	Reading	Cancelled.
NEI17/3 02/9	GM-K	4NCK		Lagerwerff.
NEI22/4 07/9	GM-K	QP4K		Largerwerff.
NEI29/9 12/9	GM-K	VB2K	Inflow	Schenk.
NEI33/3 14/9	GM-K	PP64K		Muurling.
NEI34/8 15/9	GM-K	QX6K	Decry	Romein.
NEI35/2 17/9	GM-K	MO82K		Renaud.
NEI45/2 24/9	GM-K	MO82K		van der Ende.
NEI49/5 26/9	GM-K	PP64K		Romein.
NEI6/7 28/9	GM-K	WM7K		Romein.
NEI17/2 08/10	GM-K	MO82K		Berger.
NEI25/2 13/10	GM-K	MO82K	Skating	Dijkstra.
NEI40/2 23/10	GM-K	XY69K		Berger.
NEI49/2 27/10	GM-K	ZM7K	Onrun	Boot.
NEI2/7 28/10	GM-K	4FNK	Today	Apparently replaced by N5-237.
NEI3/12 30/10	GM-K	HK8K	Bovril	Maas.
NEI6/3 02/11	GM-K	3CSK	Trooper	van Veelen.
NEI10/2 04/11	GM-P	PN7P CN5P		Maas. Apparently replaced N5-217. C/S change over 041200Z.
NEI11/3 06/11	GM-K	JM1K	Dispute	van Veelen.
NEI31/3 25/11	GM-K	Q43K	Poplar	Schwartz.
NEI34/2 28/11	GM-K	JU6K	Stemless	Schwartz.
NEI37/4 01/12	GM-K	GH6K	Measles	Berger.
NEI43/3 05/12	GM-P	1DW6P	Dawdle	Schwartz. Apparently replaced N5-217.
NEI46/6 08/12	GM-K	GL4K	Cusher	Merkelbach.
NEI47/1 13/12	GM-K	M13K	Placing	Smits. Replaced N5-209.
NEI2/4 16/12	GM-K	OP4K	Armada	de Vries.
NEI3/2 19/12	GM-K	UA9K	Dawdle	Sjouw.
NEI5/2 20/12	GM-K	FK8K	Nightdash	Sjouw.
NEI9/4 23/12	GM-K	RT7K		Ruige.
NEI11/4 26/12	GM-K	4KJK	Earwig	de Vries.

Continued →

<sup>369</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-230 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

### N5-230 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI16/5 01/1	GM-K	WM7K	Gusset	den Ouden.
NEI28/2 21/1	GM-K	KX6K	Uproar	de Vries.
NEI30/3 22/1	GM-K	YQ1K	Wander	Maas.
NEI34/1 26/1	GM-K	TH32K	Bifjoin	Kranenburg
NEI37/2 28/1	GM-K	3RNK	Skating	Hulscher.
NEI40/2 03/2	GM-K	LZ1K	Defer	Kranenberg.
NEI41/2 04/2	GM-K	4MCK	Bobfish	Kranenberg.
NEI44/2 09/2	GM-K	GM8K	Brazen	Noordraven. A51: Schwartz as duty 1.
NEI2/6 15/2	GM-K	GX7K	Calabash	Blaauw.
NEI24/1 30/3	GM-K	VX6K	Shopper	Cancelled due WX.
NEI26/4 04/4	GM-K	WZ6K	Crumpet	Merkelbach.
NEI27/4 06/4	GM-K	KQ1K	Babking	de Vries.
NEI31/2 28/4	GM-K	WN8K 4FNK	Pusher Toady	de Neve. C/S change over 281200Z.
NEI32/2 29/4	GM-K	DM5K	Blackhair	de Neve.

On 6<sup>th</sup> May, 1945, it was received by 7RSU for scheduled maintenance and handed back to 18(NEI)SQN on the 12<sup>th</sup>. By July 10<sup>th</sup>, it had been issued to the NEI Pool. No further entries were made on this machines E/E88.<sup>370</sup>

<sup>370</sup> Ibid.

**B-25J-15-NC Mitchell**  
**N5-233**  
**Ex 44-29022**

On September 15<sup>th</sup>, 1944, this aircraft was received by 3AD at RAAF Amberley from the United States and it was then received by 18(NEI)SQN on the 25<sup>th</sup>.<sup>371</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI19/3 09/10	GM-W	HN2W	Nutluck	Dijkstra.
NEI24/4 11/10	GM-W	PP64W		Broekema.
NEI31/2 18/10	GM-W	MO82W	Outbreak	Dijkstra.
NEI49/7 27/10	GM-W	ZM7W	Onrun	Broekema
NEI2/3 28/10	GM-W	4FNW	Today	Broekema.
NEI1/2 30/10	GM-W	3BNW	Skating	Merkelbach.
NEI5/9 31/10	GM-W	Y35W	Mourner	Merkelbach.
NEI7/5 02/11	GM-W	MD5W	Issue	Ruige.
NEI10/3 04/11	GM-M	PN7M CN5M		Broekema. Apparently replaced N5-166. C/S change over 041200Z.
NEI11/4 06/11	GM-W	JM1W	Dispute	Berger.
NEI15/2 13/11	GM-W	JG4W	Bebark	Ruige.
NEI21/1 17/11	GM-W	XY69W	Unwise	Schoof.
NEI28/3 22/11	GM-W	PX4W	Vertex	Broekema.
NEI46/7 08/12	GM-W	GL4W	Cusher	Berger.
NEI47/3 13/12	GM-W	M13W	Placing	van Veelen. A51: van der Ent.
NEI2/2 16/12	GM-W	OP4W	Armada	Broekema.
NEI3/1 19/12	GM-W	UA9W	Dawdle	Apparently replaced by N5-170.
NEI5/3 20/12	GM-W	FK8W	Nightdash	van Veelen.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI16/6 01/1	GM-W	WM7W	Gusset	Dijkstra.

During the course of Netherlands East Indies 16 of 1<sup>st</sup> January, 1945, N5-233 was hit in the radio compartment by two 50-calibre bullets which damaged cables.<sup>372</sup> It was proposed to send the aircraft to the NEI Pool in Canberra for repairs and on February 2<sup>nd</sup>, 1945, it was received by that unit. No further entries were made on N5-233's E/E88.<sup>373</sup>

<sup>371</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-233 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>372</sup> Report on Operation NEI. 16 – 18 Squadron – 1 January 1945, Report No. 317 dated 4 January 1945 in No. 18 Netherlands East Indies Squadron – Operational Reports; NAA: A11310, 3/3/INTEL PART 2.

<sup>373</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-233 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

**B-25J-15-NC Mitchell**  
**N5-234**  
**Ex 44-29023**

This machine was received by 3AD from the United States on September 19<sup>th</sup>, 1944 and issued to the NEI Pool on October 9<sup>th</sup>. 18(NEI)SQN received it on October 10<sup>th</sup>.<sup>374</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI49/4 27/10	GM-G	ZM7G	Onrun	Merkelbach.
NEI62/11 27/10	GM-G	JG4G	Bebark	Merkelbach.
NEI3/14 30/10	GM-G	HK8G	Bovril	Romein.
NEI4/2 31/10	GM-G	1MQG	Jocko	Berger.
NEI6/4 02/11	GM-G	3CSG	Trooper	Berger.
NEI8/4 03/11	GM-G	KG1G	Addult	Schwartz.
NEI12/8 08/11	GM-G	SP2G	Casting	Schwartz.
NEI28/11 22/11	GM-G	PX4G	Vertex	van Emmerik.
NEI32/3 27/11	GM-G	GL4G	Cusher	Broekema.
NEI36/1 30/11	GM-G	LU6G	Camplike	Sjouw.
NEI38/4 03/12	GM-G	RT7G	Beget	Dijkstra. A51: N5-284 (in error), duty 3.
NEI39/2 04/12	GM-G	LZ1G	Defer	Dijkstra. A51: duty 4.
NEI49/8 14/12	GM-G	MC2G	Devour	Merklebach.
NEI2/1 16/12	GM-G	OP4G	Armada	den Ouden.
NEI3/4 19/12	GM-G	UA9G	Dawdle	Dorrestein.
NEI5/4 20/12	GM-G	FK8G	Nightdash	Dorrestein.
NEI7/1 21/12	GM-G	XY69G	Palmy	Apparently replaced by N5-165.
NEI8/3 22/12	GM-G	4QQG	Metcast	Slats.
NEI9/2 23/12	GM-G	RT7G		Slats. A51: N5-239 in error.
NEI12/2 27/12	GM-G	S22G	Bender	Sjouw.
NEI14/2 28/12	GM-G	ZP8G		van Veelen. A51: Sjouw.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI18/4 04/1	GM-G	2JRG	Billon	de Vries.
NEI22/3 16/1	GM-G	2KIG	Addib	Apparently replaced by N5-188.
NEI28/3 21/1	GM-G	KX6G	Uproar	Maas.
NEI39/1 01/2	GM-G	TH32G	Campsale	van Emmerik.
NEI40/4 03/2	GM-G	LZ1G	Defer	de Neve.
NEI41/4 04/2	GM-G	4MCG	Bobfish	de Neve.
NEI11/5 02/3	GM-G	SL8G	Ourgoal	Swane.
NEI15/3 06/3	GM-G	JY5G	Acock	Dijkstra.
NEI16/3 07/3	GM-G	GS6G	Deaden	Dijkstra.
NEI17/2 12/3	GM-G	HX6G	Decry	Schwartz.

On March 26<sup>th</sup>, 1945, it was received by 14ARD for a 300-hourly and returned to 18SQN on June 8<sup>th</sup>. On July 25<sup>th</sup>, it was recorded as being back with the NEI Pool.<sup>375</sup>

<sup>374</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-234 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>375</sup> Ibid.



**B-25J-15-NC Mitchell**  
**N5-237**  
**Ex 44-29030**

This B-25 was received by 3AD from the United States on September 19<sup>th</sup>, 1944, issued to the NEI Pool on October 2<sup>nd</sup> and apparently received by 18(NEI)SQN on the same day.<sup>376</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI22/8 10/10	GM-V	MN4V	Earthmire	Berger.
NEI29/2 16/10	GM-V	MO82V	Minute	van Veelen. Replaced N5-226.
NEI35/4 20/10	GM-V	ZT26V	Beggrade	Slats.
NEI38/4 22/10	GM-V	ZT26V	Batfip	Maas.
NEI42/1 24/10	GM-N	XY69N		den Ouden. Apparently replaced N5-184.
NEI2/7 28/10	GM-K	4FNK	Today	Boot. Apparently replaced N5-230. (GMV / 4FNV listed as a spare for this op).
NEI1/6 30/10	GM-V	3BNV	Skating	Slats.
NEI5/8 31/10	GM-V	Y35V	Mourner	Slats.
NEI7/6 02/11	GM-V	MD5V	Issue	Berger. A51: van Emmerik.
NEI11/7 06/11	GM-V	JM1V	Dispute	Maas.
NEI12/4 08/11	GM-V	SP2V	Casting	Dijkstra.
NEI15/4 13/11	GM-V	JG4V	Bebark	Dijkstra.
NEI22/2 17/11	GM-V	ZT26V	Fizzle	Schwartz.
NEI28/12 22/11	GM-V	PX4V	Vertex	Dijkstra.
NEI32/4 27/11	GM-V	GL4V	Cusher	Berger.
NEI36/4 30/11	GM-V	LU6V	Camplike	de Vries.
NEI38/3 03/12	GM-V	RT7V	Beget	van Emmerik. A51: duty 4.
NEI39/4 04/12	GM-V	LZ1V	Defer	van Emmerik. A51: duty 3.
NEI45/2 07/12	GM-V	ZT26V	Bearer	Romein.
NEI47/4 13/12	GM-V	M13V	Placing	Dorrestein.
NEI10/1 24/12	GM-V	ZT26V	Beget	Apparently replaced by N5-165.
NEI11/2 26/12	GM-V	4KJV	Earwig	Blaauw.
NEI12/4 27/12	GM-V	S22V	Bender	Dorrestein.
NEI14/4 28/12	GM-V	ZP8V		Sjouw. A51: Dorrestein.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI16/2 01/1	GM-V	WM7V	Gusset	de Neve.
NEI18/3 04/1	GM-V	2JRV	Billon	Maas.
NEI36/2 27/1	GM-V	3XNV	Laundry	Operation cancelled.
NEI38/2 31/1	GM-V	PN7V		Blaauw.

On April 3<sup>rd</sup>, 1945, it was received by 14ARD for a 300-hourly. They handed it back to the Squadron on June 28<sup>th</sup>. On July 24<sup>th</sup>, it was received back at the NEI Pool.<sup>377</sup>

<sup>376</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-237 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>377</sup> Ibid.

**B-25J-15-NC Mitchell**  
**N5-239**  
**Ex 44-29032**

N5-239 was received from the United States by 3AD on September 19<sup>th</sup>, 1944 and then received by the NEI Pool on October 16<sup>th</sup>. 18(NEI)SQN received it on December 20<sup>th</sup>.<sup>378</sup>

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI22/2 16/1	GM-B	2KIB	Addib	Romein.
NEI22/4 16/1	GM-B	2KIB	Addib	Presumably cancelled.
NEI28/4 21/1	GM-B	KX6B	Uproar	Berger.
NEI30/4 22/1	GM-B	YQ1B	Wander	Berger.
NEI36/3 27/1	GM-B	3XNB	Laundry	Operation cancelled.
NEI38/4 31/1	GM-B	PN7B		de Vries.
NEI43/2 08/2	GM-B	4MCB	Bobfish	Slats.
NEI4/1 21/2	GM-C	YT8C	Ablume	de Neve. Apparently replaced N5-242.
NEI8/3 28/2	GM-B	WZ6B	Crumpet	Cancelled due WX.
NEI9/4 01/3	GM-B	MX7B	Began	Cancelled due WX.
NEI10/4 02/3	GM-B	DQ4B	Uearth	Dorrestein.
NEI12/4 03/3		1CIB	Glassgone	Dorrestein. A51: duty 3.
NEI20/2 19/3	GM-B	RK8B	Buckskin	Swane.
NEI27/2 06/4	GM-B	KQ1B	Babking	Blaauw.

On August 2<sup>nd</sup>, 1945, it was received back by the NEI Pool.<sup>379</sup>

<sup>378</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-239 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>379</sup> Ibid.

**B-25J-15-NC Mitchell**  
**N5-240**  
**Ex 44-29033**

Received by the NEI Pool on October 2<sup>nd</sup>, 1944, from 3AD, this aircraft was received by 18(NEI)SQN on May 18<sup>th</sup>, 1945 – too late to be covered by the operational documents used to prepare this volume. It went to 14ARD on June 8<sup>th</sup> and was handed back to the Squadron on July 4<sup>th</sup>; finally being sent back to the NEI Pool on August 6<sup>th</sup>, 1945.<sup>380</sup>

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<sup>380</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-240 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

**B-25J-20-NC Mitchell**  
**N5-242**  
**Ex 44-29260**

This aircraft was received on November 25<sup>th</sup>, 1944, at 3AD from the United States. It was recorded as having been re-numbered in the RAAF sequence on both November 30<sup>th</sup> and December 5<sup>th</sup>; neither of which evidently occurred. It was received by 18(NEI)SQN from 3AD on January 10<sup>th</sup>, 1945.<sup>381</sup>

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI3/1 20/2	GM-C	PN7C	Ovine	de Neve.
NEI4/1 21/2	GM-C	YT8C	Ablume	Apparently replaced by N5-239.
NEI5/4 24/2	GM-C	WY6C		Noordraven.
NEI7/2 26/2	GM-C	FW4C	Campsale	Noordraven.
NEI13/10 04/3	GM-C	AA410	Eagle 10	Slats. ASR Tasking using specific ASR call signs suffixed with duty number.
NEI14/10 05/3	GM-C	AA410	Eagle	Slats. ASR Tasking using specific ASR call signs suffixed with duty number.
NEI25/2 03/4	GM-C	PT1C	Mugwump	Apparently replaced by N5-228.
NEI26/8 04/4	GM-C	WZ6C	Crumpet	Unserviceable.
NEI27/10 06/4	GM-C	KQ1C	Babking	de Neve.

On March 6<sup>th</sup>, 1945, N5-242 was issued to 4RSU and was recorded as being handed back to the Squadron on the 10<sup>th</sup>. It was received by the NEI Pool on August 4<sup>th</sup>, 1945.<sup>382</sup>

<sup>381</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-242 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>382</sup> Ibid.

**B-25J-20-NC Mitchell**  
**N5-243**  
**Ex 44-29261**

Received by 3AD on December 12<sup>th</sup>, 1944, from the United States, it was confusingly recorded as having been re-numbered in the RAAF sequence several days earlier on December 5<sup>th</sup>. It was received by the NEI Pool on December 21<sup>st</sup>, sent back to 3AD during January, 1945 and then received by 18(NEI)SQN on January 28<sup>th</sup>.<sup>383</sup>

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI11/6 02/3	GM-W	SL8W	Ourgoal	Merkelbach.
NEI15/4 06/3	GM-W	JY5W	Acock	Apparently replaced by N5-228.
NEI16/4 07/3	GM-W	GS6W	Deaden	Apparently replaced by N5-228.
NEI20/3 19/3	GM-W	RK8W	Buckskin	Dorrestein.
NEI27/11 06/4	GM-W	KQ1W	Babking	Berger.

By April 13<sup>th</sup>, it was recorded as having been received at 4RSU and then received again by 18(NEI)SQN on May 2<sup>nd</sup>. There were no further entries on its E/E88.<sup>384</sup>

<sup>383</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-243 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>384</sup> Ibid.

**B-25J-20-NC Mitchell**  
**N5-244**  
**Ex 44-29262**

Received at 3AD from the United States on November 25<sup>th</sup>, 1944, this aircraft was noted as having been re-numbered in the RAAF sequence on November 30<sup>th</sup> and on December 5<sup>th</sup>; neither of which evidently occurred. It was then received by the NEI Pool on February 19<sup>th</sup>, 1945 and by 18(NEI)SQN on March 17<sup>th</sup>.<sup>385</sup>

This aircraft was not tasked to fly on operations during the period covered by the primary source material used to compile this volume.

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<sup>385</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-244 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

**B-25J-20-NC Mitchell**  
**N5-245**  
**Ex 44-29263**

On December 14<sup>th</sup>, 1944, this aircraft was received at 3AD from the United States and noted as having been re-numbered in the RAAF sequence on December 5<sup>th</sup>; which seems not to have actually been the case. It was received by the NEI Pool on January 22<sup>nd</sup>, 1945 and by 18(NEI)SQN on March 21<sup>st</sup>.<sup>386</sup>

1945:

<b>Mission/Duty Date</b>	<b>Aircraft Letters</b>	<b>W/T Call sign</b>	<b>R/T Call sign</b>	<b>Remarks</b>
NEI26/7 04/4	GM-U	WZ6U	Crumpet	de Neve.
NEI27/8 06/4	GM-U	KQ1U	Babking	Merkelbach.

By June 22<sup>nd</sup>, it had been received by 7RSU for a 100-hourly and they handed it back to the Squadron on June 27<sup>th</sup>. There were no further entries on this aircraft's E/E88.<sup>387</sup>

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<sup>386</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-245 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>387</sup> Ibid.

**B-25J-20-NC Mitchell**  
**N5-246**  
**Ex 44-29514**

This machine was received at 3AD from the United States on December 10<sup>th</sup>, 1944 and erroneously noted as having been re-numbered in the RAAF sequence 5 days earlier, on the 5<sup>th</sup>. It was received by 18(NEI)SQN on January 12<sup>th</sup>, 1945.<sup>388</sup>

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI45/4 10/2	GM-J	QN3J	Downrun	Berger.
NEI47/4 11/2	GM-J	Y26J	Bricking	Apparently replaced by N5-228.
NEI3/2 20/2	GM-J	PN7J	Ovine	Kranenburg.
NEI4/2 21/2	GM-J	YT8J	Ablume	Kranenburg.
NEI8/4 28/2	GM-J	WZ6J	Crumpet	Cancelled due WX.
NEI9/2 01/3	GM-J	MX7J	Began	Cancelled due WX.
NEI10/2 02/3	GM-J	DQ4J	Unearth	Schwartz.
NEI12/2 03/3		1CIJ	Glassgone	Schwartz.

On March 10<sup>th</sup>, it was received by 4RSU for an 80-hourly. Its return to 18(NEI)SQN wasn't recorded.<sup>389</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
NEI26/6 04/4	GM-J	WZ6J	Crumpet	Blaauw.
NEI29/2 17/4	GM-J	KP7J	Perfume	de Neve.
NEI31/4 28/4	GM-J	WN8J 4FNJ	Pusher Toady	Kranenburg. C/S change over 281200Z.
NEI32/4 29/4	GM-J	DM5J	Blackhair	Kranenburg.

On August 6<sup>th</sup>, it was received by the NEI Pool.<sup>390</sup>

<sup>388</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-246 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

<sup>389</sup> Ibid.

<sup>390</sup> Ibid.



**B-25J-20-NC Mitchell**  
**N5-247**  
**Ex 44-29515**

Received at 3AD from the United States on November 28<sup>th</sup>, 1944, this aircraft was noted as having been re-numbered in the RAAF sequence on November 30<sup>th</sup> and December 5<sup>th</sup> – neither of which evidently happened; it was then received by the NEI Pool on January 12<sup>th</sup>, 1945 and by 18(NEI)SQN on March 24<sup>th</sup>.<sup>391</sup>

This aircraft was not tasked to fly on operations during the period covered by the primary source material used to compile this volume.

It *might* have been allocated the individual identification letter “G” – see page 169.

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<sup>391</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-247 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

**B-25J-20-NC Mitchell**  
**N5-248**  
**Ex 44-29516**

Received at 3AD from the United States on November 27<sup>th</sup>, 1944, this aircraft was noted as having been re-numbered in the RAAF sequence on November 30<sup>th</sup> and on December 5<sup>th</sup>; it was then received by the NEI Pool on January 8<sup>th</sup>, 1945 and by 18(NEI)SQN on January 23<sup>rd</sup>.<sup>392</sup>

This aircraft was not tasked to fly on operations during the period covered by the primary source material used to compile this volume.

It *might* have been allocated the individual identification letter "S" – see page 169.

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<sup>392</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-248 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

**B-25J-25-NC Mitchell**  
**N5-250**  
**Ex 44-30504**

Received at 3AD from the United States on March 27<sup>th</sup>, 1945, this aircraft was then received by the NEI Pool on April 27<sup>th</sup>, 1945 and by 18(NEI)SQN on May 14<sup>th</sup> – too late to be covered by the operational documents used to prepare this volume.<sup>393</sup>

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<sup>393</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-250 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

**B-25J-25-NC Mitchell**  
**N5-252**  
**Ex 44-30507**

Received at 3AD from the United States on March 27<sup>th</sup>, 1945, this aircraft was received by the NEI Pool on April 24<sup>th</sup> and then 18(NEI)SQN on May 12<sup>th</sup>, 1945 – too late to be covered by the operational documents used to prepare this volume.<sup>394</sup>

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<sup>394</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for N5-252 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347.

## Unidentified B-25 Mitchell

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
MAC23/4 15/3		NF3S		Apparently replaced by N5-134.

Unknown aircraft "S". Previous "S" had been N5-144 which ditched a month before the entry in the above table, on February 18<sup>th</sup>. Next known "S" was a B-25J, N5-226, received by the Squadron on August 6<sup>th</sup>, 1944.

On the first of September, 1945, an entry was made in No.76 Wing's Control Officer's Watch Log, "9 Mitchells from 18 Sqdn leaving tomorrow VMZFOD-D-O-H-G-Q-S-J-W-A. Q & G Flight Leaders, A going solo".<sup>395</sup> The sequence as recorded would not have been made up but would have been in duty number order in accordance with the Mauve Travel. Over at Truscott, a number of entries in the 580BU's Control Officer's Watch Log recorded the arrival and departure of 9 Dutch B-25's which had arrived from Batchelor and departed for Balikpapan. Those aircraft were (in order of arrival): N5-261, -262, -260, -247, -131, -258, -248, -266 and -243. The departure order was similar, being: N5-131, -261, -262, -260, -247, -258, -248, -266 and -243.<sup>396</sup> Truscott's log also noted the arrival and departure of 9 Dutch B-25's but didn't record any serial numbers or call signs.<sup>397</sup>

Commercial Callsign	Serial No. Arrival Order	Serial No. Departure Order	Previous Correlation	Possible Allocation
VMZFOD	N5-261	N5-131	N5-131 (see below)	N5-261
VMZFOO	N5-262	N5-261		N5-262
VMZFOH	N5-260	N5-262		N5-260
VMZFOG	N5-247	N5-260		N5-247
VMZFOQ	N5-131	N5-247		N5-258
VMZFOS	N5-258	N5-258		N5-248
VMZFOJ	N5-248	N5-248		N5-266
VMZFOW	N5-266	N5-266	N5-243	N5-243
VMZFOA	N5-243	N5-243		N5-131

With the exception of N5-131, the serial numbers were listed in the same order for arrival and departure (which would have been in duty number sequence). That order should therefore correlate with the sequence as recorded by 76WG. Their comment that "A" was going solo might indicate a transport configured aircraft which N5-131 undoubtedly was by that time (such an elderly machine would not have been returned to operations – I believe it was one of several ex-operational bombers converted into a transport configuration).

N5-131 was "D" when it was operational with 18(NEI)SQN. It was retired from operations in early 1944 as a high-time machine and its individual identification letter was taken over by N5-165 – so a new allocation would be expected. N5-243 was "W" during March and early April, 1945; there is no obvious reason for it to have changed. The only potential clash with the very few known letter allocations at this time would have been N5-266/J with N5-246/J – but N5-246 left the squadron in August so it is plausible that N5-266 took over the letter "J".

<sup>395</sup> RAAF Form A15, Watch Log, p280, entry 010515Z Sep 45; Control Officer's Watch Log 76WG, AWM66, 22/1/24.

<sup>396</sup> RAAF Form A15, Watch Log, pp041,042, entries from 020847i Sep 45 to 020904i Sep 45 (arrivals) and entries from 020916i Sep 45 to 020958i Sep 45 (departures); Control Officer's Watch Log 580BU, Truscott, AWM66, 22/1/23.

<sup>397</sup> RAAF Form A15, Watch Log, p232, entries 010845Z (arrival from 010740Z) and 021255Z Sep 45 (departure); Control Officer's Watch Log Truscott, AWM66, 22/1/22.



No.18 (NEI) Squadron B-25's homeward bound over the south coast of Timor. This image was taken during the course of NEI26/2 August, 1944, and shows the aircraft heading for Truscott after coming off the Target which was the Mina River Bridge. The "J" model B-25 in the lower right of the image is N5-218, which was later named "*Grace*". [AWM Image P02769.001].

# Notes Regarding No.18 (Netherlands East Indies) Squadron B-25s

[This article originally appeared in the *ADF-Serials Telegraph*, Vol.11 Iss.2]

## **General**

Formed on 4<sup>th</sup> April, 1942, at Canberra, ACT,<sup>398</sup> with B-25 aircraft, the Squadron commenced flying Anti-Submarine patrols from there on 5<sup>th</sup> June.<sup>399</sup> These and convoy escort duties continued to be performed from Canberra, throughout June and July, often utilising Moruya as a staging base for refuelling and, at times, an overnight stop. These activities were the only operational flights conducted by the Squadron until after it arrived in North Western Area (Macdonald, NT) on December 27<sup>th</sup>, 1942.<sup>400</sup>

Their first operation from North Western Area was MAC1/18 Jan (Macdonald 1 of 18<sup>th</sup> January), an Armed Shipping Reconnaissance around the Tanimbar Islands by 3 aircraft. An Offensive Shipping Reconnaissance was conducted the next day as MAC2/19 Jan to Toedal by another 3 B-25s.<sup>401</sup> These early operations were usually either conducted from Darwin by the rotational detachment of three (or sometimes six) aircraft, or departed from Macdonald and transited to Darwin, landed, refuelled and launched from there. The first operation that actually launched from Macdonald was MAC16/18 Feb. The Darwin “standby” detachment wasn’t popular with the CO 18(NEI)SQN<sup>402</sup> and maintenance of a permanent “standby” detachment seems to have petered out to being one on an “as required” basis by early April. By then it was a “standby” detachment in name only, because its aircraft were already tasked for an operation and were in Darwin only for the purposes of prepositioning and/or overnighing prior to operations. Regular use of Darwin as a refuelling stop (frequently on the return leg) continued.

The Squadron moved from Macdonald to Batchelor on May 8<sup>th</sup>.<sup>403</sup> The last operation from Macdonald was MAC7/7 May (a night operation on Penfoei Aerodrome). The first two missions from Batchelor for 18(NEI)SQN were BAT16/11 May (Dilli) and BAT17/11 May (Penfoei Aerodrome) both with an ordered Time On Target of around 1200Z (9pm Darwin local time) so, BAT17, with further to go, launched first. From June 8<sup>th</sup>, 1943, mission titles changed from BAT (Batchelor) to NEI (Netherlands East Indies).

The B-25C aircraft operated by 18(NEI)SQN from North Western Area (NWA) totalled 11 machines: N5-128, N5-129, N5-131 to N5-136 (inclusive), -138, -139 and N5-145. These were North American Aviation model 82s (NA-82), their B-25C-10 aircraft [3 machines: N5-148, -150 and -153] were model NA-94, and their B-25C-15 aircraft [5 machines: N5-146, -147, -149, -151 and -152] were model NA-

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<sup>398</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 4-4-42 in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

<sup>399</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 5/6/42, *ibid*.

<sup>400</sup> RAAF Form A.50 Operations Record Book of No. 18 N.E.I. Squadron entry for 27/12/42, *ibid*.

<sup>401</sup> The difference between an Armed Shipping Reconnaissance and an Offensive Shipping Reconnaissance was that, with the “Offensive” mission, if no shipping was found by a certain point, then a bombing attack was to be made on a pre-determined land target.

<sup>402</sup> Letter from CO No. 18 Squadron NEI to AOC Advance Headquarters (NWA) dated 24/1/43 in No 18 Netherlands East Indies Squadron – Conduct of Operations; NAA: A11310, 6/1/AIR PART 1.

<sup>403</sup> RAAF Form A.50 Operations Record Book of No. 18 (N.E.I.) Squadron entry for May 8 (1943) in RAAF Unit History Sheets Number 18 (NEI) Squadron; NAA: A9186, 40.

93.<sup>404</sup> Their early production B-25Ds [7 machines: N5-130, N5-137 and N5-140 to N5-144 inclusive] and their 8 B-25D-20 aircraft [N5-154 to N5-161 inclusive] were all NAA model NA-87.<sup>405</sup> All of the block-25, -30 and -35 B-25Ds received by the Dutch in Australia were NAA model NA-100,<sup>406</sup> the so-called B-25D2 with factory installed waist and tail gunners' positions. All B-25Js were NAA model NA-108.<sup>407</sup>

A quick note on American aircraft designations and production block numbers (specifically U.S. Army designations rather than U.S. Navy). Exactly what does the designation (for example) "B-25C-15-NA" mean? The designation commences with a role identifier, in this case "B" which meant medium or heavy Bombardment (other United States Army aircraft designations included: "A" which meant, at the time, "Light Bombardment" – not Attack, "OA" – Amphibian, "F" – Photographic Reconnaissance, "P" – Pursuit, "L" – Liaison),<sup>408</sup> this was followed by a figure indicating the type number within that role, in this case meaning "the 25<sup>th</sup> medium or heavy bombardment type", which was followed by a series modification letter which usually indicated a significant variation from the original design, a production block number which indicated the level of factory fitted modifications added to the original series design (but not sufficient to warrant a new series modification letter). The production block number would typically re-set with a new series modification letter. These block numbers usually started at "1" and then typically blocks of 5 (e.g. block-1, -5, -10, -15, etc, although there were many exceptions) so, block-15 would usually indicate the fourth modification sequence). And finally, a two-letter code indicating where the aircraft was made, "NA" being the code signifying North American Aviation's primary Inglewood plant in California. "B-25C-15-NA" literally means: medium (or heavy) Bombardment, type 25, series C, production block 15 from the North American Aviation Inglewood plant. The production code "NC" was for their Kansas City, Missouri, plant. It should be kept in mind that, whilst the series modification letter usually indicated just that – a modification to the series from previous models, it could also be used to indicate an equivalent level of series modification but produced at a different facility. Up to production block-15, B-25Cs and B-25Ds were essentially the same except that B-25Ds were built at Kansas City. Baugher notes though that "... [p]roduction B-25Ds were identified as being Kansas City products by their series designator [i.e. as being a B-25 "D"] and did not use the NC factory code on their [original] data block stencilling. The NC plant designator did not appear until the B-25J."<sup>409</sup> For some reason however, the RAAF, during its survey of suitable NEI aircraft, identified B-25D aircraft as being both –NA and –NC.<sup>410</sup>

Several aircraft were sent to Eagle Farm to receive a "strafer" modification. Basically, this entailed the removal of the bomb sight and associated equipment and removal of the single fixed and single flexible nose machine guns from the bombaimers nose compartment and, in their place, fitting four fixed 50-calibre machine guns along with the necessary fixtures. Two cartridge ejection slots were cut into the underside of the nose. In addition, two twin-50 package guns were fitted externally to the lower forward fuselage below the cockpit. The ventral turret was deleted. Aircraft so modified were therefore equipped with 8 fixed, forward firing 50-calibre machine guns. Those aircraft were:

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<sup>404</sup> Web page titled North American B-25C Mitchell; [http://www.joebaugher.com/usaf\\_bombers/b25\\_6.html](http://www.joebaugher.com/usaf_bombers/b25_6.html) at 29MAY2014.

<sup>405</sup> Web page titled North American B-25D Mitchell; [http://www.joebaugher.com/usaf\\_bombers/b25\\_7.html](http://www.joebaugher.com/usaf_bombers/b25_7.html) at 29MAY2014.

<sup>406</sup> *Ibid.*

<sup>407</sup> Web page titled North American B-25J Mitchell; [http://www.joebaugher.com/usaf\\_bombers/b25\\_17.html](http://www.joebaugher.com/usaf_bombers/b25_17.html) at 29MAY2014.

<sup>408</sup> War Department, FM30-30 Recognition Pictorial Manual (1943) p9, Letter Designations of U.S. Aircraft.

<sup>409</sup> Web page titled North American B-25D Mitchell; [http://www.joebaugher.com/usaf\\_bombers/b25\\_7.html](http://www.joebaugher.com/usaf_bombers/b25_7.html) at 29MAY2014.

<sup>410</sup> Department of Air Minute Paper titled "B-25 Aircraft Taken Over from the N.E.I.A.F." dated 25.4.44 in Directorate of Technical Services – B25 General – Technical – Mitchell Instruction No.13; NAA: A705, 9/41/37 PART 1.



N5-130 "C", then "GM-C". Flew 13 Ops in its original configuration before being issued to Eagle Farm for modification as a strafers on 22JUL43. It returned to 18(NEI)SQN on 01OCT43 but was only used operationally in its new configuration three times: on 02 and 15DEC43 and 04JAN44.

N5-137 "L". Flew 8 Ops before being issued to Eagle Farm on 08JUN43. It returned to the Squadron on 23JUN43 and was coded "GM-L". It then successfully completed 7 operations in strafers configuration (07JUL, 27 and 30SEP, 26 and 28OCT, 15DEC43 and 04JAN44). It failed to return from its 8<sup>th</sup> operation in strafers configuration, which was its second operation of the day on 04JAN44.

N5-141 "P", then "GM-P". Completed 6 Ops before being sent to Eagle Farm for strafers modification on 29JUN43. Returned to the Squadron on 20JUL43 and subsequently flew 11 operations in its new configuration between 04AUG43 and 07JAN44.

N5-142 no code letter allocated, never used on operations. Employed by the Squadron as a dedicated transport. Issued to Eagle Farm for strafers modification on 13JUL43 but allocation cancelled. Transferred instead to 119(NEI)SQN for transport duties on 05OCT43.

N5-143 "R", then "GM-R". Flew 10 (or 11) operations before being issued to Eagle Farm for strafers modification on 20JUN43. Returned to the Squadron on 04JUL43, it then flew 10 operations in strafers configuration from 12JUL43 to 09SEP43. It was damaged in a take-off accident on 12OCT and eventually repaired by the Squadron and sent to the NEI Pool towards the end of March 1944.

N5-145 "U", then "GM-U". Completed 9 operations in its original configuration before being sent to Eagle Farm during early May 1943. It returned to the Squadron on 04JUN43 and flew a further 9 operations (8 + 1 re-call) in strafers configuration between 07JUL and 19SEP43. The aircraft ended up suffering a nose wheel collapse which caused substantial damage to the nose section. It isn't clear if this occurred during roll-out after returning from the 19SEP operation or if it was an accident on 18OCT43. The aircraft was held on strength by the Squadron whilst awaiting a replacement forward fuselage. This never materialised and the aircraft had been reduced to spares by 21FEB44. Despite the bomb log painted below the cockpit of this aircraft showing 30 vertical bombs and 6 horizontal bombs, it had only flown on 19 operations.

All of the B-25Cs and early Ds, i.e. the NAA model's 82, 87, 93 and 94, operated by 18(NEI)SQN were visually just about indistinguishable from each other. Except for the few strafers modified machines mentioned above, the only obvious difference between those four different NAA models was the exhaust manifolds. Obviously, there was more to it than that, but you'd have to have more than just a knowledge of the relevant serial numbers to tell the difference. The first big change came with the introduction of the NAA model NA-100s. All of 18(NEI)SQN's model NA-100s came from production blocks-25, -30 and -35. Again, there was very little to tell even the sharpest-eyed plane-spotter the difference between those three blocks, except that the model NA-100s were easily distinguishable from earlier models.

The NA-100 aircraft featured factory – just to be clear: not modification centre, but factory – installed enhancements that were to be found in the forthcoming B-25J (NAA model NA-108) such as waist gun positions immediately aft of the trailing edge of the wing on each side of the fuselage and a tail gun position. The retractable ventral turret and the associated fuselage sighting windows were gone. They were fitted for a second, fixed, 50-cal machine gun in the nose compartment (making two fixed and one flexible 50-cal machine guns), and package guns (a single unit each side containing two 50-cal machine guns). These aircraft then were sent across the taxiway to the Fairfax Modification Centre to have the package guns attached, ammunition boxes and feed chutes installed and the machine guns

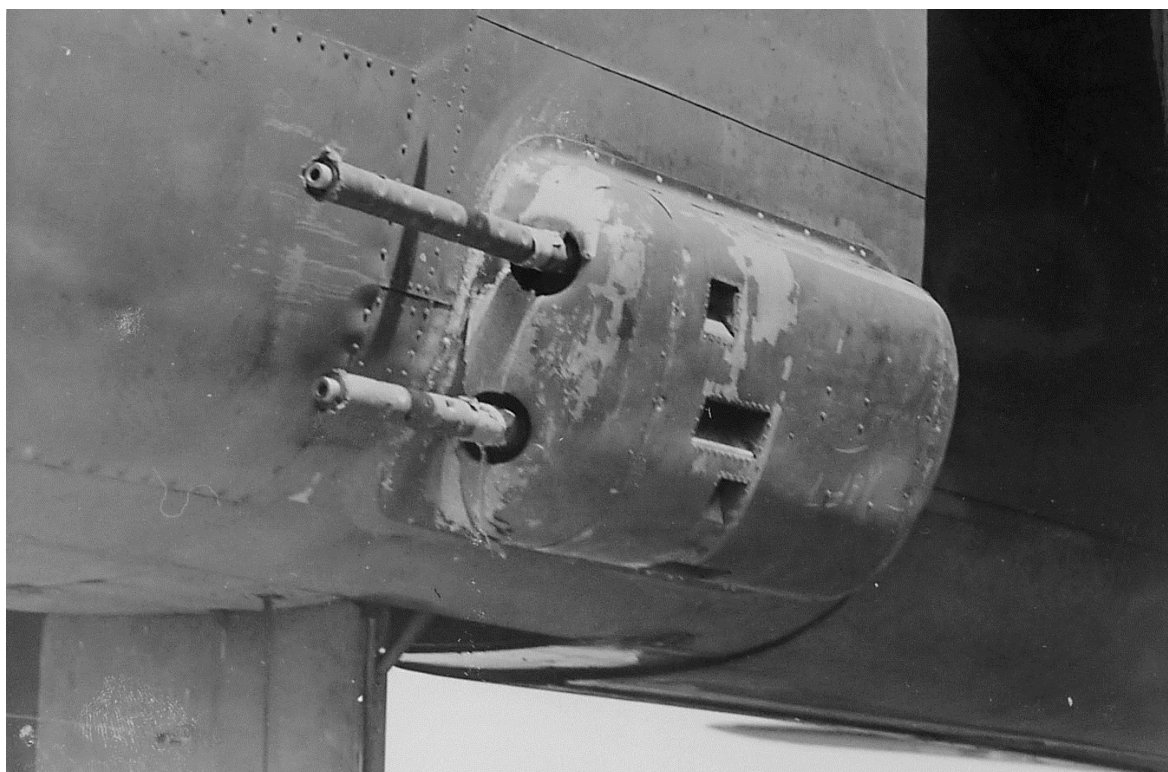
fitted.<sup>411</sup> These enhancements were changed slightly with the introduction of the model NA-108 in that the package guns were changed to two single gun packs per side, mounted higher up the fuselage, the dorsal turret was relocated to a position just behind the cockpit in the space previously occupied by the navigator's station, both waist gun positions were moved a few inches higher and the port-side position was also moved aft. Additionally, the aft fuselage on model NA-108s was deeper, the tail gun position had its shape altered and the armament was changed from a single to twin-50s. Baugher notes that these "D2" enhancements were introduced in block-20 aircraft. Whilst that might be true, all of the B-25D block-20 aircraft operated by 18(NEI)SQN were NAA model NA-87s and were therefore devoid of waist or tail gun positions.



**One of a sequence of close-up detail shots illustrating the external differences between B-25D-25-NC (i.e. North American Aviation model NA-100) aircraft and previous models. This one is showing the second fixed forward firing machine gun making two fixed and one flexible nose mounted guns. [Image in B-25 Aircraft North American Mitchell A47; NAA: A11093, 452/A47].**

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<sup>411</sup> In a letter titled, "Structural Modification of B-25D Airplanes at Kansas City Factory", dated June 10, 1943, it was made clear that the Modification Centre at Fairfax was most certainly involved but, that involvement was the fabrication and installation of gun mounts, boxes, ammunition feed chutes and the installation of the M2 50-calibre machine guns in the new waist and tail positions plus the installation of the package guns; via Phil Marchese facebook page, B-25 History Page.



These are the package guns typical of B-25D-25 and subsequent blocks. They were made by Consolidated and fitted post production by the modification centre. [NAA: A11093, 452/A47].



This is the port-side waist gunner's position. The starboard side position was identical and occupied the same fuselage stations. These were factory installed on the production line and NOT a modification centre installed accessory, the only changes made by the modification centre by this stage in B-25D production was the actual installation of the weapons and some internal fittings. [NAA: A11093, 452/A47].



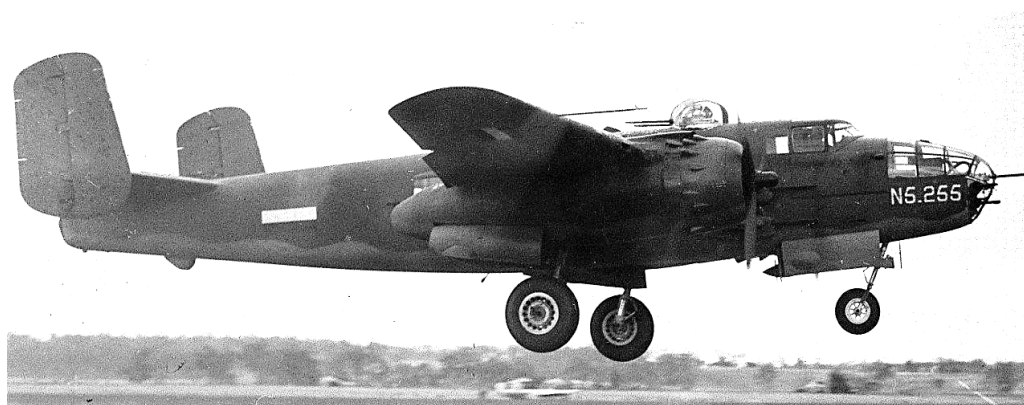
The tail gunner's position. Again, factory made, the modification centre installed the gun and some interior fittings. [NAA: A11093, 452/A47].



This is the subject aircraft for the photographs of the model NA-100 external variations, B-25D-25-NC, 42-87414, the future N5-167/GM-J. It was photographed in Australia just prior to hand-over to 18(NEI)SQN; the photographs were dated 25<sup>th</sup> January, 1944. As can be seen, at the time of the photo shoot, it was still wearing US markings but had already acquired the "Dutch Cleanser" nose art. 18(NEI)SQN formally received this aircraft from the NEI Pool on 27<sup>th</sup> January, 1944. [NAA: A11093, 452/A47].

## Camouflage

All Dutch 18(NEI)SQN B-25C and D aircraft were delivered in standard US Army Olive Drab 41 over Neutral Grey 43 – no Medium Green 42 splotches. Photographs exist of Dutch B-25Js serving with 18(NEI)SQN in Australia with serials up to and including N5-255 and ALL of them were photographed wearing US Olive Drab over Neutral Grey camouflage (or their later ANA equivalents). It is therefore believed that all Dutch B-25Js up to and including production block-25 (i.e. B-25J-25-NC), were delivered to Australia in standard camouflage. Those serial numbers being N5-218 to N5-258 inclusive and N5-266.



This is Dutch B-25J-25-NC, N5-255 (the former 44-30903), cleaning up immediately after take-off from what looks like Canberra (if not, then certainly a southern aerodrome). It's E/E.88 recorded it as being delivered to 18(NEI)SQN on July 27<sup>th</sup>, 1945. It was lost on operations on September 4<sup>th</sup>. [J W Newton via Neville Parnell].

N5-259 to N5-265 inclusive were B-25J-35-NCs. It isn't known if they were delivered in camouflage finish. Those B-25Js from serial number N5-247 and up arrived at 18(NEI)SQN too late to see operational service whilst based at Batchelor and therefore fell outside the period covered by the primary source material which forms the basis for the research which this article summarises. Accordingly, those aircraft are not included in the tables that appear later in this article. They are being discussed here merely in terms of likely surface finish.

Some former 18(NEI)SQN B-25s, serving as transport machines, had their camouflage removed.



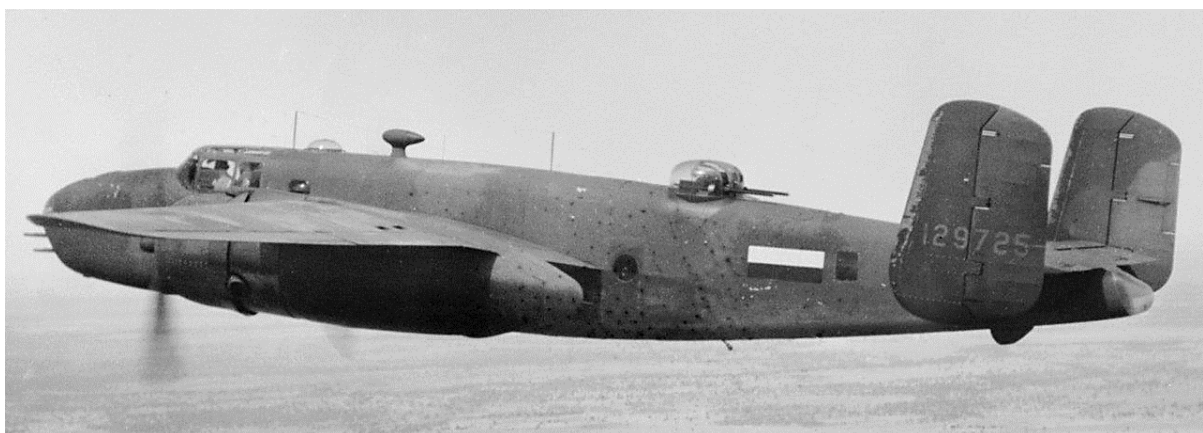
B-25C, N5-128, was a former veteran of 18(NEI)SQN. It joined the squadron on 24<sup>th</sup> August, 1942, and arrived at Macdonald on 27<sup>th</sup> December. Its first operation from Macdonald was on 20<sup>th</sup> January, 1943, and its last operation was from Batchelor on 5<sup>th</sup> January, 1944. It was received by the NEI Pool on January 10<sup>th</sup>. This image being taken at some point after that date. [Collection Netherlands Institute of Military History item 2155\_023138 via [nimh-beeldbank.defensie.nl](http://nimh-beeldbank.defensie.nl)].



Photographs of N5-134 and N5-141 both suggest a disruptive pattern camouflage scheme similar to each other. Whilst the base colour is no doubt Olive Drab 41, other colours are currently unknown.

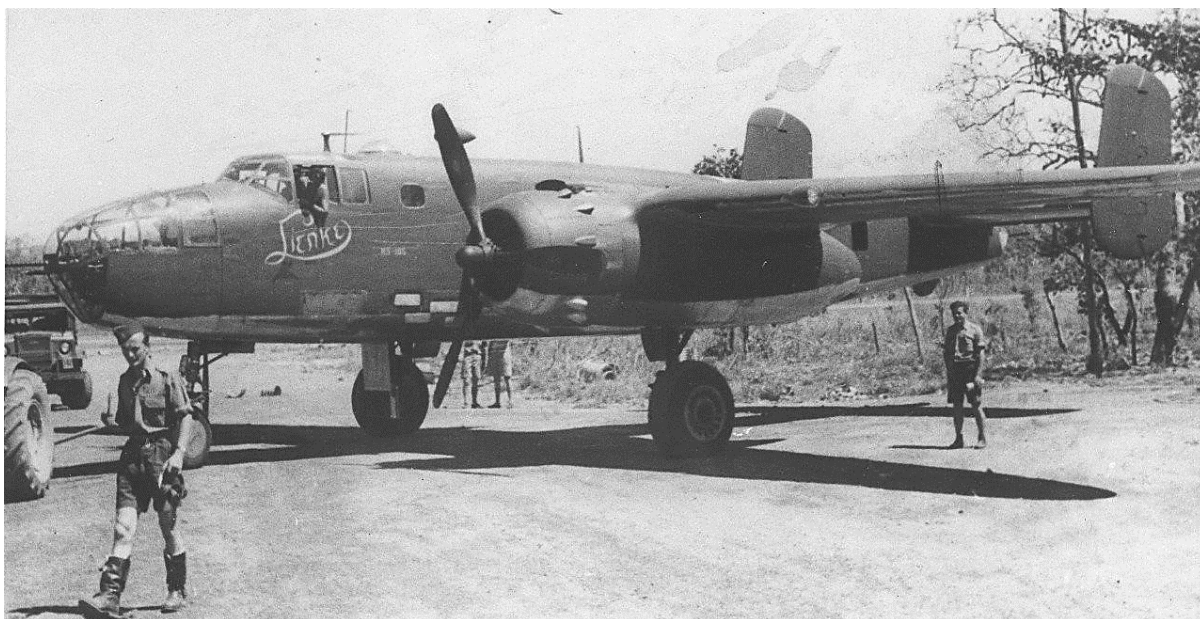


This is 18(NEI)SQN's N5-134, ex 41-12885, a B-25C. It seems that a disruptive scheme had been applied across the upper surface of the wing and across the fuselage centre section as well as the vertical stabilisers. It is difficult to tell if a pattern had been applied to the horizontal stabilizer, although some mottling seems to have been applied to the leading edge on the starboard side. The wedge shape discolouration immediately below the dorsal turret is likely caused by the use of a protective tarpaulin over the turret. [Aviation Heritage Museum of WA image P021898 via Mike Mirkovic].



N5-141, ex 41-29725, a B-25D (Strafer). A disruptive pattern is evident around the nose, across the centre section and on the vertical stabilisers. Again, the wedge-shaped discolouration below the turret is probably caused by a tarp. [AWM image 064758].

And two B-25Ds, N5-180 and N5-185, had camouflage removed from their undersides and oversized national markings applied for a couple of propaganda flights during September 1944 and January 1945.



This is N5-185. The package guns and dorsal turret have been removed as has the camouflage from the undersides. Notice that the recently revealed natural metal has apparently been polished as it mirrors the aircraft's shadow reasonably well. [Collection Netherlands Institute of Military History item 0807\_021-111-02 via [nimh-beeldbank.defensie.nl](http://nimh-beeldbank.defensie.nl)].



This is 18(NEI)SQN's N5-252 at an unidentified location in (I believe) 1946. It is wearing OD uppers. The port engine cowling has been stripped of paint and, although it is difficult to tell with certainty, the undersides seem to have been similarly treated. The bare metal on the engine cowling is dull from exposure. The next aircraft in line is a B-25 in natural metal finish. N5-252, a B-25J-25-NC, was received by 18(NEI)SQN on 12MAY45, too late to participate in any operations from Australia. Another interesting point visible in this image is the blisters on the package guns. This type having two blisters, the larger, forward, blister fairing over the link ejection chute and the smaller blister just aft of it fairing over the guns firing solenoid. [Collection Netherlands Institute of Military History item 2002-336-41 via [nimh-beeldbank.defensie.nl](http://nimh-beeldbank.defensie.nl)].

## Turrets

On B-25Cs and Ds, two types of canopy were fitted to the dorsal turret; an all plexiglass canopy or a reinforced one with lateral ribs extending from one side to the other and two ribbed gun slots.<sup>412</sup>

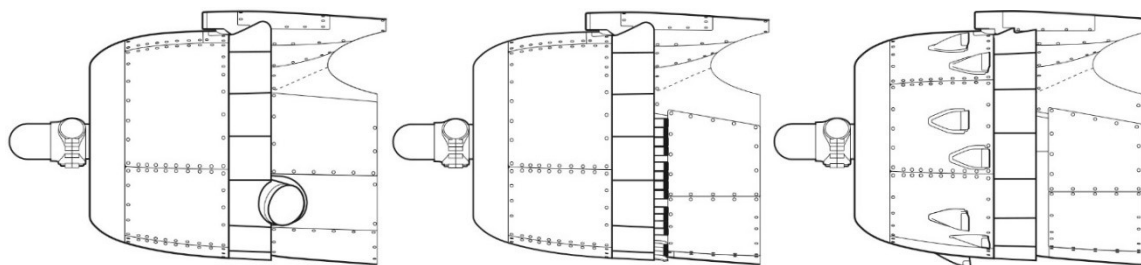
The all plexiglass examples were fitted to N5-131, -141 and -151.<sup>413</sup> This was added to by the NEI Pool at Canberra who reported that N5-128, -130, -134, -147, -148, -149, -154, -155, -158, -160, -164 and -208 were also fitted with the all plexiglass unit.<sup>414</sup> 18(NEI)SQN added the following to their list: N5-163, -165, -166, -167, -170, -172, -173, -178, -184, -188, -209, -211 and -217.<sup>415</sup> Presumably, the missing serial numbers received the reinforced type.

## Exhaust Flame Dampers

B-25C aircraft below 41-13039 and B-25D aircraft below 41-29848 had smooth engine cowling with single, short, large bore exhaust pipe.<sup>416</sup> This should cover N5-128 through N5-145 inclusive.

According to RAAF Publication 472 (the RAAF cover for the American Technical Order TO 01-60GB-2), B-25C aircraft 41-13039 (B-25C-1-NA) and subsequent and B-25D aircraft 41-29848 (B-25D-1-NC) and subsequent had “finger” type flame damper exhaust manifolds as illustrated below.<sup>417</sup> Insofar as 18(NEI)SQN was concerned, the only aircraft fitted with this type of exhaust manifold were its B-25C-10-NA’s (N5-148, N5-150 and N5-153).

All B-25C-15 and B-25D-15 aircraft (and subsequent production blocks) had Clayton S-type individual exhaust stacks protruding through cowling. For 18(NEI)SQN, this meant their B-25C-15-NA’s, N5-146, -147, -149, -151 and -152 and their B-25D-20-NCs (and subsequent): N5-154 and onwards.



At left, the smooth cowling and single, large bore, exhaust typical of models up to and including B-25C and B-25D (i.e. no block number). In the middle, the same smooth cowling but the single exhaust outlet replaced by small flame suppressing “fingers” these were fitted to B-25C-1 and B-25D-1 through to B-25C-10/D-10. At right, the Clayton S-type individual exhaust stacks. These became standard from B-25C-15/D-15 and were a feature of all subsequent models of B-25. [Copyright: Juanita Franzi, Aero Illustrations].

<sup>412</sup> RAAF Headquarters postgram T448/PGM of 8 Sep (1944) in Directorate Technical Services – B25 General – Technical – Mitchell Instruction Number 13; NAA: A705, 9/41/37 PART 1.

<sup>413</sup> SAD signal R72 of 12 Sep (1944), *ibid.*

<sup>414</sup> NEI Pool signal T4 of 16 Sep (1944), *ibid.*

<sup>415</sup> 18SQN signal T53 of 18 Sep (1944), *ibid.*

<sup>416</sup> RAAF Publication No. 472, Mitchell (B-25C and D) Airplanes Erection and Maintenance Instructions, May, 1944, (T.O. No. 01-60GB-2) Section XIII, paragraph 1h “Exhaust Manifold”.

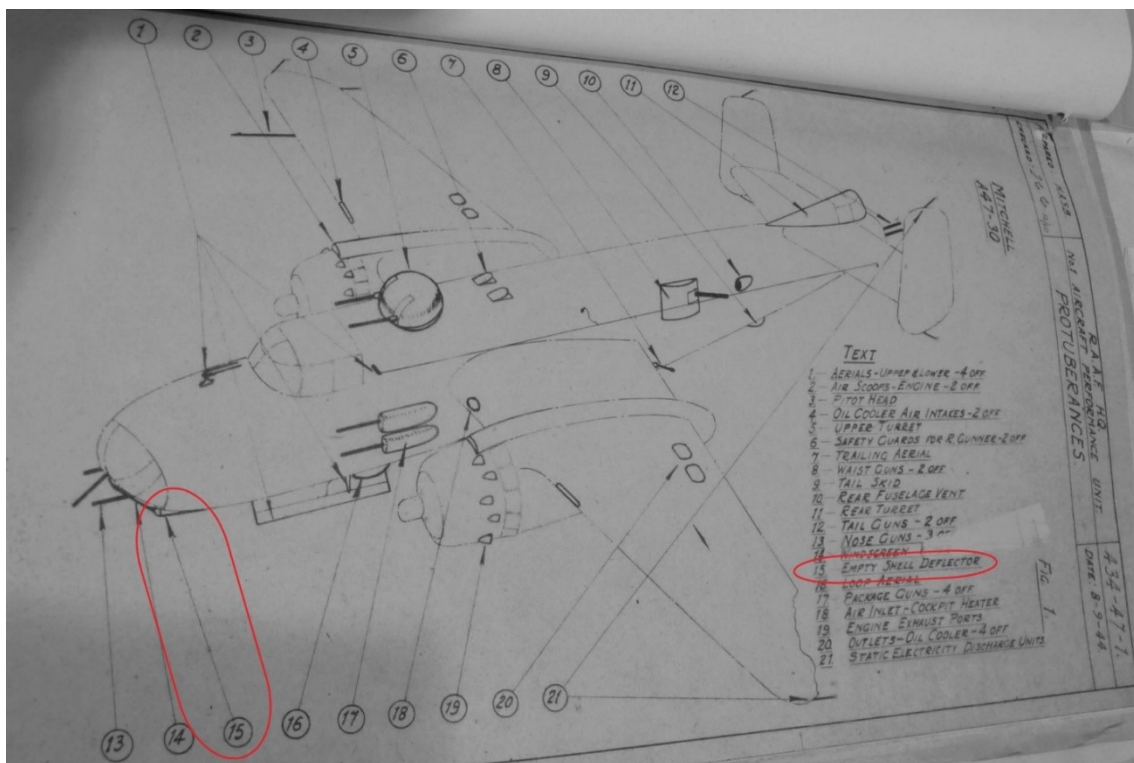
<sup>417</sup> *ibid.*



### Empty Shell Deflector (or Gas Extraction Venturi?)

On the next page is a hand-drawn descriptive diagram detailing “protuberances” on B-25J aircraft, A47-30, which identifies an item as being an “Empty Shell Deflector”. The document that it formed a part of was a report on performance trials and was prepared by No.1 Aircraft Performance Unit for RAAF HQ. I have read forum posts and been told that it was actually a gun gas vent but this idea hasn’t (so far) been verified by any official documentation that I’ve seen. While I’m not entirely sure how the Empty Shell Deflector was supposed to work or why it was required, I’m sceptical as to the idea that it was some sort of fume extraction venturi to aid in the ventilation of the nose compartment.

There seemed to be three minor variations on the theme with this device, but all (if fitted at all) were in the same position. The simplest version was a basic tube-like arrangement commencing immediately aft of the small chin window in the extreme forward right-hand-side floor of the bombaimers compartment and travelling back to the aft edge of the nose-gear door (not the small Strut Flap door that remains open when the gear is down – but the main door which only opens when the gear is being cycled). The alignment was such that it ran from its forward edge back in a straight line to the leading edge of the nose gear door just to the right-hand side of the Strut Flap door and then paralleled it along the longitudinal axis of the aircraft to the aft edge of the nose gear door. The intermediate version was virtually the same except that the chin window had been faired over to accommodate a funnel like opening for the device. The third version was evidently an extension of the second type, with the addition of a dog-leg type deviation traversing the bulge in the nose-wheel gear door which appeared from block-15 of the J model.

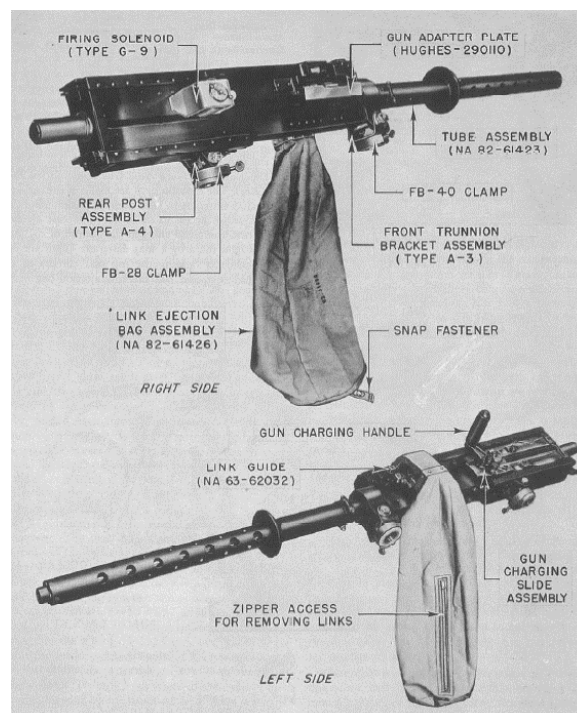


This is Fig 1 (dated 8SEP44) from the No. 1 Aircraft Performance Unit Report on “Brief Performance Trials on a B-25J Mitchell Aircraft”. It is the only official document that I’ve found that mentions the device. [NAA: A11093, 452/A47].

If the purpose of this tube was to extract foul air from the bombaimer’s compartment, why was it necessary? In addition to the air nozzle near the floor on the port side of the compartment providing ventilation, there was a large, circular, inwards opening, “storm window” next to the upper portion of

the flat bomb-aiming window, on the right-hand side. This had been a feature since the earliest models of B-25. Why was it decided that with two 50-cal M2s in that compartment, the fumes generated didn't pose a problem, but with one extra gun it did? Even if ventilation was an issue and the additional gun caused an unacceptable increase in fumes, surely an equally effective, although far less complicated, solution could have been devised rather than cutting a hole in the floor – and then having to fabricate a long metal, segmented, tube (remember it had to facilitate the opening and closing of the nose gear door) and riveting it to the fuselage with a bucket full of rivets to cover it. Something as simple as a small rearward facing outlet in one of the perspex windows adjacent to the rear bulkhead would have done the trick. For my money, I don't think that ventilation or an unacceptable increase in fumes was the issue.

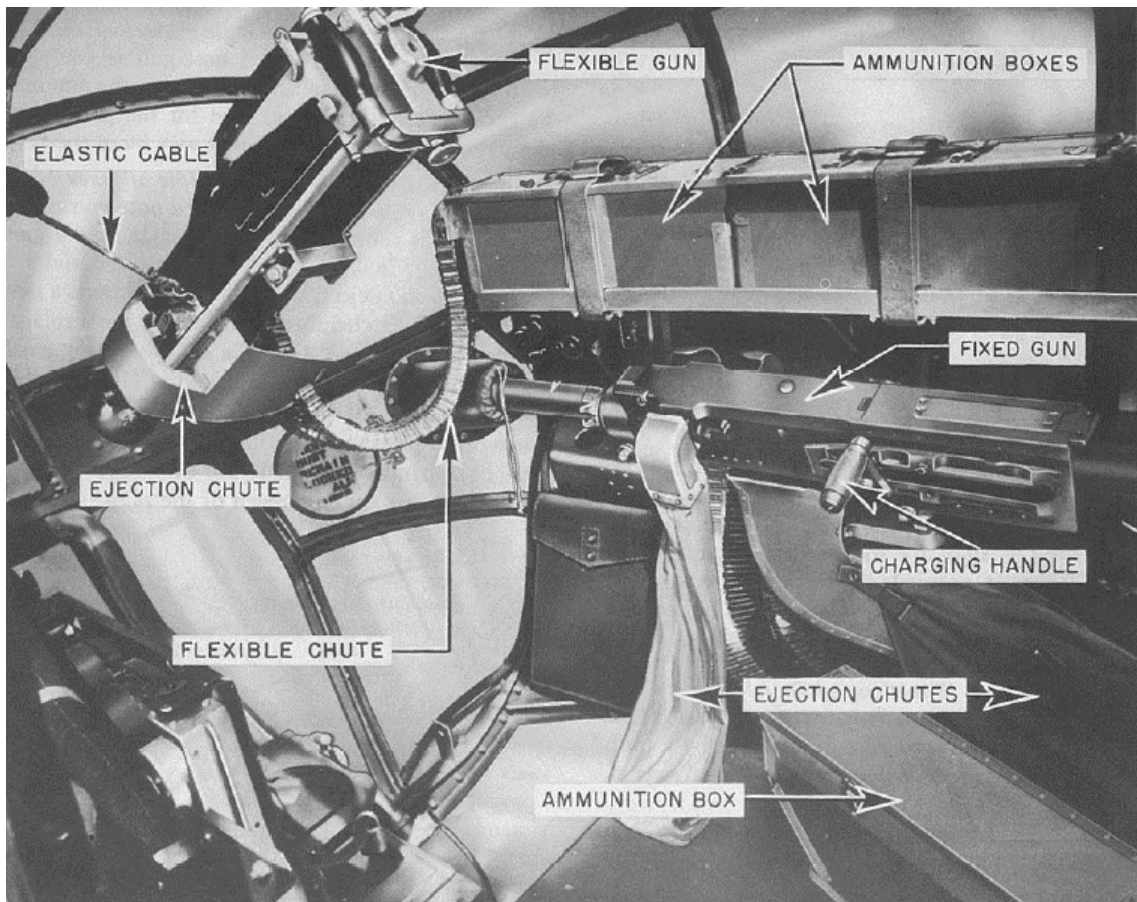
Scutts (2001) calls the contraption a “shell-collector chute fitted to prevent spent brass striking the underside of the aircraft”<sup>418</sup> or a “cartridge case collector”.<sup>419</sup> The first description in particular being much closer in name and purpose to 1APU's description of “Empty Shell Deflector” than other theories. Still, Scutts suggests that it was a “collector”, 1APU called it a “deflector”. Typically, the spent brass (and link) was either captured in large canvas bags that were attached to the guns ejection chutes (typical for turret mounted or other, internal, fixed guns) or allowed to cascade onto the floor (typical for hand-operated flexible guns). The package guns (in the same way as wing mounted guns in fighter type aircraft), being externally mounted, discharged link and casings directly overboard. As a side note: Browning M2 50-calibre machine guns were either a left-hand or right-hand, disintegrating-link belt-fed, recoil operated gun that ejected the spent cartridge case downwards from the bottom of the Receiver Group. Since the feed direction could be changed between left-hand or right-hand, the link was ejected out the opposite feed-way to the in-feeding round. Therefore, the shells were ejected straight down and the link was ejected out the left or right-hand side.



A figure from the North American Aviation B-25C/D Maintenance Manual showing the link ejection bag as fitted to the (in this case) single, fixed, nose gun. A second bag, the casing ejection bag, was attached to a metal chute fixed to the underside of the gun to collect the ejected shell casings. [NAA Inc Field Service Department, “Maintenance Manual B-25C & B-25D” (nd c1943) S-33 Fig.54].

<sup>418</sup> Jerry Scutts, *North American B-25 Mitchell* (2001) 107.

<sup>419</sup> *Ibid* p154.

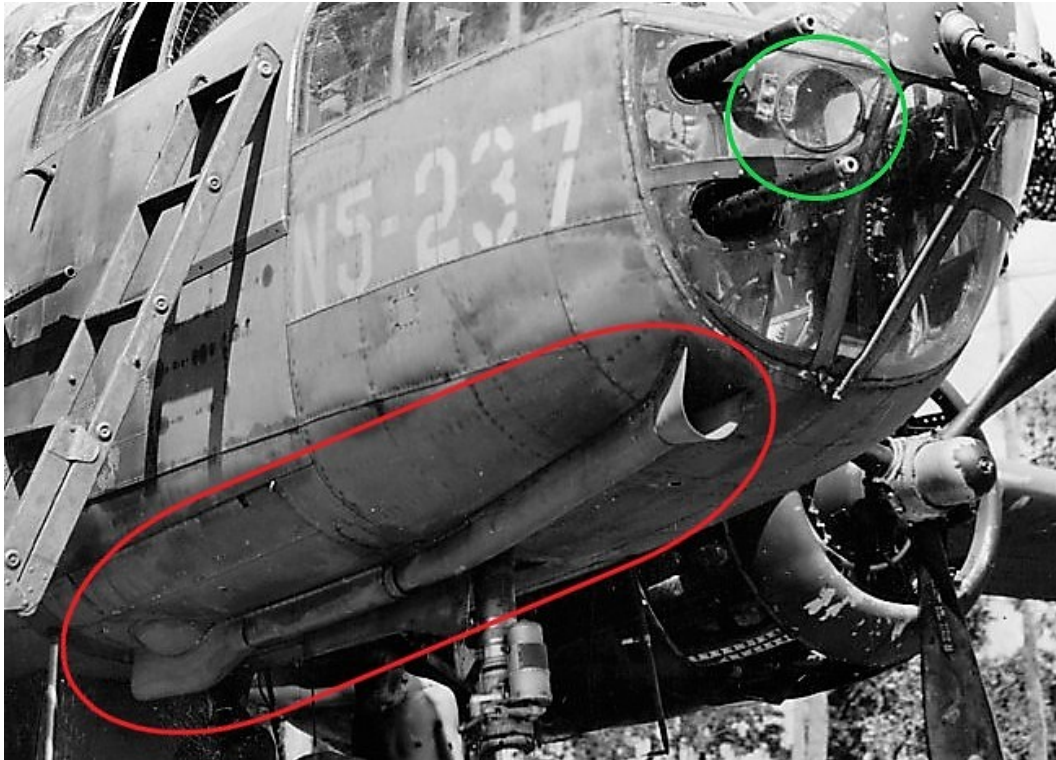


An interior view of the earlier single fixed and single flexible nose guns applicable to all B-25 models prior to B-25D-25s (i.e. all B-25s with an NAA model number below NA100). All block-25 and higher B-25Ds (i.e. NA100s) had a second gun fixed below the one in this image. The ammunition for the single, flexible, gun was contained in 3 interconnected boxes (containing a total of 300 rounds) secured to the shelf above the fixed gun(s) on the starboard side and was fed via a flexible metal chute to the right-hand side feed-way of the M2. Link was ejected out the left-hand side via a "C" shaped chute which opened into the chute for the ejected shell casings which then deflected both the ejected link and the spent casing to the floor. The fixed gun was fed with ammunition from a large box fastened to the floor (containing 300 rounds) via a flexible metal chute, again to the right-hand side feed-way of the gun. Ejected link was collected in its own bag via an ejection chute. Spent brass was collected in a large ejection bag via a fixed metal chute (in this image, for some reason, these ejection bags have both been labelled as "Ejection Chutes"). As mentioned, the only difference between this arrangement and that containing two fixed guns is that the compartment became more cluttered. The second fixed gun was fed, and the ejected link and casings collected, in exactly the same, although duplicated, way. [NAA Inc Field Service Department, "Maintenance Manual B-25C & B-25D" (nd c1943) S-29 Fig.47].

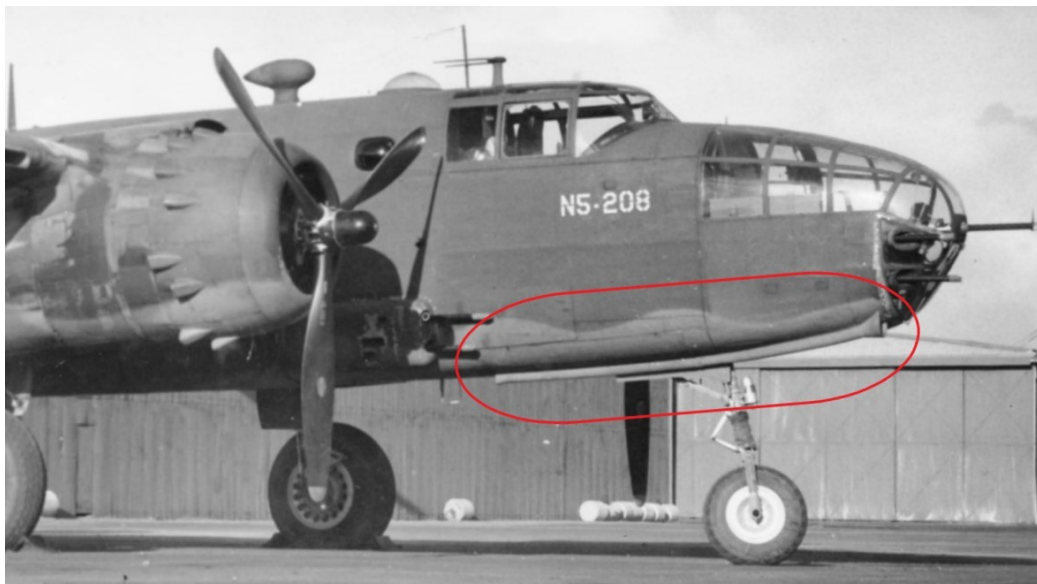
So, why not continue with capturing the spent brass and link from the fixed guns in bags and letting the flexible gun dump its ejected detritus onto the floor as before?

I can't see this device collecting cartridge cases as suggested by Scutts. Where were they being collected? Seeing as the tube runs just about the full length of the Fuselage Nose Section (the bombaimers cabin) and across the full length of the nose gear door at the after end of which it terminates abruptly, and that the ejected link and casings had already been collected in the bombaimers cabin (in bags), then the only place left that it could conceivably be collecting the brass is in the nose gear wheel well. But that doesn't make sense because there is simply no spare room.

Surely the purpose of this thing, if not to provide some extra ventilation in the most complicated way conceivable, must be to dump the spent brass (and perhaps link) overboard.



N5-237, ex 44-29030, a B-25J-15-NC displaying the “empty shell deflector” (circled in red). This device was rivetted to the outer skin under the bombaimer’s position and across the nose gear door, a join being required to facilitate the opening/closing of that door. That straight section on the gear door between the forward join and the portion that traverses the wheel bulge clearly shows the amount of riveting used to fix the device to the skin. The additional ventilation port can be seen cut into the nose glazing (circled in green). The hinge is clearly visible on the outer left-hand edge and the catch on the right-hand edge of this opening. When open, if that didn’t provide enough ventilation ( $\approx 180$  knots of ram air), then I’m not inclined to think that a venturi would do appreciably better. Certainly, a piece of perspex cut so as to form an openable window would seem to be a far easier and simpler solution to any ventilation issue. [Public Domain].



This is B-25D-35-NC, N5-208 (ex 43-3833) at Fairbairn. Whilst this “Empty Shell Deflector” has the funnel shaped opening, it only has a very small fluted terminus because, since most variants of the B-25 didn’t have the small bulge on the nose-gear door, the “dog-leg” wasn’t necessary. The simplest style of “Empty Shell Deflector” seems to one similar to that shown here, but without the funnel-shaped opening at the mouth. [Aviation Heritage Museum of WA image P010872].

But, even if there was now an overwhelming desire to dump the spent casings, etc, from the two fixed guns overboard, why this way? The strafers modified machines, as mentioned earlier, had two ejection chutes cut into the fuselage skin beneath the nose – inboard and slightly aft of where this funnel shaped contraption was later fitted. Perhaps spent casings rattling down the fuselage was a problem with those aircraft – although why it would have been any more of a problem than other external chutes (such as underneath wings or, indeed, fuselage mounted package guns) I couldn't say. But only the strafers had those chutes. Presumably, this device was intended to facilitate the release of spent brass (and perhaps link) by removing it from the cabin and funnelling it to an opening adjacent to the rear edge of the nose gear door. Although, if the idea was to avoid unnecessary damage to the underside of the fuselage, then confining that material within a narrow chute, firmly fixed to the underside of said fuselage would hardly alleviate the problem – although it would restrict the damage to that area within the chute; but the chute itself then inhibits ease of inspection of an area now more likely to have suffered damage.

There was already the provision to capture all of the ejected material from the two fixed guns in bags – these “casing ejection bags” each having a capacity for 300 spent cartridges – the same as their respective ammunition boxes. Surely if there were no ejection chutes, then no casings would be going overboard which, to bring my feeble, simplistic logic to the fore, would mean that the problem of ejected brass striking the underside of the fuselage and potentially knocking an aerial or two from its mounts would therefore be solved. The only plausible reason that I can think of is that, with the space taken by the extra gun, ammunition box and ejection bags, a relatively small amount of space could be reclaimed by removing the ejection bags (at least the casing ejection bags if not the link ejection bags) and having the existing ejection chutes reshaped so as to feed their material through a hole in the floor to be carried away by the ram-air generated by the device under the nose. I wonder though, how these guns were test fired at the gun butts? Without ram-air assisting the removal of brass, this device would be a severe impediment. I suppose the armourer would have to remove the cabin feed chute and reinstall the original chute and casing ejection bag(s) and then reverse the process before the aircraft was ready to go flying.

Unfortunately, neither the B-25C/D Erection Manual or the B-25J Erection Manual makes any mention of this device – by any name or suggested purpose – an omission which I find somewhat confusing. The fact that it wasn't always present suggests to me that it could be removed – although, given the large amount of rivets fixing the tube in place, drilling those out to effect removal would therefore have required not insignificant metal work repairs, not to mention patching over the hole that must have been cut into the fuselage to make this thing work (for whatever purpose) in the first place. Removable or not, surely it is reasonable to assume that it was at least supposed to be inspected from time to time (especially for internal damage or blockage, let alone corrosion) and would accordingly warrant a sentence or two in a maintenance manual.

I still don't believe that this device had anything to do with ventilation of the nose compartment during or after the firing of the nose guns and using it to capture the resultant debris doesn't make a whole lot of sense. However, I'm not able to explain (with any certainty) how such a device as this would assist in stopping spent cartridge casings from striking the underneath of the fuselage, either. My confusion notwithstanding, if 1APU says it was an Empty Shell Deflector, then that should be good enough for me.



## Fixed Forward Firing Package Guns



This seems to be a (poor) version of a Time Life image taken by George Silk during 1943. It shows B-25C strafers, N5-145, (“*De Vliegende Hollander/The Flying Dutchman*”) at Batchelor. These early package guns were subtly different from the later, mass produced, examples that were fitted to NA-100 model B-25Ds. The package guns as illustrated here were a much more angular, less aerodynamic shape and included two large fairings to cater for the firing solenoids. The ejection chutes for the link and for the spent cartridge cases were more agricultural in appearance than later versions. As on later versions, there was one small opening per gun for the link, and a larger chute for the brass. In this image, the link chute for the top gun has been obscured by the propeller disk and the shell casing chute for the lower gun is facing directly downwards and not visible from this angle. Notice also, the slight downwards incidence of these guns and the fact that they have been fitted with flash-suppressors. The large, protective, blast panel beneath the muzzles is obvious. [Public Domain].



The forward fuselage package guns as fitted to NA-100 B-25Ds, whilst still having a generally rectangular “footprint” was a more rounded, aerodynamic shape and lacked the protuberances of the earlier versions fitted to strafers and some block-20 aircraft. On block-25, and later aircraft (i.e. model NA-100) these package guns were catered for on the normal production line but were actually fitted post production by the modification centre. [Image in *B-25 Aircraft North American Mitchell A47*; NAA: A11093, 452/A47].

Compare the form and style of the early “strafer” type package guns with the later production standard version as found on all NA-100s (images on previous page). Notice the more rounded appearance, the lack of lumps and bumps and the recessed ejection chute openings of the later version.

The blast panels fitted to the fuselage were smaller, too. These were necessary because, without them, the concussion from the muzzle blast caused cracking to the skin of the aircraft. Whilst necessary, they were also problematic. Even though a sealant was applied around the inside edge of the blast panel, grit would find its way underneath and, naturally, moisture would develop which, together, formed a corrosion risk. So, the panels had to be removed and the skin beneath cleaned and inspected periodically.

These single “twin-50” type package guns were changed to two “single-50” units for the model NA-108 (B-25J). On B-25Js, they were mounted higher up the fuselage and the leading edge of the units was slightly further forward when compared to the “twin-50” style. Aside from being individual single units, an obvious difference between them and the earlier “twin-50” style was the evident lack of a link ejection chute opening. In fact, there was one (per side) and it was fitted to the lower package gun. There were at least three variations in this new “single-50” type. The most noticeable difference being the size of the “blister” protruding out the side – either being small (early version) or large (later version). This faired over an extraction chute for the expended link. The link extraction chute from the top gun ran down between the two gun packs (the angled fairing between the packs covers this) and met the similar feed chute from the lower gun at a common opening out of which the expended link from both guns fell free. Each gun still had its own shell casing ejection chute. A third version had two blisters, the second of which covered the firing solenoid.



**This is N5-233/GM-W, a B-25J-15-NC, photographed during a display in Victoria and shows the two individual package guns fitted to NA-108 aircraft. Notice the large blister type fairing of this later style which made room for the link chutes. Also, the angled fairing between the two gun packs which covered the chute for the link from the top gun to the common link ejection opening on the underside of the lower pack. Compare the single, large, blister of these package guns with those that appear on N5-252 back on p78. [AWM image 114122].**

**Waist Gunner's Position (NAA model NA-100 and NA-108 only)**

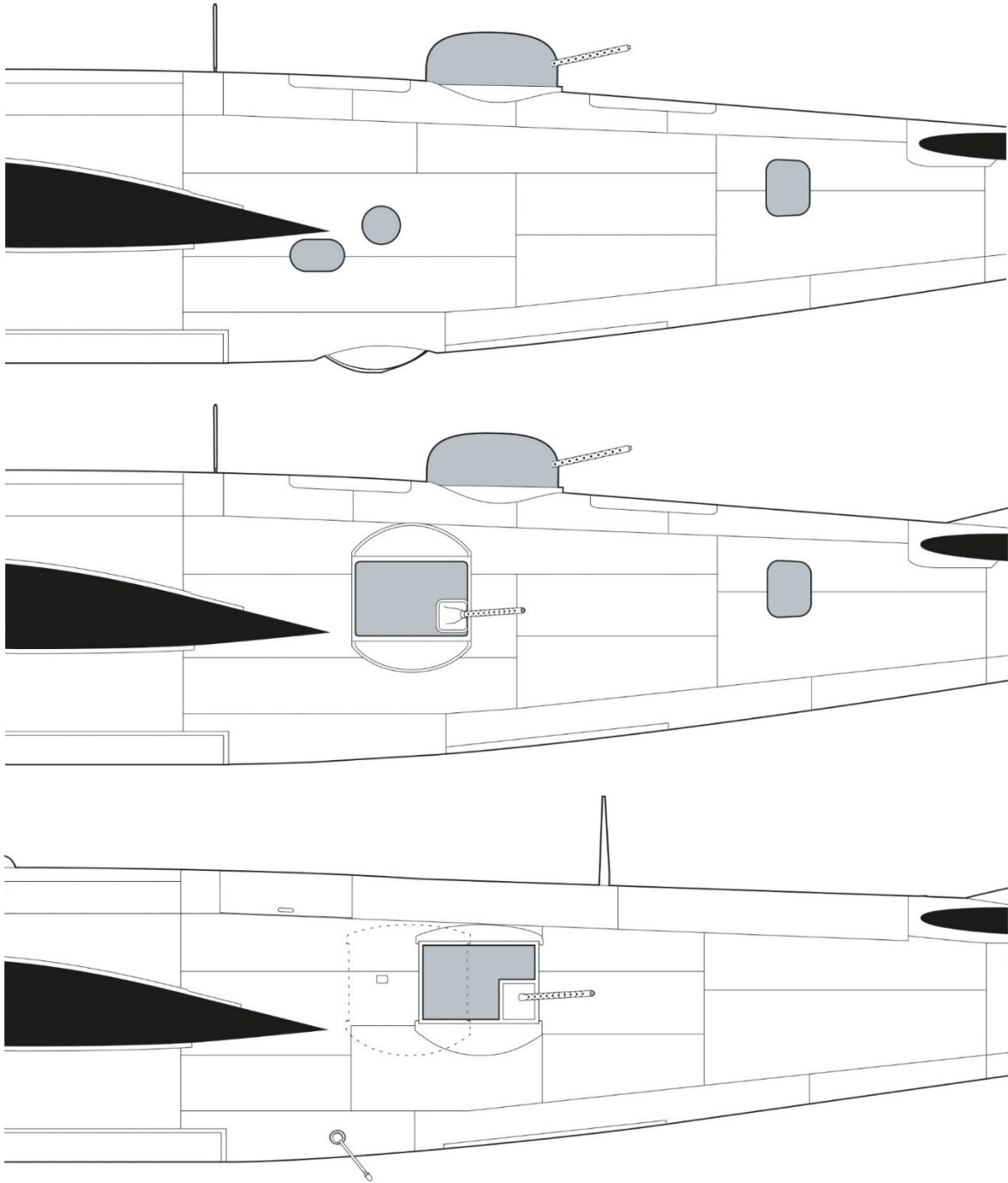


This is a repetition of an earlier image. It is repeated here to compare the NAA model NA-100 port-side waist gunner's position with that on NA-108s (B-25Js) – seen below. Notice the uniform size and shape of the fairings above and below the window. [Image in B-25 Aircraft North American Mitchell A47; NAA: A11093, 452/A47].

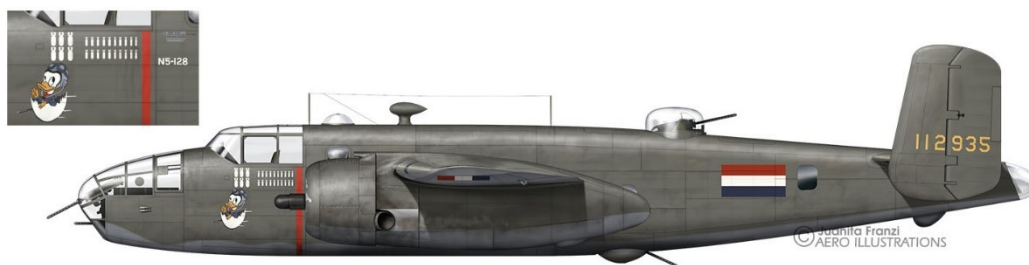


Another angle of B-25J-5-NC, N5-226, at Darwin. This image shows the left-hand waist gunners' position and its different position relative to those found on "D2s". On B-25J models, the starboard waist gunners window occupied the space between fuselage stations (STN) 354 and STN389 (identical to "D2's") but the port position was staggered further aft from about STN373 to STN408. Also, on B-25Js, the windows were higher than on "D2s". Notice the very different upper and lower fairings. Even the lower fairing is very different from that found on "D2s". [Aviation Heritage Museum of WA image P901604 via Mike Mirkovic].

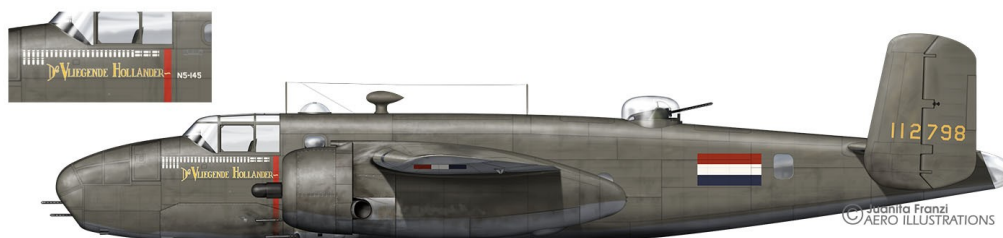




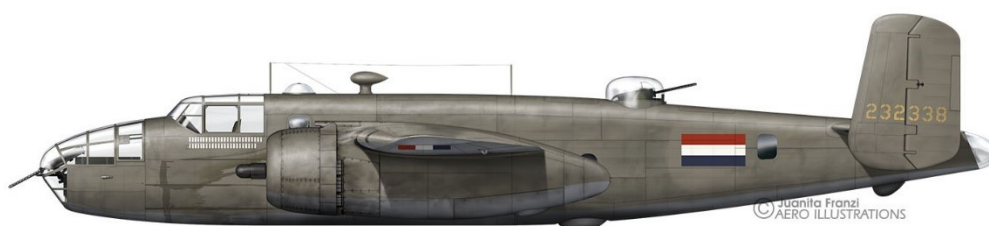
These three line drawings show the obvious differences between the aft fuselages of the principle B-25 models discussed in this article. From top: the “original” style aft fuselage typical of those B-25s with a two-digit North American Aviation model number; the dorsal and ventral turrets are shown as are the gunners sighting windows for the aiming of the ventral turret. Middle: The North American Aviation model 100 (B-25D-25/-30/-35); notice the fuselage structure is largely unchanged from the previous models and, whilst the ventral turret and its associated sighting windows have gone, the dorsal turret is in the same position. The waist gunners’ positions were symmetrical (port-side and starboard-side). Bottom: The North American Aviation model 108 (B-25J); the dorsal turret has been moved to the former navigators compartment, the waist gunners windows are higher and the port-side window has been moved further aft. The aft fuselage is deeper than previous models. [Copyright Juanita Franzi, Aero Illustrations].



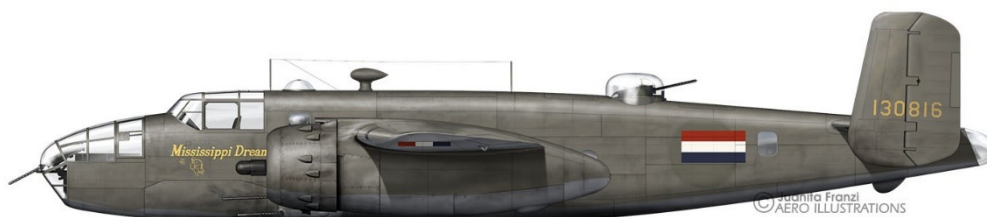
This is B-25C, N5-128/GM-A, the former 41-12935, as it appeared in early January 1944. Delivered to the Squadron on 24AUG42 and arriving at Macdonald Strip, NT, on 27DEC42, it flew its first operation on 20JAN43 and successfully completed at least 53 ops and was used as an apparent replacement on 6 more operations giving a grand total of 59 completed operations and 4 RTB's. Its last operation was on 05JAN44. Its bomb log shows two rows of 10 bomb symbols and two rows of 3 large bomb symbols. The Disney hatchling duck nose art was carried on both sides of the nose and, for a period, the machine gun projecting from the egg shell featured a bent barrel. Being a B-25C, it was originally equipped with a single flexible nose gun and a single fixed nose gun. The lower position of the fixed gun, in that position normally occupied by the second fixed gun, is confirmed by the reference photo. [Copyright Juanita Franzi, Aero Illustrations, drawing B25C-051].



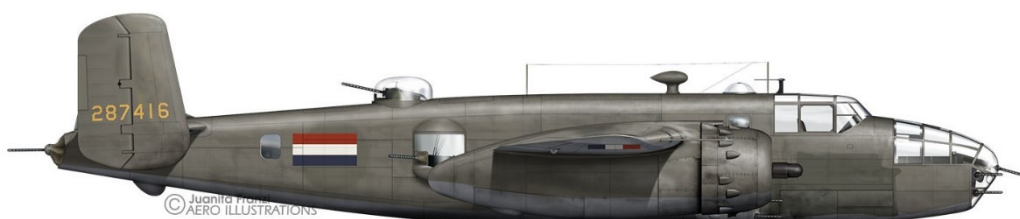
N5-145/GM-U, the former 41-12798, was a B-25C which underwent strafing modification at Eagle Farm. The ventral turret, the nose guns, plus the bomb-aiming equipment, was removed. These were replaced by four fixed forward firing guns, the ejection chutes for which were cut into the underside of the nose. Twin-50 package guns were also mounted on the lower forward fuselage just aft of the prop-disk. This aircraft completed 9 ops (plus 1 RTB) in its original configuration prior to undergoing the strafing mod. It then completed another 8 ops (plus 1 re-called). Photographs of this aircraft show a bomb log of 30 vertical and 6 horizontal bomb symbols. Typically for war-time bomb logs, this one didn't match the history of the aircraft it was applied to. The bomb log appeared on both sides of the nose and the name, "De Vliegende Hollander" appeared on the port-side. The English translation, "The Flying Dutchman" appeared on the starboard-side. [Copyright Juanita Franzi, Aero Illustrations, drawing B25C-041].



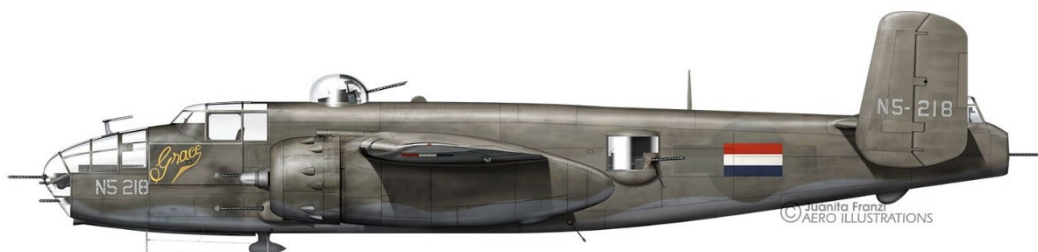
This is B-25C-10-NA, N5-148/GM-X, (ex 42-32338) and shows the finger style flame damping exhaust. Aside from that visual cue, this machine appears otherwise identical to other B-25C/D aircraft on the squadron. It was equipped with a single fixed and single flexible 50-calibre M2 machine gun in the nose compartment, a dorsal turret and a remotely operated ventral turret. Package guns were not fitted. This aircraft had a long operational career. A Time-Life photograph of this aircraft, from which this illustration is based, showed a bomb log of two rows of small bomb symbols: 25 on the top row and 23 on the bottom row. This aircraft flew its first operation on April 24<sup>th</sup>, 1943, and its last on February 10<sup>th</sup>, 1944. In between time, it completed 80 operations as tasked, plus another 5 as a replacement. [Copyright Juanita Franzi, Aero Illustrations, drawing B25C-061].



**“Mississippi Dream”, N5-161/GM-J (ex 41-30816) was a B-25D-20-NC. It was made with a ventral turret, but this had been removed and the opening faired over. The earlier “strafer” style package guns had been fitted and the aircraft had a single fixed and single flexible nose gun (it isn’t known if a second fixed gun had been retro-fitted or not). “Mississippi Dream” only had a short operational career. Having been delivered to 18(NEI)SQN on 24JUL43, it flew its first operation on October 14<sup>th</sup>. It completed 9 operations (plus a tenth as a replacement machine) before its demise on December 8<sup>th</sup>, 1943, at Drysdale River Mission. On that day, it was one of six B-25’s flying through rough weather from Batchelor to Drysdale in preparation for a strike on Koepang that evening. However, on landing at Drysdale, the nose gear on N5-161 collapsed. The crew escaped injury but the forward fuselage, both engines and both props were considered to be seriously damaged. The aircraft remained at Drysdale and was passed to 4RSU in whose hands it was reduced to spares after mid-January, 1944. The remains of the aircraft were recently recovered and transported to Adelaide by Reeves Warbirds. [Copyright Juanita Franzi, Aero Illustrations, drawing B25D-011].**



**This is a starboard side profile of N5-168/GM-Y. This aircraft was the former 42-87416, a B-25D-25-NC (a North American Aviation model NA-100) which went on to serve with 2SQN as A47-35/KO-R. It was received by 18(NEI)SQN on 27JAN44 (the sixth example of the new model to be received) and initially received the temporary individual identification letters of “AC” with which it flew its first three operations (commencing on February 15<sup>th</sup>). It was then allocated the individual identification letter “Y” and, from April 1<sup>st</sup>, flew a further 14 operations. Its operational tour concluded at the end of June 1944 and the aircraft was sent to the NEI Pool towards the end of July. It was later transferred to the RAAF and received the serial number “A47-35”. It was delivered to 2SQN at Hughes during 1945, but was too late to be used operationally from Australia. It then deployed with that Squadron to Borneo. [Copyright Juanita Franzi, Aero Illustrations, drawing B25D-022].**



**“Grace” was a B-25J-1-NC (ex 43-27692) and was the 2<sup>nd</sup> J-model received by 18(NEI)SQN on 21JUL44. It too was allocated the individual identification letter “Y” – replacing N5-168 which had recently left the Squadron. It flew its first operation on July 25<sup>th</sup> (which, incidentally, was the first 18(NEI)SQN mission to have a J-model participating) and its 24<sup>th</sup> and last on October 24<sup>th</sup>. It wasn’t replaced on any of its planned missions, it was never used as a replacement, nor was it ever required to return to base prior to reaching its objective. [Copyright Juanita Franzi, Aero Illustrations, drawing B25J-131(1)].**

## ***B-25 Models and Serial Numbers***

This is a list of NEI B-25 models<sup>420</sup> and serial numbers<sup>421</sup> used operationally by Number 18 (NEI) Squadron whilst under the operational control of North Western Area. Those later B-25Js that weren't used operationally in Australia have been omitted from this listing as well as the tabular analysis commencing on p98.<sup>422</sup>

<u>Model</u>	<u>NEI Serial</u>	<u>Former US Serial</u>
B-25C	N5-128	41-12935
	N5-129	41-12916 [B-25C (Strafer) NA]
	N5-131	41-12936
	N5-132	41-12919
	N5-133	41-12914
	N5-134	41-12885 [B-25C-NA]
	N5-135	41-12912
	N5-136	41-12933
	N5-138	41-12934 [B-25C-NA]
	N5-139	41-12913
	N5-145	41-12798 [B-25C (Strafer) NA]
B-25C-10-NA	N5-148	42-32338
	N5-150	42-32337
	N5-153	42-32339
B-25C-15-NA	N5-146	42-32512
	N5-147	42-32484
	N5-149	42-32511
	N5-151	42-32485
	N5-152	42-32483
B-25D	N5-130	41-29713 [B-25D (Strafer) NA]
	N5-137	41-29735
	N5-140	41-29723
	N5-141	41-29725 [B-25D (Strafer) NA]
	N5-142	41-29716 [B-25D (Transport) NA]
	N5-143	41-29722 [B-25D (Strafer) NA]
	N5-144	41-29717
B-25D-20-NA	N5-154	41-30584
	N5-155	41-30586
	N5-156	41-30587
	N5-157	41-30588
	N5-158	41-30589
	N5-159	41-30682
	N5-160	41-30713
	N5-161	41-30816

<sup>420</sup> AN 01-60GB-1 Pilot's Flight Operating Instructions for Army Models B-25C and D Series, Section 1, paragraph 2, Block Numbering System, dated 25 December, 1943, revised 15 July, 1944.

<sup>421</sup> Joe Baugher web site [http://www.joebaugher.com/usaf\\_bombers/b25\\_23.html](http://www.joebaugher.com/usaf_bombers/b25_23.html) at 18th October 2013.

<sup>422</sup> For those that might be interested, those aircraft that missed the list were: B-25J-15-NC, N5-240 (ex 44-29033), B-25J-20-NCs, N5-244 (ex 44-29262), N5-247 (44-29515) and N5-248 (44-29516) and B-25J-25-NCs, N5-250 (44-30504) and N5-252 (44-30507).

<u>Model</u>	<u>NEI Serial</u>	<u>Former US Serial</u>		
B-25D-25-NC	N5-162	42-87349		
		N5-163	42-87350	
		N5-164	42-87305	
		N5-166	42-87398 <sup>423</sup>	
		N5-167	42-87414	
		N5-168	42-87416 <sup>424</sup>	To RAAF as A47-35
		N5-169	42-87366	
		N5-170	42-87254	
		N5-171	42-87255	To RAAF as A47-36
		N5-172	42-87256	
		N5-173	42-87257	
		N5-174	42-87258	To RAAF as A47-37
		N5-175	42-87259	To RAAF as A47-33
		N5-176	42-87313	
		N5-177	42-87311	
		N5-178	42-87312	
		N5-179	42-87307	
		N5-180	42-87321	
N5-188	42-87260			
B-25D-30-NC	N5-165	42-87595		
		N5-181	43-3423	To RAAF as A47-3
		N5-182	42-87597	
		N5-183	42-87607	To RAAF as A47-1
		N5-184	43-3282	
		N5-185	43-3421	
		N5-186	42-87608	To RAAF as A47-34
		N5-187	43-3422	To RAAF as A47-2
		N5-189	43-3424	To RAAF as A47-4
		N5-192	43-3426	To RAAF as A47-5
		N5-193	43-3427	To RAAF as A47-6
		N5-194	43-3607	To RAAF as A47-7
		N5-195	43-3613	To RAAF as A47-8
		B-25D-35-NC	N5-190	43-3830
N5-196	43-3621			To RAAF as A47-9
N5-197	43-3623			To RAAF as A47-10
N5-198	43-3624			To RAAF as A47-11
N5-199	43-3625			To RAAF as A47-12
N5-200	43-3626			To RAAF as A47-13
N5-201	43-3766			To RAAF as A47-14
N5-202	43-3767			To RAAF as A47-15
N5-203	43-3768			To RAAF as A47-16
N5-204	43-3769			To RAAF as A47-17
N5-205	43-3770			To RAAF as A47-18
N5-206	43-3790			To RAAF as A47-19 <sup>425</sup>
N5-207	43-3791			To RAAF as A47-20
N5-208	43-3833			
N5-209	43-3835			
N5-210	43-3834			
N5-211	43-3836			
N5-212	43-3832	To RAAF as A47-23		

<sup>423</sup> Incorrectly recorded as being B-25D-10-NA, 41-30298 on its E/E.88 for serial N5-166.

<sup>424</sup> Incorrectly recorded as being 41-30416 on its E/E.88 for serial N5-168 however, its E/E.88 as A47-35 correctly identifies it as 42-87416.

<sup>425</sup> Baugher notes "conflict here". What the conflict actually was wasn't elaborated on.

<u>Model</u>	<u>NEI Serial</u>	<u>Former US Serial</u>
B-25D-35-NC	N5-213	43-3789 To RAAF as A47-21
	N5-214	(43-3868) <sup>426</sup>
	N5-215	43-3869 To RAAF as A47-25
	N5-216	43-3867 To RAAF as A47-24
	N5-217	(43-3620 or -3765) <sup>427</sup>
B-25J-1-NC	N5-218	43-27692
	N5-219	43-27691 To RAAF as A47-27
	N5-220	43-27689 To RAAF as A47-26
	N5-221	43-27688
	N5-222	43-27690
B-25J-5-NC	N5-223	43-27926
	N5-224	43-27927 To RAAF as A47-28
	N5-225	43-27928 To RAAF as A47-29
	N5-226	43-27929
B-25J-10-NC	N5-227	43-28181 To RAAF as A47-32
	N5-228	43-28182
	N5-229	43-28185 To RAAF as A47-30
	N5-230	43-28184
	N5-231	43-28183 To RAAF as A47-31
B-25J-15-NC	N5-232	44-29021 To RAAF as A47-38
	N5-233	44-29022
	N5-234	44-29023
	N5-235	44-29024 To RAAF as A47-39
	N5-237	44-29030
	N5-239	44-29032
B-25J-20-NC	N5-242	44-29260
	N5-243	44-29261
	N5-245	44-29263
	N5-246	44-29514

<sup>426</sup> In Serial Numbers of Dutch B-25 Mitchells via [http://www.joebaugher.com/usaf\\_bombers/b25\\_23](http://www.joebaugher.com/usaf_bombers/b25_23) at 18/10/2013, Baugher notes this serial number as becoming an NEIAF aircraft, but doesn't record a Dutch serial number. That list has three vacant US serial numbers: 43-3620, -3765 and -3868. The E/E.88 for this aircraft doesn't list a former US serial number. N5-214 was lost on 01SEP44 and the website, "aviation-safety.net/wikibase/dblist.php?AcType=B25&sorteer=date key& page=7" has an entry for N5-214 on that date which quotes the manufacturers serial number for this aircraft as being "100-24194". That NAA serial shows the aircraft to be NAA model NA100, 24194, which was the second last B-25D built and corresponds to USAAF serial number 43-3868.

<sup>427</sup> In Serial Numbers of Dutch B-25 Mitchells via [http://www.joebaugher.com/usaf\\_bombers/b25\\_23](http://www.joebaugher.com/usaf_bombers/b25_23) at 18/10/2013, Baugher notes this serial number as becoming an NEIAF aircraft, but doesn't record a Dutch serial number. That list has three vacant US serial numbers: 43-3620, -3765 and -3868. The E/E.88 for this aircraft doesn't list a former US serial number. If 43-3868 had become N5-214, then either 43-3620 or -3765 became N5-217.



This is N5-217 (serial clearly visible on vertical stabilizer) after its mishap at Pell on 09FEB45. This picture has been quoted as being of B-25J, 43-27925, which is obviously incorrect. All of the NAA model NA-100 diagnostic features are visible to prove that this simply cannot be a model NA-108 (B-25J): Consolidated twin-50 package guns, astrodome at navigator's station (immediately behind cockpit), large fairing above starboard side waist gunners window, dorsal turret aft of trailing edge of wing and steeper fairing for tail gunner's position. This aircraft is a B-25D and most likely a B-25D-35-NC. I believe it is either the former 43-3620 or 43-3765. [Image via [ozatwar.com/ozcrashes/nt130a](http://ozatwar.com/ozcrashes/nt130a)].

### **Code Letters**

18(NEI)SQN seems not to have marked code letters, either individual letters or full three-letter codes, on their aircraft. However, since moving to North Western Area, each of 18(NEI)SQN's B-25s was allocated an individual identification letter and the Squadron consistently identified each aircraft operationally by that letter, and administratively by its serial number.

This practice of actually allocating individual identification letters without physical marking them on a unit's aircraft wasn't unique to 18(NEI)SQN. From about the third week of April 1944, 1PRU's operational aircraft received individual identification letter assignments and this carried through to 87SQN. It seems though, that none of their aircraft were marked with their individual code letter assignments either.

### Aircraft Code Letter Allocations

GM-	Jan-Apr 1943 (single letter)	Apr-Jun 1943	Jul-Dec 1943	Jan-Jun 1944	Jul-Dec 1944	Jan-Jun 1945
A	128	128	128	128 / 162	221	221
B	129	129	129	129 / 172	172	239
C	130	130	130	130 / 174	210 / 211	211 / 242
D	131	131	131	165	165	165
E	-	-	-	-	-	-
F	132	151	151	151/179/188	188	188
G	133	152	156 / 155	155 / 169	169 / 234	234
H	134	134	134 / 160	160 / 180	180	-
I	-	-	-	-	-	-
J	135	135	161	167	167	246
K	136	136	136 / 158	158	230	230
L	137	-	137	137 / 164	164/223/228	228
M	138	138	138	138 / 166	166	166
N	139	153	153	184	184	184
O	140	-	155	-	-	-
P	141	141	141	141/176/217	217	217
Q	-	-	159	163	163	185
R	143	143	143	178	178	178
S	144	-	158	-	226	226
T	-	-	-	-	-	-
U	145	145	145	170	170	170 / 245
V	-	146	146	146 / 171	171/222/237	237
W	-	147	157	157 / 185	185 / 233	233 / 243
X	-	148	148	148 / 177	214 / 209	209
Y	-	149	149	149 / 168	218	-
Z	-	150	154	154 / 173	173	173
AB	-	-	-	167	-	-
AC	-	-	-	168	-	-
AD	-	-	-	169	-	-
AG	-	-	-	184	-	-
none	142	142	142	-	-	-
unk	-	-	-	-	"189" / 240	240/244/ 247/248/ 250/252

N5-189 was recorded by 18(NEI)SQN as flying an operation with them on 13<sup>th</sup> August, 1944, as a replacement machine. It should be noted though, that N5-189 was never officially on strength with 18(NEI)SQN and the recording of N5-189 could easily have been a corruption of N5-184 – which was the tasked airframe. N5-189 became A47-4 with 2SQN and during 1944 was something of a mystery machine.

As alluded to on p76, six of 18(NEI)SQN's B-25Js were delivered to the Squadron too late to participate in any operations whilst based in Australia so therefore no operational documentation was raised in relation to them. Accordingly, it was impossible to determine what, if any, letters were allocated to those aircraft.



### **Code Letter Re-Assignments**

It would seem that seven of 18(NEI)SQN's B-25s had more than one identification letter assigned at some point during their service.

N5-155	GM-O	became	GM-G
N5-158	GM-S		GM-K
N5-167	GM-AB		GM-J
N5-168	GM-AC		GM-Y
N5-169	GM-AD		GM-G
N5-184	GM-AG		GM-N
N5-185	GM-W		[GM-Q]

N5-155 relinquished the letter "O" and assumed the letter "G" shortly after that letter became vacant with the loss of N5-156.

N5-158 changed from "S" to "K"

N5-167 was temporarily assigned the letters "AB" before acquiring the letter "J".

N5-168 was "AC" before becoming "Y".

N5-169 was "AD" before picking up the letter "G".

N5-184 was "AG" before taking over the letter "N".

N5-185 spent just about all of its service as "W", but apparently changed to "Q".

N5-189 allocation unknown (believed to have never been allocated to 18(NEI)SQN).

The letters "E", "I" and "T" were not allocated to any of 18(NEI)SQN's aircraft.

## Tabular Analysis

In an effort to provide additional weight to my hypothesis that the allocation of individual identification letters to 18(NEI)SQN's B-25s was real and not merely chance, here is a tabular analysis of the accuracy of the identification letter to serial number associations for each of their B-25s in NWA.

As usual, 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	Letter(s)	Tasked	Known Cancellations	Tasked and Recorded in A51 as Flying	Tasked but Not Recorded (Apparently replaced by...)	Not Tasked but Recorded (Apparently replaced...)	Accuracy (%)
N5-128	A	7	1	6	0	0	100
	GM-A	58	2	51	5	6	82.2
N5-129	B	9	1	8	0	1	88.8
	GM-B	54	3	49	1	3	92.4
N5-130	C	12	2	10	0	0	100
	GM-C	6	0	6	0	0	100
N5-131	D	8	0	7	1	0	87.5
	GM-D	55	1	50	5	3	86.2
N5-132	F	4	0	4	0	2	66.6
N5-133	G	12	1	11	0	0	100
N5-134	H	8	0	8	0	1	88.8
	GM-H	14	0	12	2	1	80.0
N5-135	J	9	1	8	0	0	100
	GM-J	5	0	5	0	0	100
N5-136	K	15	1	14	0	0	100
	GM-K	38	0	38	1	1	95.0
N5-137	L	8	0	8	0	1	88.8
	GM-L	8	0	8	0	0	100
N5-138	M	13	2	10	1	0	90.9
	GM-M	85	1	76	8	1	89.4
N5-139	N	2	0	2	0	0	100
N5-140	O	12	1	10	1	0	90.9
N5-141	P	6	1	5	0	0	100
	GM-P	13	1	12	0	0	100
N5-143	R	10	1	9	0	0	100
	GM-R	11	0	11	0	1	91.6
N5-144	S	8	3	4	1	0	80.0
N5-145	U	9	1	8	0	0	100
	GM-U	13	1	11	1	0	91.6
N5-146	GM-V	83	7	74	2	6	90.2
N5-147	GM-W	10	0	10	0	0	100
N5-148	GM-X	93	6	81	6	5	88.0
N5-149	GM-Y	92	6	82	4	4	91.1

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 (%)
N5-150	GM-Z	11	2	9	0	0	100
N5-151	GM-F	71	6	64	1	3	94.1
N5-152	GM-G	9	3	6	0	0	100
N5-153	GM-N	33	1	32	0	0	100
N5-154	GM-Z	15	0	14	1	0	93.3
N5-155	GM-O	2	0	2	0	0	100
	GM-G	10	0	10	0	0	100
N5-156	GM-G	5	0	5	0	0	100
N5-157	GM-W	21	0	20	1	1	90.9
N5-158	GM-S	1	0	1	0	0	100
	GM-K	24	1	22	1	0	95.6
N5-159	GM-Q	12	0	12	0	0	100
N5-160	GM-H	33	5	27	1	0	96.4
N5-161	GM-J	10	1	9	0	2	81.8
N5-162	GM-A	39	6	32	1	2	91.4
N5-163	GM-Q	56	4	52	0	1	98.1
N5-164	GM-L	28	0	28	0	2	93.3
N5-165	GM-D	70	2	67	1	5	91.7
N5-166	GM-M	58	1	52	5	3	86.6
N5-167	GM-AB	3	0	3	0	0	100
	GM-J	59	3	54	2	2	93.1
N5-168	GM-AC	4	0	3	1	0	75.0
	GM-Y	15	1	14	0	0	100
N5-169	GM-AD	3	1	2	0	0	100
	GM-G	38	2	35	1	3	89.7
N5-170	GM-U	65	2	60	3	3	90.9
N5-171	GM-V	24	1	23	0	1	95.8
N5-172	GM-B	49	3	44	2	2	91.6
N5-173	GM-Z	62	5	56	1	4	91.8
N5-174	GM-C	24	3	20	1	0	95.2
N5-176	GM-P	18	0	17	1	0	94.4
N5-177	GM-X	11	1	10	0	0	100
N5-178	GM-R	64	1	60	3	1	93.7
N5-179	GM-F	2	0	1	1	0	50.0
N5-180	GM-H	27	1	26	0	2	92.8
N5-184	GM-AG	1	0	1	0	0	100
	GM-N	59	4	49	7	2	84.5
N5-185	GM-W	27	1	25	1	1	92.5
	Q	1	0	1	0	0	100
N5-188	GM-F	60	0	58	2	3	92.0
N5-189	?	0	0	0	0	1	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 (%)
N5-209	GM-X	32	2	28	2	0	93.3
N5-210	GM-C	11	1	10	0	0	100
N5-211	GM-C	29	2	25	2	1	89.2
N5-214	GM-X	25	1	24	0	1	96.0
N5-217	GM-P	40	0	38	2	2	90.4
N5-218	GM-Y	24	0	24	0	0	100
N5-221	GM-A	44	0	42	2	2	91.3
N5-222	GM-V	14	1	13	0	0	100
N5-223	GM-L	1	0	1	0	0	100
N5-226	GM-S	31	3	27	1	2	90.0
N5-228	GM-L	47	5	41	1	5	87.2
N5-230	GM-K	49	2	46	1	1	95.8
N5-233	GM-W	18	0	17	1	1	89.4
N5-234	GM-G	31	0	29	2	0	93.5
N5-237	GM-V	26	1	24	1	2	88.8
N5-239	GM-B	13	4	9	0	1	90.0
N5-242	GM-C	9	1	6	2	0	75.0
N5-243	GM-W	5	0	3	2	0	60.0
N5-245	GM-U	2	0	2	0	0	100
N5-246	GM-J	12	2	9	1	0	90.0

The highest accuracy figure recorded was 100% which occurred on 33 out of 94 occasions. The lowest accuracy figure recorded was 0% recorded for N5-189 whereby its actual use was either a simple typographical error in the units A51 and therefore didn't fly at all or was a replacement used only once, so no association between its serial number and any particular letter is known. The next lowest recorded figure was 50% for N5-179 which was only tasked to fly on two operations and was apparently replaced on one of them. Then came one at 60%, one at 66.6% and two at 75%. After that, there were 18 returns with percentage figures in the 80s, 37 in the 90s and, as previously mentioned, 33 at 100%. That shows that 90 aircraft out of 94 returned an accuracy figure greater than or equal to, 75%. So, even though no evidence has been found to show that individual identification letters were actually marked on any of these aircraft, I believe that these figures prove that the allocations were not only real but that they were consistently used throughout 18(NEI)SQN's tenure in NWA.

In keeping with similar tables in other editions of "Notes Regarding", accuracy figures for individual aircraft suffer if that aircraft was used as a replacement. They also suffer if relatively simple errors occurred in administrative record keeping. This has evidently affected some aircraft which flew during the November and December, 1943, period when the Squadron's A51 was riddled with typing errors. Whoever compiled those records during that period seems to have had particular difficulty with distinguishing between N5-128 / N5-138 and N5-128 / N5-129. Similarly, they were frequently confused with N5-146 / N5-148 / N5-149. Other, similar, errors are sure to exist. Therefore, many of the entries in the preceding analysis which show aircraft as having been "apparently replaced by" or as having "apparently replaced" another machine may not have occurred and consequently the "real" accuracy figure might be higher than indicated.

As mentioned previously, photographic verification of these allocations isn't possible.



18(NEI)SQN aircraft returning from NEI26/2 Aug (1944). B-25Ds N5-180 and N5-184 are the two closest aircraft. B-25J, N5-218 is at bottom right. [AWM image P02769.001].



It has been written by others that the Dutch didn't apply national markings to the upper wings of their B-25s until AFTER the end of WW2. The fact is that, whilst that was true for their B-25Cs and D's, it wasn't so for their B-25Js. As evidenced by N5-218 in this 2<sup>nd</sup> August, 1944, photograph. N5-218 acquired the name "Grace", although that must have occurred after this image was taken. [AWM image P02769.001].



Not the best quality, but good enough to see the presence or otherwise of the Dutch flag on the tops of wings. B-25D, N5-188 (left), leading B-25Js, N5-218 (top – in echelon starboard), -226 (bottom – in echelon port) and -230 (right). Each of the B-25Js carries the Dutch flag on the upper portside wing. The date of this photograph isn't known, but it must have been prior to 26<sup>th</sup> December, 1944, because that is the date that N5-218 was recorded as having been received back in Canberra with the NEI Pool. N5-188 served with the Squadron from 26MAR44 to 14MAY45, N5-218 from 21JUL44, N5-226 from 06AUG44 to MAY45 - it lost its starboard vertical stabilizer in flight on 02MAY and N5-230 served from 06AUG44 to July 1945. [Library and Archives PictureNT Charles Eaton Collection img ph0612-0184].

Thank you to Juanita Franzi, Aero Illustrations, for her illustrations.

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