

*The Identification
of
Various Aircraft*

being, in this case,

B-25 Mitchell
Aircraft

of

Number 2 Squadron, RAAF

during the period

June, 1944, to May, 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. Joe Baugher said that I could use information from his data base of USAAF and USN serial numbers from his website joebaugher.com. Steve Mackenzie was also able to supply an important image. Thank you to each of 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 22nd 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 ..."¹

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 ..."²

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

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

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

² Letter from Air Officer Commanding RAAF Command, Allied Air Forces to the Secretary, Air Board of 23rd October 1942, *ibid*.

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

The squadron code letters accordingly chosen for Number 2 Squadron were “KO”.



This is a picture of a 2SQN B-25J-10-NC Mitchell, A47-31/KO-P, taken at Hughes. In it, the serial number “A47-31”, the 2SQN code letters of “KO” and the individual aircraft identification letter of “P”, are all clearly visible. Thus, leaving no doubt as to the identity of this aircraft at the time of the photograph. [AWM Image NWA0666].

Methodology

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

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

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

Primary Source Documents Used to Establish Evidence

Operational Source: Form Mauve

A Form Green (Control) was the method by which an Air Operations Room or higher authority issued orders to squadrons to initiate particular air operations. In most instances, a Form Mauve was an acknowledgement of orders issued by Form Green (Control).

For the period August, 1944, until May, 1945, 79 Wing Air Operations Room records contain transcriptions of Forms Green (Control), Forms Mauve and sometimes other Forms or relevant signal traffic for each mission. These transcriptions were entered onto Summary Sheets. One mission per Summary Sheet. Due to the apparent extinction of the full North Western Area Air Operations Room records (which in addition to the Summary Sheets, contained copies of the original Greens, etc for each mission) after the end of August, 1944, it is the information contained in the 79WG Summary Sheets that is presented here.

This is an example of a Summary Sheet transcript of a Number 2 Squadron Form Mauve from September, 1944:

HUG/M5/20 Sep. HUG10/3-4 KO/V-P F/S Hocking, F/L Carter. ETD: 210200Z. Base to Darwin to 0600S 13248E to Hoh Bay to 0520S 13434E to Cape Hotham to Base. ETA Datum: 210215Z. Height: 1,500 ft. ETA Base: 210840Z. Frequencies: 8495 6060. Call signs: PP64/V-P R/T Kindred. Bombs: 4 x 500 MC N/S T/D 8 secs. Roger Points: 30 34 34a.⁴

It commences with the identification letters of the operational base that had originated the Mauve, then the Mauve type and number (for that day) and the date. "HUG/M5/20 Sep" literally means: Hughes / Mauve number 5 / of 20th September.

Since this is a Summary Sheet transcript of the original, the paragraph identifiers were removed and a small amount of information was omitted. The omitted information included:

Paragraph A which would have contained the Operation Title and the date of the operation. The Title of an operation was made up of the identification letters of the operational base from which the mission originated (not necessarily from where it launched from) and a number either between "1" and "49" or between "51" and "99". If the operation was ordered by the Area Air Operations Room or Wing Headquarters, 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 8th, 1942, but a never-ending loop from 1 to 49 which kept rolling around and around. If the operation was authorised

⁴ HUG/M5/20 Sep in AWM64, 6/5C.

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”. So for this mission, the Operation Title would have been “HUG10/21 Sep”.

Paragraph B would have described what sort of operation the Mauve related to, in this case it was an armed shipping reconnaissance so, would have said something very similar to “Recce”.

Paragraph C, sub-paragraph 1, would have stated the object of the operation. In this example, the original Mauve would have said something along the lines of “Search K”. Sub-paragraph 2, would have contained the number and type of aircraft that would perform the operation. The type of aircraft was usually referred to by a single letter code found in Identification Letters for Aeroplanes.⁵ In this case it would have said “2R”. The letter “R” signified B-25 Mitchell aircraft so, “2R” meant: two B-25’s. Even though this information wasn’t included in the Summary Sheet transcript of the Mauve, it is known because it was included in the transcript for the 79WG issued Form Green.

The Summary Sheet transcript for the Form Mauve picks up from what would have been paragraph C, sub-paragraph 3, which contained the Aeroplane Identification Group which was the Operation Title, in this case: “HUG10” combined with the duty numbers, in this case: “3-4” (which meant duties 3 and 4) – so, the Aeroplane Identification Group for duty 4, for example, was “HUG104”. This sub-paragraph also contained the identification letters of the participating aircraft, in duty number order: “KO/V-P” which meant aircraft “KO-V” and “KO-P”, etc and the aircraft captain’s rank and surname, also in duty number order.

What would have been 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 9½ hours ahead of “Z”. Western Australia, “H”, is 8 hours ahead of “Z” time. Hughes is in the Northern Territory. The departure time of “210200Z” therefore, was 0200 hours (2 am), Zulu time on the 21st which equates to 11:30 am local time on the 21st.

The route would have been sub-paragraph 5 and in this example, was simply Hughes to Darwin to a latitude and longitude position of 06°00’S 132°48’E then to Hoh Bay, to 05°20’S 134°34’E, then Cape Hotham and back to Hughes. The estimated Time on Datum (Darwin) would have been sub-paragraph 7, with sub-paragraph 9 being the height of the aircraft when crossing the coast, outbound and sub-paragraph 11, the estimated time of arrival back at Hughes.

The frequency would have been paragraph G. Typically, a primary and a secondary frequency was included. “8495” was the nominated primary frequency which meant 8,495 kilocycles (kcs) – or, in more modern terms, kilohertz (kHz) which is 8.495 megahertz (MHz).

⁵ 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 would have listed the Wireless Telegraphy (“W/T”) and if included, the Radio Telephone (“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, such as in this example.

Change daily or confidential call signs were not and should not be confused with international 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: HUG104) was not a call sign, either W/T or R/T.

The W/T call signs “PP64/V-P” meant that duty 3 was “PP64V” and duty 4 “PP64P”. It is worth pointing out that this type of W/T call sign, that is, one that was four-characters long instead of three-characters long (before the attachment of the individual aircraft identification letter), contradicted the “change daily” principle as they were fixed for a period of time and indicated a designated flight route. Note that the suffix letters align with the aircraft identification letters. The R/T call sign was “Kindred” and, although not usually specified, would actually have been “Kindred-V” and “Kindred-P” for this example.

The bomb load would have been in paragraph J. Sometimes it was the combined load, sometimes the individual load. In this case, duties 3 and 4 were each to be loaded with four 500-lb Medium Capacity bombs fitted with nose plug (N/S = “Nose Safe”) and an 8 second delay tail fuse.

Amplifying remarks were in paragraph M. A “Roger Point” – or simply R point or R(number) was so named after the (then) phonetic pronunciation of the letter “R” and was a nominated rendezvous position to which survivors of downed aircraft could proceed and await rescue by flying boat or naval vessel. They were located in positions that were considered “reasonably safe from enemy influence” and where a flying boat might ordinarily make a safe landing.⁶

R30 was Cape Wahadan, on Great Kai Island in position 05°38’S 133°04’E. The entry for this position suggested that wild pigs, tropical fruits, fish and fresh water was reportedly abundant, but that the opposite coast of the island was likely to be occupied by Japanese forces, although the east coast, upon which this Rescue Point was located, wasn’t known to be occupied. R34 was on Enoe Island, the most southerly of the Aroe Islands, in position 07°04’S 134°29’E and R34a was on the north coast of Penamboelai Island, 06°17’S 134°51’E.⁷

⁶ Use of Roger Points, paragraph 1 in Intelligence Memorandum No.49 “Roger Points: Location, Description and Instructions for use”; NAA: AA1966/5, 439.

⁷ Entries for R30, R34 and R34a, *ibid.*

To pick out the particulars for Hughes 10 duty 4 we would find that the nominated aircraft was KO-P, the assigned pilot: Flight Lieutenant Carter departing Hughes at 210200Z, (0200 hours (2 am) Zulu time on the 21st) which equated to 11:30 am local time on the 21st. The route would be Hughes to Darwin to position 06°00'S 132°48'E then to Hoh Bay, to 05°20'S 134°34'E, Cape Hotham and back to Hughes. Time on Datum, which was Darwin, would be 210215Z (11:45 am Darwin local time) and their outbound altitude was planned to be 1,500 feet. The estimate for their return to Hughes was 210840Z (6:10 pm local time). The primary frequency would be 8495 kHz and the secondary 6060. Duty 4's W/T call sign would be PP64P and their R/T call sign, Kindred[-P]. They would be armed with four 500-lb Medium Capacity bombs fused Nose Safe and Tail Delay 8 seconds. Roger Points 30, 34 and 34a.

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.⁸

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

⁸ 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.

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".⁹

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.

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 1st, 1944, none of these records seem to remain in existence. They would have been collected, just as they were prior to September 1st, 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 1st, 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

⁹ Headquarters North Western Area Standing Orders, Section 4, Signals, dated 10th June, 1942, in North Western Area Routine Orders and Confidential Orders; NAA: AA1966/5, 134.

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-25J-10-NC Mitchell
A47-31
Ex N5-231, 43-28183

The first line is the designation, type of the aircraft. In this case, the designation of the aircraft was an “B-25J-10-NC” and the type: “Mitchell”.

Being an aircraft produced for the United States Army Air Force, the designation consisted of a role identifier, in this case “B” – medium and heavy Bombardment (other United States Army aircraft designations included: “A” which meant “Light Bombardment”, “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 25th medium or heavy bombardment type”, a production block number which indicated the level of factory fitted modifications added to the original series design and then a two-letter code indicating where the aircraft was made, “NC” being the code signifying North American Aviation’s Kansas City, Missouri, plant. “NA” was for their primary Inglewood plant in California. “B-25J-10-NC” means literally: medium (or heavy) Bombardment, type 25, series J, production block 10 from North American Aviation’s Kansas City plant. With regards to the other version of the B-25 that appears here – the B-25D – they were essentially B-25C’s but 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.”¹⁰ However the RAAF, during its survey of suitable NEI aircraft, identified B-25D aircraft as being both – NA and –NC¹¹ so, I have too.

The second line is the RAAF serial number of the aircraft. “A47” was the prefix given to B-25 Mitchell aircraft. The letter “A” (or: A-group) was a stores/accounting letter signifying aircraft – it did not and does not have anything to do with the role or use of an aircraft – it simply means aircraft. “L” was for clothing and associated equipment. If you were in the army and needed a replacement article of uniform apparel, you went to Q-stores. In the RAAF, you went down to “L-group”.

The number “47” was the section identifier for RAAF B-25 Mitchell aircraft; “52” was for Mosquito strike and reconnaissance aircraft, “59” was for PV-1 Ventura’s, etc.

The third line notes any previous identities that aircraft may have had, from the most recent previous identity and then working backwards. In this case, its Dutch serial was N5-231 and its previous US Army identity was 43-28183.

¹⁰ Web page titled North American B-25D Mitchell; http://www.joebaugher.com/usaf_bobmers/b25_7.html at 29MAY2014.

¹¹ 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, a table is similar to this will appear:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG2/4 16/9	KO-P	PP64P	Campust	Carter.
HUG10/4 21/9	KO-P	PP64P	Kindred	Carter.
HUG20/7 28/9	KO-P	HY5P	Viscount	Fileman.
HUG21/2 29/9	KO-P	3ZVP	Echo	Fraser.
HUG39/4 12/10	KO-P	PP64P	Cable	Replaced by A47-2.
HUG43/4 17/10	KO-P	PP64P	Beldam	Replaced by A47-16.
HUG3/1 23/10	KO-P	3YOP	Censor	Campbell. A51: Ingram as duty 11.
HUG6/2 25/10	KO-P	2LCP	Longlost	Thompson.
HUG8/2 27/10	KO-P	1DW6P	Digit	Coward.
HUG16/3 01/11	KO-P	MD5P	Issue	Thompson.
HUG17/4 02/11	KO-P	CN5P	Explain	Coward.
HUG18/3 03/11	KO-S	3HNS	Casting	Ekert. Apparently replaced A47-7.
HUG19/2 04/11	KO-P	KV2P	Fortress	Nicholls.
HUG20/2 06/11	KO-P	YM9P	Dicta	Thompson.
HUG21/4 10/11	KO-P	GA9P	Dispute	Coward. Replaced A47-5.

The first row contains the titles, in bold, of the individual columns. Each successive row is for each individual operational flight that a particular aircraft has been recorded as having been tasked to fly (as derived from W/T call sign information in Forms Mauve) and has been cross-referenced with a particular serial number (as derived from, typically, unit history sheets).

The column titles are:

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

Aircraft Letters – being the Squadrons code letters (in this case “KO” for Number 2 Squadron) and the aircraft’s individual identification letter (in this case “P”). These full three-letter codes were included in acknowledgment Forms Mauve after about mid-April, 1943. If the code letters appear in normal font, then they were specifically quoted in the Form Mauve. If they are in italics, then they weren’t and have been assumed – typically on the evidence of the W/T call sign suffix letter. In the above table, all of the aircraft letters appear in normal font – they were all recorded in the relevant Forms 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.

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 Hughes 2 as duty 4 on 16th September. The assigned aircraft letters according to the Summary Sheet version of the acknowledgment Form Mauve were “KO-P”. The W/T call sign was “PP64P” and the R/T call sign was

“Campust” – in reality it would have been “Campust-P” but the inclusion of individual aircraft identification letters for R/T call signs wasn’t common in Forms Mauve. The surname of the aircraft captain on that flight was “Carter”. Each un-highlighted row indicates that the aircraft letters tasked in the Summary Sheet version of the Form Mauve (in this case the “KO-P”’s) matches the serial number recorded in the Squadron’s Operations Record Book (in each case being “A47-31”). It will also be noted that that individual letter, in this case “P”, matches the W/T call sign suffix letter. Again, information will be in *italics* only if it wasn’t specifically noted as such in official, contemporaneous, documentation.

The fifth row, highlighted in dark grey, shows that this aircraft was tasked to fly Hughes 39 duty 4 on 12th October, but didn’t actually fly because it was replaced by another B-25 aircraft, A47-2. In this case, the entry for this mission for the other aircraft, A47-2, will not be highlighted because the letters and call sign of the replacement aircraft were signalled; just a comment will appear in the “Remarks” column for that flight that the aircraft replaced A47-31 (KO-P) on that mission.

The twelfth row is highlighted in light green. This indicates that, according to the Squadron’s A51, this aircraft (A47-31) flew on mission Hughes 18 on 3rd November. However, according to the acknowledgment Form Mauve, the tasked aircrafts identification letters were “KO-S” and the W/T call sign suffix letter was “S” and this does not match the serial number of the aircraft for which this table refers. The aircraft captain’s surname was “Ekert” and a note is included suggesting that the tasked aircraft, aircraft “KO-S”, which was A47-7, was apparently replaced by the aircraft for which this table refers; this is because the Unit History Sheet records A47-31 as flying this mission and not A47-7. The table for aircraft A47-7 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.

These tables constitute the body of evidence which, I believe, proves (or disproves) an aircraft’s individual alphabetic identity during a particular period. The tables show that, very frequently, the W/T call sign suffix letter related directly to the aircraft’s individual alphabetic identity. That by correlating the operational information with unit records that within an operational flying unit an aircraft of a particular serial number had a certain alphabetic identity and that these may have changed from time to time, also that anomalies occurred on occasions. Not all operational flying units identified their aircraft alphabetically (for example: the United States Army Air Forces 380th

Bombardment Group (Heavy)). The tables do not show whether the individual alphabetic identity was marked externally on any aircraft.

Purpose

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

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

B-25D-30-NC Mitchell
A47-1
Ex N5-183, 42-87607

This aircraft was issued to Number 2 Aircraft Depot (2AD) at RAAF Richmond, west of Sydney from the Netherlands East Indies Pool (NEI Pool) on April 26th, 1944, having been given its RAAF identity on the 22nd. From 2AD it was received by Number 2 Aircraft Park (2AP) for storage on June 5th.¹² Number 2 Squadron (2SQN) received it on June 27th.¹³

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG9/2 04/7	KO-Q	CW1Q YZ1Q	Sailor Walrus	Ditchburn. Was supposed to have replaced A47-13, but A51 still records A47-13 as flying. C/S change over 041200Z.
HUG16/1 10/7	KO-Q	H64Q		Replaced by A47-7.

Suffering from engine troubles, the aircraft was sent down to Number 14 Aircraft Repair Depot (14ARD) at Gorrie for repairs. They recorded receiving the aircraft on July 18th and it was handed back to 2SQN on July 26th.¹⁴

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG36/5 26/7	KO-Q	4ENQ JG4Q		Cherry. C/S change over 261200Z.
HUG38/6 28/7	KO-Q	V14Q	Earthtop	Carter.
Travel 31/7	KO-Q			22/1/8 p292 entries 310755Z: HUG/M1/31 Jul Travel 1R KO-Q HUG TRS and 310840Z Jul 44: TRS/M13/31 Jul LDG 1R KO-Q 310833Z TRS.
Travel 02/8	KO-Q			22/1/8 p294 entry 020517Z Aug 44: TRS/M5/2 Aug 1R A47-1 DEP for HUG and p295 entry 021000Z Aug 44: HUG/M1/2 Aug 1R KO-Q LDG HUG ex TRS.
HUG3/1 13/8	KO-Q	JE3Q		Replaced by A47-19.
HUG6/3 16/8	KO-Q	UP4Q	Pending	Dinsdale. Replaced A47-1.
HUG10/4 18/8	KO-Q	H64Q	Badgirl	Ingram.
HUG13/4 19/8	KO-Q	PF5Q	Typist	Simpson.
HUG14/1 20/8	KO-Q	RK8Q	Buckskin	Mickan.
HUG15/1 21/8	KO-Q	UL5Q	Crumpet	Replaced by A47-12.
HUG17/1 24/8	KO-Q	MQ8Q		Campbell.
HUG19/10 25/8	KO-Q	3ZGQ WE9Q	Cuddly Bandun	Replaced by A47-5.
HUG23/3 28/8	KO-Q	LG7Q	Eyebrow	Coughlan.
HUG24/3 30/8	KO-Q	2LYQ	Cutter	Squires. Replaced A47-16.
HUG32/2 03/9	KO-Q	OP4Q		Dinsdale.
HUG34/1 05/9	KO-Q	HY5Q	Viscount	Fileman.
HUG37/1 07/9	KO-Q	MO82Q	Perspire	Hodges. Replaced A47-22.
HUG38/4 07/9	KO-Q	PP64Q	Benquick	Replaced by A47-22.

Continued →

¹² RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-1 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹³ RAAF Form A.50 Operations Record Book of No. 2 Squadron entry for 27.6.44 in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5

¹⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-1 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-1 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 09/9	KO-Q			22/1/8 p319 entry 091045Z Sep 44: TRS/M4/9 Sep KO-Q landed. [Re HUG42/10 Sep].
HUG42/4 10/9	KO-Q	3CSQ	Trooper	Hocking.
HUG46/4 12/9	KO-Q	PP64Q		Hocking.
HUG4/5 17/9	KO-Q	Q17Q	Drifter	Norriss.
HUG5/2 18/9	KO-Q	MO82Q	Brinner	Carter.
HUG7/2 20/9	KO-Q	MO82Q		Avery.
HUG16/1 26/9	KO-Q	JA4Q XM8Q	Gasket Befog	Campbell. C/S change over 261200Z.
HUG19/1 27/9	KO-Q	MC2Q	Devour	Campbell.
HUG20/1 28/9	KO-Q	HY5Q	Viscount	Campbell.
HUG23/2 30/9	KO-Q	PP64Q	Disown	Weston.
HUG25/3 02/10	KO-Q	PP64Q	Campjail	Hodges.
HUG3/5 23/10	KO-Q	3YOQ	Censor	Norriss.
HUG19/1 04/11	KO-Q	KV2Q	Fortress	Campbell. Replaced A47-17.
HUG9/6 16/12	KO-Q	1DW6Q	Mawfling	Leach.
HUG10/6 17/12	KO-Q			Fraser. A51 only. No Mauve.
HUG13/4 20/12	KO-Q	XY69Q	Bidsink	Norriss.
HUG24/5 22/12	KO-Q	LB1Q	Medjail	Carter.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG32/3 02/1	KO-Q	MP8Q	Artic	Replaced by A47-18.
HUG35/1 06/1	KO-Q	1RVQ	Putty	Fileman.
HUG36/1 07/1	KO-Q	3CSQ	Trooper	Fileman.
HUG1/1 25/1	KO-Q	GM8Q	Brazen	Carter. Replaced A47-34.
HUG2/1 26/1	KO-Q	MP8Q	Arctic	Carter.
HUG11/3 31/1	KO-Q	FW4Q	Campsale	Sharp.
HUG16/5 04/2	KO-Q	TH32Q	Basin	Mickan. Replaced A47-25.
HUG42/4 08/3	KO-Q	SN7Q	Cuddly	Leach.
HUG44/4 10/3	KO-Q	RK8Q	Buckskin	Leach. RTB (TRS), U/S.
HUG46/1 21/3	KO-Q	RY9Q		Sharpe.
HUG5/2 27/4	KO-Q	VV1Q	Leather	Leach.
Travel 28/4	KO-Q			22/1/22 p144 entries 280550Z Apr 45: TRS/M11/28 Apr 3R KO-J-Q-S TRS HUG and 281050Z Apr 45: HUG/M1/28 Apr KO-J-Q-S LDG HUG.

Hughes 5 of 27th April, 1945, was the last operation flown by this aircraft. On September 3rd, 1945, the aircraft was recorded as having been received by 3AD at RAAF Amberley, Queensland, for a 600-hourly and a starboard engine change. From there it went into storage and was eventually disposed of.¹⁵

¹⁵ Ibid.

B-25D-30-NC Mitchell
A47-2
Ex N5-187, 43-3422

This machine was given its RAAF serial number on April 22nd and was formally received by 2AD from the NEI Pool on the 27th. From 2AD it went to 2AP in June and they ferried the aircraft to North Western Area for 2SQN, however, on July 7th, it was recorded as being received by 14ARD at Gorrie for repairs and an engine change. 2SQN didn't receive the aircraft until August 6th.¹⁶

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG49/13 09/8	KO-Z	HR3Z	Eyebrow	Lee.
HUG3/7 13/8	KO-Z	JE3Z		Fileman.
HUG10/1 18/8	KO-Z	H64Z	Badgirl	Squires.
HUG19/4 25/8	KO-Z	3ZGZ WE9Z	Cuddly Bandun	Dinsdale. C/S change over 251200Z.
HUG21/3 27/8	KO-Z	3XAZ	Exault	Hodges.
HUG22/1 28/8	KO-Z	HR3Z	Conduct	Fileman.
HUG28/3 31/8	KO-Z	JE3Z	Bestrice	Norriss.
HUG31/8 01/9	KO-Z	1SDZ CV1Z	Bidgot Badbox	Fileman. C/S change over 011200Z.
HUG33/4 03/9	KO-Z	KP7Z		McQuoid.
HUG40/1 09/9	KO-Z	MO82Z		Fileman.
HUG47/3 12/9	KO-Z	2JRZ	Billow	Replaced by A47-10.
HUG11/1 22/9	KO-Z	W18Z	Chumpy	Fileman.
HUG16/3 26/9	KO-Z	JA4Z XM8Z	Gasket Befog	Fileman. C/S change over 261200Z.
HUG19/2 27/9	KO-Z	MC2Z	Devour	Apparently replaced by A47-26.
HUG52/7 27/9	KO-Z	MC2Z	Devour	Norriss.
HUG54/14 28/9	KO-Z	W18Z 2SPZ	Chumpy Benquick	Norriss. C/S change over 281200Z.
HUG26/1 04/10	KO-Z	MO82Z	Deaden	Campbell.
HUG34/3 09/10	KO-Z	PP64Z		Norriss.
HUG37/5 10/10	KO-Z	Q53Z	Modest	Campbell.
HUG39/4 12/10	KO-Z	PP64Z	Cable	Leach. Replaced A47-31.
HUG40/1 14/10	KO-Z	MO82Z		Fileman.
HUG46/2 20/10	KO-Z	1DW6Z	Bencher	Power. Replaced A47-18.
HUG47/1 21/10	KO-Z	XY69Z	Campsale	Carter.
HUG49/1 22/10	KO-Z	[...]	Onset	Fileman. W/T C/S not recorded.
HUG3/7 23/10	KO-Z	3YOZ	Censor	Fileman.
HUG4/5 25/10	KO-Z	XY69Z	Typist	Nicholls.
HUG22/9 12/11	KO-Z	GL4Z	Cusher	Replaced by A47-5.
HUG36/5 22/11	KO-Z	LU6Z	Campless	Fileman.
Travel 27/11	KO-Z			22/1/8 p381 entries 270807Z Nov 44: HUG/M3/27 Nov 4R KO-Z-M-F-L and 270846Z Nov 44: TRS/M3/27 Nov: 4R KO-Z-M-F-L LDG. [Re HUG40/28 Nov].
HUG40/1 28/11	KO-Z	3CSZ	Issue	Fileman.

Continued →

¹⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-2 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-2 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 29/11	KO-Z			22/1/8 p383 entry 290820Z Nov 44: TRS/M4/29 Nov 4R KO-Z-Y-E-A ex HUG. [Re HUG41/30 Nov].
HUG41/1 30/11	KO-Z	PD1Z	Earthtop	Norriss.
HUG48/4 06/12	KO-Z	1DW6Z	Earwig	Carter.
Travel 13/12	KO-Z			22/1/8 p395 entry 130823Z Dec 44: TRS/M2/13 Dec 4R KO-N-W-Z-E ex HUG. [Re HUG5/14 Dec].
HUG5/1 14/12	KO-Z	VA1Z	Nettle	Fileman.
HUG58/11 20/12	KO-Z	MC2Z	Devour	Campbell.
HUG22/11 22/12	KO-Z	ZT26Z	Becul	Fileman.
HUG26/1 23/12	KO-Z	4AQZ	Palmy	Fileman.
HUG27/1 26/12	KO-Z	KS5Z	Shrapnel	Ekert. Crashed on landing.

Whilst returning from Hughes 27:

An attempt was made to divert the aircraft to R.A.A.F. Station DARWIN out of the path of an approaching thunder storm but Flight Lieutenant EKERT was about fifteen minutes ahead of E.T.A. and before any W/T warning could be sent he was over the strip.

The cloud base was about 900 to 1000 feet and at the time of his arrival, it was quite clear under this ceiling. He commenced his circuit and until he was coming in on his approach at between 50 and 80 feet visibility was good. At this stage, a severe squall swept over the strip, reducing visibility to 5 to 10 yards.

Flight Lieutenant EKERT by this time was so far committed to his approach that he had no chance of interrupting it and he crashed on the end of the strip due to the reduced visibility in rain.¹⁷

The crew, who were unhurt, comprised:

Pilot	Flight Lieutenant E.L. Ekert,
2 nd Pilot	Warrant Officer M.L. Tune,
Navigator	Flight Lieutenant L.W. MacDonnell,
Bombaimer	Flying Officer J.A. Bice,
WAG	Warrant Officer E.L.F. Ralph,
WAG	Warrant Officer C.A. Derrick and
AG	Flight Sergeant W.J. Hensman. ¹⁸

A47-2 was sent to Number 18 Repair and Salvage Unit (18RSU) at Pell to be broken up for spare parts; it was officially received there on 29th December, 1944.¹⁹

¹⁷ Confirmatory Memorandum, Aircraft Casualty – Mitchell A47-2 in Mitchell A47 Accidents Part 1; NAA: A9845, 1.

¹⁸ RAF Form 540, Operations Record Book of No. 2 Squadron – December 1944, entry of 26.12.44 for Aircraft Casualty A47-2 in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5.

¹⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-2 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25D-30-NC Mitchell
A47-3
Ex N5-181, 43-3423

After being given its new RAAF serial number and having passed through 2AD since being received from the NEI Pool, this aircraft was received by 2SQN on June 18th, 1944.²⁰

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG4/1 01/7	KO-Y	GV3Y	Seaward	Lee.
HUG8/1 04/7	KO-Y	FU6Y		Henderson.
HUG10/1 05/7	KO-Y	YZ1Y		Slater. Replaced A47-7.
HUG13/1 07/7	KO-Y	YM9Y XF1Y	Dicta Goodness	Weston. C/S change over 071200Z.
HUG18/2 11/7	KO-Y	YR2Y LM8Y	Cusher Ragdog	Simpson. C/S change over 111200Z.
HUG20/2 13/7	KO-Y	XB1Y	Wealthy	Lee.
HUG23/2 15/7	KO-Y	HN2Y	Cashier	Weston.
HUG28/2 19/7	KO-Y	GL4Y		Coughlan. A51: A47-16 in error.
HUG29/10 19/7	KO-Y	4JHY		Squires.
HUG30/1 20/7	KO-Y	PP2Y		Lee.
HUG34/2 25/7	KO-Y	MV3Y		Replaced by A47-12.
HUG36/1 26/7	KO-Y	4ENY JG4Y		Campbell. C/S change over 261200Z.
HUG38/1 28/7	KO-Y	V14Y	Earthtop	Lee.
HUG39/3 29/7	KO-Y	FU6Y XB1Y	Sailor Wealthy	Campbell. C/S change over 291200Z.
Travel 30/7	KO-Y			22/1/8 p291 entry 300405Z Jul 44: HUG advise LDG KO-Y W/C Campbell 300001Z.
HUG43/3 31/7	KO-Y	4NCY WN8Y	Reading Pusher	Lee. C/S change over 311200Z.
HUG46/1 02/8	KO-Y	QG4Y	Arrange	Lee.
HUG2/1 12/8	KO-Y	3ZGY		Henderson.
HUG3/5 13/8	KO-Y	JE3Y		Lee.
HUG15/2 21/8	KO-Y	UL5Y	Crumpet	Ekert.
HUG17/2 24/8	KO-Y	MQ8Y		Replaced by A47-26.
HUG19/6 25/8	KO-Y	3ZGY WE9Y	Cuddly Bandun	Avery. A51: duty 7. C/S change over 251200Z.
HUG25/1 30/8	KO-Y	4JWY	Nibble	Lee.
HUG28/1 31/8	KO-Y	JE3Y	Bestrice	Hodges.
[Admin] 01/9	KO-Y			22/1/8 p314 entry 010350Z Sep 44: TRS A609/1 Sep Req Inst per F/L Hodges and KO-Y.
Travel 07/9	KO-Y			22/1/8 p318 entry 070540Z Sep 44: TRS/M2/7 Sep DEP KO-P KO-Y for HUG.
HUG47/1 12/9	KO-Y	2JRY	Billow	Campbell.
HUG49/3 15/9	KO-Y	PP64Y	Echo	Replaced by A47-9.
HUG4/6 17/9	KO-Y	Q17Y	Drifter	Fileman.
HUG11/2 22/9	KO-Y	W18Y	Chumpy	Slater. Failed to Return.

²⁰ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-3 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-3 (continued)

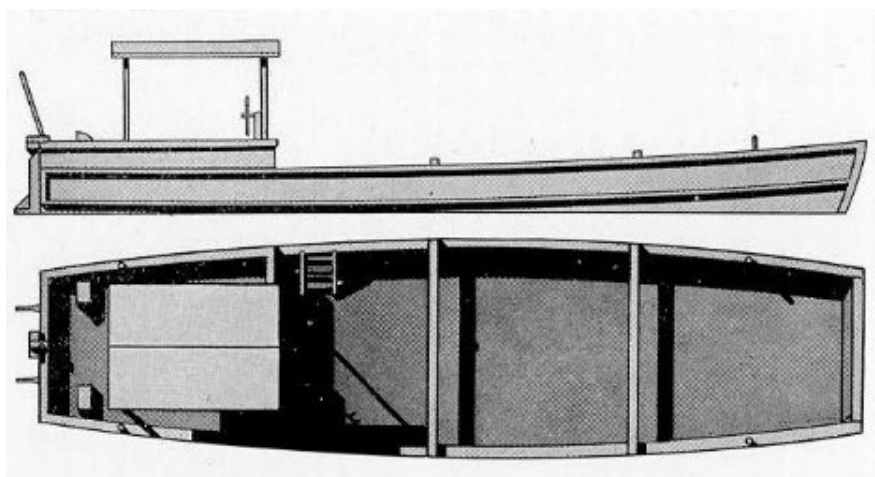
Hughes 11 of 22nd September was an Anti-Shipping Sweep conducted by four B-25's of 2SQN, operating in company. Take-off from Hughes was to be at such a time that, with the aircraft proceeding direct to Jaco Island, they'd arrive there at first light from where they'd fly coastal, off-shore (at visibility distance), from Cape Chater to Manatuto before sweeping the channels on the east and west sides of Kambing Island and then an area between bearings 290° and 360° True from Kambing Island until PLE (prudent limit of endurance), then returning direct to Hughes. Any shipping sighted was to be attacked at mast height.²¹

All four duties were recorded as getting airborne from Hughes at 211843Z (4:13 am Darwin local time on the 22nd). At 212133Z (7:03 am Darwin time) off Manatuto,²² a Type "H" barge was sighted and attacked:

During a strafing attack on a "H" type barge at approximately 0703 hours local time off MANATUTO on the North Coast of TIMOR aircraft A47-3 was seen by the crews of two accompanying aircraft to dive steeply in an aggressive attack and it appeared that the recovery from the dive was left very late. During the recovery the aircraft appeared to do a high-speed stall flickering [sic] to starboard and crashed into the sea. Light ack ack was experienced from the shore during the attack and it is possible that the aircraft was hit. Accompanying aircraft remained in the vicinity for twenty minutes but no survivors from the crew of the aircraft A47-3 were seen. All members of the crew [...] have been posted as Missing Believed Killed.²³

The location was given as being 08°29'S 125°57'E.²⁴

In reply to a request for further information, it was advised that the aircraft crashed from a height of 500 feet, some 400 yards from the shore.²⁵



Japanese Barge Type H, used for landing troops and equipment. It was described as being of plywood construction, about 51 feet long, 13 feet wide and with a freeboard, when fully loaded, of 3 feet. It could embark 90 fully equipped troops or one Type 89 tank. [*Division of Naval Intelligence, ONI 208-J, Supplement No. 2, Far-Eastern Small Craft (1945) 28 via archive.hnsa.org/doc/id/oni208j-far-eastern-small-craft].*

²¹ 79WG/G4/21 Sep in AWM64, 6/5C.

²² No. 2 Squadron Report No. 249, dated 22/9/44, Report on Operation HUG/11 – 22nd September, 1944, in RAAF Squadron Narrative Reports No. 1 Squadron 4 Mar 1944 – 16 August 1945, No. 2 Squadron 8 January 1944 – 30 April 1945; NAA: A9652, BOX 1.

²³ Confirmatory Memorandum, Aircraft Casualty – Mitchell A47-3 in Mitchell A47 Accidents Part 1; NAA: A9845, 1.

²⁴ HUG/M3/22 Sep in AWM64, 6/5C.

²⁵ NWA BPSO postgram P381/PGM of 15 Nov (1944) in Casualty Repatriation File Wisniewski Bernard Alwin 423966; NAA: A705, 166/43/863.

A47-3 (continued)

The crew-members aboard A47-3 were:

Pilot	Flying Officer Allen Wallace Slater,
2 nd Pilot	Flight Sergeant Keith Rutherford Philipson,
Navigator	Flying Officer Murray Scott Millett,
WAG	Flying Officer Bernard Alwin Wisniewski,
WAG	Flying Officer John Francis Daggett and,
AG	Flight Sergeant Desmond Frederick Harberger. ²⁶

²⁶ Presumption of Death of Crew of Mitchell Aircraft A47-3, dated 6.6.45 in Casualty Repatriation File Wisniewski Bernard Alwin 423966; NAA: A705, 166/43/863.

B-25D-30-NC Mitchell
A47-4
Ex N5-189, 43-3424

This aircraft was re-numbered in the RAAF sequence on April 22nd, 1944 and was recorded as being received at 2AD from the NEI Pool on the 26th. It was allotted to 2SQN on May 9th, but that allotment was cancelled – five months later on October 9th. On that day, it was instead allotted to Number 14 Aircraft Repair Depot Reserve Park (14ARDRP), but wasn't recorded as being received by them until December 13th. It went to 14ARD proper for repairs on January 2nd, 1945 and wasn't recorded as being received by 2SQN until June 13th, 1945.²⁷ Despite all of this, it was recorded by 2SQN as having flown an operation on June 24th, 1944, as indicated below:

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG47/4 24/6	KO-L	PF5L	Abed	Squires. Apparently replaced A47-16.
Travel 09/9	KO-H			22/1/8 p319 entry 091027Z Sep 44: TRS/M4/9 Sep KO-H landed. [Re HUG42/10 Sep].
HUG42/1 10/9	KO-H	3CSH	Trooper	AWM64, 6/5C HUG/M6/9 Sep quotes HUG42/1-2-3-4 as KO-H-K-I-Q. AWM66 22/1/8 p319 entries 091027Z Sep 44: TRS/M4/9 Sep KO-H landed; 091120Z: [no Mauve ref] KO-D landed and 091910Z Sep 44: [no Mauve ref] 4 Mitchells departed 1859-K, 1900-H, 1904-Q, 1905-D; p320 entry 100259Z Sep 44: TRS/M14/10 Sep LDG 4R [KO-D-Q-I-K]. It is presumed that KO-D deployed as the spare and replaced KO-H on HUG42/10 Sep.

It was also tasked to replace A47-22 as duty 1 on Hughes 29/24 Feb, 1945. It was, itself, apparently replaced by A47-7.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG29/1 24/2	KO-H	GM8H	Brazen	Ingledeew. Reported as replacement for A47-22 but apparently itself replaced by A47-7.

This same aircraft was also recorded by Number 18 (Netherlands East Indies) Squadron (18(NEI)SQN) – a unit that it was never on charge of – as flying an operation under its former Dutch identity of N5-189. A curious case, indeed.

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 27/9	[KO-H]			22/1/22 p250 entry 270001Z Sep 45: TRS D542/27 Sep B25 KO-J [sic – should this actually read "KO-H"?] [from] DAR. 22/1/23 p52 entry 270930i Sep 45: B25 [A47-]4 ARR [from] DAR.
Travel 28/9	KO-H	VMZAOH		22/1/22 p251 entry 272239Z Sep 45: TRS D551/28 Sep VMZAOF / AOH for BALIK; and p253 entry 281545Z Sep 45: [TRS] D564/28 Sep 2B25 4 14 land BALIK. 22/1/23 p52 entry 280808i Sep 45: B25 KO-H DEP [for] BALIK.

In any event, it eventually was received by 12ARD at Darwin for a single engine change on January 23rd, 1946, on its way to 3AD for storage and eventual disposal.²⁸

²⁷ 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.

²⁸ Ibid.

B-25D-30-NC Mitchell
A47-5
Ex N5-192, 43-3426

This machine was received by 2AD from the NEI Pool on April 24th, 1944, having received its RAAF number on the 22nd. It was recorded as being received by 2SQN on May 20th.²⁹

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG48/3 27/6	KO-N	PK8N KS5N		Slater. C/S change over 271200Z.
HUG17/1 11/7	KO-N	GL4N		Squires.
HUG20/7 13/7	KO-N	XB1N	Castrap	Slater.
HUG26/1 18/7	KO-N	4JHN		Replaced by A47-18.
HUG36/2 26/7	KO-N	4ENN JG4N		Slater. C/S change over 261200Z.
HUG38/2 28/7	KO-N	V14N	Earthtop	Slater.
HUG39/4 29/7	KO-N	FU6N XB1N	Sailor Wealthy	Ingram. C/S change over 291200Z.
[Search] 30/7	KO-N			22/1/8 p291 entries 292331Z Jul 44: TRS/M3/30 Jul 1R KO-N F/O Ingram DEP on Search Auth by W/C Campbell; and 300450Z Jul 44: HUG/M5/30 Jul 1R KO-N LDG 0256Z HUG.
HUG49/5 09/8	KO-N	HR3N	Eyebrow	Unserviceable.
HUG3/8 13/8	KO-N	JE3N		Henderson.
HUG4/2 15/8	KO-N	4JWN	Nibble.	Carter. Replaced A47-6.
HUG6/4 16/8	KO-N	UP4N	Pending	Ingram.
HUG9/6 18/8	KO-N	GG2N 2LCN		Replaced by A47-27.
HUG15/4 21/8	KO-N	UL5N	Crumpet	Replaced by A47-26.
HUG19/10 25/8	KO-N	3ZGN WE9N	Cuddly Bandun	Mickan. Replaced A47-1. C/S change over 251200Z.
HUG19/11 25/8	KO-N	3ZGN WE9N	Cuddly Bandun	Replaced by A47-19.
HUG31/9 01/9	KO-N	1SDN CV1N	Bidgot Badbox	Norriss. C/S change over 011200Z.
HUG33/3 03/9	KO-N	KP7N		Hodges.
HUG47/7 12/9	KO-N	2JRN	Billow	Morris.
HUG48/2 15/9	KO-N	MO82N	Begcut	Hocking. Replaced A47-9.
HUG1/1 16/9	KO-N	MO82N	Belkin	Norriss.
HUG4/4 17/9	KO-N	Q17N	Drifter	Ingram. Replaced A47-17.
HUG13/3 23/9	KO-N	PP64N	Inflow	Lee.
HUG15/3 25/9	KO-N	PP64N	Bruiser	Norriss.
HUG18/1 03/11	KO-N	3HNN	Casting	Carter.
HUG21/4 10/11	KO-N	GA9N	Dispute	Replaced by A47-31.
HUG22/9 12/11	KO-N	GL4N	Cusher	Fileman. Replaced A47-2.
HUG22/11 12/11	KO-N	GL4N	Cusher	Replaced by A47-26.
TR551/1 13/11	KO-N	LU6N	Camplike	Fileman.
HUG23/4 14/11	KO-N	FP8N	Dingo	Norriss.
TR552/3 15/11	KO-N	VD1N	Darkhand	Ingram.
HUG27/1 18/11	KO-N	XY69N	Cusher	Replaced by A47-9.
HUG33/2 20/11	KO-N	CW1N	Croker	Norriss.

Continued →

²⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-5 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-5 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG36/2 22/11	KO-N	LU6N	Campless	Ingledeew.
HUG37/1 24/11	KO-N	ZT26N	Uproar	Clifton.
Travel 02/12	KO-N			22/1/8 p386 entry 021000Z Dec 44: 4R KO-W-C-N-B HUG TRS. [Re HUG42/3 Dec].
HUG42/3 03/12	KO-N	YR2N	Freedom	Micken.
Travel 13/12	KO-N			22/1/8 p395 entry 130823Z Dec 44: TRS/M2/13 Dec 4R KO-N-W-Z-E ex HUG. [Re HUG5/14 Dec].
HUG5/3 14/12	KO-N	VA1N	Nettle	Ingram.
HUG11/8 17/12	KO-N	S22N	Bender	Fileman.
HUG12/1 18/12	KO-N	2SBN	Ermine	Fileman.
HUG58/13 20/12	KO-N	MC2N	Devour	Carter.
HUG61/15 22/12	KO-N	FS5N	Peagown	Mickan.

On December 27th, 1944, this aircraft was received by 18RSU for a 240-hourly and an engine change and they handed it back to 2SQN on February 6th, 1945.³⁰



A47-5/KO-N. [Image via adf-gallery.com.au/gallery].

³⁰ Ibid.

A47-5 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG39/4 06/3	KO-N	3BNN	Skating	Hannah.
HUG39/6 06/3	KO-N	3BNN	Skating	Legge.
HUG40/2 07/3	KO-N	UT7N	Sander	Legge. Replaced A47-23.
HUG43/7 08/3	KO-N	3ZGN	Classdash	Campbell.
HUG47/13 04/4	KO-N	UL5N	Flaxen	Power.
HUG48/1 05/4	KO-N	XM3N GX8N	Befog Goodwon	Norriss.

It was received by 18RSU on September 27th, 1945, for a 100-hourly and another engine change and given back to 2SQN on October 8th, 1945,³¹ although the first entry in the next table suggests that it was already with 2SQN before then.

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 07/10	KO-N	VMZAON		22/1/22 p271 entries 070206Z Oct 45: BAL [no sig ref] B25 A47-5 VMZAON DEP BAL and 070307Z Oct 45: TRS D729/7 Oct B25 A47-5 landed {22/1/23 p61 entry 071237i Oct 45: B25 5 ARR [from] BALIK} and 070416Z Oct 45: TRS D731/7 Oct B25 A47-5 VMZAON airborne for GFD {22/1/23 p61 entry 071346i Oct 45: B25 5 DEP [for] GFD}.
Travel 11/10	KO-N	VMZAON		22/1/22 p276 entries 110240Z Oct 45: GFD D246/11 Oct VMZAON A47-5 for CAR TRS; 110615Z: [Aeradio] VMZAON A47-5 POSN; 110713Z: CAR D221/11 Oct A47-5 VMZAON for TRS and 111043Z Oct 45: TRS D777/11 Oct VMZAON A47-5 [ARR TRS] from CAR {22/1/23 p63 entry 112010i: B25 N ARR [from] GFD}.
Travel 12/10	KO-N	VMZAON		22/1/22 p277 entry 112355Z Oct 45: TRS D781/11 Oct A47-5 VMZAON for BALIK {22/1/23 p64 entry 120925i: B25 KO-N DEP [TRS for] BALIK}.
Travel 07/10	KO-N	VMZAON		22/1/22 p271 entries 070149Z Oct 45: [Aeradio] VMZAON B25 ETA TRS 070405Z; 070206Z: BAL [no sig ref] B25 A47-5 VMZAON DEP BALIK 062154Z; 070253Z: NWA [no sig ref] VMZAON B25 A47-5 ETA TRS 070405Z; 070307Z: TRS D729/7 Oct B25 A47-5 landed TRS 070307Z and 070416Z Oct 45: TRS D731/7 Oct B25 A47-5 VMZAON airborne for GFD.
Travel 11/10	KO-N	VMZAON		22/1/22 p276 entries 110240Z Oct 45: GD D246/11 Oct VMZAON A47-5 for CAR TRS; 110408Z: 4TMO [no sig ref] VMZAON A47-5 ETA TRS; [Aeradio]: VMZAON A47-5 ETA TRS and 111043Z Oct 45: TRS D777/11 Oct VMZAON A47-5 from CAR {22/1/23 p63 entry 112010i Oct 45: B25 N ARR [from] GFD}.
Travel 12/10	KO-N	VMZAON		22/1/22 p277 entry 112355Z Oct 45: TRS D781/11 Oct A47-5 VMZAON for BAL {22/1/23 p64 entry 120925i Oct 45: B25 KO-N DEP [for] BAL}.
Travel 15/12	KO-N	VMZAON		570BU A50: Sheet 102, entry 15/12: B25 AON ARR [ALI] from DAR.
Travel 16/12	KO-N	VMZAON		570BU A50: Sheet 102, entry 16/12: B25 AON DEP [ALI] for PAR.

It was received at 3AD for storage on January 1st, 1946 and was eventually disposed of.³²

³¹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-5 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

³² RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-5 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25D-30-NC Mitchell
A47-6
Ex N5-193, 43-3427

A47-6 received its RAAF identity on April 22nd, 1944, and was received for temporary storage at 2AD, RAAF Richmond, west of Sydney, from the NEI Pool in Canberra, on April 26th. 2AD handed the aircraft over to 2SQN on June 3rd.³³

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG47/1 24/6	KO-P	PF5P	Abed	Replaced by A47-18.
HUG48/7 27/6	KO-P	PK8P KS5P		Weston. C/S change over 271200Z.
HUG1/2 29/6	KO-P	2LYP	Nibble	Hocking.
HUG20/3 13/7	KO-P	XB1P	Wealthy	Henderson.
HUG24/2 16/7	KO-P	3AYP	Walrus	Hocking.
HUG30/5 20/7	KO-P	PP2P		Ekert.
HUG34/4 25/7	KO-P	MV3P		Davies.
HUG36/4 26/7	KO-P	4ENP JG4P		Hocking. C/S change over 261200Z.
HUG38/8 28/7	KO-P	V14P	Earthtop	Davies.
HUG39/9 29/7	KO-P	FU6P XB1P	Sailor Wealthy	Hocking. C/S change over 291200Z.
HUG45/2 31/7	KO-P	X19P		Hocking.
HUG49/4 09/8	KO-P	HR3P	Eyebrow	Hocking.
HUG3/4 13/8	KO-P	JE3P		Hocking.
HUG4/2 15/8	KO-P	4JWP	Nibble.	Replaced by A47-5.
HUG10/2 18/8	KO-P	H64P	Badgirl	Weston.
HUG12/1 19/8	KO-P	2LCP	Longlost	Norriss.
HUG12/3 19/8	KO-P	2LCP	Longlost	Norriss.
HUG17/3 24/8	KO-P	MQ8P		Fileman.
HUG19/8 25/8	KO-P	3ZGP WE9P	Cuddly Bandun	Hocking. C/S change over 251200Z.
HUG20/1 27/8	KO-P	WN8P	Pusher	Norriss.
HUG25/2 30/8	KO-P	4JWP	Nibble	Slater.
HUG26/5 31/8	KO-P	MS6P	Poison	Weston.
HUG31/5 01/9	KO-P	1SDP CV1P	Bidgot Badbox	Campbell. C/S change over 011200Z.

At 3:50 am on September 2nd, 1944, whilst conducting a search for the crew of A47-12, this aircraft crashed into the sea near Perron Island.³⁴

A47-6 departed Hughes at 3:20 am, in company with another B-25, so as to conduct a night search for the missing aircraft.

³³ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-6 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

³⁴ RAAF Form PT.81 Preliminary Report (External) of Flying Accident or Forced Landing, Serial No. 204 for Period 1944/45 in Mitchell A47 Accidents Part 1; NAA: A9845, 1.

A47-6 (continued)

The altimeter was set to zero at aerodrome level (168 feet above M.S.L.) prior to take off. On approaching PERON ISLAND at 400 feet Flight Lieutenant SIMPSON observed a light on the sea to port and turned to investigate. Although the moon was at its full, conditions were very hazy and little horizon was visible. Furthermore the sea surface was glassy and the high altitude of the moon leaving no light track on the water, combined to make operation close to the sea treacherous. While turning Flight Lieutenant SIMPSON kept his eye on the light rather than on his altimeter. Straightening from the turn he switched off his headlights and only had time to pull violently back on the stick before hitting the water.

Flight Lieutenant [Simpson] has more than 200 night flying hours to his credit, 130 of which were flown on convoy escort with No. 32 SQUADRON. Consequently he is an experienced night pilot. His previous work with this Squadron was of a high standard and he is assessed as "Above Average" as a pilot. It is considered that he showed an error of judgement, firstly in paying insufficient attention to instrument and secondly in attempting to investigate from low level when reconnaissance flares were provided for this purpose. This temporary lapse on the part of an experienced pilot whose judgement previously had been sound can only be attributed to over keenness on his part in the search for a missing crew of his formation, combined with adverse conditions.

... Aircraft A47-6 crashed into the sea in position bearing 045 degrees PERON ISLAND 5. A ship in the vicinity picked up survivors and it was found that Chaplain H.C. EASTON of No. 2 Squadron [an authorised passenger carried to assist with visual lookout] was killed and Flight Lieutenant A.J. HIGGINS (416335) Flying Officer R.L. PARK (418871) and Flying Officer V. PETERS (401016) were injured No. 4785 Warrant Officer KING, G.S. (Fitter Armourer) [an authorised passenger carried to assist with deployment of flares] was missing. A search was carried out by the crew of the aircraft and the crew of the ship for the body of Warrant Officer KING but it could not be located. It is assumed that the body is entangled with the wrecked aircraft on the sea bed.

The crew of the aircraft A47-6 were :-

A/Flight Lieutenant J.C. SIMPSON (400558)	- Pilot Captain.
No. 406945 Warrant Officer MILLIGAN, R.K.	- 2 nd Pilot.
Flying Officer V. PETERS (401016)	- Nav. "B"
Flight Lieutenant A.J. HIGGINS (416335)	- Gun.Leader O.
Flying Officer R.L PARK (418671)	- Gunnery Officer.
No. 431284 Sergeant JELLIS. G.	- Air Gunner.
Chaplain H.C. EASTON. (Methodist)	- Passenger.
No. 4795 Warrant Officer KING, G.S. (Fitter Armourer) ³⁵	- Passenger.

³⁵ Confirmatory Memorandum, Aircraft Casualty – Mitchell A47-6 in Mitchell A47 Accidents Part 1; NAA: A9845, 1.

B-25D-30-NC Mitchell
A47-7
Ex N5-194, 43-3607

This B-25 received its RAAF serial number on April 22nd and was formally received by 2AD from the NEI Pool on April 26th, 1944. 2SQN recorded receiving this aircraft on June 6th,³⁶ allocating it the individual identification letter "X". This allocation was changed, on or about 13th June, to "S".

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG30/2 11/6	KO-X	FR2X		Hayes.
HUG31/1 12/6	KO-X	FK8X		Replaced by A47-18.
HUG32/2 12/6	KO-X	SR7X		Ditchburn. Replaced A47-18.
HUG33/4 14/6	KO-S	UA9S		Hayes.
HUG35/2 15/6	KO-S	WZ6S		Pierce.
HUG36/1 16/6	KO-S	QX6S		Simpson.
HUG42/1 20/6	KO-S	4RCS		Hill.
HUG44/5 22/6	KO-S	UA9S		Davies.
HUG47/2 24/6	KO-S	PF5S	Abed	Henderson.
HUG48/1 27/6	KO-S	PK8S KS5S		Hill. C/S change over 271200Z.
HUG4/2 01/7	KO-S	GV3S	Seaward	Unserviceable.
HUG7/3 02/7	KO-S	PD1S 4NCS	Earthtop Reading	Replaced by A47-15.
HUG9/4 04/7	KO-S	CW1S YZ1S	Sailor Walrus	Davies. C/S change over 041200Z.
HUG10/1 05/7	KO-S	YZ1S		Replaced by A47-3.
HUG16/1 10/7	KO-S	H64S		Coughlan. Replaced A47-1.
HUG20/5 13/7	KO-S	XB1S	Castrap	Hill.
HUG23/4 15/7	KO-S	HN2S	Cashier	Coughlan.
HUG28/4 19/7	KO-S	GL4S		Hill. A51: A47-3 in error.
HUG29/9 19/7	KO-S	4JHS		Avery.
HUG30/4 20/7	KO-S	PP2S		Cherry.

Hughes 30 of 20th July, 1944, was a Shipping Sweep by six B-25's of 2SQN operating in two flights of three. Both flights were to commence their sweep at Dilli at first light with number two flight then heading to Cape Lisomoe before following the south coast of Alor and Pantar Islands, through Alor Strait, around the north coast of Pantar Island, through Pantar strait and then, if fuel permitted, to Cape Batu Merah and Atapoepoe. All shipping sighted was to be attacked at mast height and if no attacks were made, bombs were to be returned to base unless doing so would put the aircraft at risk.³⁷

At 192225Z (7:55 am Darwin time on the 20th), in position 08°27'S 124°30'E, flight number 2 bombed and then strafed from mast-height a 75-foot power lugger with superstructure aft. Some bombs passed through the hull and exploded in the water.³⁸

³⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-7 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

³⁷ 79WG/G1/20 Jul in AWM66, 15/1/122.

³⁸ HUG/B1/20 Jul, ibid.

A47-7 (continued)

During the course of this attack, the starboard wing of A47-7 struck the mast of the vessel and, as a result, it was sent off to 4RSU who received it on July 23rd. After the necessary repairs, it was handed back to 2SQN on August 11th.³⁹

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG3/3 13/8	KO-S	JE3S		Coughlan.
HUG4/1 15/8	KO-S	4JWS	Nibble.	Cherry.
HUG13/6 19/8	KO-S	PF5S	Typist	Carter.
HUG15/3 21/8	KO-S	UL5S	Crumpet	Coughlan.
HUG19/9 25/8	KO-S	3ZGS WE9S	Cuddly Bandun	Replaced by A47-25.
HUG24/4 30/8	KO-S	2LYS	Cutter	Ingram.
HUG30/1 01/9	KO-S	MI1S		Coughlan.

Hughes 30 of 1st September, 1944, was a Search K (Armed Shipping Reconnaissance of Area K) by two B-25's of 2SQN.⁴⁰ Wheels up from Hughes was planned for 312300Z (8:30 am Darwin time on the 1st) with the route being Hughes to Darwin to 05°23'S 134°25'E, 05°21'S 133°10'E to Hughes via Cape Hotham.⁴¹

At 010245Z (12:15 pm Darwin time) both duties attacked a 100-foot lugger just north of the Taberfane jetty. During their attack, A47-7 was hit by 50 calibre machine gun fire.⁴² On September 4th, was received by 14ARD for repairs. 2SQN received it back again on September 11th.

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG49/2 22/10	KO-S	[...]	Onset	Replaced by A47-16. W/T C/S not recorded.
HUG3/3 23/10	KO-S	3YOS	Censor	Hodges.
HUG6/3 25/10	KO-S	2LCS	Longlost	Avery.
HUG14/3 31/10	KO-S	Q53S	Paddock	Was to have replaced by A47-25, but A51 records A47-25 as flying anyway.
HUG16/2 01/11	KO-S	MD5S	Issue	Norriss.
HUG17/1 02/11	KO-S	CN5S	Explain	Replaced by A47-8.
HUG18/3 03/11	KO-S	3HNS	Casting	Apparently replaced by A47-31.
HUG22/12 12/11	KO-S	GL4S	Cusher	McQuoid.
HUG23/12 14/11	KO-S	FP8S	Dingo	Clifton.
Travel 15/11	KO-S			22/1/8 p370 entry 142340Z Nov 44: TRS/M4/14 Nov 4R KO-S-G-M-B DEP TRS for HUG.
HUG36/3 22/11	KO-S	LU6S	Campless	Replaced by A47-26.
HUG46/3 05/12	KO-S	KY3S	Bearer	Avery.
HUG47/1 06/12	KO-S	ZT26S	Befwig	Power. R/T C/S possibly "Befstar".
HUG3/1 09/12	KO-S	1DW6S	Peagown	McQuoid.
HUG4/1 11/12	KO-S	1DW6S	Bender	Fileman.

³⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-7 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

⁴⁰ 79WG/G2/31 Aug in AWM64, 6/5C.

⁴¹ HUG/M7/31 Aug, ibid.

⁴² No. 2 Squadron Report No. 231, dated 1/9/44, Report on Operation HUG.30 – 1st September, 1944, in RAAF Squadron Narrative Reports No. 1 Squadron 4 Mar 1944 – 16 August 1945, No. 2 Squadron 8 January 1944 – 30 April 1945; NAA: A9652, BOX 1.

A47-7 (continued)



B-25D Mitchell, A47-7/KO-S with A47-16/KO-L behind. [Aviation Heritage Museum of WA image P028015].

By the end of December, 1944, the aircraft was due for a 240-hourly and 18RSU received the aircraft on December 27th for that purpose. It was back with the Squadron on February 16th, 1945.⁴³

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG27/4 21/2	KO-S	VT7S	Bantum	Legge.
HUG29/1 24/2	KO-H	GM8H	Brazen	Ingledeu. Apparently replaced A47-4.
HUG32/1 01/3	KO-S	JY7S	Acock	Campbell. C/S for transit HUG – BME WK6S / Kindred.
HUG42/3 08/3	KO-S	SN7S	Cuddly	Nicholls.
HUG44/3 10/3	KO-S	RK8S	Buckskin	Nicholls.
HUG47/12 04/4	KO-S	UL5S	Flaxen	Brown.
HUG49/4 06/4	KO-S	GX8S	Goodwon	Clifton. A51: duty 7.
HUG6/1 28/4	KO-S	VV1S	Leather	Coward. Replaced A47-18.
HUG9/1 01/5	KO-S	FY5S LF1S	Pedkill Baggo	Hannah. HUG8 and 9 both recorded as duty 1.
Travel 28/9	KO-S	VMZAOS		22/1/22 p251 entries 271330Z Sep 45: BAL D12/27 Sep B25 for TRS ALI ESS ETD BAL 272100Z; and 280003Z Sep 45: BAL [no sig ref] B25 KOS DEP and p252 entries 280729Z Sep 45: TRS D563/28 Sep KOS landed 280226Z; and 280802Z Sep 45: ALI D992/28 Sep VMZAOS [arrived] from TRS. 22/1/23 p52 entry 281159i Sep 45: B25 KO-S ARR [from] BALIK. 570BU A50 Sheet 96, entry 28/9/45: Mitchell AOS ARR [ALI] from TRS.
Travel 29/9	KO-S	VMZAOS		570BU A50 Sheet 96, entry 29/9/45: Mitchell AOS DEP [ALI] for ESS.
Travel 02/10	KO-S	VMZAOS		22/1/22 p260 entry 020853Z Oct 45: TRS D633/2 Oct B25 AOS from ALI {22/1/23 p56 entry 021820i Oct 45: B25 A47-7 KO-S ARR [from] ALI}. 570BU A50 Sheet 97, entry 2/10/45: Mitchell AOS ARR [ALI] from TRS [sic – DEP [ALI] for TRS?].
Travel 03/10	KO-S	VMZAOS		22/1/22 p261 entry 022129Z Oct 45: TRS D640/2 Oct B25/1 VMZAOS for BAL {22/1/23 p57 entry 030659i Oct 45: B25 A47-7 KO-S DEP [for] BALIK}.
Travel 02/10	KO-S	VMZAOS		22/1/22 p260 entries 020530Z Oct 45: [ALI no sigs ref] B25 A47-7 for TRS; and 020853Z Oct 45: TRS D633/2 Oct B25 AOS from ALI.
Travel 03/10	KO-S	VMZAOS		22/1/22 p261 entry 022129Z Oct 45: TRS D640/2 Oct B25/1 VMZAOS for BALIK and p262 entry 030418Z Oct 45: BAL [no sigs ref] B25 KOS ARR.
Travel 10/10	KO-S	VMZAOS		22/1/22 p274 entry 092305Z Oct 45: ALI [no sig ref] B25 VMZAOS for TRS.

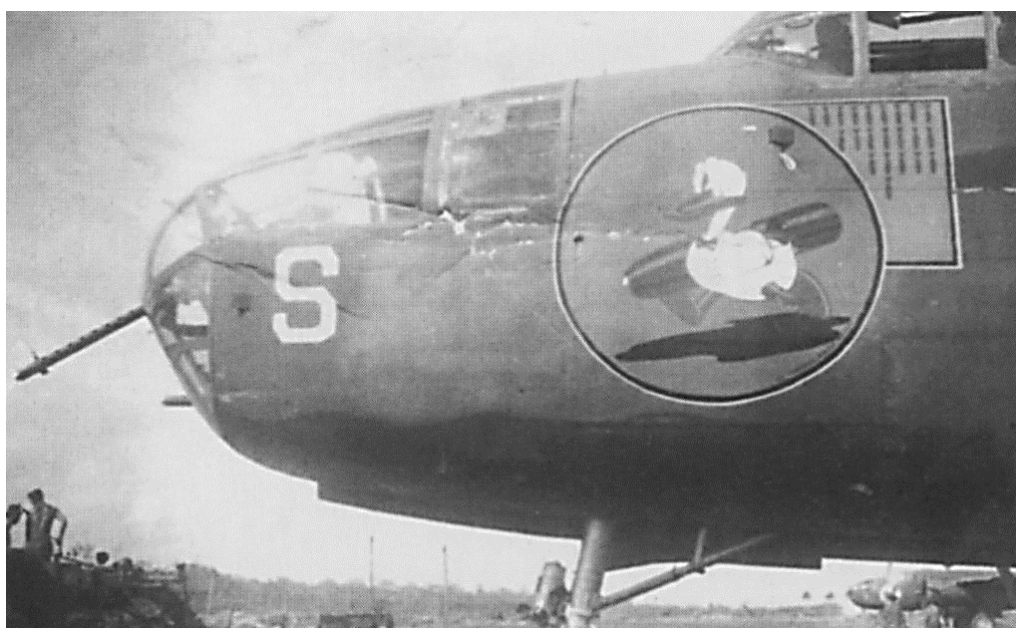
⁴³ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-7 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-7 (continued)

It was eventually received by 3AD for storage on December 17th, 1945 and was subsequently disposed of.⁴⁴



This is an enlargement of the AWM's image NWA0943, showing A47-7/KO-S parked between KO-M (the B-25J at left which is A47-28) and KO-V (the natural metal B-25D at right which is A47-37). Concentrating on KO-S, its former name of "Salome" is visible between the letter "S" and the, as yet unfinished, replacement nose art. This new style of art work, which evidently was just starting to appear on 2SQN aircraft around the time this photo was taken (July, 1945, if the AWM caption is correct) typically depicts a Disney cartoon character displayed on a large circular field. In this case, KO-S is showing an unfinished Donald Duck character running along with a bomb under his right wing. [AWM image NWA0943].



A later photograph of this nose art shows the aircraft parked at Sepinggang, Borneo. The name "Salome" has been removed and the Donald Duck artwork has been coloured – the duck is white, wearing a bow tie, his various features such as eyes, bill and legs have been coloured, the bomb is very dark and the shadow is black. Appearing off the upper right-hand quadrant of the circle is a bomb log with 22 bomb symbols. By the time the previous AWM image was taken, A47-7 had flown 39 or 40 operations. When this Sepinggang image was taken it would have flown another 4 or 5 times. Counting bomb symbols on a bomb log is not an accurate way to date photographs. [Image via Steve Mackenzie].

⁴⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-7 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25D-30-NC Mitchell
A47-8
Ex N5-195, 43-3613

2AD received this aircraft from the NEI Pool on April 27th, 1944. It was received by 14ARD RP on July 14th⁴⁵ and it arrived at 2SQN on July 17th, 1944.⁴⁶

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG36/9 26/7	KO-E	4ENE JG4E		Simpson. C/S change over 261200Z.
Travel 30/7	KO-E			22/1/8 p291 entries 292255Z Jul 44: HUG/M2/30 Jul DEP 1R KO-E for TRS; 300200Z: TRS/M7/30 Jul 1R KO-E DEP for HUG; and 300710Z Jul 44: HUG/M6/30 Jul 2R KO-A 0331Z KO-E 0438Z HUG ex TRS.
HUG43/4 31/7	KO-E	4NCE WN8E	Reading Pusher	Slater. C/S change over 311200Z.
HUG46/2 02/8	KO-E	QG4E	Arrange	Slater.
HUG49/14 09/8	KO-E	HR3E	Eyebrow	Slater.
HUG3/6 13/8	KO-E	JE3E		Slater.
HUG28/2 31/8	KO-E	JE3E	Bestrice	Replaced by A47-17.
HUG30/2 01/9	KO-E	MI1E		Hocking.

Hughes 30 of 1st September, 1944, was a Search K (Armed Shipping Reconnaissance of Area K) by two B-25's of 2SQN.⁴⁷ Wheels up from Hughes was planned for 312300Z (8:30 am Darwin time on the 1st) with the route being Hughes to Darwin to 05°23'S 134°25'E, 05°21'S 133°10'E to Hughes via Cape Hotham.⁴⁸

At 010245Z (12:15 pm Darwin time) both duties attacked a 100-foot lugger just north of the Taberfane jetty. Hughes 30 duty 2 made two low level strafing runs and on their third run, dropped two bombs which under shot. During their attacks, A47-8 was hit several times by 50 calibre machine gun fire and the tail gunner, Sergeant D.D. Young was wounded in the hand and arm.⁴⁹ A47-8 was received by 14ARD for repairs on September 4th. 2SQN got it back again on October 4th.⁵⁰

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG13/1 31/10	KO-E	1DW6E	Baggo	Micken.
HUG16/5 01/11	KO-E	MD5E	Issue	Leach.
HUG17/1 02/11	KO-E	CN5E	Explain	Hodges. Replaced A47-7.
HUG19/4 04/11	KO-E	KV2E	Fortress	Selway. Failed To Return.

⁴⁵ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-8 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

⁴⁶ RAAF Form A.50 Operations Record Book of No. 2 Squadron entry for 17.7.44 in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5

⁴⁷ 79WG/G2/31 Aug in AWM64, 6/5C.

⁴⁸ HUG/M7/31 Aug, ibid.

⁴⁹ No. 2 Squadron Report No. 231, dated 1/9/44, Report on Operation HUG.30 – 1st September, 1944, in RAAF Squadron Narrative Reports No. 1 Squadron 4 Mar 1944 – 16 August 1945, No. 2 Squadron 8 January 1944 – 30 April 1945; NAA: A9652, BOX 1.

⁵⁰ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-8 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-8 (continued)

Hughes 19 of 4th November, 1944, was a Shipping Sweep of Wetar and Alor Islands by four B-25's of 2SQN operating in company. Any shipping sighted was to be attacked from medium level and aircraft to be loaded with maximum number of 20-lb Fragmentation bomb clusters.⁵¹

Apparently:

[a]t 1248 hours local time on the 4th November, 1944, two camouflaged barges were sighted in the bay three miles West of ATAPOEPOE (TIMOR) [...] Whilst on a strafing run, under intense ack-ack fire from two positions on the Eastern headland of the bay and probable machine gun fire from a position near the beach on the West side of the bay, Aircraft A.47-8 appeared to be hit by 40 m.m. or 20 m.m. and was seen to burst into flames and crash into the Sea at 1256 hours local on the 4th November, 1944, in a position 08.59S 124.49E. The crews of the accompanying Aircraft saw no further trace of the Aircraft or members of the Crew.⁵²

As mentioned above, two camouflaged Japanese barges, identified as being either type "G" or type "H", were sighted in a bay 3 miles west of Atapoepoe at 040315Z (12:45 pm Darwin time). Duties 1 and 2 bombed from 2,000 feet at 040318Z (12:48 pm) but missed. The second pair, which included A47-8, bombed at 040320Z (12:50 pm) also from 2,000 feet but also failed to hit the targets. The first pair then made a strafing run to help suppress the moderate amount of accurate 20 mm and 40 mm Anti-Aircraft fire whilst duties 3 and 4 made strafing runs on the barges. During this attack, A47-8 was seen to burst into flames and crash vertically into the sea. The crew of A47-8 were:

Pilot	Flying Officer J. Selway,
2 nd Pilot	Pilot Officer H.B. Worman,
Navigator	Flying Officer A. Pott,
WAG	Warrant Officer J.F. Stormon,
WAG	Flight Sergeant A.E. Hawkins and,
AG	Sergeant R.G. Palfreyman. ⁵³

⁵¹ 79WG/G1/3 Nov in AWM64, 6/5D.

⁵² Confirmatory Memorandum, Aircraft Casualty – Mitchell A47-8 in Mitchell A47 Accidents Part 1; NAA: A9845, 1.

⁵³ No. 2 Squadron Report No. 279, dated 5/11/44, Report on Operation HUG.19 – November 4th, 1944 in No 2 Squadron Operation Reports; NAA: A11284, 2/1/INTEL PART 2.

B-25D-35-NC Mitchell
A47-9
Ex N5-196, 43-3621

After being received at 2AD from the NEI Pool on April 22nd, 1944 and re-numbered, this aircraft was received by 2SQN on May 22nd⁵⁴ and participated in the following operations.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG43/3 22/6	KO-V	FO5V	Petrol	Replaced by A47-18.
HUG1/3 29/6	KO-V	2LYV	Nibble	Avery.
HUG4/3 01/7	KO-V	GV3V	Seaward	Squires.
HUG7/4 02/7	KO-V	PD1V 4NCV	Earthtop Reading	Pierce. C/S change over 021200Z.
HUG9/3 04/7	KO-V	CW1V YZ1V	Sailor Walrus	Kuring. C/S change over 041200Z.
HUG11/2 05/7	KO-V	3AYV		Pierce.
HUG28/3 19/7	KO-V	GL4V		Davies. A51: A47-7 in error. Replaced A47-14.
HUG29/11 19/7	KO-V	4JHV		Weston.
HUG30/2 20/7	KO-V	PP2V		Henderson.
HUG35/5 25/7	KO-V	HN2V		Ingram.
HUG40/1 29/7	KO-V	CW1V		Carter.
HUG42/1 30/7	KO-V	H41V		Davies. RTB.
HUG43/10 31/7	KO-V	4NCV WN8V	Reading Pusher	Weston. C/S change over 311200Z.
HUG46/8 02/8	KO-V	QG4V	Arrange	Weston.
HUG49/11 09/8	KO-V	HR3V	Eyeblow	Fileman.
HUG1/1 10/8	KO-V	MX7V		Cherry.
HUG5/3 15/8	KO-V	2LYV	Cutter	Operation cancelled.
HUG6/2 16/8	KO-V	UP4V	Pending	Weston.
HUG9/5 18/8	KO-V	GG2V 2LCV		Lee. C/S change over 181200Z.

The aircraft was damaged by ground fire, sustaining damage to the left-hand horizontal stabilizer the rear fuselage and was accordingly sent off to 14ARD for repairs on August 25th. It was recorded as being received back at 2SQN on September 9th.⁵⁵

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG46/3 12/9	KO-V	PP64V		Replaced by A47-19.
HUG47/5 12/9	KO-V	2JRV	Billow	Hodges.
HUG48/2 15/9	KO-V	MO82V	Begcut	Replaced by A47-5.
HUG49/3 15/9	KO-V	PP64V	Echo	Weston. Replaced A47-3.
HUG2/3 16/9	KO-V	PP64V	Campust	Simpson.
HUG8/3 20/9	KO-V	PP64V		Hodges.
HUG10/3 21/9	KO-V	PP64V	Kindred	Hocking.
HUG14/1 25/9	KO-V	MO82V	Civic	Hodges.

Continued →

⁵⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-9 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

⁵⁵ Ibid.

A47-9 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG16/5 26/9	KO-V	JA4V XM8V	Gasket Befog	Norriss. C/S change over 261200Z.
HUG19/6 27/9	KO-V	MC2V	Devour	Fraser.

18RSU received it for a 240-hourly on September 30th and they handed it back November 12th.⁵⁶

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG27/1 18/11	KO-V	XY69V	Cusher	Ekert. Replaced A47-5.
HUG33/4 20/11	KO-V	CW1V	Croker	Ekert.
HUG36/1 22/11	KO-V	LU6V	Campless	Hodges.
HUG97/1 26/11	KO-V	GL4V	Cusher	Ekert.
HUG49/3 06/12	KO-V	XY69V	Placing	Fraser.
HUG16/7 20/12	KO-V	MC2V	<i>Devour</i>	Hodges.
HUG18/3 21/12	KO-V	ZT26V	Assist	Clifton.
HUG20/9 22/12	KO-V	TH32V	Becul	Westbury.
HUG27/3 26/12	KO-V	KS5V	Shrapnel	Avery. Crashed on Take-off. A51: A47-23 in error.

Aircraft A47-9 was number 3 in the formation. Other aircraft in the formation took abnormally long runs before becoming airborne and in one case the pilot used 52" hg manifold pressure later reducing to 49" hg, and only cleared the trees at the end of the approaches by a narrow margin, with an airspeed of 120 M.P.H. (Normally aircraft show 130 before leaving the strip itself, and show 150 M.P.H. over the trees, using a take off manifold pressure of 44" mercury.

Meteorological records show a wind of 4 M.P.H. at right angles to the take off path, and a density altitude on the strip of 3,000 feet at 1430 hours on the day of the accident.

In the case of Aircraft A47-9, there appears to be some probability of brakes binding slightly during the take off run. The take off run was long, and after becoming airborne, Flying Officer AVERY was unable to obtain more than 105 M.P.H. and the Aircraft was sluggish. Normal boost and R.P.M. were obtained during the take off run.

Flying Officer AVERY was forced to decide quickly, and since it appeared improbable that extra boost would enable him to clear the trees at the end of the approach clearing at the south end of the strip, he crash landed straight ahead into the clearing. This appears to have been the correct decision since a crash into the trees would have meant a complete write off to the aircraft as well as probable fatal injuries to all the crew, where as by landing ahead he had a probable chance of leaving all crew unhurt and not damaging the aircraft beyond a repairable category.

In actual fact, due probably, to the trees in the clearing having been felled and left on the ground, the starboard fuel system was apparently damaged and the aircraft caught fire. The fire spread rapidly and due to the obstructions the fire tender was not able to reach the scene of the crash until too late. (In fact, the fire tender bogged about 75-100 yards from the aircraft). The bombs exploded and the aircraft was a complete "write off". No members of crew injured.⁵⁷ Continued →

⁵⁶ Ibid.

⁵⁷ Confirmatory Memorandum, Aircraft Casualty – Mitchell A47-9 in Mitchell A47 Accidents Part 1; NAA: A9845, 1.

A47-9 (continued)



Aside from ammunition hanging out of what remains of the tail gun position (in the feed chute and hanging down towards the ground at centre left) and another link amongst the twisted remains on the ground (at centre right of the image), very little remains to be salvaged. [*Aviation Heritage Museum of WA image P001590*].

The crewmembers were:

Pilot Flying Officer R.L. Avery,
2nd Pilot Flight Sergeant T.P. Lee,
Navigator Warrant Officer B.D. Hawthorne,
WAG Flight Sergeant A.C. Allen,
WAG Flight Sergeant J.R. Cunningham and,
AG Sergeant N.E. Hunter.⁵⁸

This turned out to be an expensive operation for 2SQN as A47-2/KO-Z crashed on landing and never flew again.

⁵⁸ RAF Form 540, Operations Record Book of No. 2 Squadron – December 1944, entry of 26.12.44 for Aircraft Casualty A47-9 in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46. NAA: A9186, 5.

B-25D-35-NC Mitchell
A47-10
Ex N5-197, 43-3623

After being handed over by the NEI Pool to 2AD on April 25th, 1944, this aircraft was received by 2SQN on May 20th, but was soon in need of engine repairs and was given to 14ARD on 12th June to complete the necessary work. 2SQN got the aircraft back again on June 16th, 1944.⁵⁹

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG40/1 19/6	KO-W	LU6W		Squires.
HUG43/4 21/6	KO-W	4OXW	Hoodlum	Kuring.
HUG43/4 22/6	KO-W	FO5W	Petrol	Pierce. Note duplicated mission number.
HUG47/3 24/6	KO-W	PF5W	Abed	Fileman.
HUG20/9 13/7	KO-W	XB1W	Masprit	Simpson.
HUG24/1 16/7	KO-W	3AYW	Walrus	Simpson.
HUG29/7 19/7	KO-W	4JHW		Simpson.
HUG30/3 20/7	KO-W	PP2W		Fileman. Replaced A47-14.
HUG39/7 29/7	KO-W	FU6W XB1W	Sailor Wealthy	Simpson. C/S change over 291200Z.
HUG43/9 31/7	KO-W	4NCW WN8W	Reading Pusher	Simpson. C/S change over 311200Z.
HUG46/7 02/8	KO-W	QG4W	Arrange	Simpson.
HUG49/7 09/8	KO-W	HR3W	Eyebrow	Cherry.
HUG3/2 13/8	KO-W	JE3W		Ekert.
HUG8/6 17/8	KO-W	YO5W	Hoodlum	Hocking.
HUG19/5 25/8	KO-W	3ZGW WE9W	Cuddly Bandun	Simpson. C/S change over 251200Z.

The aircraft sustained Anti-Aircraft damage and was received by 14ARD for repairs on August 28th. By September 7th, 2SQN had the aircraft back again.⁶⁰

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG39/2 08/9	KO-W	GQ8W	Streaky	Apparently replaced by A47-19.
HUG47/3 12/9	KO-W	2JRW	Billow	Fileman. Replaced A47-2.
HUG5/1 18/9	KO-W	MO82W	Brinner	Simpson.
HUG12/1 23/9	KO-W	MO82W	Benquick	Simpson.
HUG20/5 28/9	KO-W	HY5W	Viscount	Hodges.
HUG54/12 28/9	KO-W	W18W 2SPW	Chumpy Benquick	Hodges. C/S change over 281200Z.
HUG24/1 02/10	KO-W	MO82W	Jocko	Norriss.
HUG27/3 04/10	KO-W	PP64W	Acock	Carter.
HUG32/5 07/10	KO-W	QV2W		Cancelled.
HUG32/7 07/10	KO-W	HN2W	Belward	Hodges.
HUG38/1 12/10	KO-W	MO82W	Outbreak	Norriss.

⁵⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-10 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

⁶⁰ Ibid.

A47-10 (continued)

It was again damaged by Anti-Aircraft fire on October 12th and sent off to 14ARD again for repairs, being received at Gorrie on 18th October. On November 26th, 2SQN received the aircraft back again.⁶¹

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 02/12	KO-W			22/1/8 p386 entry 021000Z Dec 44: 4R KO-W-C-N-B HUG TRS. [Re HUG42/3 Dec].
HUG42/1 03/12	KO-W	YR2W	Freedom	Hodges.
Travel 13/12	KO-W			22/1/8 p395 entry 130823Z Dec 44: TRS/M2/13 Dec 4R KO-N-W-Z-E ex HUG. [Re HUG5/14 Dec].
HUG5/2 14/12	KO-W	VA1W	Nettle	Nicholls.
HUG12/3 18/12	KO-W	2SBW	Ermine	Micken. Replaced A47-34.
HUG16/9 20/12	KO-W	MC2W	<i>Devour</i>	Micken.
HUG19/7 21/12	KO-W	1DW6W	Backboard	Power.
HUG23/12 22/12	KO-W	1DW6W	Becul	Norriss.
HUG26/3 23/12	KO-W	4AQW	Palmy	Ingram.
HUG29/1 29/12	KO-W			Mickan. A51 only. No Mauve.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG38/1 09/1	KO-W	2JRW	Billow	Ekert.
HUG45/4 14/1	KO-W	2RKW		Fileman.
HUG24/1 16/2	KO-W	PN7W	Ovine	Operation cancelled.
HUG29/2 24/2	KO-W	GM8W	Brazen	Clifton.
HUG30/2 28/2	KO-W	VT7W		Legge. A51: A47-19 in error.
HUG31/2 01/3	KO-W	WE9W	Affirm	Ralfe. A51: Power.
HUG34/2 02/3	KO-W	Q87W	Waggy	Ralfe.
HUG36/2 03/3	KO-W	UE9W	Rental	Ralfe.
HUG47/7 04/4	KO-W	UL5W	Flaxen	Hannah.
HUG49/8 06/4	KO-W	GX8W	Goodwon	Hannah.

On June 11th, 1945, 7RSU received the aircraft for a double engine change and handed the aircraft back to 2SQN on August 30th.⁶² On November 22nd, 3AD received the aircraft for storage and eventual disposal.⁶³

⁶¹ Ibid.

⁶² Ibid.

⁶³ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-10 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25D-35-NC Mitchell
A47-11
Ex N5-198, 43-3624

2AD received this machine from the NEI Pool on April 22nd, 1944 and it received its RAAF identity that same day.⁶⁴ It arrived at 2SQN on July 7th.⁶⁵

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG34/3 25/7	KO-C	MV3C		Squires.
HUG36/3 26/7	KO-C	4ENC JG4C		Coughlan. C/S change over 261200Z.
HUG38/7 28/7	KO-C	V14C	Earthtop	Squires.
HUG39/5 29/7	KO-C	FU6C XB1C	Sailor Wealthy	Squires. C/S change over 291200Z.
HUG43/7 31/7	KO-C	4NCC WN8C	Reading Pusher	Carter. C/S change over 311200Z.
HUG46/5 02/8	KO-C	QG4C	Arrange	Carter.
HUG47/2 08/8	KO-C	RV1C		Ekert. Replaced A47-19 which RTB'd.
HUG49/9 09/8	KO-C	HR3C	Eyebrow	Squires.
HUG1/3 10/8	KO-C	MX7C		Fileman.
HUG3/9 13/8	KO-C	JE3C		Squires.
HUG5/4 15/8	KO-C	2LYC	Cutter	Replaced A47-18, but operation cancelled.
HUG6/1 16/8	KO-C	UP4C	Pending	Squires.
HUG7/2 17/8	KO-C	4OXC	Degree	Micken.
HUG19/1 25/8	KO-C	3ZGC WE9C	Cuddly Bandun	Squires. C/S change over 251200Z.
HUG29/3 01/9	KO-C	ZN4C		Lee.
Travel 27/9	KO-C			22/1/8 p331 entry 270512Z Sep 44: TRS/M5/27 Sep LDG 1R KO-C ex HUG.
Travel 28/9	KO-C			22/1/8 p332 entry 272135Z Sep 44: TRS/M1/28 Sep F/O Power to return HUG in KO-C to get urgent photos developed and return to TRS today.
HUG35/1 08/10	KO-C	MM9C	Bebnot	Carter.
HUG36/1 10/10	KO-C	LF1C	Baggo	Hodges.
Travel 11/10	KO-C			22/1/8 p342 entry 110623Z Oct 44: TRS/M3/11 Oct 2R KO-B-C TRS HUG and p343 entry 111035Z Oct 44: HUG/M4/11 Oct LDG 2R KO-B-C.
HUG41/4 14/10	KO-K	PP64K	Longlost	McQuoid. Apparently replaced A47-26.
HUG3/6 23/10	KO-C	3YOC	Censor	Avery.
HUG5/6 25/10	KO-C	ZT26C	Abed	Campbell.
HUG7/1 26/10	KO-C	1DW6C	Station	Power.
HUG21/2 10/11	KO-C	GA9C	Dispute	Campbell.
HUG22/2 12/11	KO-C	GL4C	Cusher	Campbell.
TRS51/3 13/11	KO-C	LU6C	Camplike	Avery.
HUG23/7 14/11	KO-C	FP8C	Dingo	Carter.
Travel 16/11	KO-C			22/1/8 p371 entries 160359Z Nov 44: TRS/M3/16 Nov KO-C DEP and 160658Z Nov 44: HUG/M2/16 Nov KO-C 160545Z HUG.
HUG26/3 18/11	KO-C	YR2C	Freedom	Fileman.
HUG33/5 20/11	KO-C	CW1C	Croker	Power.

Continued →

⁶⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-11 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

⁶⁵ RAAF Form A.50 Operations Record Book of No. 2 Squadron entry for 7.7.44 in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5

A47-11 (continued)



Often used and often misquoted. This is A47-11/KO-C; it is *not* A47-19/KO-G as this image is usually captioned. [Aviation Heritage Museum of WA image P000339].

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 02/12	KO-C			22/1/8 p386 entry 021000Z Dec 44: 4R KO-W-C-N-B HUG TRS. [Re HUG42/3 Dec].
HUG42/2 03/12	KO-C	YR2C	Freedom	Campbell.
HUG43/1 04/12	KO-C	XY69C	Dawdle	Nicholls.
HUG46/1 05/12	KO-C	KY3C	Bearer	Norriss. Crash landed Bathurst Island.

Hughes 46 of 5th December, 1944, was a Shipping Sweep of Wetar Island and the north coast of Timor by four B-25's of 2SQN, operating in company. Any shipping sighted was to be attacked at mast height.⁶⁶

At 0820 hours local on the 5th December, 1944, from minimum altitude three duties, (including Aircraft A47-11) strafed a beached barge at LAGA, causing an explosion which destroyed the barge. During the strafing run, Aircraft A47-11 was hit by enemy ack ack fire and sustained damage to the Starboard fuel system causing an escape of petrol from the trailing edge of the wing. To prevent possibility of fire the Starboard engine was switched off and the airscrew feathered and the Aircraft proceeded to return to Base on one engine. A subsequent failure of the Port engine driven generator made it impossible to transfer fuel from the Starboard tanks. While over BATHURST ISLAND MISSION the port engine failed due to lack of petrol and the Aircraft was crash landed, with nil injuries to the Crew. The Pilot was not in a position to crash land on the strip and due to a hydraulic failure was unable to use flap. A belly landing was made on a clap [sic] pan to the North West of the Strip and the Aircraft skidded about 400 yards coming to rest in a tidal mangrove swamp.⁶⁷

⁶⁶ 79WG/G2/4 Dec in AWM64, 6/5D.

⁶⁷ Confirmatory Memorandum, Aircraft Casualty – Mitchell A47-11 in Mitchell A47 Accidents Part 1; NAA: A9845, 1.

A47-11 (continued)

18RSU officially took charge of the aircraft on December 22nd and it was broken up for spare parts.⁶⁸



The aftermath of A47-11/KO-C's forced landing on Bathurst Island. [*Aviation Heritage Museum of WA image P001604*].

⁶⁸ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-11 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25D-35-NC Mitchell
A47-12
Ex N5-199, 43-3625

On April 22nd, 1944, this machine was received from the NEI Pool by 2AD at RAAF Richmond, New South Wales. It was received by 2SQN on June 12th.⁶⁹

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG37/4 17/6	KO-B	FK8B		Hocking.
HUG38/1 18/6	KO-B	UL5B		Coughlan.
HUG48/9 27/6	KO-B	PK8B KS5B		Ingram. C/S change over 271200Z.
HUG49/4 29/6	KO-B	4JWB		Coughlan.
HUG20/6 13/7	KO-B	XB1B	Castrap	Pierce.
HUG34/2 25/7	KO-B	MV3B		Ekert. Replaced A47-3.
HUG41/2 29/7	KO-B	VR3B		Slater.
HUG43/6 31/7	KO-B	4NCB WN8B	Reading Pusher	Cherry. C/S change over 311200Z.
HUG46/4 02/8	KO-B	QG4B	Arrange	Cherry.
HUG13/7 19/8	KO-B	PF5B	Typist	McQuoid.
HUG15/1 21/8	KO-B	UL5B	Crumpet	Campbell. Replaced A47-1.
HUG17/4 24/8	KO-B	MQ8B		Henderson.
HUG19/12 25/8	KO-B	3ZGB WE9B	Cuddly Bandun	McQuoid. C/S change over 251200Z.
HUG31/7 01/9	KO-B	1SDB CV1B	Bidgot Badbox	Carter. Ditched . C/S change over 011200Z.

Hughes 31 of 1st September, 1944, was a night attack on Toeval by eight B-25's of 2SQN,⁷⁰ operating in coordination with eight B-25's from 18(NEI)SQN who would be attacking Langgoer (as NEI15).⁷¹

Returning from the operation, A47-12 had been subjected to a number of second class direction finding bearings from Batchelor which led the aircraft well off of its intended track, its fuel situation had by then become critical and the aircraft was ditched.⁷²

Number 2 Squadron had conducted extensive fuel consumption tests on its B-25's and this was the first operation since those tests that the bomb-bay auxiliary fuel tanks had been removed so as the full capacity of the bomb-bay could be utilised for ordnance.

A47-12 was airborne at 0903Z and as instructed immediately climbed to cruising height, i.e. 8,000 feet, temperature plus 15 degrees Centigrade. For climb the captain used 31 inches of boost and 2100 revs, for cruise 27 ½ inches and 1800 revs. The route out was designed to give ample scope for a decent landfall though excessive cloud tops to 7000 feet made location of the target somewhat difficult. A good landfall was made at LARAT ISLAND from which position course was set for the next landfall at CAPE WEDDOEAR which was completely cloud covered. The landfall for the bombing run was picked up and the bombing run was made at 1209Z. Up to

⁶⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-12 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

⁷⁰ 79WG/G4/1 Sep in AWM64, 6/5C.

⁷¹ 79WG/G5/1 Sep, *ibid*.

⁷² Aircraft Accident Data card for A47-12 in Mitchell A47 Accidents Part 1; NAA: A9845, 1.

A47-12 (continued)

this stage petrol consumption had been approximately 130 gallons per hour. On straight D.R. course was set for CAPE HOTHAM after return to [the] original bombing landfall and subsequent picking up of CAPE WEDDOEAR on a course of 184 degree magnetic which is in agreement with that used by the remaining navigators on the night in question. For return the Captain used 26 inches and 1700 revs at 7,500 feet, temperature plus 16. The navigator took two astro shots, one on ALTAIR and one on VEGA, the resulting fix showing him slightly to port of track required. A check on the petrol showed an unexpected consumption of 235 gallons per hour whilst flying over the target area at height and in rich mixture, though sufficient petrol remained provided a satisfactory landfall was made at CAPE HOTHAM. Course was checked on the moon and found to be correct.

At approximately 1401Z three bearings were obtained from MERAUKE, GROOTE ISLAND and BATCHELOR, plotting of which gave a reasonable cocked-hat 35 miles to port of track required. After consultation and considering the previous accuracy of such fixes, it was decided to alter course accordingly, as in addition, the radio compass gave the impression of their being to port of track required, though no real reliance could be placed on it because of the excessive hunt.

Continued bearings were then sought, BATCHELOR slowly reducing from 022 degrees to 015 degrees. As the coast was approached a thick haze made absolute identification [sic] difficult, the consistency [sic] of the BATCHELOR bearings indicated that the aircraft was crossing the CAPE DON PENINSULA and a course of 214 degrees magnetic was therefore maintained in the expectation of picking up the mainland and so coming within adequate reach of the HUGHES beacon. Having crossed over this land which must have been in the vicinity of CAPE FOURCROY the expected mainland was not encountered on E.T.A. HUGHES beacon still indicated zero showing that they were approximately still on the correct course. Immediately after ETA course was then altered to 150 degrees magnetic to pick up the mainland as it was felt that the position must be west of that required and an SOS was sent out. The haze still did not permit identification [sic] of any part of the coast and ditching then became necessary. Attempts to contact both Hughes and Darwin towers met with no success, though the aircraft was picked up by Hughes tower. Ditching was finally accomplished on a heading of 180 degrees magnetic, the captain having picked up the coast line, putting the aircraft down as close as possible thereto in some four to six feet of water at mid-tide. Normal procedure was adopted, a further S.O.S. being sent, wireless key clamped down and emergency IFF showing. A satisfactory ditching was made and the crew emerged safely at 1546/Z, a total airborne time of 6 hours 43 minutes.

Ditching was accomplished with motors on, full flap and undercart up, tail first and the aircraft did not breakup; positions in the forepart of the aircraft were normal with safety belts fixed, while in the rear the wireless operator was braced hard up against the bomb bay, while the turret gunner and the rear gunner braced themselves on the floor between the floor and the wireless set, facing forward using parachutes and dinghies as pads. The windows were not cut out though preparations were in hand. Normal exits were made in front the rear cabin windows being used by the wireless operator and gunners. When it was found that the aircraft was in a few feet of water only salvage of gear, parachutes, jungle kits and rations proceeded and these were placed on the top of the fuselage. The emergency radio equipment which was in the rear of the machine could not be procured because of the rapidity with which the tail of the aircraft filled with water, thus effectively jamming the escape windows. The inflation of the main dinghy was slow and incomplete, possibly due to a faulty CO2 bottle, for the pulling of the cable did not

A47-12 (continued)

release the valve on the bottle. The dinghy was subsequently pumped up by hand. The one man dinghy available worked satisfactorily. Because of being insufficiently inflated, the main dinghy with two men on board and portion of the salvaged gear, medical supplies and water, went into shore there to complete its inflation, and to return for the rest of the crew and the remainder of the gear. The incoming tide however, did not allow the crew to remain on the aircraft and the remainder of the salvaged equipment was lost. With one man in the one man dinghy, the remaining three members swam towards the shore, and subsequently joined the main dinghy. A search was immediately instigated by the Squadron and Aircraft A47-12 was sighted near the coast between Point Blaze and Perron Island. The crew were picked up by Catalina.⁷³



A47-12 on the beach in the inter-tidal zone at low tide and facing back towards the sea; the high-water mark is the thin dark line of material at the bottom of the image. [Image via adf-gallery.com.au/gallery/Mitchell/B_25D_Mitchell_A47_12KG1.]

⁷³ Confirmatory Memorandum, Aircraft Casualty Mitchell A47-12, *ibid*.

A47-12 (continued)

The crew of A47-12 was:

Pilot Flight Lieutenant W.A. Carter,
2nd Pilot Warrant Officer R.J. Pass,
Navigator Sergeant N.R. Elgar,
WAG Flight Sergeant S.G. Moore,
WAG Warrant Officer R. Hodges, and
AG Sergeant A. Batten.⁷⁴

Formal approval was given on September 25th to write the aircraft off due to the “inaccessible position of [the aircraft] and corrosion by salt water”.⁷⁵

⁷⁴ RAAF Form A51 Unit History Sheet Detail of Operations by No. 2 Squadron, entry for HUG.31/7 (of 1st September, 1944) in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46. NAA: A9186, 5.

⁷⁵ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-12 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25D-35-NC Mitchell
A47-13
Ex N5-200, 43-3626

After receiving its RAAF identity on April 22nd, 1944, this aircraft was received by 2AD from the NEI Pool on the 27th. 2SQN received it on June 3rd,⁷⁶ initially allocating it the letter "S".

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG29/1 11/6	KO-S	QX6S		Ingram.
HUG33/3 13/6	KO-S	1MQS	Jocko	Hill.
HUG37/2 17/6	KO-D	FK8D		Dinsdale.
HUG43/2 21/6	KO-D	4OXD	Hoodlum	Henderson. Replaced A47-19.
HUG2/5 01/7	KO-D	RX6D		Weston.
HUG5/1 02/7	KO-D	VJ4D		Fileman.
HUG9/2 04/7	KO-D	CW1D YZ1D	Sailor Walrus	Ditchburn. Was supposed to have been replaced by A47-1, but A51 still records A47-13 as flying. C/S change over 041200Z.
HUG13/2 07/7	KO-D	YM9D XF1D	Dicta Goodness	Ingram. C/S change over 071200Z.
HUG15/1 09/7	KO-D	PJ4D		Ingram. Replaced A47-19.
HUG18/3 11/7	KO-D	YR2D LM8D	Cusher Ragdog	Hocking. C/S change over 111200Z.
HUG20/8 13/7	KO-D	XB1D	Masprit	Ditchburn.
HUG23/3 15/7	KO-D	HN2D	Cashier	Ingram.
HUG25/1 17/7	KO-D	GA9D WV6D	Niceguy Buffy	Lee. C/S change over 171200Z.
HUG36/8 26/7	KO-D	4END JG4D		Dinsdale. C/S change over 261200Z.
HUG38/5 28/7	KO-D	V14D	Earthtop	Cherry.
HUG39/10 29/7	KO-D	FU6D XB1D	Sailor Wealthy	Coughlan. C/S change over 291200Z.
HUG44/1 31/7	KO-D	LL4D		Coughlan.
HUG43/14 31/7	KO-D	4NCD WN8D	Reading Pusher	Avery. C/S change over 311200Z.
HUG46/12 02/8	KO-D	QG4D	Arrange	Avery.

At 9:44 am on Sunday, August 6th, 1944, A47-13 departed Hughes to participate in a medium level formation bombing practice at "J" range with three other Squadron aircraft (A47-3, A47-6 and A47-9). The aircraft was loaded with twelve 250-lb Semi Armour Piercing bombs and had completed two successful runs, each time dropping a single bomb, prior to the incident. On the third run, the selected bomb failed to release. The crew advised the rest of the formation of the trouble and that all bombs would be salvoed; a special bombing run then being made for that purpose. The bomb doors were opened and the remaining bombs salvoed at the target.

The bombs were seen to fall but, about 50 to 100 feet below the aircraft, an explosion occurred and immediately flames were seen coming from the bomb bay and the left-hand engine of A47-13. The aircraft's wheels came down (perhaps because of a loss of hydraulic pressure caused by the bomb blast) and the aircraft entered a gentle dive. It appeared as if the pilot was attempting a forced landing, but the aircraft hit trees south of a clearing and apparently exploded. Examination of the

⁷⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-13 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-13 (continued)

wreckage revealed that eight of the bombs had been mechanically salvoed and another three had been fired electrically – at least two of those being the two successfully dropped during the earlier bomb runs (although this only accounts for 11 of the 12 bombs on board). It was thought that, on the third run, one of the bombs had been fired electrically but had failed to release mechanically and when it was salvoed on the fourth run it was jostled by another bomb and detonated.⁷⁷ According to the Aircraft Accident Data card, a weak creep spring in the fuse of one of the electrically fired bombs allowed its striker to hit the detonator at a (significantly) lesser deceleration than normal when the bombs jostled after being salvoed, causing the bomb to explode.⁷⁸

The aircraft crashed about 10 miles east of Adelaide River township, in position 13°12'S 131°15'E, at 10:50 am local time. Those onboard were:

Pilot	Flying Officer Stanley Davies,
2 nd Pilot	Pilot Officer Arthur Keith Buckland,
Navigator	Pilot Officer David Gethen Lane,
WAG	Warrant Officer John Samuel McClelland Campbell,
WAG	Warrant Officer Arthur Keith Greisback,
AG	Sergeant Frederick Hugh Conaghan, and
Passenger	Flying Officer Kenneth Joseph Hadley (pilot 549SQN RAF). ⁷⁹

The pilot, 2nd pilot and the navigator, were seriously injured. The other members of the crew, along with the passenger, were killed. Pilot Officer Lane died of his injuries at 107th Army General Hospital during the early hours of August 8th.⁸⁰



B-25D Mitchell, A47-13/KO-D. [Aviation Heritage Museum of WA image P025874].

⁷⁷ Confirmatory Memorandum, Aircraft Casualty Mitchell A47-13 in Mitchell A47 Accidents Part 1; NAA: A9845, 1.

⁷⁸ Aircraft Accident Data card for Mitchell A47-13 in Mitchell A47 Accidents Part 1; NAA: A9845, 1.

⁷⁹ 2BPSO signal BC91 of 6 Aug (1944) in Casualty Repatriation File Griesbach Arthur Keith 415321; NAA: A705, 166/16/401.

⁸⁰ RAAF Form A.50 Operations Record Book of No. 2 Squadron entry for 6.8.44 in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5.

B-25D-35-NC Mitchell
A47-14
Ex N5-201, 43-3766

Received by 2AD on April 26th, 1944, this aircraft was received by 2SQN on May 27th.⁸¹

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG33/2 13/6	KO-F	1MQF	Jocko	Fileman.
HUG33/2 14/6	KO-F	UA9F		Henderson. Note duplicated mission/duty number.
HUG34/1 15/6	KO-F	UL5F		Davies.
HUG39/2 18/6	KO-F	UP4F		Ingram.
HUG48/6 27/6	KO-F	PK8F KS5F		Davies. C/S change over 271200Z.
HUG20/4 13/7	KO-F	XB1F	Wealthy	Fileman.
HUG24/3 16/7	KO-F	3AYF	Walrus	Avery.
HUG28/3 19/7	KO-F	GL4F		Replaced by A47-9.
HUG30/3 20/7	KO-F	PP2F		Replaced by A47-10.
HUG39/6 29/7	KO-F	FU6F XB1F	Sailor Wealthy	Unserviceable.
HUG43/8 31/7	KO-F	4NCF WN8F	Reading Pusher	Davies. C/S change over 311200Z.
HUG46/6 02/8	KO-F	QG4F	Arrange	Davies.
HUG49/3 09/8	KO-F	HR3F	Eyebrow	Coughlan.
HUG1/4 10/8	KO-F	MX7F		Replaced by A47-26.
HUG3/10 13/8	KO-F	JE3F		Ingram.
HUG9/7 18/8	KO-F	GG2F 2LCF		Slater. C/S change over 181200Z.

Damaged by enemy action, 14ARD received it on August 21st. After repairs, it was placed in short term storage until being received again by 2SQN on September 26th, 1944.⁸²

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG28/1 06/10	KO-F	MO82F	Addib	Norriss.
HUG30/3 07/10	KO-F	MO82F	Cashier	Micken.
HUG36/4 10/10	KO-F	LF1F	Baggo	McQuoid.
Travel 11/10	KO-F			22/1/8 p342 entries 110411Z Oct 44: HU/M2/11 Oct ATD KO-F; 110431Z: TRS/M1/11 Oct LDG 1R KO-F; TRS/M2/11 Oct 1R KO-F TRS HUG and 110523Z Oct 44: [no Mauve ref] 1R KO-F airborne and p343 entry 110925Z Oct 44: HUG/M3/11 Oct LDG 1R KO-F.
HUG39/3 12/10	KO-F	PP64F	Cable	Avery.
HUG45/4 19/10	KO-F	ZT26F	Bobfinch	Leach.
HUG46/1 20/10	KO-F	1DW6F	Bencher	Ekert.
HUG47/2 21/10	KO-F	XY69F	Campsale	Fraser.
HUG12/2 30/10	KO-F	VP4F	Blandish	Hodges.
HUG14/5 31/10	KO-F	Q53F	Paddock	McQuoid.

Continued →

⁸¹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-14 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

⁸² Ibid.

A47-14 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG16/4 01/11	KO-F	MD5F	Issue	Power.
HUG19/3 04/11	KO-F	KV2F	Fortress	McQuoid.
HUG21/1 10/11	KO-F	GA9F	Dispute	Hodges.
HUG22/1 12/11	KO-F	GL4F	Cusher	Hodges.
HUG23/1 14/11	KO-F	FP8F	Dingo	Hodges.
TRS52/2 15/11	KO-F	VD1F	Darkhand	Micken.
HUG26/5 18/11	KO-F	YR2F	Freedom	Ingram.
HUG36/7 22/11	KO-F	LU6F	Compless	Ingram.
Travel 27/11	KO-F			22/1/8 p381 entries 270807Z Nov 44: HUG/M3/27 Nov 4R KO-Z-M-F-L and 270846Z Nov 44: TRS/M3/27 Nov: 4R KO-Z-M-F-L LDG. [Re HUG40/28 Nov].
HUG40/3 28/11	KO-F	3CSF	Issue	Ingram.

December 1st, saw A47-14 received by 18RSU at Pell for a 240-hourly and they handed it back to 2SQN six-weeks later on January 16th, 1945.⁸³

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG27/1 21/2	KO-F	VT7F	Bantum	Hodge.
HUG28/1 22/2	KO-F	CP9F	Campart	Hodge.
HUG33/4 01/3	KO-F	1CWF	Deaden	Replaced by A47-18.
HUG35/1 02/3	KO-F	ON2F	Pongo	Norriss.
HUG42/1 08/3	KO-F	SN7F	Cuddly	Sharpe.
HUG44/1 10/3	KO-F	RK8F	Buckskin	Sharpe.
HUG47/10 04/4	KO-F	UL5F	Flaxen	Coward.
HUG49/5 06/4	KO-F	GX8F	Goodwon	Sharpe. A51: duty 4.
HUG5/1 27/4	KO-F	VV1F	Leather	Campbell.
Travel 29/4	KO-F		[14]	22/1/22 p147 entry 290925Z Apr 45: HUG/M4/29 Apr 3R KO-D-F-J LDG ex TRS.

Continued →

⁸³ Ibid.

A47-14 (continued)

1945 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 22/9	KO-F	VMZAOF		22/1/22 p246 entry 220620Z Sep 45: TRS D523/22 Sep VMZAOF [arrived] from BALIK. 22/1/23 p49 entry 221543i Sep 45: B25 KO-F ARR [from] BALIK.
Travel 23/9	KO-F	VMZAOF		22/1/22 p247 entries 222345Z Sep 45: TRS D527/22 Sep Mitch for DAR and 230230Z Sep 45: DAR D366/23 Sep Mitch VMZKOF [sic – nonsense callsign, corruption to mean either “VMZAOF” or simply “KO-F”]. 22/1/23 p50 entry 230911i Sep 45: B25 KO-F DEP [for] DAR.
Travel 26/9	KO-F			22/1/22 p249 entries 252320Z Sep 45: DAR D471/25 Sep A47-14 for TRS; and 260018Z Sep 45: TRS D537/26 Sep A47-14 from DAR. 22/1/23 p51 entry 260947i Sep 45: B25 KO-F ARR [from] DAR.
Travel 28/9	KO-F	VMZAOF		22/1/22 p251 entry 272239Z Sep 45: TRS D551/28 Sep VMZAOF / AOH for BALIK; and p253 entry 281545Z Sep 45: [TRS] D564/28 Sep 2B25 4 14 land BALIK. 22/1/23 p52 entry 280809i Sep 45: B25 KO-F DEP [for] BALIK.
Travel 21/10		VMZAO[F]		22/1/22, p287 entry 201412Z Oct 45: A47-14 VMZAOR [sic – VMZAOF] for TRS ALI PAR ETD 202130Z RON ALI.

3AD at RAAF Amberley, Queensland, received the aircraft on December 6th, 1945, for storage and the machine was eventually disposed of.⁸⁴

⁸⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-14 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25D-35-NC Mitchell
A47-15
Ex N5-202, 43-3767

This aircraft was received by 2AD from the NEI Pool on April 24th, 1944 and received its new RAAF identity on the same day. 2SQN received it on May 20th,⁸⁵ initially allocating it the individual identification letter "R".

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG33/4 13/6	KO-R	1MQR	Jocko	Slater.
HUG33/3 14/6	KO-R	UA9R		Ingram. Note duplicated mission number.
HUG43/1 21/6	KO-R	4OXR	Hoodlum	Slater.
HUG43/1 22/6	KO-X	FO5X	Petrol	Dinsdale. Note duplicated mission number.
HUG45/1 23/6	KO-X	LW4X		Avery.
HUG48/8 27/6	KO-X	PK8X KS5X		Dinsdale. C/S change over 271200Z.
HUG7/3 02/7	KO-X	PD1X 4NCX	Earthtop Reading	Hill. Replaced A47-7. C/S change over 021200Z.
HUG21/1 13/7	KO-X	1FVX		Coughlan.
HUG28/6 19/7	KO-X	GL4X		Pierce. WAG W/O I.S. McCallum KIA.

North Western Area ordered 79WG to facilitate a first light departure strafing attack on barges and shipping at Kalabahi Bay (a south-westerly facing long, narrow inlet on the north coast of Alor), position 08°14'S 124°31'E, by B-25's.⁸⁶ 79WG ordered that it be conducted by six B-25's of 2SQN, as Hughes 28 of 19th July, 1944, operating in two flights of three. They were to follow a route from Hughes to Kalabahi Bay via Pantai Strait, thence along the northern coast of Alor Island to Cape Manamoni where the flights were to split with one flight following the coast south to Cape Lisomoe (the south east tip of Alor) thence east to Cape Ngo (the southern tip of Atauro Island). The other flight was to rendezvous with the first flight at Cape Ngo having proceeded via Cape Hata Nura. The formation was then to head south for Dilli in company and then coastal to Vila de Manatuto before returning to Hughes. Wheels up was to be such that the formation would reach position 09°34'S 126°00'E at first light. Each aircraft was to be loaded with four 500-lb bombs fitted with a nose plug and a 5 second delay tail fuse. Targets remained as barges and shipping, but if no shipping was sighted, the bombs were to be returned to base.⁸⁷

The mean wheels up time for the six aircraft was recorded as 181942Z (5:12 am Darwin time on the 19th). At 182215Z (7:45 am) in position 08°30'S 124°25'E (a couple of miles south of Point Margeta on the south west tip of Alor Island), the formation happened upon a 200-ton SC. An initial attack as a formation was conducted and then individual bombing and strafing attacks were made. Duty 6 dropped a stick of two and then single bombs on individual runs, the last of which was a hit. 182352Z (9:22 am) in position 08°23'S 125°21'E, the second flight of three, which included A47-15 operating as Hughes 28 duty 6, sighted an FTD underway heading 140°.

Following a feint by duty 5, A47-15 dived at the beam of the vessel for a strafing attack. Midway through the attack, it was hit by machine gun calibre anti-aircraft fire from the ship, killing the turret gunner, seriously injuring the waist gunner, damaging the hydraulic system, the fuel lines and shooting

⁸⁵ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-15 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

⁸⁶ DA/G9/18 Jul in AWM66, 15/1/122.

⁸⁷ 79WG/G7/18 Jul, ibid.

A47-15 (continued)

away the rudder cables. The attack was broken off and A47-15 was escorted back to Darwin by duties 4 and 5, landing there at 190220Z (11:50 am). The crew consisted of:

Pilot Pilot Officer A.J. Pierce,
 2nd Pilot Flying Officer R. James,
 Navigator Warrant Officer S.P. Ryan (injured),
 WAG Warrant Officer V.A. Muir (seriously injured),
 WAG Warrant Officer I.S. McCallum (killed) and,
 AG Sergeant W.J. Hensman.⁸⁸

Allied Forces classified types of Japanese merchant vessels by divisions for recognition purposes. “S” or “Sugar” division was for vessels with stacks aft (the letter “S” indicated Stacks) such as tankers, whalers and freighters of that configuration. The initials “FT” (Fox Tare) stood for “Freighter Transport”, all vessels grouped into that division had a short composite deckhouse amid-ships as a recognition feature.⁸⁹

After determining what division a vessel fell into, then salient features had to be identified so as to sub-divide a vessel within its division. Gross tonnage was an estimation of volume and *NOT* weight with 100 cubic feet equalling one gross ton. All vertical devices which worked a hatch, such as Sampson Posts, King Posts, etc, were all considered simply as a Mast. The more hatches a vessel had, the greater the gross tonnage and, generally, the more hatches, the more masts. So, the number and type of these and other features helped to further sub-divide vessels within a particular division.⁹⁰

A SC, or Sugar Charlie, was the designation given to a type of Japanese small freighter which was typically described as being between 500 and 1,000 tons gross, typically with two hatches and two masts for’ard and aft super.⁹¹ An FTD, or Fox Tare Dog, was also a small freighter with two or three masts; the foremast on the fo’c’sle deck and, if a three-masted example, the second mast immediately for’ard of the superstructure. Vessels of this sub-division grossing between 1,000 and 1,500 tons with the superstructure slightly aft of amid-ships. This type typically had a cruising speed of 10 knots.⁹²

A47-15 was received by 14ARD on July 26th for repairs and was handed back to 2SQN on November 26th, 1944.⁹³

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG1/1 07/12	KO-X	4AQX	Palmy	Hodges.
Travel 09/12	KO-X			22/1/8 p393 entries 090142Z Dec 44: TRS D587/9 Dec 1R KO-X airborne and 090416Z Dec 44: HUG D664/9 Dec 1R KO-X LDG.
HUG6/4 15/12	KO-X	1DW6X	Devour	Thompson.
HUG7/4 16/12	KO-X	XY69X	Mawfling	Carter.
HUG59/9 21/12	KO-X	4QAX	Minute	Carter.

Continued →

⁸⁸ Report on Operation HUG.28 – July 19, 1944, No. 2 Squadron Report No. 209 dated 19/7/44 in No. 2 Squadron Operation Reports; NAA: A11284, 2/1/INTEL PART 1.

⁸⁹ Directorate of Intelligence, Headquarters Allied Air Forces Southwest Pacific Area, *Air Intelligence Handbook* (August, 1943) Section D, 1 via David Vincent.

⁹⁰ Section D, 2, *ibid.*

⁹¹ Section D, 8, *ibid.*

⁹² Section D, 6, *ibid.*

⁹³ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-15 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-15 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG61/13 22/12	KO-X	FS5X	Peagown	Hodges.
HUG28/1 27/12	KO-X	H64X	Badgirl	Norriss.
HUG30/1 29/12	KO-X	DY2X	Nutsail	Norriss.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG33/1 05/1	KO-X	TH32X	Crossword	Clifton.
HUG35/4 06/1	KO-X	1RVX	Putty	Replaced by A47-26.
HUG46/9 19/1	KO-X	LX7X 3VYX	Haggard Crimper	Unserviceable.
HUG3/5 25/1	KO-X	PV5X KX6X	Bootab Uproar	Fraser.
HUG19/3 07/2	KO-X	4QAX	Assist	Campbell.
HUG20/3 08/2	KO-X	PN7X	Backwood	Campbell.
HUG37/2 05/3	KO-X	KA3X	Badbox	Clifton. Replaced A47-29.
HUG38/1 06/3	KO-X	JU6X	Stemless	Hodges.
HUG40/3 07/3	KO-X	UT7X	Sander	Ralfe. Replaced by A47-39 but not recorded in A51.
HUG42/2 08/3	KO-X	SN7X	Cuddly	Westbury.
HUG44/2 10/3	KO-X	RK8X	Buckskin	Westbury.
HUG47/9 04/4	KO-X	UL5X	Flaxen	McMillan.
HUG49/6 06/4	KO-X	GX8X	Goodwon	McMillan. A51: duty 5.
Travel 30/9	KO-X	VMZAOX		22/1/22 p254 entry 291038Z Sep 45: [BAL] D17/29 Sep Re B25 VMZAOX [sic – VMZAOX] for TRS; and p255 entries 300240Z Sep 45: TRS D596/30 Sep B25/1 VMZAOX from BALIK; and 300332Z Sep 45: TRS D597/30 Sep VMZAOX for ALI; and p256 entry 301041Z Sep 45: ALI D105/30 Sep VMZAOX from TRS. 22/1/23 p54 entries 301207i Sep 45: B25 KOX ARR [from] BALIK and 301302i Sep 45: B25 KO-X DEP [for] ALI.
Travel 11/10	KO-X	VMZAOX		22/1/22 p275 entry 102309Z Oct 45: CLN D333/10 Oct A47-15 VMZAOX for TRS and p276 entries 110043Z Oct 45: TRS D771/11 Oct VMZAOX A47-15 from CLN {22/1/23 p63 entry 111013i Oct 45: B25 15 ARR [from] CLN}; 110208Z: TRS D774/11 Oct VMZAOX A47-15 for BAL {22/1/23 p63 entry 111138i Oct 45: B25 15 X DEP [for] BAL} and 111041Z Oct 45: BAL D27/11 Oct VMZAOX A47-15 from TRS.

It continued to serve with 2SQN until being received by 3AD for storage on November 25th, 1945.⁹⁴

⁹⁴ Ibid.

A47-15 (continued)



A47-15/KO-X in a hangar, with dorsal turret and other armament removed. The B-24 at the right of the image is displaying 102SQN's lightning bolt tail marking. [Aviation Heritage Museum of WA image P970549].

B-25D-35-NC Mitchell
A47-16
Ex N5-203, 43-3768

This aircraft was taken over from the NEI Pool and issued its RAAF identity on April 21st, 1944. On April 25th, it was received by 2SQN.⁹⁵

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG37/3 17/6	KO-L	FK8L		Avery.
HUG41/2 20/6	KO-L	1RUL		Fileman.
HUG43/3 21/6	KO-L	4OXL	Hoodlum	Ditchburn.
HUG43/2 22/6	KO-L	FO5L	Petrol	Weston. Replaced A47-19. Note duplicated mission number.
HUG47/4 24/6	KO-L	PF5L	Abed	Apparently replaced by A47-4.
HUG48/2 27/6	KO-L	PK8L KS5L		Pierce. C/S change over 271200Z.
HUG1/1 29/6	KO-L	2LYL	Nibble	Simpson.
HUG3/6 01/7	KO-L	3YOL		Dinsdale.
HUG6/2 02/7	KO-L	Q43L		Coughlan.
HUG12/1 06/7	KO-L	GA9L		Simpson.
HUG29/8 19/7	KO-L	4JHL		Hocking.

North Western Area ordered 79WG to mount a strike by B-25's against the vessel reported at 190020Z [sic – 190003Z] in position 08°34'S 125°07'E heading 150° at 6 knots. Aeroplanes were to shadow and report to maximum endurance. Take off as soon as possible.⁹⁶ 79WG assigned the task to 2SQN as Hughes 29 of 19th July, directing that six B-25's carry out a mast height attack on the vessel, the FTD previously attacked by a flight from Hughes 28 (see A47-15) and then later sighted and reported, but not attacked, by the other flight of Hughes 28 of 19th July. If the vessel wasn't sighted, the aircraft of Hughes 29 were to search, as a formation, the area between Dilli and Atapoepoe. Each aircraft was to be loaded with four 500-lb Medium Capacity bombs fitted with a nose plug and a 5 second delay tail fuse and take off as soon as possible. If attacks against the vessel weren't successful, the formation was to shadow it to maximum endurance.⁹⁷

2SQN nominated a wheels up of 190540Z (3:10 pm Darwin time).⁹⁸ No vessels were sighted in the primary area of interest and the aircraft had patrolled to Atapoepoe when, at 0740Z (5:10 pm Darwin time), an attack report being sent to Batchelor was over-heard, reporting a ship at Dilli harbour (this report was sent by aircraft on NEI5). The formation accordingly followed the coast back to Dilli. At 0850Z (6:20 pm), A47-16 (flying as Hughes 29 duty 8), along with duties 7 and 9, made a low level attack on a FTD which was underway close to the western shore of the harbour with duties 8 and 9 on each flank strafing and duty 7 in the middle, made a bombing run.

⁹⁵ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-16 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

⁹⁶ DA/G1/19 Jul in AWM66, 15/1/122.

⁹⁷ 79WG/G3/19 Jul, *ibid*.

⁹⁸ HUG/M3/19 Jul, *ibid*.

A47-16 (continued)

They reformed and made a second low level attack this time with duties 7 and 9 strafing and duty 8 (A47-16) bombing. A47-16 dropped all four of its bombs with two scoring direct hits and causing a large explosion after which the vessel appeared to break up. During the attack A47-16 was hit by anti-aircraft fire in the fuselage aft of the turret and in the port vertical stabiliser and rudder; the elevator trim cable was severed and the radio and intercom rendered unserviceable and one member of the crew was slightly injured. Duties 7, 8 and 9 then rejoined the other three duties which had been circling to the west of Dilli and all returned to Hughes. The crewmembers were:

Pilot	Flight Sergeant B.M. Hocking,
2 nd Pilot	Sergeant G.W. Briggs,
Navigator	Flight Sergeant Woodburn,
WAG	Flight Sergeant J.E. Purcell (slightly injured), ⁹⁹
WAG	Flight Sergeant A. Christie and,
AG	Sergeant D.D. Young. ¹⁰⁰



A47-16, formerly “Kalidjati” the remnants of that name (which also originally had the Disney “Gremlin Gunner” character and Dutch triangle) still visible on the nose. The aircraft is identifiable here by the name “ELL for LEATHER!” on the forward fuselage. A47-16 was the only 2SQN B-25 to carry the letter “L” until A47-21 was re-coded after July 1st, 1945. [Aviation Heritage Museum of WA image P000514].

On 25th July, 4RSU received A47-16 for repairs. They handed it back to 2SQN on August 26th.¹⁰¹

⁹⁹ Confirmatory Memorandum, Aircraft Casualty Mitchell A47-16 in Mitchell A47 Accidents Part 1; NAA: A9845, 1.

¹⁰⁰ Report on Operation HUG.29 – July 19, 1944, No. 2 Squadron Report No. 210 dated 20/7/44 in No. 2 Squadron Operation Reports; NAA: A11284, 2/1/INTEL PART 1.

¹⁰¹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-16 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-16 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG22/2 28/8	KO-L	HR3L	Conduct	Henderson.
HUG24/3 30/8	KO-L	2LYL	Cutter	Replaced by A47-1.
HUG26/6 31/8	KO-L	MS6L	Poison	Dinsdale.
HUG29/4 01/9	KO-L	ZN4L		Henderson.
HUG32/1 03/9	KO-L	OP4L		Weston.
HUG34/2 05/9	KO-L	HY5L	Viscount	Henderson.
HUG39/1 08/9	KO-L	GQ8L	Streaky	Coughlan.
HUG39/3 08/9	KO-L	GQ8L	Streaky	Dinsdale. Was supposed to have been replaced by A47-22, but A51 still records A47-16 as flying.
HUG40/2 09/9	KO-L	MO82L		Slater.
HUG44/4 11/9	KO-L	PP64L	Rental	Henderson.
HUG45/2 12/9	KO-L	MO82L		Weston.
HUG47/8 12/9	KO-L	2JRL	Billow	McQuoid.
HUG48/1 15/9	KO-L	MO82L	Begcut	Coughlan.
HUG1/2 16/9	KO-L	MO82L	Belkin	McQuoid.
HUG4/7 17/9	KO-L	Q17L	Drifter	McQuoid.
HUG15/4 25/9	KO-L	PP64L	Bruiser	McQuoid.
HUG20/6 28/9	KO-L	HY5L	Viscount	Mickan.
HUG54/13 28/9	KO-O	W180 2SPO	Chumpy Benquick	Mickan. Apparently replaced A47-17. C/S change over 281200Z.
HUG21/1 29/9	KO-L	3ZVL	Echo	Simpson.
HUG41/3 14/10	KO-L	PP64L	Longlost	Ingram.
HUG43/4 17/10	KO-L	PP64L	Beldam	Power. Replaced A47-31.
HUG44/1 19/10	KO-L	XY69L	Blandish	Norriss.
HUG49/2 22/10	KO-L	[...]	Onset	Ingram. Replaced A47-7. W/T C/S not recorded.
HUG3/8 23/10	KO-L	3YOL	Censor	McQuoid.

With a double engine change due, A47-16 was received by 18RSU at Pell on October 24th. 2SQN got it back again on November 16th.¹⁰²

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG30/1 19/11	KO-L	XY69L	Pressure	Coward.
HUG34/1 21/11	KO-L	XY69L	Casket	Campbell.
HUG36/8 22/11	KO-L	LU6L	Campless	McQuoid.
Travel 27/11	KO-L			22/1/8 p381 entries 270807Z Nov 44: HUG/M3/27 Nov 4R KO-Z-M-F-L and 270846Z Nov 44: TRS/M3/27 Nov: 4R KO-Z-M-F-L LDG. [Re HUG40/28 Nov].
HUG40/4 28/11	KO-L	3CSL	Issue	McQuoid.
HUG44/2 04/12	KO-L	XY69L	Petrol	Ingram.
HUG28/3 27/12	KO-L	H64L	Badgirl	McQuoid.
HUG30/3 29/12	KO-L	DY2L	Nutsail	McQuoid.

¹⁰² Ibid.

A47-16 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG31/3 01/1	KO-L	VX6L	Shopper	Hodges.
HUG37/7 07/1	KO-L	UN2L	Cycle	Leach.
HUG39/1 10/1	KO-L	TH32L	Trooper	McQuoid.
HUG40/1 11/1	KO-L	SE9L	Obscure	Norriss.
HUG43/1 13/1	KO-L	TH32L	Addib	McQuoid. RTB, WX.
HUG49/1 23/1	KO-L	TH32L	Beget	Westbury.
HUG1/2 25/1	KO-L	GM8L	Brazen	McQuoid.
HUG2/2 26/1	KO-L	MP8L	Arctic	McQuoid.
HUG8/1 29/1	KO-L	TH32L	Waggy	Fraser.
HUG14/4 03/2	KO-L	VT7L	Bantum	McQuoid.
HUG15/3 04/2	KO-L	VP4L	Blandish	McQuoid.
HUG25/1 17/2	KO-L	2RKL	Attune	Carter.
HUG26/1 19/2	KO-L	SC9L	Glasslike	Carter.

On 23rd February, it was received by 14ARD for a 480-hourly. By the end of June though, a survey report had been prepared on the aircraft and it was deemed to be of no further use as an operational aircraft. Accordingly, on August 13th, 1945, it was issued to 8CRD and broken up for spares.¹⁰³

¹⁰³ Ibid.

B-25D-35-NC Mitchell
A47-17
Ex N5-204, 43-3769

On April 21st, 1944, this aircraft was officially taken over from the Dutch and issued its new RAAF serial number. It was received by 2SQN on April 25th.¹⁰⁴ It sustained damage to its nose and port wing on May 9th, 1944, after the aircraft swung and struck the revetment during engine start by ground staff.¹⁰⁵ 4RSU received it for repairs on May 19th and they sent it down to 14ARD who received it on June 10th. It was eventually fixed and returned to 2SQN who received it again on August 10th.¹⁰⁶

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG3/12 13/8	KO-O	JE3O		Replaced by A47-22.
HUG28/2 31/8	KO-O	JE3O	Bestrice	Mickan. Replaced A47-8.
HUG31/11 01/9	KO-O	1SDO CV1O	Bidgot Badbox	Slater. C/S change over 011200Z.
HUG38/3 07/9	KO-O	PP64O	Benquick	Slater.
HUG41/3 09/9	KO-O	PP64O	Varlet	Weston.
HUG3/4 17/9	KO-O	Q17O	Drifter	Cancelled.
HUG4/4 17/9	KO-O	Q17O	Drifter	Replaced by A47-5.
HUG4/8 17/9	KO-J	Q17J	Drifter	Slater. Apparently replaced A47-18.
HUG7/1 20/9	KO-O	MO82O		Dinsdale.
HUG16/6 26/9	KO-B	JA4B XM8B	Gasket Befog	McQuoid. C/S change over 261200Z. Apparently replaced A47-12.
HUG19/5 27/9	KO-O	MC2O	Devour	Ekert.
HUG20/2 28/9	KO-O	HY5O	Viscount	Ekert. A51: duty 4.
HUG54/13 28/9	KO-O	W18O 2SPO	Chumpy Benquick	Apparently replaced by A47-16.
HUG44/2 19/10	KO-O	XY69O	Blandish	Thompson.
HUG48/3 21/10	KO-J	ZT26J	Addib	Coward. Apparently replaced A47-18.
HUG3/9 23/10	KO-O	3YOO	Censor	Carter.
HUG10/1 29/10	KO-O	1DW6O	Acock	McQuoid. Replaced A47-19. RTB.
HUG12/3 30/10	KO-O	VP4O	Blandish	Selway.
HUG13/2 31/10	KO-O	1DW6O	Baggo	Coward.
HUG19/1 04/11	KO-O	KV2O	Fortress	Replaced by A47-1.
HUG20/3 06/11	KO-O	YM9O	Dicta	Carter.
Travel 08/11	KO-O			22/1/8 p365 entries 080125Z Nov 44: TRS/M1/8 Nov KO-O TRS HUG and 080511Z Nov 44: HUG/M1/8 Nov LDG KO-O.
HUG22/4 12/11	KO-O	GL4O	Cusher	Coward.
HUG23/3 14/11	KO-O	FP8O	Dingo	Coward.
HUG33/3 20/11	KO-O	CW1O	Croker	Apparently replaced by A47-31.
HUG60/12 21/12	KO-O	KX7O	Minute	Coward.
HUG25/1 23/12	KO-O	VA1O		Carter.

Continued →

¹⁰⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-17 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹⁰⁵ RAAF Form A.50 Operations Record Book of No. 2 Squadron entry for 9.5.44 in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5

¹⁰⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-17 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-17 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG31/5 01/1	KO-O	VX60	Shopper	Fileman.
HUG37/4 07/1	KO-O	UN20	Cycle	Norriss.
HUG40/3 11/1	KO-O	SE90	Obscure	Nicholls.
HUG5/7 26/1	KO-O	3ZGO	Classdash	Coward.
HUG12/1 02/2	KO-O	TH320	Calabash	Leach. A51: A47-12 in error.

It was sent to 3AD at Amberley, Queensland, for a double engine change, a 240-hourly and general repairs. They received it on March 19th, 1945 and a year later, presumably having never left, it was placed into storage.¹⁰⁷

¹⁰⁷ Ibid.

B-25D-35-NC Mitchell
A47-18
Ex N5-205, 43-3770

Re-numbered on April 22nd, it was formally received by 2AD from the NEI Pool on the 26th for short-term storage.¹⁰⁸ It arrived at 2SQN on June 6th, 1944.¹⁰⁹

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG31/1 12/6	KO-J	FK8J		Kuring. Replaced A47-7.
HUG32/2 12/6	KO-J	SR7J		Replaced by A47-7.
HUG33/1 13/6	KO-J	1MQJ	Jocko	Hayes.
HUG33/1 14/6	KO-J	UA9J		Lee. Note duplicated mission/duty number.
HUG37/1 17/6	KO-J	FK8J		Weston.
HUG43/3 22/6	KO-J	FO5J	Petrol	Pierce. Replaced A47-9.
HUG47/1 24/6	KO-J	PF5J	Abed	Lee. Replaced A47-6.
HUG48/5 27/6	KO-J	PK8J KS5J		Kuring. C/S change over 271200Z.
HUG20/10 13/7	KO-J	XB1J	Masprit	Kuring.
HUG26/1 18/7	KO-J	4JHJ		Cherry. Replaced A47-5.
HUG30/6 20/7	KO-J	PP2J		Carter.
HUG31/1 21/7	KO-J	HP4J		Dinsdale.
HUG32/1 22/7	KO-J	UV1J		Carter.
HUG33/1 23/7	KO-J	PJ4J		Ekert. Replaced A47-23.
HUG36/11 26/7	KO-J	4ENJ JG4J		Fileman. C/S change over 261200Z.
HUG38/4 28/7	KO-J	V14J	Earthtop	Ingram.
HUG39/11 29/7	KO-J	FU6J XB1J	Sailor Wealthy	Fileman. C/S change over 291200Z.
HUG43/11 31/7	KO-J	4NCJ WN8J	Reading Pusher	Dinsdale. C/S change over 311200Z.
HUG46/9 02/8	KO-J	QG4J	Arrange	Dinsdale.
HUG49/12 09/8	KO-J	HR3J	Eyebrow	Dinsdale.
HUG1/2 10/8	KO-J	MX7J		Carter.
HUG5/4 15/8	KO-J	2LYJ	Cutter	Replaced by A47-11.
HUG6/3 16/8	KO-J	UP4J	Pending	Replaced by A47-1.
HUG7/1 17/8	KO-J	4OXJ	Degree	Hodges.

It was received by 4RSU for a double engine change on August 19th and they handed it back to 2SQN on September 8th.¹¹⁰

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG43/2 11/9	KO-J	MO82J		Dinsdale.
HUG47/4 12/9	KO-J	2JRJ	Billow	Slater.

Continued →

¹⁰⁸ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-18 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹⁰⁹ RAAF Form A.50 Operations Record Book of No. 2 Squadron entry for 6.6.44 in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5

¹¹⁰ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-18 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-18 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG49/4 15/9	KO-J	PP64J	Echo	Dinsdale.
HUG4/8 17/9	KO-J	Q17J	Drifter	Apparently replaced by A47-17.
HUG6/3 18/9	KO-U	PP64U	Keepsake	Ekert. Apparently replaced A47-25.
HUG8/4 20/9	KO-J	PP64J		Mickan. Replaced A47-25.
HUG16/2 26/9	KO-J	JA4J XM8J	Gasket Befog	Ekert. C/S change over 261200Z.
HUG52/8 27/9	KO-J	MC2J	Devour	McCoy.
HUG54/15 28/9	KO-J	W18J 2SPJ	Chumpy Benquick	McLeod. C/S change over 281200Z.
HUG29/3 06/10	KO-J	PP64J	Bancus	Fileman.
HUG31/1 07/10	KO-J	PP64J	Nutluck	Avery.
HUG34/4 09/10	KO-J	PP64J		Thompson.
HUG37/8 10/10	KO-J	Q53J	Modest	Avery.
HUG42/1 17/10	KO-J	MO82J	Packraty	Hodges.
HUG45/3 19/10	KO-J	ZT26J	Bobfinch	Avery.
HUG46/2 20/10	KO-J	1DW6J	Bencher	Replaced by A47-2.
HUG48/3 21/10	KO-J	ZT26J	Addib	Apparently replaced by A47-17.
HUG3/10 23/10	KO-J	3YOJ	Censor	Fraser.

18RSU received it for a 240-hourly on October 30th and they gave it back to 2SQN on December 6th.¹¹¹

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG15/6 20/12	KO-J	1DW6J	Bidsink	Replaced by A47-33.
HUG19/8 21/12	KO-J	1DW6J	Backboard	Sharpe.
HUG21/10 22/12	KO-J	XY69J	Becul	Leach.
HUG26/4 23/12	KO-J	4AQJ	Palmy	Nicholls.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG32/3 02/1	KO-J	MP8J	Artic	Norriss. Replaced A47-1.
HUG35/2 06/1	KO-J	1RVJ	Putty	Nicholls.
HUG36/2 07/1	KO-J	3CSJ	Trooper	Nicholls.
HUG23/6 14/2	KO-J	IT8J	Ablume	Hannah.
HUG27/3 21/2	KO-J	VT7J	Bantum	Mickam.
HUG33/4 01/3	KO-J	1CWJ	Deaden	Sharpe. Replaced A47-14.
HUG47/6 04/4	KO-J	UL5J	Flaxen	White.
HUG49/7 06/4	KO-J	GX8J	Goodwon	Nicholls. A51: duty 6.
HUG6/1 28/4	KO-J	VV1J	Leather	Replaced by A47-7.
Travel 29/4	KO-J			22/1/22 p145 entries 290140Z Apr 45: HUG/M2/28 Apr 1R KO-J for TRS and 290146Z Apr 45: TRS/M8/29 Apr 1R KO-J LDG ex HUG.

A47-18 continued on with 2SQN until it was received by 14ARD on July 6th, 1945, for fuel cell repairs.¹¹²

¹¹¹ Ibid.

¹¹² Ibid.

A47-18 (continued)



Captioned as A47-25, this is actually A47-18. [R Jones in John Bennett, *Highest Traditions, the History of No. 2 Squadron AFC/RAAF (1995) 390* via adf-gallery.com.au/gallery/Mitchell/B_25D_Mitchell_A47_25 [sic]].

1945 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 07/8	KO-O			22/1/22 p220 entry 070010Z Aug 45: HUG D757/6 Aug B25 for TRS airborne; p221 entries 070114Z Aug 45: TRS D364/7 Aug B25 landed from HUG; 070425Z: TRS D366/7 Aug B25 airborne for HUG and 070700Z Aug 45: HUG D759/7 Aug A47-18 landed from TRS.
Travel 13/8	KO-O			22/1/22 p223 entries 122346Z Aug 45: HUG D762/12 Aug A47[-18] airborne for TRS; 130103Z: TRS D379/13 Aug B25 landed from HUG; 130420Z: TRS D380/13 Aug B25 airborne for HUG; and 130933Z Aug 45: HUG D763/13 Aug A47-18 landed from TRS.
Travel 17/8	KO-O			22/1/22 p225 entries 170230Z Aug45: TRS D396/17 Aug 2/B25 [landed ex] DAR; 170530Z: TRS D397/17 Aug B25 airborne for DAR and 170751Z Aug 45: DAR D210/17 Aug B25 No.18 landed from TRS. <u>ALSO</u> 22/1/23 p035 entries 171200i Aug 45, 171205i, 171224i and 171500i all recorded as "B25 "O"" and indicate travelling in company with KO-T to TRS from DAR.

A47-18 was then received by 3AD on September 25th for a 600-hourly and storage.¹¹³

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 20/10	KO-O	vmZAOO		570BU A50 Sheet 97, entry 20/10/45: Mitchell AOC [sic – no "C" on 2SQN at that time, suspect intended to read: AOO] ARR from TRS.

¹¹³ Ibid.

B-25D-35-NC Mitchell
A47-19
Ex N5-206, 43-3790

This aircraft was formally taken over from the NEI Pool and re-number in the RAAF sequence on April 21st, 1944. 2SQN received it on April 26th. In short order, it was sent down to 14ARD at Gorrie for an 80-hourly and other work, being received there on May 1st. 2SQN received it back again on May 10th.¹¹⁴

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG43/2 21/6	KO-G	4OXG	Hoodlum	Replaced by A47-13.
HUG43/2 22/6	KO-G	FO5G	Petrol	Replaced by A47-16.
HUG46/2 23/6	KO-G	DU3G		Hocking.
HUG48/4 27/6	KO-G	PK8G KS5G		Ditchburn. C/S change over 271200Z.
HUG4/4 01/7	KO-G	GV3G	Seaward	Henderson. A51: A47-16 in error.
HUG7/5 02/7	KO-G	PD1G 4NCG	Earthtop Reading	Slater. C/S change over 021200Z.
HUG13/1 07/7	KO-G	YM9G XF1G	Dicta Goodness	Replaced by A47-3.
HUG14/1 08/7	KO-G	XF1G		Squires.
HUG15/1 09/7	KO-G	PJ4G		Replaced by A47-13.
HUG18/4 11/7	KO-G	YR2G LM8G	Cusher Ragdog	Avery. C/S change over 111200Z.
HUG22/1 15/7	KO-G	MV3G		Kuring.
HUG25/2 17/7	KO-G	GA9G WV6G	Niceguy Buffy	Henderson. C/S change over 171200Z.
HUG28/1 19/7	KO-G	GL4G		Campbell. A51: A47-10 in error. Replaced A47-23.
HUG29/12 19/7	KO-G	4JHG		Dinsdale.
HUG36/12 26/7	KO-G	4ENG JG4G		Henderson. RTB, U/S. C/S change over 261200Z.
HUG38/ 28/7	KO-G			22/1/8 p290 entry 281635Z Jul 44: HUG A860/28 Jul KO-A and KO-G to return Base 282310Z.
HUG39/12 29/7	KO-G	FU6G XB1G	Sailor Wealthy	Henderson. C/S change over 291200Z.
HUG43/13 31/7	KO-G	4NCG WN8G	Reading Pusher	Henderson. C/S change over 311200Z.
HUG46/11 02/8	KO-G	QG4G	Arrange	Henderson.
HUG47/1 08/8	KO-G	WE9G		Coughlan. RTB, U/S. Replaced by -11.
HUG49/1 09/8	KO-G	HR3G	Eyebrow	Campbell.
HUG3/1 13/8	KO-G	JE3G		Campbell. Replaced A47-1.
HUG9/8 18/8	KO-G	GG2G 2LCG		Henderson. C/S change over 181200Z.
HUG18/1 24/8	KO-G	ZX7G	Basin	Carter.
HUG19/11 25/8	KO-G	3ZGG WE9G	Cuddly Bandun	Norriss. Replaced A47-5. C/S change over 251200Z.
HUG27/7 31/8	KO-G	WS2G	Dining	Simpson.

¹¹⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-19 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-19 (continued)

North Western Area ordered 79WG to carry out a Search K on 31st August.¹¹⁵ 79WG, in turn, ordered two B-25's from 2SQN, operating in company, to perform that task as Hughes 27 of 31st August. The flight route was to be a standard Search K (Hughes to Darwin to 06°50'S 134°48'E to 05°28'S 134°43'E to 05°23'S 134°24'E to 06°15'S 134°05'E thence

Hughes via Cape Hotham). Any Japanese shipping encountered was to be attacked at mast height. Time of take-off 210130Z (11 am Darwin time).¹¹⁶

Whilst over a camp area on the north eastern shore of Lemian Bay on Selaroe Island (near 08°12'S 130°56'E), A47-19 was hit in the starboard wing by medium calibre anti-aircraft fire.¹¹⁷ Both duties landed safely at Hughes at 310929Z (6:59 pm Darwin time).¹¹⁸

The aircraft was handed over to 4RSU for repairs and they gave it back to 2SQN on September 7th, 1944.¹¹⁹

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 02/9	KO-G			22/1/8 p315 entry 012320Z Sep 44: HUG/M5/1 Sep 1/B25 KO-G HUG TRS.
HUG39/2 08/9	KO-W	GQ8W	Streaky	Hocking. Apparently replaced A47-10.
HUG46/3 12/9	KO-G	PP64G		Coughlan. Replaced A47-9.
HUG47/9 12/9	KO-G	2JRG	Billow	Carter.
HUG3/3 17/9	KO-G	Q17G	Drifter	Cancelled.
HUG4/3 17/9	KO-G	Q17G	Drifter	Avery.
HUG6/4 18/9	KO-G	PP64G	Keepsake	Henderson.



B-25D Mitchell, A47-19/KO-G, wearing its original factory Olive Drab 41 over Neutral Grey 43 paint scheme. It was later repainted Foliage Green with Special Night under-surfaces and after mid-July, received a large circular cartoon artwork on the nose, typical of many 2SQN B-25's after mid-1945, depicting a machine gun carrying, winged turtle. [Aviation Heritage Museum of WA image P970077].

¹¹⁵ DA/G2/30 Aug in AWM66, 15/1/129.

¹¹⁶ 79WG/G3/30 Aug in AWM64, 6/5B.

¹¹⁷ Report on Operation HUG.27 – 31st August, 1944, No. 2 Squadron Report No. 228 dated 1/9/44 in RAAF Squadron Narrative Reports No. 1 Squadron 4 Mar 1944 – 16 August 1945, No. 2 Squadron 8 January 1944 – 30 April 1945; NAA: A9652, BOX 1.

¹¹⁸ HUG/M6/31 Aug in AWM64, 6/5B.

¹¹⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-19 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-19 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG31/2 07/10	KO-G	PP64G	Nutluck	Leach.
HUG33/2 09/10	KO-G	MO82G	Minute	Power.
HUG8/1 27/10	KO-G	1DW6G	Digit	Micken.
HUG10/1 29/10	KO-G	1DW6G	Acock	Replaced by A47-17.
HUG14/4 31/10	KO-G	Q53G	Paddock	Fraser.
HUG15/1 01/11	KO-G	1DW6G	Trooper	Replaced by A47-29.
HUG17/3 02/11	KO-G	CN5G	Explain	Mickan.
HUG18/2 03/11	KO-G	3HNG	Casting	Fraser.
HUG21/3 10/11	KO-G	GA9G	Dispute	Mickan.
HUG22/6 12/11	KO-G	GL4G	Cusher	Fraser.
TRS51/4 13/11	KO-G	LU6G	Camplike	Clifton.
HUG23/8 14/11	KO-G	FP8G	Dingo	Fraser.
Travel 15/11	KO-G			22/1/8 p370 entry 142340Z Nov 44: TRS/M4/14 Nov 4R KO-S-G-M-B DEP TRS for HUG.
HUG24/1 16/11	KO-G	XY69G	Vertex	Leach.
HUG26/6 18/11	KO-G	YR2G	Freedom	McQuoid. RTB, U/S.

18RSU received A47-19 for a 240-hourly on November 20th and they sent it off to 14ARDRP for storage on December 19th. 2SQN got it back again on February 19th, 1945.¹²⁰

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG30/3 28/2	KO-G	VT7G		Cancelled due WX. A51: A47-21 in error.
HUG31/1 01/3	KO-G	WE9G	Affirm	Cancelled due WX.
HUG37/1 05/3	KO-G	KA3G	Badbox	Hodges.
HUG47/3 04/4	KO-G	UL5G	Flaxen	Legge.
HUG49/3 06/4	KO-G	GX8G	Goodwon	Power.
HUG2/1 08/4	KO-G	PT1G	Mugwump G	Coward.
Travel 11/5	KO-G	VMZAOG		57OBU A50 Sheet 87, entry 11/5/45: Mitchell AOG ARR from ESS and DEP for HUG.

After flying three operations during April, 1945, A47-19 didn't fly operationally again until September, 1945. During that month it flew a further 5 operations and was then sadly destroyed in a fatal accident during the course of its sixth mission for the month¹²¹ (SEP28) on September 15th, 1945.¹²²

According to the Unit History Sheet:

¹²⁰ Ibid.

¹²¹ RAAF Form A.51 Unit History Sheet, Detail of Operations by No. 2 Squadron, Sepinggang, entries for SEP34/5 Sep, SEP39/6 Sep, SEP49/8 Sep, SEP4/9 Sep and SEP7/10 Sep (it was also tasked to fly SEP20/14 Sep but that was cancelled due to weather; it was lost whilst undertaking SEP28/15 Sep), in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5.

¹²² Accident to Mitchell Aircraft A47-19, Confirmatory Memoranda in Mitchell A47 Accidents Part 1; NAA: A9845, 1.

A47-19 (continued)

The aircraft was detailed to escort a Catalina to BANDERMASIN, and drop leaflets on native villages enroute. After the Catalina landed, the pilot of the Mitchell flew low in the vicinity of the township apparently with the idea of impressing the natives or Japanese, ([the attitude of both being doubtful at the time]), and misjudging his height above the ground struck a coconut tree and crashed and burst into flames. Five of the occupants were killed immediately. The two survivors (Flight Sergeants STOLWEATHER and BOOTH) were removed to BANDJERMASIN Hospital where they were attended by an Army Medical Officer, who, fortunately, was a passenger on the Catalina.¹²³

Those on board were:

Flight Lieutenant L.A. Kirk	Pilot
Warrant Officer C.R.M. Ricketts	2 nd Pilot
Flying Officer L. Bishop	Navigator
Flying Officer P.A. Taylor	WAG
Flight Sergeant F.J. Stolweather	WAG
Flight Sergeant E.A.R. Booth	AG
Corporal R.O. Byrne	Passenger (Steward)
Leading Aircraftsman M.S. White	Passenger (Cook). ¹²⁴



A47-19/KO-G at the end of a line-up of 12 B-25's, taken at Hughes during mid-July, 1945 (if the AWM's caption is correct). It can be seen wearing RAAF Foliage Green uppers with Black undersides. It was soon to receive a Disney-style cartoon Turtle character on a large circular field. As with other RAAF B-25's which sported a bomb log – here with 24 bomb symbols – the actual number was somewhat different. In A47-19's case, by the time this photograph was taken, it had flown just over 40 operations. [AWM image NWA0943].

¹²³ RAF Form 540 Operations Record Book of No. 2 Squadron, Balikpapan, entry for 15 Sept 45 in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5.

¹²⁴ Ibid.

**B-25D-35-NC Mitchell
A47-20
Ex N5-207, 43-3791**

A47-20 was taken over by the RAAF from the NEI Pool and re-numbered on April 21st, 1944 and was then received by 2SQN on April 25th.¹²⁵



With just the nose wheel dangling and the mains still retracted, A47-20 is just moments away from belly landing on the runway at Hughes. [*Aviation Heritage Museum of WA image P960109*].

On May 17th, the aircraft was being flown by a reduced crew of four (two pilots, navigator and a single wireless operator air gunner) and was preparing to land when it was realised that the aircraft had suffered a failure of both the main and the emergency hydraulic systems and consequently, the undercarriage would not extend. With the nose gear dangling, a belly landing was safely performed at Hughes without injury to the crew.¹²⁶

The aircraft was taken over by 4RSU on May 19th and they were to have sent it down to 14ARD after completing temporary repairs however, on June 1st, the aircraft was undergoing a ground run having had two new engines installed when the brakes failed and the aircraft ran into a wall causing significant damage to the nose section and the forward bulkhead. 14ARD received the machine on July 4th, and it was eventually issued to 8CRD towards the end of November to be broken up.¹²⁷

¹²⁵ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-20 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹²⁶ Aircraft Accident Data card for A47-20 in Mitchell A47 Accidents Part 2; NAA: A9845, 2.

¹²⁷ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-20 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25D-35-NC Mitchell
A47-21
Ex N5-213, 43-3789

This aircraft was received at 3AD on June 9th, 1944, from the Dutch and was then sent off to 14ARDRP, being received there on 12th August. 2SQN received it on the 20th.¹²⁸

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG19/3 25/8	KO-I	3ZGI WE9I	Cuddly Bandun	Weston. C/S change over 251200Z.
HUG21/4 27/8	KO-I	3XAI	Exault	Mickan. Replaced A47-27.
HUG31/12 01/9	KO-I	1SDI CV1I	Bidgot Badbox	Ekert. C/S change over 011200Z.
HUG36/5 05/9	KO-I	U18I	Horbett	Ekert.
HUG42/3 10/9	KO-I	3CSI	Trooper	Coughlan.
HUG47/2 12/9	KO-I	2JRI	Billow	Ekert.
HUG16/7 26/9	KO-I	JA4I XM8I	Gasket Befog	Carter. C/S change over 261200Z.
HUG19/4 27/9	KO-I	MC2I	Devour	Carter.
HUG20/3 28/9	KO-I	HY5I	Viscount	Carter.
HUG54/10 28/9	KO-I	W18I 2SPI	Chumpy Benquick	Ekert. C/S change over 281200Z.
HUG35/2 08/10	KO-I	MM9I	Bebnot	Fraser.
HUG36/2 10/10	KO-I	LF1I	Baggo	Micken.
HUG3/11 23/10	KO-I	3YOI	Censor	Ingram. A51: Mickan as duty 4.

On October 29th, it was received by 18RSU for a 240-hourly, handing it back on December 8th.¹²⁹

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG35/3 06/1	KO-I	1RVI	Putty	Ingram.
HUG46/7 19/1	KO-I	LX7I 3VVI	Haggard Crimper	Ingledeu.
HUG48/2 21/1	KO-I	Q53I 3CSI	Medest Trooper	Fraser. RTB, WX.
HUG4/5 26/1	KO-I	SN7I	Cuddly	Apparently replaced by A47-22.
HUG14/2 03/2	KO-I	VT7I	Bantum	Ekert.
HUG15/1 04/2	KO-I	VP4I	Blandish	Ekert.
HUG21/1 13/2	KO-I	MM9I	Bebnot	Hodges. Replaced A47-25.
HUG22/3 14/2	KO-I	QN3I	Downrun	Power. Replaced A47-23.
HUG31/3 01/3	KO-I	WE9I	Affirm	Cancelled due WX.
HUG34/3 02/3	KO-I	Q87I	Waggy	Brown.
HUG36/3 03/3	KO-I	UE9I	Rental	Brown.
HUG47/4 04/4	KO-I	UL5I	Flaxen	Sharpe. RTB, U/S and replaced by A47-5.
HUG48/1 05/4	KO-I	XM3I GX8I	Befog Goodwon	Ralfe.
HUG7/2 29/4	KO-I	Y54I UN2I	Hording Cycle	Duty cancelled.

Continued →

¹²⁸ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-21 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹²⁹ Ibid.

A47-21 (continued)

A47-21 flew one more mission from Hughes (HUG11/3 Jun) and then another 11 between August 19th and September 21st inclusive, after deploying to Borneo.

1945 (continued):

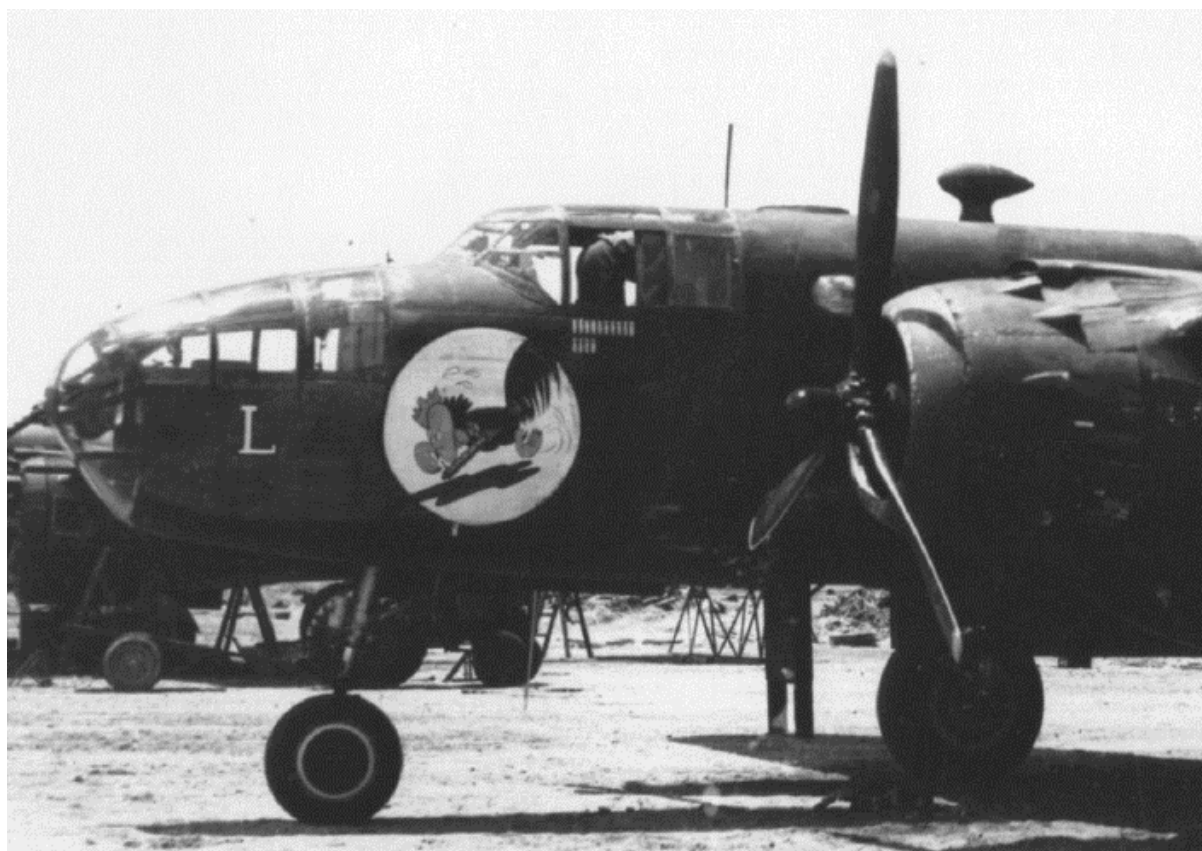
Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 28/9	KO-L			22/1/22 p252 entry 280610Z Sep 45: [no sig ref] B25 KOL arrived.
Travel 20/10	KO-L	VMZAOL		22/1/22 p285 entries 192346Z Oct 45: BAL D238/19 Oct AOL A47-21 DEP and 200032Z Oct 45: [Aeradio] AOL QAA [ETA] TRS; p286 entries 200223Z Oct 45: TRS D854/20 Oct A47-21 VMZAOL from BAL {22/1/23 p68 entry 201153i Oct 45: B25 KO-L ARR [from] BAL} and 200317Z Oct 45: TRS D857/20 Oct A47-21 VMZAOL for ALI {22/1/23 p68 entry 201247i Oct 45: B25 KO-L DEP [for] ALI}.
Travel 21/10	KO-L	VMZAOL		570BU A50 Sheet 97, entry 21/10/45: Mitchell AOL DEP [ALI] for PAR.
Travel 24/10	KO-L	VMZAOL		570BU A50 Sheet 97, entry 24/10/45: Mitchell AOL ARR [ALI] from PAR and DEP for DAR.
Travel 18/11	KO-L	VMZAOL		22/1/22 p322 entry 181007Z Nov 45: 2Sqn D223/18 Nov A47-21 VMZAOL DEP [BAL for] BME GFD.



This is A47-21/KO-L, the former KO-I, pictured at Sepinggang, Borneo, during the third quarter of 1945. It was recoded at some point after July 1st, 1945. In fact, if you look closely, you can see the foot of the "L" (both on the fuselage and the nose) where the serif has been extended to form the new letter and that it is a different hue. The aircraft is finished in its factory applied US Olive Drab 41 uppers, but its original Neutral grey 43 has been overpainted with Black. [*Aviation Heritage Museum of WA image P017044*].

A47-21 (continued)

It was re-coded from "I" to "L" sometime after 1st July, 1945 (replacing A47-16) and was placed into storage at 3AD on December 17th, 1945.¹³⁰



In keeping with several other Squadron aircraft, A47-21 has acquired a Disney-style cartoon character displayed in a large circular field. The character seems to be a black fighting-cock armed with a machine gun. The bomb log displays 14 bomb symbols but, this is yet another good example of why the notion of using an aircraft's bomb-log to determine the approximate date of the photograph is not valid; by the time this photograph was taken, at Sepinggang, Borneo, sometime between July, 1945 and the end of hostilities in early September, the aircraft had flown around 36 operations, not the 14 displayed. [*Aviation Heritage Museum of WA, P017044*].

¹³⁰ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-21 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25D-35-NC Mitchell
A47-22
Ex N5-190, 43-3830

3AD received this aircraft from the Dutch on June 13th, 1944. It was then received by 14ARDRP for short-term storage on July 15th. 2SQN received it on July 24th.¹³¹

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG36/7 26/7	KO-T	4ENT JG4T		Weston. C/S change over 261200Z.
HUG49/10 09/8	KO-T	HR3T	Eyebrow	Ingram.
HUG3/12 13/8	KO-T	JE3T		Dinsdale. Replaced A47-17.
HUG8/3 17/8	KO-T	YO5T	Hoodlum	Campbell.
HUG19/2 25/8	KO-T	3ZGT WE9T	Cuddly Bandun	Ingram. RTB. C/S change over 251200Z.
HUG20/2 27/8	KO-T	WN8T	Pusher	McQuoid.
HUG28/4 31/8	KO-T	JE3T	Bestrice	McQuoid.
HUG31/6 01/9	KO-T	1SDT CV1T	Bidgot Badbox	Ingram. C/S change over 011200Z.
Travel 04/9	KO-T			22/1/8 p316 entries 032302Z Sep 44: TRS/M1/4 Sep 1R KO-T LDG [ex HUG]; 040015Z: TRS/M2/4 Sep 1R KO-T DEP for HUG; and 040410Z Sep 44: HUG/M1/4 Sep 1R KO-T ARR [ex TRS].
HUG35/3 05/9	KO-T	W18T	Chumpy	Norris.
HUG37/1 07/9	KO-T	MO82T	Perspire	Replaced by A47-1.
HUG38/4 07/9	KO-T	PP64T	Benquick	Ingram. Replaced A47-1.
HUG39/3 08/9	KO-T	GQ8T	Streaky	Was supposed to have replaced A47-16, but A51 still records A47-16 as flying.
HUG41/4 09/9	KO-T	PP64T	Varlet	Ingram. RTB, U/S.
HUG43/1 11/9	KO-T	MO82T		Avery.
HUG45/1 12/9	KO-T	MO82T		Lee.
HUG47/10 12/9	KO-T	2JRT	Billow	Ingram.
HUG11/4 22/9	KO-T	W18T	Chumpy	Ingram.
HUG16/4 26/9	KO-T	JA4T XM8T	Gasket Befog	Ingram. C/S change over 261200Z.
HUG19/3 27/9	KO-T	MC2T	Devour	Ingram.
HUG20/4 28/9	KO-T	HY5T	Viscount	Ingram. A51: duty 2.
HUG54/9 28/9	KO-T	W18T 2SPT	Chumpy Benquick	Campbell. C/S change over 281200Z.
HUG36/3 10/10	KO-T	LF1T	Baggo	Ingram.

Four B-25's from 2SQN, operating in company from Truscott, were ordered by 79WG to locate and attack a FTD reportedly in the vicinity of Koepang or the Sawoe Sea/Ombai Strait area.¹³² The plan was for the four aircraft to depart Truscott at 091850Z (4:20 am Darwin time on the 10th), fly to a certain position in formation and then split up and each search a different area before rejoining at Sawoe Island and returning to Truscott in company.¹³³

At 092214Z (7:44 am Darwin time) in position 09°30'S 123°15'E, one of the duties reported sighting a FTD towing a barge heading 200° at 8 knots. The other three duties converged and, at 092245Z (8:15 am Darwin time) now in position 09°36'S 123°15'E (6 nautical miles due south which means it must have been able to make 12 knots whilst towing a barge), all four aircraft made mast height bombing

¹³¹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-22 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹³² 79WG/G6/9 Oct in AWM64, 6/5C.

¹³³ HUG/M5/9 Oct, ibid.

A47-22 (continued)

and strafing attacks. All bombs missed, however the strafing must have been effective as the barge was cut adrift and the FTD was evidently badly damaged as it was reportedly out of control and trailing an oil slick.¹³⁴ During their attack on the Japanese vessel, A47-22 was hit by machine gun fire which punctured the port outer fuel cell.¹³⁵ They landed safely at Truscott at 100224Z (11:54 am Darwin time).¹³⁶

The aircraft was sent to 14ARD for repairs, being received by them on October 16th. 2SQN got it back again on December 1st.¹³⁷

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 06/12	KO-T			22/1/8 p390 entry 060920Z Dec 44: TRS/M7/6 Dec 1R KO-T LDG [TRS].
HUG1/2 07/12	KO-T	4AQT	Palmy	Campbell.
HUG2/1 08/12	KO-T	2QET	Backwood	Hodges.
HUG11/9 17/12	KO-T	S22T	Bender	Campbell.
HUG12/2 18/12	KO-T	2SBT	Ermine	Campbell.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG32/5 02/1	KO-T	MP8T	Artic	Nicholls.
HUG34/2 05/1	KO-T	GM8T	Brazen	Hodges.
HUG36/3 07/1	KO-T	3CST	Trooper	Ingram.
HUG40/4 11/1	KO-T	SE9T	Obscure	Leach.
HUG4/5 26/1	KO-I	SN7I	Cuddly	Ingledew. Apparently replaced A47-21.
HUG11/2 31/1	KO-T	FW4T	Campsale	Ekert.
HUG18/6 04/2	KO-T	1NBT UL5T	Canticle Flaxen	Ingledew. C/S change over 041200Z.
HUG19/1 07/2	KO-T	4QAT	Assist	Coward.
HUG20/1 08/2	KO-T	PN7T	Backwood	Coward.
HUG23/5 14/2	KO-T	IT8T	Ablume	McQuoid.
HUG29/1 24/2	KO-T	GM8T	Brazen	RTB U/S. To be replaced by A47-4.
HUG33/5 01/3	KO-T	1CWT	Deaden	Hannah.
HUG47/1 04/4	KO-T	UL5T	Flaxen	Ingledew.
HUG49/1 06/4	KO-T	GX8T	Goodwon	Ingledew.
HUG7/1 29/4	KO-T	Y54T UN2T	Hording Cycle	McQuoid. RTB, U/S.
HUG8/1 01/5	KO-T	FY5T LF1T	Pedkill Baggo	McQuoid. HUG8 and 9 both recorded as duty 1.

¹³⁴ TRS/B1/10 Oct, ibid.

¹³⁵ Confirmatory Memorandum, Aircraft Casualty – Mitchell A47-22 in Mitchell A47 Accidents Part 2; NAA: A9845, 2.

¹³⁶ TRS/M1/10 Oct in AWM64, 6/5C.

¹³⁷ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-22 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-22 (continued)

A post inspection test flight was being conducted on May 10th, 1945, during the course of which, whilst flying at high speed, the turret cupola shattered, with debris striking the vertical and horizontal stabilisers. It was initially thought that the application of negative G had caused ammunition to strike the turret canopy but it was later considered that either excessive air pressure or a bird strike had been more likely to have been at fault.¹³⁸ Repairs were undertaken by 2SQN and the aircraft returned to service¹³⁹ however, it did not fly operationally again.

On July 16th, 1945, it was received by 14ARD for a 300-hourly after which it was sent to 3AD at Amberley, Queensland, for storage.¹⁴⁰

¹³⁸ Confirmatory Memorandum, Aircraft Casualty – Mitchell A47-22, for incident of 10MAY45 in Mitchell A47 Accidents Part 2; NAA: A9845, 2.

¹³⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-22 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹⁴⁰ Ibid.

B-25D-35-NC Mitchell
A47-23
Ex N5-212, 43-3832

This aircraft was taken over from the Dutch and received at 3AD on June 9th, 1944, before being sent to 14ARDRP, who received it on July 11th.¹⁴¹ 2SQN received it on July 17th, 1944.¹⁴²

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG28/1 19/7	KO-M	GL4M		Replaced by A47-19.
HUG33/1 23/7	KO-M	PJ4M		Replaced by A47-18.
HUG34/1 25/7	KO-M	MV3M		Campbell.

Hughes 34 of 25th July was ordered, initially, as a single B-25 from 2SQN, taking off an hour after first light, to conduct an armed shipping reconnaissance.¹⁴³ This was amended to three B-25's.¹⁴⁴ In actual fact, 2SQN tasked four B-25's to conduct the operation, with wheels up planned for 242215Z (7:45 am Darwin time on the 25th).¹⁴⁵

At about 250205Z (11:35 am Darwin time) all four duties made strafing runs on eight to ten 40-foot power barges on the north-east coast of Koer Island. An hour later, whilst returning to base, duties 1 and 2 bombed and strafed the same vessels. The bombs missed and duty 1 was hit by what was initially thought to have been anti-aircraft fire from the shore, injuring a member of the crew.¹⁴⁶ Apparently, having just executed a mast height bombing and strafing run on one of the barges, A47-23 pulled out of the attack at very low level and detonated a land mine, debris from which hit the aircraft, badly damaging the left wing and engine cowl gills, the rear fuselage and causing a hand injury to the tail gunner.¹⁴⁷ A47-23 landed back at Hughes at 250627Z (3:57 pm Darwin time).¹⁴⁸

On July 29th, it was received at 14ARD for repairs. 2SQN got it back on September 14th.¹⁴⁹

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG12/2 23/9	KO-M	MO82M	Benquick	Fraser.

Hughes 12 of 23rd September, 1944, was a Search J by two B-25's, operating in company, from 2SQN. Wheels up was to be 222230Z (8 am Darwin time on the 23rd).¹⁵⁰ At 230215Z (11:45 am) three Japanese VB Type A's were bombed and then strafed by both duties. The bombs were near misses, but strafing was considered to have destroyed two of the barges and probably destroyed the third. Anti-aircraft fire was intense, accurate, light calibre fire which extensively holed A47-23. No injuries to the crew was reported.¹⁵¹ Both duties landed safely back at Hughes at 230545Z (3:15 pm Darwin

¹⁴¹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-23 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹⁴² RAAF Form A.50 Operations Record Book of No. 2 Squadron entry for 17.7.44 in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5

¹⁴³ DA/G4/24 Jul in AWM66, 15/1/123.

¹⁴⁴ DA/G11/24 Jul, *ibid*.

¹⁴⁵ HUG/M4/24 Jul, *ibid*.

¹⁴⁶ HUG/B1/25 Jul, *ibid*.

¹⁴⁷ Confirmatory Memorandum, Aircraft Casualty, Mitchell A47-23 in Mitchell A47 Accidents Part 2; NAA: A9845, 2.

¹⁴⁸ HUG/M2/25 Jul in AWM66, 15/1/123.

¹⁴⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-23 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹⁵⁰ 79WG/G2/22 Sep in AWM64, 6/5C.

¹⁵¹ HUG/B2/23 Sep, *ibid*.

A47-23 (continued)

time).¹⁵² A47-23 received field repairs and was sent to 14ARD for permanent repairs, being received there on September 26th. On November 2nd, 2SQN took over the aircraft again.¹⁵³

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG20/1 06/11	KO-M	YM9M	Dicta	Norriss.
Travel 07/11	KO-M			22/1/8 p364 entry 070225Z Nov 44: HUG/M1/7 Nov LDG 3R KO-M-K-U [ex TRS].
HUG22/5 12/11	KO-M	GL4M	Cusher	Carter.
HUG23/2 14/11	KO-M	FP8M	Dingo	Campbell.
Travel 15/11	KO-M			22/1/8 p370 entry 142340Z Nov 44: TRS/M4/14 Nov 4R KO-S-G-M-B DEP TRS for HUG.
HUG29/10 18/11	KO-M	3HNM	Unwise	Leach.
HUG39/4 27/11	KO-M	JM1M	Dispute	Coward.
HUG40/2 28/11	KO-M	3CSM	Issue	Nicholls.
HUG45/3 04/12	KO-M	1DW6M	Boastly	Clifton.
HUG1/3 07/12	KO-M	4AQM	Palmy	Mickan.
HUG2/2 08/12	KO-M	2QEM	Backwood	Mickan.
HUG8/5 16/12	KO-M	ZT26M	Mawfling	Clifton.
HUG14/5 20/12	KO-M	ZT26M	Bidsink	Ingram.
HUG58/12 20/12	KO-M	MC2M	Devour	Coward.
HUG24/7 22/12	KO-M	LB1M	Medjail	Fraser.
HUG61/14 22/12	KO-B	FS5B	Peagown	Coward. Apparently replaced A47-28.
HUG25/3 23/12	KO-M	VA1M		Fraser.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG31/7 01/1	KO-M	VX6M	Shopper	Fraser.
HUG37/6 07/1	KO-M	UN2M	Cycle	Fraser.
HUG38/3 09/1	KO-M	2JRM	Billow	Campbell.
HUG41/5 11/1	KO-M	TH32M	Agile	Sharpe.
HUG42/1 12/1	KO-Y	TH32Y	Backwood	Power. Apparently replaced A47-32.
HUG21/2 13/2	KO-M	MM9M	Bebnot	Replaced by A47-32.
HUG22/3 14/2	KO-M	QN3M	Downrun	Replaced by A47-21.
HUG37/4 05/3	KO-M	KA3M	Badbox	Unserviceable.
HUG40/2 07/3	KO-M	UT7M	Sander	Replaced by A47-5.
HUG45/1 11/3	KO-M	RV1M	Betride	Campbell.

On March 12th, 1945, A47-23 was engaged on an air to ground gunnery exercise when it received damage to the propellers, wings and fuselage after expended ammunition cartridges were “passed” out of the nose compartment (read: thrown out !).¹⁵⁴ 14ARD received the aircraft on March 20th to make good the damage and gave it back to 2SQN on August 13th¹⁵⁵ who assigned it a new identification letter (“T” – “M” having, during A47-23’s absence, been allocated to the returning A47-28).

¹⁵² HUG/M2/23 Sep, ibid.

¹⁵³ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-23 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹⁵⁴ Aircraft Accident Data card for A47-23 dated 12.3.45 in Mitchell A47 Accidents Part 2; NAA: A9845, 2.

¹⁵⁵ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-23 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-23 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 17/8	KO-T			22/1/22 p225 entries 170230Z Aug45: TRS D396/17 Aug 2/B25 [landed ex] DAR and 170530Z Aug 45: [no sig ref] A47-27 [sic – 23] unserviceable. Crew RON; and p226 entry 181316Z Aug 45: TRS A244/18 Aug A47-23 expected to be serviceable 190030Z ETD for HUG 190100Z. <u>ALSO</u> 22/1/23 p035 entries 171145i Aug 45, 171151i, 171155i, 171200i and 171221i all recorded as "B25 "T"" and as having suffered engine failure enroute to TRS from DAR and travelling in company with KO-O.
Travel 19/8	KO-T			22/1/22 p226 entries 190030Z Aug 45: TRS D405/19 Aug A47-2 [sic – 23] airborne for HUG; and 190421Z Aug 45: HUG D75/19 Aug A47-23 landed from TRS. <u>ALSO</u> 22/1/23 p036 entries 190908i Aug 45: KO-T DEP [TRS] on Test Flight; 190919i: KO-T ARR [TRS] from Test Flight and 190954i Aug 45: KO-T DEP [for] HUG.

The aircraft flew six more operations during September (between the 3rd and 15th inclusive) and then conducted a number of travel flights, the last of which was on October 8th during which the aircraft was damaged and, rather than send the machine off for repairs, the decision was made to turn it into spare parts.¹⁵⁶

¹⁵⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-23 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25D-35-NC Mitchell
A47-25
Ex N5-215, 43-3869

On June 9th, 1944, this aircraft was received by 3AD from the NEI Pool. It was sent to 14ARDRP who passed it on to 2SQN on July 29th.¹⁵⁷ This machine was the very last B-25D built.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG43/12 31/7	KO-U	4NCU WN8U	Reading Pusher	Fileman. C/S change over 311200Z.
HUG46/10 02/8	KO-U	QG4U	Arrange	Fileman.
HUG49/2 09/8	KO-U	HR3U	Eyebrow	Ekert.
HUG8/4 17/8	KO-U	YO5U	Hoodlum	Ekert.
HUG12/2 19/8	KO-U	2LCU	Longlost	Hodges.
HUG19/9 25/8	KO-U	3ZGU WE9U	Cuddly Bandun	Hodges. Replaced A47-7. C/S change over 251200Z.
HUG23/4 28/8	KO-U	LG7U	Eyebrow	Ekert.
HUG35/4 05/9	KO-U	W18U	Chumpy	Mickan.
HUG37/2 07/9	KO-U	MO82U	Perspire	Mickam.
HUG44/3 11/9	KO-U	PP64U	Rental	Lee.
HUG3/1 17/9	KO-U	Q17U	Drifter	Cancelled.
HUG4/1 17/9	KO-U	Q17U	Drifter	Hodges.
HUG6/3 18/9	KO-U	PP64U	Keepsake	Apparently replaced by A47-18.
HUG8/4 20/9	KO-U	PP64U		Replaced by A47-18.
HUG9/1 21/9	KO-U	MO82U	Bantum	Henderson.
HUG11/3 22/9	KO-U	W18U	Chumpy	Ekert.
HUG20/8 28/9	KO-U	HY5U	Viscount	Avery.
HUG33/1 09/10	KO-U	MO82U	Minute	Ekert.
HUG37/6 10/10	KO-U	Q53U	Modest	Ekert.
HUG43/3 17/10	KO-U	PP64U	Beldam	Ekert.
HUG3/2 23/10	KO-U	3YOU	Censor	Ekert.
HUG6/1 25/10	KO-U	2LCU	Longlost	Norriss.
HUG10/10 29/10	KO-U	1DW6U	Acock	Ingram. Replaced A47-17 which RTB'd.
HUG14/3 31/10	KO-U	Q53U	Paddock	Carter. Was to have been replaced by A47-7, but A51 records A47-25 as flying.
Travel 07/11	KO-U			22/1/8 p364 entry 070225Z Nov 44: HUG/M1/7 Nov LDG 3R KO-M-K-U [ex TRS].
HUG22/7 12/11	KO-U	GL4U	Cusher	Ekert.
HUG23/10 14/11	KO-U	FP8U	Dingo	Fileman.
TRS52/1 15/11	KO-U	VD1U	Darkhand	Ekert.
HUG29/7 18/11	KO-U	3HNU	Unwise	Carter.
HUG39/1 27/11	KO-U	JM1U	Dispute	Hodges.
HUG46/2 05/12	KO-U	KY3U	Bearer	Thompson.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG31/4 01/1	KO-U	VX6U	Shopper	Ingledeu.
HUG46/8 19/1	KO-U	LX7U 3VYU	Haggard Crimper	Ekert.

Continued →

¹⁵⁷ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-25 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-25 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG47/1 21/1	KO-U	TH32U	Baggo	Carter.
HUG1/3 25/1	KO-U	GM8U	Brazen	Ekert.
HUG2/3 26/1	KO-U	MP8U	Arctic	Ekert.
HUG16/5 04/2	KO-U	TH32U	Basin	Replaced by A47-1.
HUG20/4 08/2	KO-U	PN7U	Backwood	Clifton. Replaced A47-27.
HUG21/1 13/2	KO-U	MM9U	Bebnot	Replaced by A47-21.
HUG22/1 14/2	KO-U	QN3U	Downrun	Ekert.
HUG25/2 17/2	KO-U	2RKU	Attune	Fraser.
HUG26/2 19/2	KO-U	SC9U	Glasslike	Fraser.
HUG27/2 21/2	KO-U	VT7U	Bantum	Campbell.
HUG28/2 22/2	KO-U	CP9U	Campart	Campbell.
HUG30/1 28/2	KO-U	VT7U		McQuoid.
HUG34/1 02/3	KO-U	Q87U	Waggy	Cancelled due WX.
HUG36/1 03/3	KO-U	UE9U	Rental	Cancelled due WX.

On March 5th, 14ARD received A47-25 for a 480-hourly. They handed it back to 2SQN on July 7th,¹⁵⁸ where it was re-coded "KO-J". It flew three further operations during September (12th, 14th and 15th).

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 15/12	KO-J	VMZAOJ		570BU A50: Sheet 102, entry 15/12/45: B25 AOJ ARR [ALI] from DAR.
Travel 16/12	KO-J	VMZAOJ		570BU A50: Sheet 102, entry 16/12/45: B25 AOJ DEP [ALI] for PAR.

It was finally received by 3AD on December 18th for storage.¹⁵⁹



A rather poor-quality shot of A47-25 at Hughes when coded "KO-U". [Aviation Heritage Museum of WA image P023808].

¹⁵⁸ Ibid.

¹⁵⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-25 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25J-1-NC Mitchell
A47-26
Ex N5-220, 43-27689

This aircraft was received by 3AD from the Dutch on June 9th, 1944. They sent it directly on to 2SQN, who received it on June 29th.¹⁶⁰

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG13/3 07/7	KO-K	YM9K XF1K	Dicta Goodness	Coughlan. C/S change over 071200Z.
HUG19/1 12/7	KO-K	4ENK		Cancelled, replaced by NE143.
HUG25/3 17/7	KO-K	GA9K WV6K	Niceguy Buffy	Fileman. C/S change over 171200Z.
HUG28/5 19/7	KO-K	GL4K		Slater. A51: A47-9 in error.
HUG36/10 26/7	KO-K	4ENK JG4K		Avery. C/S change over 261200Z.
HUG38/3 28/7	KO-K	V14K	Earthtop	Ekert.
HUG39/8 29/7	KO-K	FU6K XB1K	Sailor Wealthy	Avery. C/S change over 291200Z.
HUG43/5 31/7	KO-K	4NCK WN8K	Reading Pusher	Ekert. C/S change over 311200Z.
HUG46/3 02/8	KO-K	QG4K	Arrange	Ekert.
HUG49/8 09/8	KO-K	HR3K	Eyebrow	Simpson.
HUG1/4 10/8	KO-K	MX7K		Avery. Replaced A47-14.
HUG3/11 13/8	KO-K	JE3K		Weston.
HUG10/3 18/8	KO-K	H64K	Badgirl	Dinsdale.
HUG13/5 19/8	KO-K	PF5K	Typist	Avery.
HUG15/4 21/8	KO-K	UL5K	Crumpet	Hocking. Replaced A47-5.
HUG17/2 24/8	KO-K	MQ8K		Slater. Replaced A47-3.
HUG31/10 01/9	KO-K	1SDK CV1K	Bidgot Badbox	Avery. C/S change over 011200Z.
Travel 09/9	KO-K			22/1/8 p319 entry 091015Z Sep 44: TRS/M4/9 Sep KO-K landed. [Re HUG42/10 Sep].
HUG42/2 10/9	KO-K	3CSK	Trooper	Ekert.
HUG47/11 12/9	KO-K	2JRK	Billow	Avery.
HUG13/4 23/9	KO-K	PP64K	Inflow	Avery.
HUG19/2 27/9	KO-Z	MC2Z	Devour	Fileman. Apparently replaced A47-2.
HUG27/4 04/10	KO-K	PP64K	Acock	Avery.
HUG29/4 06/10	KO-K	PP64K	Bancus	Ingram.
HUG32/6 07/10	KO-K	QV2K		Cancelled.
HUG32/8 07/10	KO-K	HN2K	Belward	Campbell.
HUG38/2 12/10	KO-K	MO82K	Outbreak	Thompson.
HUG41/4 14/10	KO-K	PP64K	Longlost	Apparently replaced by A47-11.
HUG3/4 23/10	KO-K	3YOK	Censor	Micken. A51: Campbell as duty 1.
HUG20/4 06/11	KO-K	YM9K	Dicta	Leach.
Travel 07/11	KO-K			22/1/8 p364 entry 070225Z Nov 44: HUG/M1/7 Nov LDG 3R KO-M-K-U [ex TRS].
HUG22/11 12/11	KO-K	GL4K	Cusher	Ingram. Replaced A47-5.
TRS51/2 13/11	KO-K	LU6K	Camplike	Ingram.
HUG23/9 14/11	KO-K	FP8K	Dingo	Power.

Continued →

¹⁶⁰ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-26 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-26 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 15/11	KO-K			22/1/8 p370 entries 150517Z Nov 44: [no sig ref] 1R KO-K airborne [HUG] for BME; 150520Z: [no sig ref] 1R KO-K LDG [TRS]; 150525Z: TRS D502/15 Nov 1R KO-K airborne for BME.
HUG29/8 18/11	KO-K	3HNK	Unwise	Thompson.
HUG36/3 22/11	KO-K	LU6K	Compless	Mickan. Replaced A47-7.
HUG97/2 26/11	KO-K	GL4K	Cusher	Clifton.
HUG39/2 27/11	KO-K	JM1K	Dispute	Inglelew.
Travel 08/12	KO-K			22/1/8 p392 entries 080257Z Dec 44: TRS/M1/8 Dec 1R KO-K ex HUG; 080420Z Dec 44: HUG/M1/8 Dec KO-K replaces KO-R; 080502Z: 1R KO-K TRS HUG; 080515Z: KO-K airborne and 080944Z Dec 44: HUG/M4/8 Dec KO-K 080705Z HUG.
HUG16/8 20/12	KO-K	MC2K	<i>Devour</i>	Nicholls.
HUG24/6 22/12	KO-K	LB1K	Medjail	Clifton.
HUG25/2 23/12	KO-K	VA1K		Clifton.
HUG28/2 27/12	KO-K	H64K	Badgirl	Replaced by A47-27.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG32/6 02/1	KO-K	MP8K	Artic	Leach.
HUG35/4 06/1	KO-K	1RVK	Putty	Coward. Replaced A47-15.
HUG4/6 26/1	KO-K	SN7K	Cuddly	Mickan.
HUG9/1 30/1	KO-K	TH32K	Cycle	Power.
HUG14/3 03/2	KO-K	VT7K	Bantum	Sharpe.
HUG15/2 04/2	KO-K	VP4K	Blandish	Sharpe.

18RSU received A47-26 on Feb 6th for a 480-hourly and they handed it back to 2SQN on the 23rd.¹⁶¹ Five further operations were flown between September 3rd and 17th inclusive.

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG35/4 02/3	KO-K	ON2K	Pongo	Leach. A51: Westbury as duty 2.
HUG43/5 08/3	KO-K	3ZGK	Classdash	Power.
Travel 29/4	KO-K			22/1/22 p147 entry 290925Z Apr 45: HUG/M4/29 Apr 3R KO-D-F-J LDG ex TRS.
Travel 24/10	KO-K	VMZAOK		22/1/22 p293 entries 240019Z Oct 45: BAL D334/23 Oct A47-26 VMZAOK DEP; 240305Z: TRS D890/24 Oct A47-26 from BAL {22/1/23 p69 entry 241235i Oct 45: B25 KO-King ARR [from] BAL} and 240441Z Oct 45: TRS D891/24 Oct A47-26 for ALI {22/1/23 p69 entry 241418i Oct 45: B25 KO-King DEP [for] ALI}; p294 entry 241110Z Oct 45: ALI D250/24 Oct A47-26 AOK B25 from TRS. [Last recorded landing of a 2SQN B25 at TRS].
Travel 03/11	KO-K	VMZAOK		570BU A50: Sheet 100, entry 03/11/45: B25 AOK ARR from MILDURA and DEP for DAR.

A47-26 was finally received at 3AD for storage on November 9th, 1945.¹⁶²

¹⁶¹ Ibid.

¹⁶² RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-26 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25J-1-NC Mitchell
A47-27
Ex N5-219, 43-27691

3AD received this machine from the Dutch on June 9th, 1944 and handed it over to 2SQN on June 29th.¹⁶³

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG36/6 26/7	KO-A	4ENA JG4A		Carter. C/S change over 261200Z.
HUG38/ 28/7	KO-A			22/1/8 p290 entries 280810Z: TRS A540/28 Jul KO-A and KO-Q fit return only [re HUG38]; 281635Z: HUG A860/28 Jul KO-A and KO-G to return Base 282310Z and 292343Z: TRS/M4/30 Jul LDG 1R TRS with repairs for KO-A; and p291 entries 300133Z: TRS/M6/30 Jul DEP 1R KO-A for HUG after repair effected; and 300710Z Jul 44: HUG/M6/30 Jul LDG 2R KO-A 0331Z KO-E 0438Z [HUG].
Travel 30/7	KO-A			22/1/8 p291 entries 300133Z Jul 44: TRS/M6/30 Jul 1R KO-A DEP for HUG; and 300710Z Jul 44: HUG/M6/30 Jul 2R KO-A 0331Z KO-E 0438Z HUG ex TRS.
HUG49/6 09/8	KO-A	HR3A	Eyebrow	Carter.
HUG8/5 17/8	KO-A	YO5A	Hoodlum	Coughlan.
HUG9/6 18/8	KO-A	GG2A 2LCA		Fileman. Replaced A47-5. C/S change over 181200Z.
HUG19/7 25/8	KO-A	3ZGA WE9A	Cuddly Bandun	Carter. A51: duty 6. C/S change over 251200Z.
HUG21/4 27/8	KO-A	3XAA	Exault	Replaced by A47-21.
HUG27/8 31/8	KO-A	WS2A	Dining	Avery.

79WG ordered two B-25's from 2SQN, operating in company, to carry out a Search K as Hughes 27 of 31st August.¹⁶⁴ See entry for A47-19 for further details.

Whilst flying passed Taberfane, A47-27 was hit in the starboard wing by an explosive 50 calibre bullet, which entered the underside of the wing, exploded inside of it and sent fragments out through the top of the wing.¹⁶⁵ Both duties landed safely at Hughes at 310929Z (6:59 pm Darwin time).¹⁶⁶ On September 4th, the aircraft was received at 14ARD for repairs. They were able to hand it back to 2SQN on the 9th.

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG16/8 26/9	KO-A	JA4A XM8A	Gasket Befog	Fraser. C/S change over 261200Z.
HUG54/11 28/9	KO-A	W18A 2SPA	Chumpy Benquick	Avery. C/S change over 281200Z.
Travel 29/9	KO-A			22/1/8 p334 entry 290340Z Sep 44: HUG/M3/29 Sep LDG 1R KO-A [ex TRS].
HUG22/1 30/9	KO-A	MO82A	Bonox	Squires.

¹⁶³ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-27 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹⁶⁴ 79WG/G3/30 Aug in AWM64, 6/5B.

¹⁶⁵ Report on Operation HUG.27 – 31st August, 1944, No. 2 Squadron Report No. 228 dated 1/9/44 in RAAF Squadron Narrative Reports No. 1 Squadron 4 Mar 1944 – 16 August 1945, No. 2 Squadron 8 January 1944 – 30 April 1945; NAA: A9652, BOX 1.

¹⁶⁶ HUG/M6/31 Aug in AWM64, 6/5B.

A47-27 (continued)

Hughes 22 of 30th September, 1944, was a Search J to be conducted by a single B-25 from 2SQN.¹⁶⁷ This operation was reported as a completely uneventful mission, with no sightings reported and good weather.

A47-27 landed back at Hughes at 300455Z (2:25 pm Darwin time).¹⁶⁸ No damage was reported as result of the flight or due to any accident on return. Despite this, the aircraft was received at 14ARD on October 4th to repair damage to the fuselage. The aircraft was returned to the Squadron on November 8th.¹⁶⁹

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG22/10 12/11	KO-A	GL4A	Cusher	Nicholls.
HUG23/11 14/11	KO-A	FP8A	Dingo	Nicholls.
HUG26/4 18/11	KO-A	YR2A	Freedom	Nicholls.
Travel 29/11	KO-A			22/1/8 p383 entry 290820Z Nov 44: TRS/M4/29 Nov 4R KO-Z-Y-E-A ex HUG. [Re HUG41/30 Nov].
HUG41/4 30/11	KO-A	PD1A	Earthtop	Leach.
HUG11/11 17/12	KO-A	S22A	Bender	Coward.
HUG12/4 18/12	KO-A	2SBA	Ermine	Coward.
HUG59/10 21/12	KO-A	4QAA	Minute	Fraser.
HUG62/16 22/12	KO-A	RP4A	Becul A	Ingram.
HUG28/2 27/12	KO-A	H64A	Badgirl	Clifton. Replaced A47-26.
HUG30/2 29/12	KO-A	DY2A	Nutsail	Clifton.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG14/5 03/2	KO-A	VT7A	Bantum	Nicholls.
HUG15/4 04/2	KO-A	VP4A	Blandish	Nicholls.
HUG19/4 07/2	KO-A	4QAA	Assist	Clifton.
HUG20/4 08/2	KO-A	PN7A	Backwood	Replaced by A47-25.

A47-27 was apparently damaged during a training flight at Darwin on February 13th, receiving damage to the lower right-hand side of the fuselage, landing gear auxiliary door, door linkage, upper turret canopy, the right-hand propeller and the leading edge of the right wing. Accordingly, it was sent to 14ARD for repairs. They received it on February 19th and handed it back to 2SQN on April 24th.¹⁷⁰

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 06/7	KO-A			AWM66, 22/1/22 p199 entry 060707Z: LDG [TRS] 1R KOA unadvised 060630Z.

Continued →

¹⁶⁷ 79WG/G5/29 Sep in AWM64, 6/5C.

¹⁶⁸ HUG/M1/30 Sep, ibid.

¹⁶⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-27 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹⁷⁰ Ibid.

A47-27 (continued)

1945 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 06/7	KO-A			22/1/22 p199 entry 060707Z Jul 45: TRS/M7/6 Jul LDG 1R KO-A unadvised. [Re HUG14/7 Jul – Extraction Mission Top Cover, not recorded in A50/A51].
HUG14/ 07/7	KO-A			22/1/22 p199 entries 070117Z Jul 45: TRS/M3/7 Jul LDG KOA from Special Mission; 07043[4]Z: [no Sig ref] KO-A airborne for HUG and 071106Z Jul 45: 1R LDG 070642Z. (2) A51: No record.
Travel 27/9	KO-A			22/1/22 p250 entries 262210Z Sep 45: BAL [no sig ref] B25 KO-A departed 262105Z; and 270159Z Sep 45: BAL [no sig ref] B25 KOA for DAR not TRS.
Travel 27/9	KO-A			22/1/22 p250 entries 262210 and 270159Z: B25 KO-A departed [BALIK] 262105Z and B25 KOA for DAR not TRS. 570BU A50 Sheet 96, entry 27/9/45: Mitchell A47-27 ARR [ALI] from DAR.
Travel 01/10	KO-A	VMZAOA		570BU A50 Sheet 97, entry 1/10/45: Mitchell AOA ARR [ALI] from ESS and DEP for DAR.

One more operation was flown in August (SEP18/29 Aug) and two in September. It was eventually received at 3AD for storage on December 21st.¹⁷¹



A47-27/KO-A at Hughes during July, 1945. It is wearing its original US Olive Drab 41 uppers; its Neutral Grey 43 undersides have been repainted black. A 15-symbol bomb log appears under the cockpit – however, by the time this photo was taken, it had flown 22 operations. [AWM image NWA0943].

¹⁷¹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-27 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-27 (continued)



Big Bad Wolf with a chew stick is, more correctly, a Disney creation called "Sea Wolf with Fangs of Fire". This "Fangs of Fire" character was used as a squadron badge for a USN Bombing Squadron and also, as here, as nose art in various theatres. [*Aviation Heritage Museum of WA image P000971*].

B-25J-5-NC Mitchell
A47-28
Ex N5-224, 43-27927

This aircraft was taken over from the Dutch at 3AD on July 11th, 1944. It was then sent to 14ARDRP before being received by 2SQN on September 7th.¹⁷²

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG9/2 21/9	KO-B	MO82B	Bantum	Coughlan.
HUG16/6 26/9	KO-B	JA4B XM8B	Gasket Befog	Apparently replaced by A47-17.
Travel 29/9	KO-B			22/1/8 p334 entries 290500Z Sep 44: TRS/M7/29 Sep LDG 1R KO-B ex HUG and 290506Z Sep 44: HUG/M4/29 Sep DEP KO-B [for TRS, delayed message].
HUG24/2 02/10	KO-B	MO82B	Jocko	McQuoid. Replaced A47-29. A51: A47-18, likely error.
HUG25/4 02/10	KO-B	PP64B	Campjail	Replaced by A47-29.
HUG37/7 10/10	KO-B	Q53B	Modest	Carter.
Travel 11/10	KO-B			22/1/8 p342 entry 110623Z Oct 44: TRS/M3/11 Oct 2R KO-B-C TRS HUG and p343 entry 111035Z Oct 44: HUG/M4/11 Oct LDG 2R KO-B-C.
HUG22/8 12/11	KO-B	GL4B	Cusher	Power.
Travel 13/11	KO-B			22/1/8 p368 entries 130055Z Nov 44: TRS/M1/13 Nov DEP 1R KO-B for HUG and 130425Z Nov 44: HUG/M1/13 Nov LDG 1R KO-B HUG.
Travel 15/11	KO-B			22/1/8 p370 entry 142340Z Nov 44: TRS/M4/14 Nov 4R KO-S-G-M-B DEP TRS for HUG.
HUG25/2 16/11	KO-B	ZT26B	Beyoll	Clifton. Replaced A47-34.
HUG36/4 22/11	KO-B	LU6B	Campless	Coward.
HUG97/4 26/11	KO-B	GL4B	Cusher	Power.
Travel 02/12	KO-B			22/1/8 p386 entry 021000Z Dec 44: 4R KO-W-C-N-B HUG TRS. [Re HUG42/3 Dec].
HUG42/4 03/12	KO-B	YR2B	Freedom	Coward.
HUG1/4 07/12	KO-B	4AQB	Palmy	Coward.
HUG2/3 08/12	KO-B	2QEB	Backwood	Campbell.
HUG61/14 22/12	KO-B	FS5B	Peagown	Apparently replaced by A47-23.
HUG27/4 26/12	KO-B	KS5B	Shrapnel	Westbury.
HUG29/2 29/12	KO-B			Power. A51 only. No Mauve.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG6/1 27/1	KO-B	TH32B	Bovril	Hodges. RTB, WX.

On 19th February, 1945, the aircraft was taxiing to its parking bay after a test flight when, whilst attempting to manoeuvre around two parked aircraft, the left wing collided with a tree.¹⁷³ A team from 4RSU was sent to Hughes to conduct a wing change on the aircraft.

¹⁷² RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-28 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹⁷³ Aircraft Accident Data card for A47-28 dated 19.2.45 in Mitchell A47 Accidents Part 2; NAA: A9845, 2.

A47-28 (continued)

1945 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 18/3	KO-B	VMZAOB		570BU A50 Sheet 84, entry 18/3/45: Mitchell AOB ARR from HUG.
Travel 20/3	KO-B	VMZAOB		570BU A50 Sheet 84, entry 20/3/45: Mitchell AOB DEP for GOR.

On March 26th, the aircraft was received at 14ARD for a 240-hourly. They handed the aircraft back to the Squadron on June 7th, 1945.¹⁷⁴ It seems reasonable to assume that the aircraft was repainted whilst at 14ARD, because 2SQN re-coded it as "KO-M".

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 18/8	KO-M			22/1/22 p225 entries 180056Z Aug 45: HUG [no sig ref] B25/1 airborne for TRS and 180145Z Aug 45: TRS D402/18 Aug B25/1 landed from HUG. ALSO 22/1/23 p036 entry 181116i B25 A47-28 KO-M ARR [ex] HUG.
Travel 19/8	KO-M			22/1/22 p226 entry 190425Z Aug 45: HUG/D76/19 Aug A47-28 landed from DAR. <u>ALSO</u> 22/1/23 p036 entry 190955i Aug 45: B25 KO-M DEP [for] HUG [via DAR].
Travel 12/9	KO-M			22/1/22 p235 entries 120800Z Sep 45: DCV D249/12 Sep 2/Mitchells for TRS and 120905Z Sep 45: TRS D464/12 Sep Mitchells landed. 22/1/23 p43 entry 121830i Sep 45: B25 KO-M ARR [ex] DAR. [Re Travel TRS – COCOS 13/9].
Travel 13/9	KO-M	VMZANM		22/1/22 p236 entries 122325Z Sep 45, 130022Z, and 130120Z Sep 45: [all] VMZANM position report [TRS – COCOS in company with 23SQN B-24s]. 22/1/23 p44 entry 130759i Sep 45: B25 KO-M DEP [for] COCOS.
Travel 15/10	KO-M	VMZAOM		22/1/22 p279 entry 141501Z Oct 45: 2Sqn [BAL – no sig ref] A47-28 VMZAOM ETD BAL; p280 entries 150204Z Oct 45: [Aeradio] AOM B25 ETA TRS; 150305Z: TRS D811/15 Oct B25 A47-28 VMZAOM from BAL {22/1/23 p65 entry 151235i Oct 45: B25 KO-M ARR [from] BAL} and 150424Z Oct 45: TRS D812/15 Oct A47-28 B25 for ALI RON {22/1/23 p65 entry 151354i Oct 45: B25 KO-M DEP [for] ALI}.
Travel 16/10	KO-M	VMZAOM		570BU A50 Sheet 97, entry 16/10/45: Mitchell AOM DEP for PAR.
Travel 20/10	KO-M	VMZAOM		570BU A50 Sheet 97, entry 20/10/45: Mitchell AOM ARR [ALI] from PAR and DEP for TRS. 22/1/22 p286 entry 200825Z Oct 45: TRS D859/20 Oct A47-28 VMZAOM from ALI {22/1/23 p68 entry 201755i Oct 45: B25 KO-M ARR [from] ALI}.
Travel 21/10	KO-M			22/1/22 p287 entry 202254Z Oct 45: TRS D863/20 Oct A47-28 VMZAOM for BAL {22/1/23 p68 entry 210824i Oct 45: B25 KO-M DEP [for] BAL}.
Travel 22/10	KO-M	VMZAOM		22/1/22 p288 entries 211655Z Oct 45: 2Sqn BAL D60/21 Oct A47-28 VMZAOM for TRS GFD; 220152Z: [Aeradio] B25 28 VMZAOM ETA; 220325Z: TRS D870/22 Oct A47-28 VMZAOM [ARR] from BAL {22/1/23 p68 entry 221243i Oct 45: B25 28 ARR [from] BAL} and 220353Z Oct 45: TRS D871/22 Oct A47-28 VMZAOM for GFD {22/1/23 p68 entry 221323i Oct 45: B25 28 DEP [for] GFD}.

¹⁷⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-28 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-28 (continued)

It was a long period of time before this aircraft was used operationally, indeed hostilities had formally ended before it was required for three operations during September, 1945.¹⁷⁵

On December 13th, 1945, it was received by 3AD and placed into storage.¹⁷⁶



Number 2 Squadron B-25J, A47-28/KO-M, at Sepinggang, Borneo, after the end of hostilities (armament removed). The former KO-B, now repainted RAAF Foliage Green (this image, incidentally, seems to also show black undersides) and re-coded, displays a large circular nose art – a style which had become popular with the Squadron. The subject of the nose art on KO-M is unclear but appears to be a character wearing a ten-gallon-hat and a trench coat; perhaps a Humphry Bogart inspired character. [Aviation Heritage Museum of WA image P015252].

As a side note, this aircraft (A47-28/KO-M) did not, nor did it ever have, a shark-mouth marking similar (let alone identical) to A47-29/KO-D. Claims made of two such aircraft in 2SQN are incorrect and result from mis-interpretation of an image held in the collection of the State Library of SA (see page 115; I do have the hi-res version and it isn't any clearer (due to the original image being blurry) it's just a lot bigger).

A47-29/KO-D had a unique shark-mouth marking, what are believed to have been Medium Sea Grey code letters, and visible paint-chipping on the outer face of the right-hand vertical stabilizer and on the inner face of the left-hand rudder trim tab and retained its original, factory applied US Olive Drab 41 over Neutral Grey 43 camouflage.

A47-28 (as KO-M) had been freshly repainted in overall RAAF Foliage Green – to which Black under surfaces were then applied, Sky Blue code letters, including the individual letter “M” applied to both sides of the nose and, later – as pictured above – a circular style of nose art.

¹⁷⁵ RAAF Form A.51 Unit History Sheet, Detail of Operations by No. 2 Squadron, Sepinggang, entries for SEP32/18 Sep, SEP33/20 Sep and SEP35/21 Sep, in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5.

¹⁷⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-28 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25J-5-NC Mitchell
A47-29
Ex N5-225, 43-27928

Received at 3AD from the NEI Pool on July 12th, 1944, it was then sent to 14ARDRP on August 12th and then on to 2SQN on August 20th,¹⁷⁷ where it was initially allocated the individual identification letter "H". This allocation was changed, on or about 11th September, to "D".

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 09/9	KO-D			22/1/8 p319 entry 091120Z Sep 44: [no Mauve ref] KO-D landed. [Re HUG42/10 Sep].
HUG42/1 10/9	KO-H	3CSH	Trooper	Campbell. AWM64, 6/5C HUG/M6/9 Sep quotes HUG42/1-2-3-4 as KO-H-K-I-Q. AWM66 22/1/8 p319 entries 091027Z Sep 44: TRS/M4/9 Sep KO-H landed; 091120Z: [no Mauve ref] KO-D landed and 091910Z Sep 44: [no Mauve ref] 4 Mitchells departed 1859-K, 1900-H, 1904-Q, 1905-D; p320 entry 100259Z Sep 44: TRS/M14/10 Sep LDG 4R [KO-D-Q-I-K]. It is presumed that KO-D deployed as the spare and replaced KO-H on HUG42/10 Sep.
HUG47/6 12/9	KO-D	2JRD	Billow	Mickan.
HUG3/2 17/9	KO-D	Q17D	Drifter	Cancelled.
HUG4/2 17/9	KO-D	Q17D	Drifter	Mickan.
HUG14/2 25/9	KO-D	MO82D	Civic	Mickan.
HUG24/2 02/10	KO-D	MO82D	Jocko	Replaced by A47-28.
HUG25/4 02/10	KO-D	PP64D	Campjail	Mickan. Replaced A47-28.
HUG26/2 04/10	KO-D	MO82D	Deaden	Ekert.
HUG28/2 06/10	KO-D	MO82D	Addib	McQuoid.
HUG30/4 07/10	KO-D	MO82D	Cashier	Coward.
HUG40/2 14/10	KO-D	MO82D		Nicholls.
HUG42/2 17/10	KO-D	MO82D	Packraty	Campbell.
HUG6/4 25/10	KO-D	2LCD	Longlost	Leach.
HUG11/1 30/10	KO-D	1DW6D	Bobfish	Nichols.
HUG14/6 31/10	KO-D	Q53D	Paddock	Clifton.
HUG15/1 01/11	KO-D	1DW6D	Trooper	Campbell. Replaced A47-19.
HUG17/2 02/11	KO-D	CN5D	Explain	Nicholls.
HUG18/4 03/11	KO-D	3HND	Casting	Power.
HUG32/1 20/11	KO-D	ZT26D	Sailor	McQuoid.
HUG35/2 21/11	KO-D	ZT26D	Degree	Leach.
HUG36/6 22/11	KO-D	LU6D	Campless	Nicholls.
HUG98/5 26/11	KO-D	GL4D	Cusher	Fileman.
HUG39/3 27/11	KO-D	JM1D	Dispute	Mickan. Replaced A47-34.
Travel 28/11	KO-D			22/1/8 p382 entries 280425Z Nov 44: HUG/M1/28 Nov 1R KO-D ETA TRS 280530Z; 280505Z: TRS/M2/28 Nov 1R KO-D ex HUG; 280615Z: TRS/M3/28 Nov 2R KO-F-D TRS HUG; 280653Z: 2R KO-F-D airborne; and 281010Z Nov 44: HUG/M3/28 Nov 2R KO-F-D HUG.
HUG48/2 06/12	KO-D	1DW6D	Earwig	Carter. RTB, U/S. Replaced by A47-2.
TRS54/5 07/12	KO-D	YX7D	Minute	Ingram.
HUG2/4 08/12	KO-D	2QED	Backwood	Coward.
HUG10/4 17/12	KO-D			Hodges. A51 only. No Mauve.
HUG59/1 21/12	KO-D	4QAD	Minute	Westbury.

Continued →

¹⁷⁷ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-29 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-29 (continued)

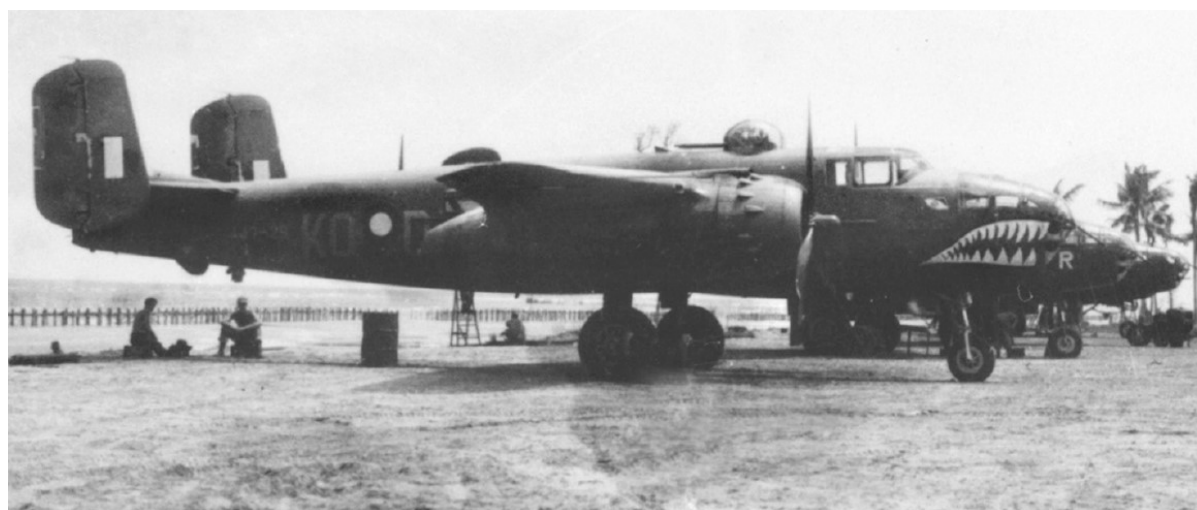
1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG32/4 02/1	KO-D	MP8D	Artic	Westbury.
HUG13/1 03/2	KO-D	TH32D	Kindred	Westbury.
HUG22/2 14/2	KO-D	QN3D	Downrun	Sharpe.
HUG37/2 05/3	KO-D	KA3D	Badbox	Bogged in revetment. Replaced by -15.
HUG38/2 06/3	KO-D	JU6D	Stemless	Coward.
HUG47/8 04/4	KO-D	UL5D	Flaxen	Campbell.
Travel 29/4	KO-D			22/1/22 p147 entry 290925Z Apr 45: HUG/M4/29 Apr 3R KO-D-F-J LDG ex TRS.
Travel 13/8	KO-D			22/1/23 p33 entries 131032 and 131350i: B25 KO-D ARR [TRS from] HUG and B25 KO-D DEP [TRS for] HUG.

It flew three operations during August and on August 29th, it was received by 18RSU.¹⁷⁸ They gave it back to 2SQN on September 6th¹⁷⁹ who then put it to work on three more operations, SEP37/5 Sep, SEP41/7 Sep and SEP25/15 Sep.

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 22/10	KO-D	VMZAOD		570BU A50 Sheet 97, entry 22/10/45: Mitchell AOD ARR from PAR.
Travel 15/12	KO-D	VMZAOD		570BU A50: Sheet 102, entry 15/12/45: B25 AOD ARR from DAR.
Travel 16/12	KO-D	VMZAOD		570BU A50: Sheet 102, entry 16/12/45: B25 AOD DEP for LAV, RTN'd then DEP for LAV.

Finally, it was sent for storage at 3AD, being received there on December 21st, 1945.¹⁸⁰



A47-29/KO-D at Sepinggang, Borneo. One of the very few, perhaps even the only, example still sporting its original US Olive Drab 41 over Neutral Grey 43 camouflage. [AWM image P00630.010].

¹⁷⁸ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-29 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹⁷⁹ Ibid.

¹⁸⁰ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-29 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25J-10-NC Mitchell
A47-31
Ex N5-231, 43-28183

This aircraft was received at 3AD on July 27th, 1944. It was issued to 14ARDRP on September 2nd, but was received by 2SQN on the 3rd direct from 3AD.¹⁸¹

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 07/9	KO-P			22/1/8 p317 entries 061302Z Sep 44: HUG/M3/6 Sep 1R KO-P HUG TRS; and 070058Z Sep 44: TRS/M1/7 Sep 1R KO-P LDG [ex HUG]; and p318 entry 070540Z Sep 44: TRS/M2/7 Sep DEP KO-P KO-Y for HUG.
HUG2/4 16/9	KO-P	PP64P	Campust	Carter.
HUG10/4 21/9	KO-P	PP64P	Kindred	Carter.
HUG20/7 28/9	KO-P	HY5P	Viscount	Fileman.
HUG21/2 29/9	KO-P	3ZVP	Echo	Fraser.
HUG39/4 12/10	KO-P	PP64P	Cable	Replaced by A47-2.
HUG43/4 17/10	KO-P	PP64P	Beldam	Replaced by A47-16.
HUG3/1 23/10	KO-P	3YOP	Censor	Campbell. A51: Ingram as duty 11.
HUG6/2 25/10	KO-P	2LCP	Longlost	Thompson.
HUG8/2 27/10	KO-P	1DW6P	Digit	Coward.
HUG16/3 01/11	KO-P	MD5P	Issue	Thompson.
HUG17/4 02/11	KO-P	CN5P	Explain	Coward.
HUG18/3 03/11	KO-S	3HNS	Casting	Ekert. Apparently replaced A47-7.
HUG19/2 04/11	KO-P	KV2P	Fortress	Nicholls.
HUG20/2 06/11	KO-P	YM9P	Dicta	Thompson.
Travel 07/11	KO-P			22/1/8 p364 entries 070047Z Nov 44: TRS/M6/7 Nov DEP 1R KO-P TRS HUG and 070359Z Nov 44: HUG/M2/7 Nov LDG 1R KO-P.
HUG21/4 10/11	KO-P	GA9P	Dispute	Coward. Replaced A47-5.
TRS51/6 13/11	KO-P	LU6P	Camplike	Campbell.
HUG23/5 14/11	KO-P	FP8P	Dingo	Thompson.
TRS52/4 15/11	KO-P	VD1P	Darkhand	McQuoid.
Travel 16/11	KO-P			22/1/8 p371 entries 160410Z Nov 44: TRS/M4/16 Nov KO-P ETD; 0601Z: [no Mauve] KO-P DEP and 160910Z Nov 44: HUG/M5/16 Nov KO-P 160743Z HUG.
HUG28/2 18/11	KO-P	ZT26P	Proscale	Avery.
HUG31/2 19/11	KO-P	ZT26P	Vertex	Clifton.
HUG33/3 20/11	KO-O	CW10	Croker	Avery. Apparently replaced A47-17.

Hughes 33 of 20th November, 1944, was an anti-shipping sweep by four B-25's, operating in company. They were to depart Hughes at 192115Z (6:45 am Darwin time on the 20th) and ferry to Truscott, refuel and then be wheels up from there at 200015Z (9:45 am). Any attacks on shipping were to be conducted at mast height; the alternative target, the Mina River bridge, was to be bombed from medium level.¹⁸²

¹⁸¹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-31 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹⁸² 79WG/G5/19 Nov in AWM64, 6/5D.

A47-31 (continued)

During the course of the operation, two low level strafing attacks were carried out on Japanese surface craft and the Mina River bridge was bombed from 3,000 feet.¹⁸³ All four aircraft returned safely to Hughes by 200735Z (5:05 pm).¹⁸⁴

No damage to the participating aircraft was reported, however, it seems that A47-31 might have received some incidental damage as, on November 21st, it was received by 18RSU for repairs and a 240-hourly. 18RSU gave it back to 2SQN on January 11th, 1945.¹⁸⁵

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG35/3 02/3	KO-P	ON2P	Pongo	Nicholls.
HUG43/6 08/3	KO-P	3ZGP	Classdash	Brown.
HUG46/2 21/3	KO-P	RY9P		McMillan.
HUG47/11 04/4	KO-P	UL5P	Flaxen	Ralfe.
HUG49/10 06/4	KO-P	GX8P	Goodwon	Leach.
HUG1/4 07/4	KO-P	VD1P	Darkhand 4	Leach. A51: Nicholls as duty 2.

13 more operations were flown by this machine (1 in August and 12 in September between the 1st and 25th) after deploying to Borneo. The following table contains only non-operational information found that contained sufficient detail to also prove its code letter allocation.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 18/10	KO-P	VMZAOP		22/1/22 p283 entry 171254Z Oct 45: 2Sqn BAL D21/17 Oct A47-31 VMZAOP for TRS ALI PAR; p284 entries 180137Z Oct 45: BAL D188/18 Oct A47-31 VMZAOP DEP; 180308Z: TRS D843/18 Oct B25 A47-31 from BAL {22/1/23 p67 entry 181238i Oct 45: B25 KO-P ARR [from] BAL}; 180429Z: TRS D844/18 Oct A47-31 VMZAOP for ALI {22/1/23 p67 entry 181359i Oct 45: B25 KO-P DEP [for] ALI} and 180910Z Oct 45: ALI D196/18 Oct A47-31 AOP B25 from TRS RON.
Travel 19/10	KO-P	VMZAOP		570BU A50 Sheet97, entry 18/10/45: Mitchell AOP ARR from DAR.
Travel 22/10	KO-P	VMZAOP		22/1/22 p288 entry 220420Z Oct 45: PAR [no sig ref] A47-31 VMZAOP B25 for ALI
Travel 23/10	KO-P	VMZAOP		22/1/22 p290 entry 222142Z Oct 45: ALI D237/22 Oct A47-31 AOP for TRS; p291 entries 230100Z Oct 45: TRS D880/23 Oct A47-31 VMZAOP from ALI {22/1/23 p69 entry 231145i Oct 45: B25 31 ARR [from] ALI} and 230215Z Oct 45: TRS D885/23 Oct A47-31 VMZAOP for BAL.

It was eventually received for storage at 3AD on December 21st, 1945.¹⁸⁶

¹⁸³ HUG/B2/20 Nov, *ibid*.

¹⁸⁴ HUG/M2/20 Nov, *ibid*.

¹⁸⁵ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-31 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹⁸⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-31 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25J-10-NC Mitchell
A47-32
Ex N5-227, 43-28181

3AD took charge of A47-32 from the Dutch on July 31st, 1944 and it was then received by 14ARDRP on September 27th. 2SQN received it on October 19th.¹⁸⁷

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG9/1 28/10	KO-Y	1DW6Y	Skating	Fraser.

On October 29th, A47-32 was engaged in low-level bombing (mast height) practice on K Range. Whilst making a bombing run at about 100 feet, two 250-lb Anti-Shipping bombs, each with an 11-second delay fuse, were dropped. One of the bombs detonated immediately below the aircraft damaging the fuselage, starboard engine, left wing and puncturing the left rear fuel cell. The aircraft recovered safely to Hughes.¹⁸⁸ 18RSU took charge of the aircraft on November 8th and handed it back to 2SQN on the 24th.¹⁸⁹

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 29/11	KO-Y			22/1/8 p383 entry 290820Z Nov 44: TRS/M4/29 Nov 4R KO-Z-Y-E-A ex HUG. [Re HUG41/30 Nov].
HUG41/2 30/11	KO-Y	PD1Y	Earthtop	Thompson.
HUG10/7 17/12	KO-Y			Power. A51 only. No Mauve.
HUG24/8 22/12	KO-Y	LB1Y	Medjail	Power.
HUG25/4 23/12	KO-Y	VA1Y		Power.
HUG27/2 26/12	KO-Y	KS5Y	Shrapnel	Campbell.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG31/6 01/1	KO-Y	VX6Y	Shopper	Ingram.
HUG34/3 05/1	KO-Y	GM8Y	Brazen	Campbell.
HUG37/5 07/1	KO-Y	UN2Y	Cycle	Westbury.
HUG38/2 09/1	KO-Y	2JRY	Billow	Power.
HUG42/1 12/1	KO-Y	TH32Y	Backwood	Apparently replaced by A47-23.
HUG44/3 14/1	KO-Y	TH32Y	Wander	Sharpe.
HUG19/2 07/2	KO-Y	4QAY	Assist	Power.
HUG20/2 08/2	KO-Y	PN7Y	Backwood	Power.
HUG21/2 13/2	KO-Y	MM9Y	Bebnot	Mickan. Replaced A47-23.
HUG39/5 06/3	KO-Y	3BNY	Skating	Clifton.
HUG40/1 07/3	KO-Y	UT7Y	Sander	Hannah.
HUG47/2 04/4	KO-Y	UL5Y	Flaxen	Westbury.
HUG49/2 06/4	KO-Y	GX8Y	Goodwon	Coward.
HUG1/3 07/4	KO-Y	VD1Y	Darkhand 3	Nicholls. A51: Leach.

¹⁸⁷ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-32 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹⁸⁸ Confirmatory Memorandum, Aircraft Casualty – Mitchell A47-32 in Mitchell A47 Accidents Part 2; NAA: A9845, 2.

¹⁸⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-32 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-32 (continued)

A47-32 continued to serve with 2SQN until going to 14ARD on July 16th, 1945, for a 300-hourly; they handed it on to 3AD on August 8th, to complete the work. The aircraft was then placed into storage at 3AD.¹⁹⁰ There is a possible discrepancy with this official reporting as the aircraft was also recorded as being engaged in a travel flight on October 10th.¹⁹¹



"Bitova Menace" (as in: "a bit of a menace"). [Aviation Heritage Museum of WA image P014347].

¹⁹⁰ Ibid.

¹⁹¹ "10/10 A47-32, Douglas", APP B, Travel Flights, Oct 45. AWM64, 1/13.

**B-25D-25-NC Mitchell
A47-33
Ex N5-175, 42-87259**

Received from the Dutch by 3AD on August 15th, 1944, it was sent to 14ARDRP on November 24th and received by 2SQN on December 1st, 1944.¹⁹²

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 08/12	KO-R			22/1/8 p392 entries 080011Z Dec 44: HUG/M1/7 Dec 1R KO-R HUG TRS and 080420Z Dec 44: HUG/M1/8 Dec KO-K replaces KO-R..
HUG10/5 17/12	KO-R			Ingladew. A51 only. No Mauve.
HUG15/6 20/12	KO-R	1DW6R	Bidsink	Thompson. Replaced A47-18. FTR.

Hughes 15 of 20th December, 1944, was a Search Love, anti-clockwise, to be carried out by a single B-25 with a wheels up of 192200Z (7:30 am Darwin time on the 20th).¹⁹³ The estimated time of arrival back at Hughes was given as 200500Z (2:30 pm).¹⁹⁴

The aircraft reportedly made an on-time departure and nothing was heard from the crew after take-off.¹⁹⁵ Two weather messages that were broadcast went unacknowledged but, between 2:57 pm and 3:06 pm, three radar plots were taken that, although about an hour behind schedule, aligned closely with the planned inbound track of A47-33; it was considered by staff at the radar station that no other aircraft other than the expected B-25 could have been in the area.¹⁹⁶

By October, 1946, it had been determined that the aircraft had in fact been shot down over Saumlaki and crashed a couple of miles south of the village. None of the crew bailed out. When a party from the RAAF Searcher Organisation were taken to the wreckage during July, 1946, the only recognisable parts were the two engines, wingtips and 50 calibre guns; the serial, A47-33, was clearly visible on a piece of wreckage. Evidently, the aircraft had made a bombing run on Saumlaki, had circled back again and made another approach from the northwest but was then shot down by heavy anti-aircraft fire from a Japanese naval battery.¹⁹⁷

The crew comprised:

Pilot Flight Lieutenant William Frederick Elmo Thompson,
2nd Pilot Warrant Officer John Ernest Stewart Thompson,
Navigator Flying Officer Leslie Thomas Forsyth
WAG Flight Sergeant Thomas Henry Rowlands,
WAG Warrant Officer Francis Herbert Mathews and,
AG Flight Sergeant John Alexander Rolfe.¹⁹⁸

¹⁹² RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-33 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

¹⁹³ 79WG/G7/19 Dec in AWM64, 6/5D.

¹⁹⁴ HUG/M3/19 Dec, *ibid.*

¹⁹⁵ Confirmatory Memorandum, Aircraft Casualty – Mitchell A47-33 in Mitchell A47 Accidents Part 2; NAA: A9845, 2.

¹⁹⁶ Appendix “A”, Search for Missing Mitchell B.25 – A47-33, to Confirmatory Memorandum, Aircraft Casualty – Mitchell A47-33 in Mitchell A47 Accidents Part 2; NAA: A9845, 2.

¹⁹⁷ Presumption of Death of Crew of Mitchell Aircraft A.47-33, dated 14 OCT 46 in Casualty Repatriation File Thompson William Frederick Elmo 406711; NAA: A705, 166/39/428.

¹⁹⁸ 2BPSO signal BP147 of 20DEC (1944) in Casualty Repatriation File Thompson William Frederick Elmo 406711; NAA: A705, 166/39/428.

B-25D-30-NC Mitchell
A47-34
Ex N5-186, 42-87608

This aircraft was received at 3AD on August 15th, 1944, from the Dutch and was then received by 14ARDRP on November 3rd. 2SQN received it on the 8th.¹⁹⁹

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG22/3 12/11	KO-E	GL4E	Cusher	Micken.
TRS51/5 13/11	KO-E	LU6E	Camplike	Norriss.
HUG23/6 14/11	KO-E	FP8E	Dingo	Avery.
Travel 15/11	KO-E			22/1/8 p370 entries 142255Z Nov 44: TRS/M5/14 Nov 1R KO-E DEP TRS for HUG and 150139Z Nov 44: HUG/M1/15 Nov 1R KO-E LDG.
HUG25/2 16/11	KO-E	ZT26E	Beyoll	Replaced by A47-28.
HUG29/9 18/11	KO-E	3HNE	Unwise	Mickan.
HUG38/2 24/11	KO-E	1DW6E	Cuddly	Ingledeu.
HUG97/3 26/11	KO-E	GL4E	Cusher	McQuoid.
HUG39/3 27/11	KO-E	JM1E	Dispute	Replaced by A47-29.
Travel 29/11	KO-E			22/1/8 p383 entry 290820Z Nov 44: TRS/M4/29 Nov 4R KO-Z-Y-E-A ex HUG. [Re HUG41/30 Nov].
HUG41/3 30/11	KO-E	PD1E	Earthtop	Avery.
HUG46/4 05/12	KO-E	KY3E	Bearer	Leach.
Travel 13/12	KO-E			22/1/8 p395 entry 130823Z Dec 44: TRS/M2/13 Dec 4R KO-N-W-Z-E ex HUG. [Re HUG5/14 Dec].
HUG5/4 14/12	KO-E	VA1E	Nettle	Unserviceable.
HUG11/10 17/12	KO-E	S22E	Bender	Unserviceable.
HUG12/3 18/12	KO-E	2SBE	Ermine	Replaced by A47-10.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG1/1 25/1	KO-E	GM8E	Brazen	Replaced by A47-1.
HUG7/1 28/1	KO-E	TH32E	Billow	Mickan.
HUG10/1 31/1	KO-E	TH32E	Addib	Mickan.
HUG37/3 05/3	KO-E	KA3E	Badbox	Mickan.
HUG38/3 06/3	KO-E	JU6E	Stemless	Mickan.
HUG47/5 04/4	KO-E	UL5E	Flaxen	Inglis.
HUG49/9 06/4	KO-E	GX8E	Goodwon	Westbury.
HUG2/2 08/4	KO-E	PT1E	Mugwump E	Westbury.
Travel 18/5	KO-E			22/1/22 p162 entries 180035Z May 45: HUG/M1/18 May 1R KO-E HUG TRS; 180128Z: TRS/M2/18 May LDG 1R KO-E ex HUG and 180456Z May 45: TRS D63/18 May: KOE [...] airborne for GOR.

Continued →

¹⁹⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-34 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-34 (continued)

Four further operations were flown between August 27th and September 8th. It was received by 3AD for storage on October 30th, 1945.²⁰⁰



A47-34, "My Favourite" at what one would expect was Hughes. [Peter Jackson Collection, State Library of SA image PRG 1614/2/69].



... and at Seppingang, Borneo; now with a big roosters-tail of oil/hydraulic fluid on the fuselage under the cockpit and up and over the port wing root. [Aviation Heritage Museum of WA image P881702].

²⁰⁰ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-34 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25D-25-NC Mitchell
A47-35
Ex N5-168, 42-87416

After flying 17 operations with 18(NEI)SQN between February and June, 1944, this aircraft was taken over by the RAAF and received its new serial number on August 28th, 1944. It was formally received by 3AD from the Dutch on September 5th and was received by 2SQN on May 12th, 1945.²⁰¹ As a Dutch aircraft, this machine had been incorrectly recorded as being a B-25D-15-NA with the former serial number 41-30416.²⁰² As A47-35, its E/E88 records simply that it was a D model, but correctly identifies its previous identity as 42-87416.²⁰³ The serial “42-87416” falls within those of the D-25-NA production block.²⁰⁴

It was not tasked to participate in operations during the period under consideration; not flying its first operation until 19th August, 1945. It flew another two in August and four in September. This table shows available non-operational information which adds documentary proof of its code letter allocation.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 05/10	KO-R	VMZAOR		22/1/22 p265 entry 041850Z Oct 45: BAL QM1694/4 Oct A47-35 departing with 14 POW's; p266 entries 050149Z Oct 45: [via Aeradio] VMZAOR for TRS ETA 1230i; and 050322Z Oct 45: TRS D691/5 Oct B25 A47-33 [sic – A47-35] from BALIK; p267 entries 050725Z Oct 45: TRS D698/5 Oct Landing signal for B25 KOR; and 051018Z Oct 45: ALI D82/5 Oct A47-35 VMZAOR B25 landed ALI from TRS. 22/1/23 p59 entries 051252i Oct 45: B25 35 R ARR [from] BALIK; and 051431i Oct 45: B25 35 R DEP [for] ALI.
Travel 06/10	KO-R	VMZAOR		570BU A50 Sheet 97, entry 6/10/45: Mitchell AOR DEP [ALI] for PAR.
Travel 09/10	KO-R	VMZAOR		570BU A50 Sheet 97, entry 9/10/45: Mitchell AOR ARR [ALI] from PAR.
Travel 10/10	KO-R	VMZAOR		22/1/22 p275 entries 100031Z Oct 45: TRS D757/10 Oct A47-35 from ALI {22/1/23 p63 entry 101001i Oct 45: B25 KO-R ARR [from] ALI}; and 100148Z Oct 45: TRS D759/10 Oct B25 A47-35 for BAL {22/1/23 p63 entry 101115i Oct 45: B25 KO-R DEP [for] BAL} and 100907Z Oct 45: VMZAOR [ARR BALIK from] TRS.
Travel 11/10	KO-R	VMZAOR		22/1/22 p275 entry 100907Z Oct 45: BAL D10/10 Oct VMZAOR for TRS;
Escort 17/12	KO-R	VMZAOR		22/1/22 p338 entries 170400Z Dec 45: BAL D756/17 Dec B25 VMZAOR & Mustangs 500 518 559 for TRS; and 170430Z Dec 45: BAL D760/17 Dec B25 VMZAOR and 3 Mustangs RTB due WX.
Escort 19/12	KO-R	VMZAOR		22/1/22 p339 entries 190500Z Dec 45: [Aeradio] B25 AOR for TRS DIR and 190610Z Dec 45: TRS D127/19 Dec B25 AOR not contacted.
Escort 20/12	KO-R	VMZAOR		22/1/22 p339 entries 192342Z Dec 45: BAL D795/19 Dec B25 AOR and 3 Mustangs for TRS; and 200231Z Dec 45: BAL D806/19 Dec [sic] B25 AOR and 3 Mustangs RTB WX.
Travel 20/12	KO-R	VMZAOR		(2) A50: DEC 20, The only remaining Mitchell aircraft departed BAL. 570BU A50 Sheet 102, entry 20/12/45: B25 AOR ARR from DAR and DEP for LAV.

²⁰¹ 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.

²⁰² 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.

²⁰³ 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.

²⁰⁴ 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”.

A47-35 (continued)

Except for two periods with 18RSU, one of which was to repair damage after a forced landing at Sepinggang, it continued on with 2SQN until being received by 3AD for storage on January 8th, 1946.²⁰⁵



A47-35/KO-R and eleven other B-25's at Hughes. [*Argus Newspaper Collection of Photographs, State Library of Victoria image H98.104/3913*].

²⁰⁵ 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.

B-25D-25-NC Mitchell
A47-36
Ex N5-171, 42-87255

This aircraft had flown 24 operations between March and July, 1944, with 18(NEI)SQN. It was given its new RAAF serial on August 28th and officially received at 3AD from the Dutch on September 2nd. 14ARDRP received it on January 12th, 1945 and 2SQN took charge of it on April 22nd. It was not used on operations during the period under consideration, indeed it wasn't used operationally at all by 2SQN but, it continued in service with them until being received at 3AD for storage on February 28th, 1946.²⁰⁶

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 02/5	KO-Z			22/1/22 p150 entries 020131Z May 45 HUG/M5/1 May 1R KO-Z HUG BAT TRS; 020155Z: TRS/M3/2 May LDG 1R KO-Z ex HUG BAT; 020245Z: TRS/M4/2 May 1R KO-Z TRS HUG and 020859Z May 45: HUG/M1/2 May LDG 1R KO-Z ex TRS.
Travel 26/8	KO-Z	VMZEK[Z]		22/1/22 p229 entries 260405Z Aug 45: BAL D1/26 Aug VMZEK [sic – VMZEK[z]] for TRS and 260415Z Aug 45: 2Sqdn [sic – BAL] D2/26 Aug VMZEK [sic – VMZEK[z]] returned to base U/S. (Unknown why 2SQN using 875SQN callsign).
Travel 27/8	KO-Z	VMZEKZ		22/1/22 p229 entries 270115Z Aug 45: BAL [no sig ref] KO-Z DEP; 270205Z: BAL [no sig ref] VMZEKZ DEP BAL; 270230Z: 2Sqdn D3/26 Aug KO-Z enroute HUG via TRS; 270402Z: TRS D428/27 Aug KO-Z LDG ex SEP; 270545Z: TRS D430/27 Aug KO-Z airborne for HUG and HUG D767/27 Aug VMZEK [sic – VMZEKZ] from TRS. (Unknown why 2SQN using 875SQN callsign).
Travel 12/9	KO-Z			22/1/22 p235 entries 120800Z Sep 45: DCV D249/12 Sep 2/Mitchells for TRS and 120905Z Sep 45: TRS D464/12 Sep Mitchells landed. 22/1/23 p43 entry 121831i Sep 45: B25 KO-Z ARR [ex] DAR. [Re Travel TRS – COCOS 13/9].
Travel 13/9	KO-Z			22/1/23 p44 entry 130800i Sep 45: B25 KO-Z DEP [for] COCOS.
Travel 10/10	KO-Z	VMZAOZ		22/1/22 p275 entries 100225Z Oct 45: TRS D761/10 Oct B25 A47-36 from BAL {22/1/23 p63 entry 101155i Oct 45: B25 KO-Z ARR [from] BAL}; 100400Z: TRS D765/10 Oct A47-36 AOZ for ALI {22/1/23 p63 101330i: B25 KO-Z DEP [for] ALI} and 100820Z Oct 45: ALI D130/10 Oct VMZAOZ from TRS.
Travel 11/10	KO-Z	VMZAOZ		570BU A50 Sheet 97, entry 11/10/45: Mitchell AOZ DEP [ALI] for ESS.
Travel 16/10	KO-Z	VMZAOZ		22/1/22 p281 entries 160059Z Oct 45: ESS [no sig ref] A47-36 VMZAOZ ETA ALI; 160623Z: ALI [no sig ref] A47-36 VMZAOZ ETA TRS and 160849Z Oct 45: TRS D821/16 Oct A47-36 from ALI {22/1/23 p66 entry 161819i Oct 45: B25 KO-Z ARR [from] ALI}.
Travel 17/10	KO-Z	VMZAOZ		22/1/22 p282 entries 162108Z Oct 45: TRS D823/16 Oct A47-36 for BAL {22/1/23 p66 entry 170635i Oct 45: B25 KO-Z DEP [for] BAL} and 170312Z Oct 45: BAL D161/17 Oct A47-36 VMZAOZ ARR.

²⁰⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-36 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

A47-36 (continued)



A47-36 at Hughes around mid-1945. A later shot than this, taken after the end of hostilities (the aircraft have had their armament removed) at Sepinggang, shows four of the Squadron's B-25's parked in a line; the last aircraft has the letter "Z" on the nose along with a circular style nose art (although apparently somewhat smaller than that carried by other Squadron aircraft at the time) – I mention that because the aircraft was in Foliage Green, rather than the Natural Metal Finish as seen in this earlier shot. [*Aviation Heritage Museum of WA image P017045*].

B-25D-25-NC Mitchell
A47-37
Ex N5-174, 42-87258

Another ex-18(NEI)SQN machine which had seen a respectable amount of operational service; having flown on 20 operations between the end of March and the middle of June, 1944. It was given its new RAAF serial number on August 28th and officially received from the Dutch by 3AD on September 2nd. On January 29th, 1945, 14ARDRP received it and they handed it over to 2SQN on March 22nd. 1945.²⁰⁷

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG3/1 26/4	KO-V	PT1V	Dawdle V	White.

A47-37 continued on with 2SQN, but did not fly on any further operations before failing to arrive at Biak on a travel flight from Hughes to Sepinggang via Biak and Morotai on August 14th, 1945.²⁰⁸

It was one of five (2SQN's A50 says six) B-25's involved in the first movement of aircraft and personnel on their move forward to Borneo from Hughes. Apparently, the formation had departed Hughes at about 7 am and by 10:30 am were close to the New Guinea coast in position 04°06'S 134°10'E where some poor weather was encountered at their cruising altitude. The flight leader elected to conduct a descending turn to the left in order to resume visual flight and therefore proceed beneath the weather. About halfway through the turn, A47-37, flying in the number 3 position was seen to drop beneath the leader and turn back to the right being then lost to sight behind some cloud. The flight leader continued with his descent and, at 1,000 feet, found that he could proceed visually and advised the rest of the formation that he was resuming course, in VMC at 1,000 feet and for the others to form up on him again at the coast, receiving acknowledgments from all but A47-37. At the coast, the formation waited for 5 minutes for A47-37 but then continued on to Biak.²⁰⁹

Post war enquiries had failed to reveal any trace of the aircraft or its occupants and it was considered that it must have crashed into the sea with the loss of all aboard.²¹⁰ Those onboard at the time were:

Pilot Flight Lieutenant Melville White,
 2nd Pilot Flying Officer Allan Keith Morrell,
 Navigator Flight Sergeant Bernard Michael O'Brien,
 WAG Flight Sergeant Roderick Alister MacGregor,
 Passenger Corporal W.J.C. Maxwell (Fitter IIE),
 Leading Aircraftsman Victor Allen Morgan (Telegraphist),
 Leading Aircraftsman Ian Coleman (Equipment Assistant),
 Leading Aircraftsman B.A. Marshall (Fitter IIA).²¹¹

²⁰⁷ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-37 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

²⁰⁸ Ibid.

²⁰⁹ Confirmatory Memorandum, Aircraft Casualty – Mitchell A47-37 in Mitchell A47 Accidents Part 2; NAA: A9845, 2.

²¹⁰ Minute titled "Presumption of Death of Crew of Mitchell Aircraft A.47-37", dated 9 Dec '46 in Presumption of Death – Casualties in Royal Australian Air Force Units – Minutes; NAA: A705, 166/1/319 PART 3.

²¹¹ NWA BPSO signal BC212 of 15AUG (1945) in Casualty Repatriation File Marshall Bayard Antony 73231; NAA: A705, 166/27/1073.

A47-37 (continued)



B-25D, A47-37/KO-V, in its pen at Hughes. [Aviation Heritage Museum of WA image P017043].

B-25J-15-NC Mitchell
A47-39
Ex N5-235, 44-29024

This machine was received by 3AD on September 19th, 1944 and was renumbered with its new RAAF serial on the 20th. It was received by the Central Flying School (CFS) on October 18th and stayed there until being received by 14ARDRP on November 13th. 2SQN received this aircraft on December 6th, 1944.²¹²

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG16/10 20/12	KO-C	MC2C	<i>Devour</i>	Leach.
HUG26/2 23/12	KO-C	4AQC	Palmy	Sharp.
HUG28/4 27/12	KO-C	H64C	Badgirl	Leach.
HUG30/4 29/12	KO-C	DY2C	Nutsail	Leach.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG31/8 01/1	KO-C	VX6C	Shopper	Coward.
HUG34/4 05/1	KO-C	GM8C	Brazen	Sharpe.
HUG38/4 09/1	KO-C	2JRC	Billow	Clifton.
HUG40/2 11/1	KO-C	SE9C	Obscure	Westbury.
HUG1/4 25/1	KO-C	GM8C	Brazen	Clifton.
HUG2/4 26/1	KO-C	MP8C	Arctic	Clayton.
HUG22/4 14/2	KO-C	QN3C	Downrun	Westbury.
HUG24/2 16/2	KO-C	PN7C	Ovine	Operation cancelled.
HUG35/2 02/3	KO-C	ON2C	Pongo	Westbury. A51: Leach as duty 4.
HUG40/3 07/3	KO-C	UT7C	Sander	Replaced A47-15 but not recorded in A51.
HUG46/3 21/3	KO-C	RY9C		Inglis.
HUG6/2 28/4	KO-C	VV1C	Leather	Legge.

Hughes 6 of 28th April, 1945, was ordered as two B-25's to rendezvous with an Air Sea Rescue Catalina from 43SQN (ZDG14) which was to meet them at approximately 272140Z (7:10 am Darwin time on the 28th) in position 10°17'S 120°36'E, close to the position of a ditched 25SQN B-24 (from CUN5) and provide cover for it whilst it extracted any survivors from the ditched machine. The two B-25's were to destroy any Japanese vehicles and the ditched B-24. Another B-24, from 23SQN (LON11) would be providing Top Cover.²¹³

The reason for this operation was a 25SQN B-24J, A72-133/SJ-B, call sign Y26B, which was part of mission Cunderdin 5 (CUN5), a night attack on Malang aerodrome on Sourabaya (alternate Denpasar),²¹⁴ that had ditched at 261947Z (5:17 am Darwin time on the 27th) in position 10°15'S 120°36'E with 12 crew members onboard.²¹⁵

²¹² RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-39 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

²¹³ 79WG/G9/27 Apr in AWM64, 6/5E.

²¹⁴ RAAF Form A91 Operations Room Record for CUN5/26 Apr (1945) in RAAF Squadron Narrative Reports Squadrons 25 and 30; NAA: A9652, BOX 18.

²¹⁵ RAAF Form A51 Unit History Sheet Detail of Operations by 25 H/B Squadron entry for 260855Z (April, 1945) in RAAF Unit History Sheets Number 25 Squadron Jan 39 – Apr 46; NAA: A9186, 53.

A47-39 (continued)

Doctor's Gully 14 (ZDG14) was being flown by PBY-5, A24-44/OX-K, call sign AA44, Eagle 4.²¹⁶ The Top Cover B-24, call sign KP7B,²¹⁷ operating as Long 11 (LON11)²¹⁸ was A72-98/(NV-B ?) of 23SQN.²¹⁹

The ditched 25SQN machine was found to be sitting on its wheels, apparently undamaged, about 200 yards off shore with a hatch open. A Japanese truck was located in amongst trees nearby and a local fishing vessel was sighted, beached, not far to the west with what was believed to have been bodies in it. Whilst investigating the beach area from a height of 50 feet, A47-39 was hit and damaged by anti-aircraft fire. They were forced to shut down their number 1 engine (left-hand engine) and return to base.²²⁰

A47-39 landed back at Truscott at 280140Z (11:10 am Darwin time), four minutes ahead of the other B-25. Both crew's reported that the mission hadn't been successfully completed as they were unable to destroy the ditched B-24 or the Japanese motor transport due to being damaged by anti-aircraft fire from seven machine guns and forced to return.²²¹ When A47-39 was hit by machine gun fire and drew away from the beach, they asked the top cover B-24 to make a strafing run so as to suppress the fire. The B-24's captain requested they complete an additional beach run first, but before A47-39 could do so, their port engine had failed and they had noted that they were venting fuel from a ruptured fuel tank, compelling them to return to base. Despite both duties from Hughes 6 making many runs up and down the beach and having thoroughly searched from Cape Ngoendjoe to Cape Oendoe, no sign of any survivors was seen.²²²

The top cover B-24, A72-98, whilst conducting their own low-level run between the ditched aircraft and the shore at 100 feet were themselves hit by anti-aircraft fire from a position directly inshore from the ditched machine and which was believed by some members of the crew to have been from 50 calibre machine guns taken from it. A72-98 was hit several times, withdrew further off shore and was later recalled.²²³

A47-39 went to 14ARD on May 19th, 1945, for repairs and wasn't returned to 2SQN, instead being sent down to 3AD on September 24th, 1945, for storage.²²⁴

²¹⁶ RAAF Form A15 Watch Log, Control Officer's Watch Log 76WG entries of 272340Z, 280235 and 0529Z, p113 in AWM66, 22/1/24.

²¹⁷ RAAF Form A15 Watch Log, Control Officer's Watch Log 76WG entries of 272338Z, 2340 and 280004Z, *ibid*.

²¹⁸ RAAF Form A15 Watch Log, Control Officer's Watch Log North Western Area AOR entry of 272323Z Apr 45, p167 in AWM66, 15/7/7.

²¹⁹ RAAF Form A51 Unit History Sheet Detail of Operations by No. 23 Squadron entry for LON/11/1 (April, 1945) in RAAF Unit History Sheets Number 23 Squadron May 37 – Dec 47; NAA: A9186, 48.

²²⁰ Narrative Report – No. 2 Squadron, Report No. 333 dated 30/4/45 in RAAF Squadron Narrative Reports No 1 Squadron 4 Mar 1944 16 August 1945 No 2 Squadron 8 January 1944 30 April 1945; NAA: A9652, BOX 1.

²²¹ TRS/M9/28 Apr in AWM64, 6/5E.

²²² TRS/B4/28 Apr, *ibid*.

²²³ 23 Squadron Narrative Report No. 32 dated 27/4/45 in RAAF Squadron Narrative Reports 20 21 and 22 Squadrons; NAA: A9652, BOX 16.

²²⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-39 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25J-25-NC Mitchell
A47-41
Ex 44-30889

This B-25 was received by 3AD direct from the United States on April 13th, 1945 and was then received by 2SQN on June 27th. It arrived too late to participate in operations covered by the primary sources used for this work, however continued to serve with 2SQN (5 operations in August and 11 in September) until being received by 18RSU on October 1st, 1945, for a 100-hourly and the removal of its machine guns. It was handed back to 2SQN on October 8th (as can be seen in the table, below, those dates seem to be somewhat rubbery) and then went to 3AD for storage on January 1st, 1946.²²⁵

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 06/10	KO-U	VMZAOU		22/1/22 p268 entry 051812Z Oct 45: BAL D26/5 Oct A47-41 VMZAOU movements; p269 entries 060256Z Oct 45: TRS D709/6 Oct B25/1 A47-41 landed from BAL; and 060416Z Oct 45: TRS D711/6 Oct A47-41 VMZAOU for ALI; p270 entry 060845Z Oct 45: ALI D93/6 Oct A47-41 ARR from TRS RON. 22/1/23 p60 entries 061226i Oct 45: B25 KO-U ARR [from] BALIK; and 061346i Oct 45: B25 KO-U DEP [for] ALI.
Travel 07/10	KO-U	VMZAOU		570BU A50 Sheet 97, entry 7/10/45: Mitchell AOU DEP [ALI] for TRS.
Travel 10/10	KO-U			22/1/22 p274 entry 092359Z Oct 45: PAR QM331/9 Oct A47-41 for ALI TRS BAL; p275 entries 100440Z Oct 45: ALI D129/10 Oct A47-41 for TRS and 100730Z Oct 45: TRS D769/10 Oct A47-41 from ALI {22/1/23 p63 entry 101659i Oct 45: B25 KO-U ARR [from] ALI}.
Travel 11/10	KO-U	VMZAOU		22/1/22 p275 entry 102320Z Oct 45: TRS D770/10 Oct A47-41 VMZAOU for BAL {22/1/23 p63 entry 110850i Oct 45: B25 KO-U DEP [for] BAL} and p276 entry 110622Z Oct 45: BAL D21/11 Oct A47-41 VMZAOU from TRS.
Travel 13/10	KO-U	VMZAOU		22/1/22 p277 entry 121616Z Oct 45: 2Sqn BAL D41/12 Oct A47-41 VMZAOU for TRS; p278 entries 130124Z Oct 45: [Aeradio] AOU A47-41 ETA TRS; 130240Z: TRS D795/13 Oct A47-41 VMZAO[U] from BAL {22/1/23 p64 entry 131210i Oct 45: B25 A47-41 ARR [from] BAL} and 130425Z Oct 45: TRS D796/13 Oct A47-41 VMZAOU for ALI {22/1/23 p65 entry 131355i Oct 45: B25 41 DEP [for] ALI}.
Travel 14/10	KO-U	VMZAOU		570BU A50 Sheet 97, entry 14/10/45: Mitchell AOU DEP [ALI] for PAR.

As noted above, it arrived too late to be included in the operational data from which this work has been compiled; this non-operational information however proves the code letter allocation.

²²⁵ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-41 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

B-25J-25-NC Mitchell
A47-43
Ex 44-30895

This was another B-25 that was delivered direct to 3AD from the United States, being received on April 24th, 1945. It was received by 2SQN on June 26th and, whilst it arrived too late to be used on operations during the period covered by the primary sources used for this volume, it served with 2SQN until being received by 3AD for storage on December 21st, 1945.²²⁶

It wasn't used on operations until September, 1945, flying 8 missions during that month.²²⁷

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
Travel 19/9	KO-B	VMZAOB		22/1/22 p243 entries 190850Z Sep 45: BAL [no sig ref] B25 KOB DEP and 190921Z Sep 45: TRS D495/19 Sep B25 VMZKOB [sic – nonsense callsign, corruption to mean either “VMZAOB” or simply “KO-B”] landed [TRS]. 22/1/23 p47 entry 191851i Sep 45: B25 B [i.e. KO-B] ARR [ex] BAL.
Travel 20/9	KO-B	VMZAOB		22/1/23 p48 entry 200825i Sep 45: B25 KO-B DEP [for] CVL [Charleville]. 22/1/22 p245 entry 201112Z Sep 45: CVL D61/20 Sep VMZAOB arrived [CVL].
Travel 07/10	KO-B	VMZAOB		22/1/22 p271 entry 070608Z Oct 45: [Aeradio] B25 AOB A47-43 ETA TRS 070938Z; p272 entries 070719Z Oct 45: ALI QM624/7 Oct VMZAOB A47-43; and 070956Z Oct 45: TRS D738/7 Oct B25 A47-43 from ALI {22/1/23: p61 entry 071926i Oct 45: B25 B ARR [from] ALI}.
Travel 08/10	KO-B			22/1/22 p272 entry 072350Z Oct 45: TRS D741/7 Oct A47-43 for BALIK. 22/1/23 p62 entry 080918i Oct 45: B25 KO-B DEP [for] BALIK.

In addition to the non-operational documentary evidence tabled above, photographic evidence also shows that this aircraft was coded “KO-B”, replacing A47-28 which had been re-coded “KO-M”.



A47-43/KO-B after returning from Borneo (all armament removed). The aircraft appears to be in overall Foliage Green with black serial number and Sky Blue codes on the fuselage with the individual letter “B” repeated on the nose in black. The location is uncertain. [Aviation Heritage Museum of WA image P016498].

²²⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A47-43 in Aircraft Status Cards Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345.

²²⁷ RAAF Form A.51 Unit History Sheet, Detail of Operations by No. 2 Squadron, Sepinggang, entries for SEP37/5 Sep, SEP40/6 Sep, SEP42/7 Sep, SEP3/8 Sep, SEP6/9 Sep, SEP8/10 Sep, SEP12/11 Sep (mission deferred 24 hours), SEP12/12 Sep and SEP29/16 Sep, in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5.

Notes Regarding No. 2 Squadron B-25s

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General

The last Beaufort operations flown by 2SQN occurred on 22nd May, 1944, with one aircraft each flying missions Hughes 24, 25 and 26. This was followed by the squadron's first B-25 operations on 11th June, 1944, when A47-13 and A47-7 each flew an Armed Shipping Reconnaissance (missions Hughes 29 and 30 respectively). On 20th December, 1945, it was noted that the, "only remaining Mitchell aircraft departed Balikpapan, Borneo for Laverton, Victoria transporting 17 personnel including the nucleus of No. 2 Squadron consisting of 2 Officers and 3 other ranks".²²⁸ That aircraft was A47-35/KO-R, VMZAOR.²²⁹

All B-25D aircraft taken over by the RAAF were North American model NA-100s, the so-called B-25D2 aircraft. See the previous edition of "Notes Regarding" [Notes Regarding No.18 (Netherlands East Indies) Squadron B-25s, *ADF-Serials Telegraph* Volume 11, Issue 2, pp71 – 103] for a description of these aircraft compared with earlier B-25Cs and Ds and the subsequent B-25J.

Camouflage

At the end of April 1944, due to the influx of aircraft arriving from the USA in an uncamouflaged condition, a revised camouflage policy was released, cancelling the then current provisional Aircraft General Instruction, Part 3, Section (c), Instruction No.1, Issue No.2 and superseding all previous instructions. In accordance with paragraphs 3(b), 4 and 6 of that revised policy, all Medium Bomber aircraft (used for strafing) and General Reconnaissance aircraft (amongst other types) were to be finished in a single colour overall, being "GREEN" (Foliage Green, RAAF K3/177).²³⁰ This was formalised with the publication of a new AGI, Pt3, Sec(c), dated 26 May, 1944.²³¹ In this new version, B-25 Mitchell aircraft were to receive the camouflage scheme as outlined in Appendix B of that instruction.²³² The Appendix "B" scheme was, "Uncamouflaged" and applied to, amongst other types, Medium Bombers. It, however, noted certain exceptions which included, "Medium Bombers used for strafing and G.R. Roles ...".²³³ Those exceptions were dealt with in Appendix "C", which stated that the upper and lower surfaces of those aircraft were to be Foliage Green.²³⁴

²²⁸ RAAF Form A50, Unit History Sheet of No.2 (G.R/B) Squadron, Balikpapan entry of Dec 20 (1945) in RAAF Unit History Sheets, Number 2 Squadron May 37 – May 46; NAA: A9186, 5.

²²⁹ Control Officer's Watch Log, Truscott, entries of 170400Z, 0430Z, 190500Z, 0610Z, 2342Z and 200231Z Dec 45; AWM66, 22/1/22.

²³⁰ SAS7091, "Camouflage Policy – Revised" dated 29 APR 1944 copy in Camouflage of Aircraft; NAA: A11095, 107/4/AIR PART A.

²³¹ Air Force Headquarters Technical Order, Aircraft General Instruction, Part 3, Section (c), Instruction No.1, "Camouflage Schemes and Identification Markings" in DTS – Publication of Technical Order – Publication of Aircraft General Instruction – Part 3 – Section C – Instruction No 1 – Camouflage Schemes and Identification Markings; NAA: A705, 150/4/5056.

²³² Air Force Headquarters Technical Order, Aircraft General Instruction, Part 3, Section (c), Instruction No.1, "Camouflage Schemes and Identification Markings", Appendix "A", "Aircraft Roles in Respect to Camouflage Schemes" in DTS – Publication of Technical Order – Publication of Aircraft General Instruction – Part 3 – Section C – Instruction No 1 – Camouflage Schemes and Identification Markings; NAA: A705, 150/4/5056.

²³³ Air Force Headquarters Technical Order, Aircraft General Instruction, Part 3, Section (c), Instruction No.1, "Camouflage Schemes and Identification Markings", Appendix "B", "Camouflage Scheme – Uncamouflaged" in DTS – Publication of Technical Order – Publication of Aircraft General Instruction – Part 3 – Section C – Instruction No 1 – Camouflage Schemes and Identification Markings; NAA: A705, 150/4/5056.

²³⁴ Air Force Headquarters Technical Order, Aircraft General Instruction, Part 3, Section (c), Instruction No.1, "Camouflage Schemes and Identification Markings", Appendix "C", "Camouflage Scheme : Foliage Green" in DTS – Publication of Technical Order – Publication of Aircraft General Instruction – Part 3 – Section C – Instruction No 1 – Camouflage Schemes and Identification Markings; NAA: A705, 150/4/5056.

All B-25D and B-25J aircraft that were received by 2SQN from Dutch stocks would have been finished in US Olive Drab 41 over Neutral Grey 43 (no Medium Green 42 splotches). Some were later stripped completely of camouflage in accordance with the Medium Bomber category of Appendix B, of the new AGI's; A47-11, -36 and -37 are known examples (interestingly, A47-36 was later re-painted in Foliage Green). Some were repainted in overall RAAF Foliage Green in accordance with the General Reconnaissance/Bomber category of Appendix C referred to above; A47-34 and A47-35 are two examples that spring to mind. Additionally, two hybrid schemes were also apparent. The first being the partial repainting of machines wearing US Olive Drab 41 over Neutral Grey 43 with the Neutral Grey 43 being over-painted with Black; A47-27 is one well-known example of quite a few. The second was the seemingly superfluous addition of Black to the under surfaces of the machines which had already been repainted in overall RAAF Foliage Green; evidenced by A47-19 during mid-1945 and A47-43 immediately post war. This scheme seems to have been influenced by a suggested alteration made by AOC NWA in a memo to the Air Board dated 28th June, 1944, relative to Beauforts, in which the application of "dead black" was to be applied to the under surfaces of otherwise Foliage Green machines. A similar suggestion that NMF B-25s also receive "dead black" undersides seems not to have been taken up.²³⁵ A47-41 and -43 were delivered to Number 3 Aircraft Depot (3AD) from the United States and, given the delivery time frame and the fact that they weren't Dutch orders, would most likely have been delivered in Natural Metal Finish. Given, then, that the only photographs of those two aircraft show them in camouflage finish suggests that 3AD painted them in RAAF Foliage Green – evidenced by the next photo. That makes five schemes:

1. Original US Olive Drab 41 over Neutral Grey 43,
2. Original US Olive Drab 41 over RAAF Black,
3. Overall RAAF Foliage Green,
4. RAAF Foliage Green over RAAF Black and,
5. Natural Metal Finish (NMF).



Three of 2SQN's B-25Js – all camouflaged. Unfortunately, it's almost impossible to see in this version of the image, but the nearest aircraft is A47-43/KO-B, in the middle is A47-29/KO-D and in the distance is A47-41/KO-U. It shows that A47-41 and -43, which would have been delivered from the USA in NMF, have been painted (by 3AD) and that could ONLY be in RAAF Foliage Green (there is zero chance that they would have been painted by an RAAF unit in US colours); A47-29 was delivered in Olive Drab 41/Neutral Grey 43 and retained that finish throughout its 2SQN service. [Peter Jackson Collection, SLSA image PRG/1614/2/29].

The month of November 1944, seems to be the critical month because photographic evidence shows that machines delivered during or after that month, such as A47-34, clearly wearing the overall Foliage Green scheme, whilst photographs of machines delivered in September and October 1944, specifically

²³⁵ Memorandum titled, "Camouflage Schemes and Identification Markings of Aircraft", dated June 28th, '44, from AOC NWA to the Air Board; 1/501/329 (174A) via John Bennett.

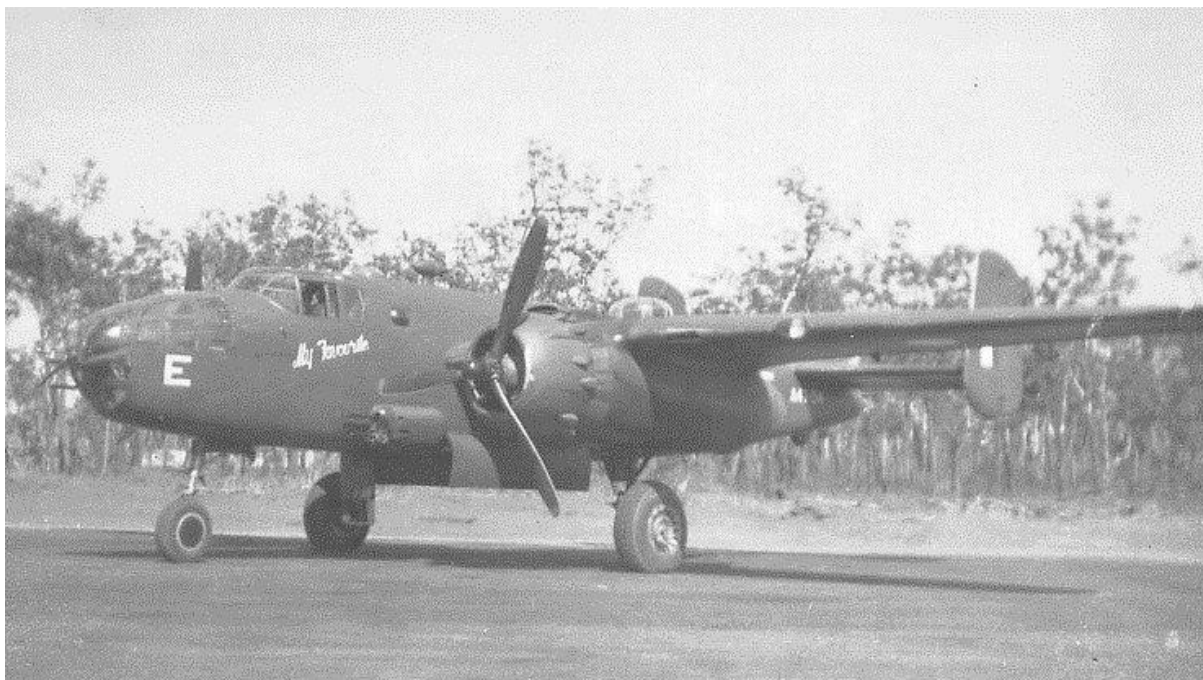
A47-31 and -32, clearly show them in factory OD over NG. It is not known at this stage if the three known Natural Metal machines, A47-11, -36 and -37, were delivered to 2SQN that way – having had their OD over NG camouflage stripped by 3AD – or if they were stripped after arrival. It is known, though, that A47-36 was re-camouflaged Foliage Green after it went to Borneo; perhaps A47-37 was also. This also suggests that Black wasn't applied to the under-sides of RAAF B-25s until after the arrival of the first Foliage Green examples (i.e. during or after November 1944).



Delivered on 03SEP44, 2SQN's A47-31/KO-P, at Hughes displaying its factory OD/NG scheme. [AWM image NWA0666].



This is B-25J-10-NC, A47-32/KO-Y, "BITOVA-MENACE". Delivered to 2SQN on 19OCT44, it is seen here wearing its original, factory, Olive Drab 41 over Neutral Grey 43. I reckon the name is in yellow, outlined in black and the lady's bikini is dark blue. One wonders if it was named as a result of an incident that occurred on the bombing range only 10-days after being received by 2SQN when, during a 100-foot pass, two 250-lb A/S bombs with 11-second delay fuses were dropped; one immediately detonated causing quite a bit of damage. That certainly would have been "a bit of a menace"! [Al Henry via John Bennett].



2SQN's B-25D-30-NC, A47-34/KO-E, "My Favourite". It was received by 2SQN on 8th November, 1944, and is seen here wearing overall Foliage Green camouflage with (I believe) Sky Blue code letters and serial number. Whilst the camouflage scheme is in accordance with the current AGI's, the code letters and serial number should have been Medium Sea Grey. [Peter Jackson Collection, SLSA image PRG/1614/2/69].



This is A47-19/KO-G sometime during 1944. It is wearing its original OD41 over NG43. Overpainting of its former Dutch flag is visible on the starboard aft fuselage. The code letters are out lined in a dark colour which I believe to be Black. The actual colour of the letters is difficult to determine; compare it though, with the propeller tip markings and also the name on A47-32, (previous page). When the aircraft entered service with 2SQN the official code letter colour was RAAF Sky Blue, RAAF K3/195 (SB), changing to Medium Sea Grey, RAAF K3/183 (MSG) after the end of May 1944. This style of code letter had been used on some of the squadrons Beaufort's and will be discussed later. [AHM of WA image P970077].



Compare the previous photo of A47-19/KO-G with this one. Here it is, this time during July 1945, at the end of a line-up and can be seen parked next to B-25J, A47-27/KO-A. “KO-A” is still wearing its original factory applied OD41 except that by the time this photo was taken, the under-surface colour had been over-painted with RAAF Black. Notice how the tone of the fuselage colour of “KO-A” in this shot is virtually identical to that displayed by A47-19/KO-G in the previous image – and also to that displayed by A47-32/KO-Y on the previous page. Notice then that, in this shot, the tone of the fuselage colour of A47-19/KO-G is now very obviously different to that of “KO-A” parked next door. I believe that this shows “KO-G” has been re-painted in RAAF Foliage Green; any repainting would have been in RAAF colours, not American. [AWM image NWA0943].



The AWM caption for this image calls out “KO-S, KO-E, KO-V, KO-A and KO-G” as appearing in the image and that the photograph was taken on 19th July, 1945, at Hughes. In fact, the noses visible from extreme left to right belong to: B-25J-5-NC, A47-28/KO-M (formerly KO-B) which is wearing Foliage Green over Black (see p96 for an explanation); it later received a circular nose art depicting a Disney style cartoon character in a ten-gallon hat and a trench coat (see p98 for a photo). Next in line is B-25D-30-NC, A47-7/KO-S which is in OD41 over Black (see also p99). Next is B-25D-25-NC, A47-37/V in Natural Metal Finish. Then B-25D-30-NC, A47-34/KO-E, “My Favourite” wearing overall Foliage Green. B-25J-1-NC, A47-27/KO-A in OD41 over Black is next; code letters are a very pale colour (I believe they are RAAF Sky Blue) thinly outlined in black. It already has its Disney “Fangs of Fire” nose art. Bringing up the right-hand end of the line is B-25D-35-NC, A47-19/KO-G which here is wearing Foliage Green over Black; again, code letters in, I believe, SB but not outlined. This image therefore shows four of the five (known) camouflage schemes worn by 2SQN B-25s – the only one missing is the original US OD41 over NG43. [AWM image AWM0943].



I have no doubt that this is A47-37/V photographed during the same line-up; its individual identification letter was marked on the nose in black. A47-7/KO-S would be the aircraft next in line. [AWM image NWA0948].

Turrets

Two types of Upper Turret canopy were apparently fitted to D-models; an all plexiglass canopy or a reinforced one with lateral ribs extending from one side to the other and two ribbed gun slots.²³⁶

The all plexiglass canopy was fitted to A47-1, -2, -3, -5, -9, -10, -11, -16, -17, -18, -19, -21, -22 and -23. The reinforced canopy was fitted to A47-25, -26, -27, -28, -29 and -31.²³⁷ The all plexiglass unit was also fitted to A47-33, -34, -35, -36 and -37.²³⁸ Confusingly, A47-4 was reportedly fitted with an all plexiglass canopy, but with a reinforcing lateral rib,²³⁹ presumably, despite the mixed terminology, a reinforced canopy was being referred to.

Exhaust Flame Dampers

All of 2SQN's B-25Ds were fitted with "Clayton S-type" exhaust stacks, one per cylinder, which protruded around two-thirds of each engine cowl.

²³⁶ 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.

²³⁷ 2SQN signal T181 of 16 Sep (1944), *ibid.*

²³⁸ 3AD signal T996 of 21 Sep (1944), *ibid.*

²³⁹ 2AD postgram T309/PGM of 14 Sep (1944), *ibid.*



This is the other end of the same line-up as pictured on the previous page. The complete line totals twelve aircraft, six B-25Ds and six B-25Js. The nearest aircraft in this shot is B-25D-25-NC, A47-35/KO-R, which was delivered to 2SQN on 12MAY45 after operational service with 18(NEI)SQN with whom it flew on 17 operations and was 2SQN's very last B-25 in service (see "General" at the start of this article). After serving as N5-168 in its factory finish of OD41 over NG43 (see also profile illustration in Vol 11, Iss 2, p90), it was taken over by the RAAF on 28AUG44 and sent to 3AD in early September. Here it was repainted (overall Foliage Green in accordance with AGI Part3, Section C, Instruction No.1, Appendix C of 26MAY44), and later sent on to 2SQN. It is difficult to be certain, but the paleness of the serial number and code letters suggests that they are in Sky Blue rather than the Medium Sea Grey as stipulated by that instruction. The next four aircraft in this view are all B-25Js, the fourth of which (i.e. the fifth aircraft in line) is A47-29/KO-D, identifiable by its unique shark-mouth nose-art. The next aircraft beyond "KO-D" is a D-model (currently unidentified), then a J – which is A47-28/KO-M (the "M" is just visible when enlarging the copy this version of the image was taken from), and beyond that is as per the caption for the image on the previous page. Order confirmation between the two images is supported by the fourth last aircraft here being in NMF (which would be A47-37/V) and the second last aircraft in the line-up being a J-model (A47-27/KO-A). Whilst enlarging the "original" image file, from which this lower resolution version has been made, has enabled the identifications that I have claimed, frustratingly, it wasn't possible to identify the next three closest aircraft after "KO-R". If the AWM's date for their image taken from the other end of this line-up is correct, then there were seven B-25Js with 2SQN on that date. Three have already been identified which means that the three unknown B-25Js in this image must be drawn from A47-26/KO-K, A47-31/KO-P, A47-41/KO-U and A47-43/KO-B. All four are known to have served later at Sepinggang, Borneo. [Argus Newspaper Collection of Photographs, SLV image H98.104/3913].

Empty Shell Deflector

In the previous volume [B-25 Mitchell's of 18(NEI)SQN – see "In Miniature Vol 37 Iss 4], I discussed possible uses of the "Empty Shell Deflector" and the reasons why I am sceptical of it having been a fume extraction device. It's actual purpose notwithstanding, here I'm attempting to determine which 2SQN B-25s may or may not have had one of these things fitted.

The following table lists RAAF B-25s in their former US serial number sequence and groups them under two main columns. The left-hand (green) column lists those aircraft which either have photographic evidence showing the aircraft fitted with an Empty Shell Deflector (dark green) or, despite a lack of

photographic proof are believed (by me) to have been equipped with one because of their former US serial number (pale green). Similarly, the right-hand (tan) column lists those aircraft that have photographic evidence showing that the device was NOT fitted (dark tan) and those that I suspect did not have one fitted (pale tan).

"Empty Shell Deflector"					
	Yes Probably Yes		No Probably No		
A47-7	D-30-NC	43-3607	A47-36	D-25-NC	42-87255
A47-8	D-30-NC	43-3613	A47-37	D-25-NC	42-87258
A47-9	D-35-NC	43-3621	A47-33	D-25-NC	42-87259
A47-10	D-35-NC	43-3623	A47-35	D-25-NC	42-87416
A47-11	D-35-NC	43-3624	A47-1	D-30-NC	42-87607
A47-12	D-35-NC	43-3625	A47-34	D-30-NC	42-87608
A47-13	D-35-NC	43-3626	A47-2	D-30-NC	43-3422
A47-14	D-35-NC	43-3766	A47-3	D-30-NC	43-3423
A47-15	D-35-NC	43-3767	A47-4	D-30-NC	43-3424
A47-16	D-35-NC	43-3768	A47-5	D-30-NC	43-3426
A47-17	D-35-NC	43-3769	A47-6	D-30-NC	43-3427
A47-18	D-35-NC	43-3770	A47-40*	J-25-NC	44-30888
A47-21	D-35-NC	43-3789	A47-41	J-25-NC	44-30889
A47-19	D-35-NC	43-3790	A47-42*	J-25-NC	44-30890
A47-20	D-35-NC	43-3791	A47-43	J-25-NC	44-30895
A47-22	D-35-NC	43-3830	A47-44*	J-25-NC	44-30896
A47-23	D-35-NC	43-3832	A47-45*	J-25-NC	44-30897
A47-24*	D-35-NC	43-3867	A47-48*	J-30-NC	44-31253
A47-25	D-35-NC	43-3868	A47-47*	J-30-NC	44-31254
A47-26	J-1-NC	43-27689	A47-46*	J-30-NC	44-31255
A47-27	J-1-NC	43-27691	A47-50*	J-30-NC	44-86855
A47-28	J-5-NC	43-27927	A47-49*	J-30-NC	44-86859
A47-29	J-5-NC	43-27928	-	-	-
A47-32	J-10-NC	43-28181	-	-	-
A47-31	J-10-NC	43-28183	-	-	-
A47-30*	J-10-NC	43-28185	-	-	-
A47-38*	J-15-NC	44-29021	-	-	-
A47-39	J-15-NC	44-29024	-	-	-

Serial numbers marked with an asterisk (*) weren't 2SQN machines. Some of them have appeared in photographs and those photographs show either the presence or not of an Empty Shell Deflector. They (and those without photographic evidence) have been included to help illustrate those serial numbers/production blocks that may or may not have been equipped with the device.

A47-39 has been included in the "Probably Yes" side of the table because a photo exists (see ADF-Serials Telegraph Vol 11, Iss 2, p83) of an 18(NEI)SQN B-25J-15-NC, N5-237 (ex 44-29030), with the device fitted. These two aircraft were from the same production block and, since their former US serials were only 6 numbers apart, were very close together on the production line (5 aircraft separating them). Therefore, since the higher number was fitted, it seems reasonable to assume that the aircraft a few places ahead of it on the line would also have been similarly equipped so, I've included it as a "probable".

This table shows us, then, that this "Empty Shell Deflector" was fitted to B-25D's during the production block-30 run somewhere between serial number 43-3426 (definitely not fitted; it is assumed that the next aircraft, 43-3427, also wasn't fitted with it) and 43-3607 (definitely fitted). It was then a fixture

on subsequent B-25D-30s and (presumably) all B-25D-35s, B-25J-1s, -5s, -10s and into the block-15 run at least as far as 44-29033.²⁴⁰ However, it did not appear (so far as I can tell) on B-25J-20s or later production blocks.

If any reader can supply proof by way of primary source documentary evidence or additional photographs that categorically shows the exact purpose, the method of operation and which serial numbers would have been so fitted, then please make contact (see page 3 for contact details).

AN/APN-4 [also known as LORAN (LOng RANGE Navigation)]

According to their respective E/E88s, AN/APN-4 equipment²⁴¹ was fitted shortly after delivery to Australia to A47-41 to -49 inclusive. Therefore, insofar as 2SQN machines were concerned, only A47-41 and -43 arrived on the squadron with that equipment installed. It seems highly unlikely that any other 2SQN B-25s were so modified.

As far back as 19th April, 1944, RAAF Command had felt that it was, “an operational requirement that airborne Loran equipment be installed in all R.A.A.F. aeroplanes”. Only specific types were actually meant, the highest priority of which was considered to be Heavy Bombers and General Reconnaissance/Flying Boats, followed then by Medium Bombers and PRU aeroplanes. The third (and last) priority was stated as being night fighters and attack aeroplanes, but only, “when the commitment arises”.²⁴² However, General Reconnaissance/Bombers failed to rate a mention. That role, though, wasn’t exempt from a requirement which existed (in addition to that referred to above) for General Reconnaissance aircraft, “to obtain a fix free from weather and enemy interference without disclosing the position of the aeroplane to the enemy with a range of 0 to 800 N.M. with accuracy within 16 square miles”.²⁴³

As remarked above, the LORAN system was considered suitable for fitment to a variety of aircraft types. Despite falling short of the requirement in certain areas in that it was susceptible to degradation due to weather and potential deliberate jamming, the fact that its use didn’t reveal the location of the aircraft was an obvious advantage and was therefore seen to best fit the General Reconnaissance aircraft requirement.²⁴⁴ However, some concerns still lingered. Most of these seemed to revolve around the installation of AN/APN-4 and SCR729²⁴⁵ rather than just the LORAN equipment on its own. Weight and time being the issues. The combined weight of the two systems, the time necessary to acquire sufficient quantities of both systems, time to prototype the equipment (especially with regard to the B-25s precedence in the queue with other aircraft and equipment at 1APU), time to fit to all squadron aircraft and the viability of that effort given the likely in-service time remaining for B-25 aircraft with the squadron were specifically raised.²⁴⁶

In terms of the weight with both systems installed, it was noted that current “J” models were already slightly overweight with full 999-gallon fuel and a 3000-lb bomb load (by 11-lbs). If both systems were

²⁴⁰ Max Schep & Luuk Boerman, *B-25C/D/J ‘Mitchell’ ML-KNIL/RNEIAAF 1942-1945* (2014) p53. On that page are two colour photographs (evidently still frames from a (perhaps) 8mm hand-held movie camera), one of B-25J-20-NC, N5-246 and one of B-25J-15-NC, N5-240. The image of N5-240 clearly shows the “Empty Shell Deflector”. The image of N5-246 is such that it is impossible to tell if the device was fitted or not, however, on the preceding page is an image of another B-25J-20-NC, N5-247, which clearly shows that the device was not fitted.

²⁴¹ Along with Norden M9 bomb-sights.

²⁴² Enclosure 71A, Air Force Headquarters memorandum SAS6280, “Fitment of Loran in Mitchell (GR/B) Aeroplanes” date stamped 16 JUL 1945, paragraph 1, in B-25 Aircraft North American Mitchell A47; NAA: A11093, 452/A47.

²⁴³ Ibid.

²⁴⁴ Ibid, para 2.

²⁴⁵ SCR729 was a radio navigation system in which the airborne component, also known as “Rebecca”, interrogated a (mobile) ground station, also known as “Eureka”, the result being displayed on a radar screen. It remained in use, in various versions, for many years.

²⁴⁶ Enclosure 71A, Air Force Headquarters memorandum SAS6280, “Fitment of Loran in Mitchell (GR/B) Aeroplanes” date stamped 16 JUL 1945, paragraph 3, in B-25 Aircraft North American Mitchell A47; NAA: A11093, 452/A47.

then installed, it would require a reduction of 27 gallons of fuel (162-lbs).²⁴⁷ This seems to be an easily achieved reduction however, it was noted that, “there [was] a tendency for both ground and aircrew to fill the tank[s] in spite of any instructions to the contrary, leading to the taking of unnecessary risks in flying an overloaded aeroplane”.²⁴⁸

As of July 1945, there were plenty of AN/APN-4 units available in Australia. It was felt that it would take 2 weeks for it and SCR729 to be installed together as a prototype fitout in a B-25. Assuming satisfactory trials, another 6 weeks would be required to draft a Technical Order, 3 months to assemble modification kits with squadron aircraft then undergoing fitment during their next major inspection – which would, in itself, require a protracted period of time to cycle all of the squadrons aircraft through with the installation taking an extra 100 man hours for SCR729 and 60 man hours for LORAN per aircraft.²⁴⁹

It was decided that the time and effort required wasn't justified²⁵⁰ and it was therefore proposed that LORAN not be fitted to RAAF B-25 aircraft.²⁵¹ In the end, a prototype installation of SCR729 in an RAAF B-25 (A47-40) didn't occur until October 1945.²⁵² There is no evidence to suggest that any other RAAF B-25s received SCR729.



This is B-25J-25-NC, A47-40, after its take-off accident on 12OCT45 whilst with 1APU at RAAF Laverton. Circled in Red is the port-side receive antenna array, AN-148-A, (the two vertical dipoles – technically: “a vertical dipole with a director mounted on a single standard with a bakelite housing”) for the SCR729. The single dipole transmit antenna, AN-147-A, isn't clearly visible but would have been mounted in a horizontal position on the forward fuselage; in all likelihood, it is within the dark rectangle at the angle between the vertical and horizontal edges of the nose glazing at the left-hand edge of the Red circle. It seems apparent that this fit would have interfered with the firing of the package guns. The section of cockpit windscreen surrounded by the Blue oval will be discussed below. [Image: ADF-Serials Gallery. Quote: AN 08-40SCR729-S, Handbook of Operating Instructions for Radio Sets SCR-729-A and SCR-729-AZ (1944), Sec 1, Para 3 (2) d and e.].

²⁴⁷ Multiply US Gallons by 6 to give the (approximate) fuel weight in pounds. The resulting value is approximate because it is based on a SG (Specific Gravity) of AVGAS (Aviation Gasoline) being 0.72 which is based on ISA (International Standard Atmosphere) at MSL (Mean Sea Level). Fuel weights will therefore vary for temperatures other than 15°C. But it's close enough for Government work.

²⁴⁸ Enclosure 71A, Air Force Headquarters memorandum SAS6280, “Fitment of Loran in Mitchell (GR/B) Aeroplanes” date stamped 16 JUL 1945, paragraph 5, in B-25 Aircraft North American Mitchell A47; NAA: A11093, 452/A47.

²⁴⁹ Ibid, para 7.

²⁵⁰ Ibid, para 8.

²⁵¹ Ibid, para 9.

²⁵² RAAF Form E/E.88, Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for B-25J, A47-40 in Aircraft Status Cards – Mitchell A47-1 to A47-50; NAA: A10297, BLOCK 345. The card noted that A47-40 had been allotted to 1AD ex 3AD for prototype SCR729 installation on 6th June, 1945 and was received by 1AD on 15th June. The allotment from 1AD to 1APU for the installation trials was recorded as being on 17th September, 1945 with the aircraft being noted as actually received by 1APU on 7th October. The aircraft crashed immediately after take-off from Laverton on 12th October, suffering substantial damage.

Fixed Forward Firing Package Guns

See, "Notes Regarding No. 18 (NEI) Squadron B-25s", ADF-Serials Telegraph Vol 11, Iss 2, pp85, 86.

Waist Gunner's Positions

See also, IPMS (NSW) "In Miniature" magazine, volume 37-3.

Fin Flashes

Despite the number of images that have survived of 2SQN B-25s, not too many actually show whether fin flashes were painted on the inwards facing surface of the vertical stabilizers.

Those aircraft that are known to have had fin flashes in "all four" positions (i.e. on the outward and inward facing surfaces of both vertical stabilizers) are: A47-1, -2, -5, -7, -8, -11, -13, -14, -15, -17, -25 (as "KO-U"), -26, -27, -28 (as "KO-B"), -29, -31 and -43. Those aircraft that are known to have only had fin flashes on the outward facing surfaces of their vertical stabilizers are: A47-19, -25 (as "KO-J"), -34, -35, (-36) and -37. As far as I can tell, only one of 2SQN's B-25s was devoid of fin flashes. That aircraft was: A47-20.

B-25J Windscreen Armour

The lower half of the quarter glass (surrounded by the Blue oval in the picture above) on the left-hand side of the cockpit was armour on B-25J-1, J-5, J-10 and J-15 aircraft. It seems to have been clear (as above) on J-20s. On J-25s photos show both armour or clear an example being 18(NEI)SQN's N5-252 (armour in 1945 and clear in 1946).

B-25 Models and Serial Numbers

Former NEI B-25 models and serial numbers taken over by the RAAF, most of which went on to serve with 2SQN.²⁵³

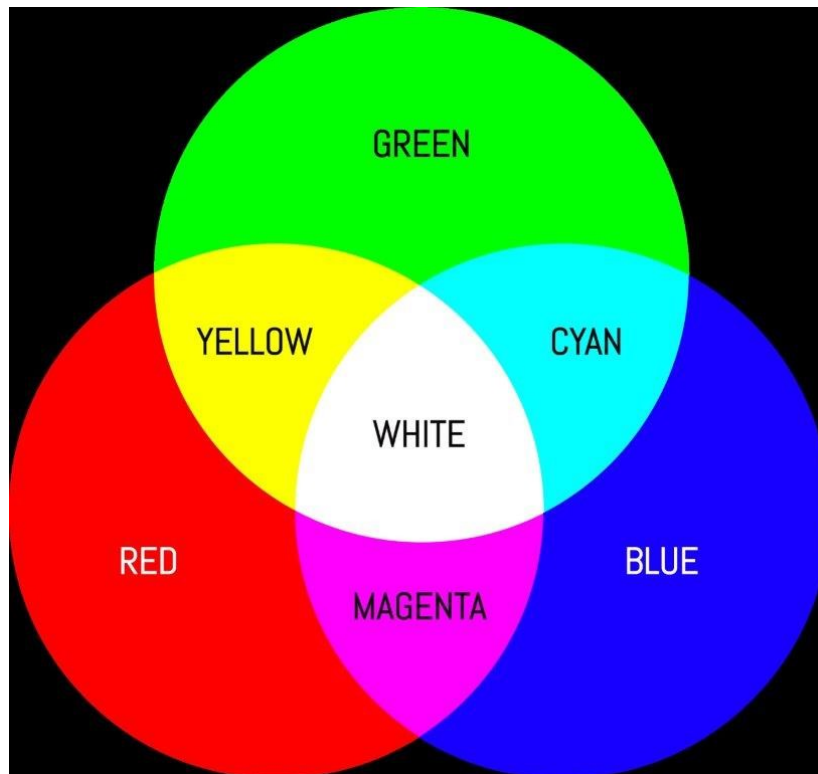
Former <u>Model</u>	Former <u>NEI Serial</u>	Former <u>US Serial</u>	RAAF <u>Serial</u>
B-25D-25-NC			
	N5-168 / GM-Y	42-87416	A47-35
	N5-171 / GM-V	42-87255	A47-36
	N5-174 / GM-C	42-87258	A47-37
	N5-175	42-87259	A47-33
B-25D-30-NC			
	N5-181	43-3423	A47-3
	N5-183	42-87607	A47-1
	N5-186	42-87608	A47-34
	N5-187	43-3422	A47-2
	N5-189	43-3424	A47-4
	N5-192	43-3426	A47-5
	N5-193	43-3427	A47-6
	N5-194	43-3607	A47-7
	N5-195	43-3613	A47-8

²⁵³ Joe Baugher web site http://www.joebaugher.com/usaf_bombers/b25_23.html at 18th October 2013.

B-25D-35-NC		
N5-190	43-3830	A47-22
N5-196	43-3621	A47-9
N5-197	43-3623	A47-10
N5-198	43-3624	A47-11
N5-199	43-3625	A47-12
N5-200	43-3626	A47-13
N5-201	43-3766	A47-14
N5-202	43-3767	A47-15
N5-203	43-3768	A47-16
N5-204	43-3769	A47-17
N5-205	43-3770	A47-18
N5-206	43-3790	A47-19
N5-207	43-3791	A47-20
N5-212	43-3832	A47-23
N5-213	43-3789	A47-21
N5-215	43-3869	A47-25
N5-216	43-3867	A47-24
B-25J-1-NC		
N5-220	43-27689	A47-26
N5-219	43-27691	A47-27
B-25J-5-NC		
N5-224	43-27927	A47-28
N5-225	43-27928	A47-29
B-25J-10-NC		
N5-227	43-28181	A47-32
N5-229	43-28185	A47-30
N5-231	43-28183	A47-31
B-25J-15-NC		
N5-232	44-29021	A47-38
N5-235	44-29024	A47-39

Code Letter Colours

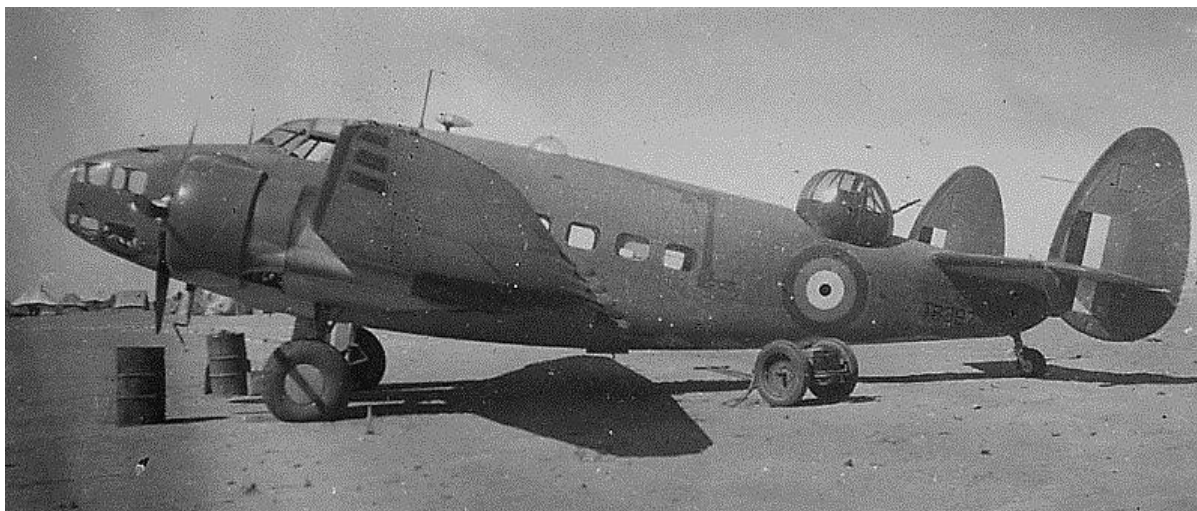
The colour interpretation of black and white photographs is difficult and can be complicated. There are all sorts of variables which affect the way that black and white film represents the light of various wavelengths (i.e. white light) that it is exposed to. Visible light is a fairly narrow portion of the electromagnetic spectrum. You may have heard of “R-G-B” (Red-Green-Blue, the primary colours) as an elementary way of defining the range of colours in their respective positions within the visible spectrum. The red end of the spectrum is that light which is of the lowest frequency and longest wavelength (in terms of thermal radiation, it is also the “coolest” colour). Green is mid-range. Blue (or violet) is the opposite end of the visible spectrum to red, it therefore is that light which is of the highest frequency and shortest wavelength – and is the “hottest” colour. This also hints at terms such as “infrared” (below red) and “ultraviolet” (above violet) as being neighbouring, although invisible (to us), portions of the electromagnetic spectrum to visible light.



A simple diagram illustrating the three primary colours: Red, Green and Blue. It shows that by combining (say) Red and Green the result is the secondary colour, Yellow. In that example, the “complementary” colour to Yellow is therefore, Blue. Green and Blue together produce Cyan; the complementary colour to Cyan is Red. The complementary colour to Green is Magenta, etc. By combining all three primary colours, the result is White. [Public domain].

Black and white film, obviously, can only represent colour in shades of grey but how those shades are represented isn't necessarily in accordance with how we would normally expect to see them. Factors affecting this inconsistent representation of colour include the type of film being used and the use, or not, of filters of various colours.

Orthochromatic film was common early in the last century. Examples of images of RAAF aircraft taken with that sort of film were relatively common until the early 1940s. Orthochromatic film was most sensitive to the blue end of the visible spectrum, rendering those colours as pale and washed out. Greens were represented as neutral and reds were often displayed as dark to very dark or even black due to that type of films insensitivity to those wavelengths. You may have seen images of RAF or RAAF aircraft in which the colours of the roundel seemed opposite to what you'd expect. For example, an RAAF M.3 (or RAF type-A1) Red/White/Blue/Yellow roundel appearing with an evidently black dot in the middle of the white disk which is surrounded by a pale grey ring which, in turn, is surrounded by a very dark grey ring. The colours of the roundel weren't incorrect or faded, it was just evidence of the short wavelength sensitivity – the bias or susceptibility to higher frequencies of the visible spectrum – of orthochromatic film.



This is a Hudson III. At first glance it might seem as if this machine has acquired French markings, with the fuselage roundel having a red ring around the white disk and a dark blue dot in the middle; perhaps the former yellow outer ring has been over-painted with green. The fin flash, too, looks like it has the blue stripe leading with the red stripe at the rear. Not so. It is Hudson III, T9397, of 459SQN RAAF. It is wearing standard RAF markings. The fuselage roundel is a standard RAF type-A1 roundel with the normal red dot in the middle of the white disk, surrounded by a dark blue ring, surrounded again by a yellow ring. The red dot and the yellow outer ring have the appearance of being very dark, with the red darker than the yellow. This is due to the relative proximity of these two colours to each other in the visible spectrum. The fin flash is standard RAF – with the red stripe leading. The illusion of reversed colours is exclusively a function of the type of film used. [*adf-serials gallery*].

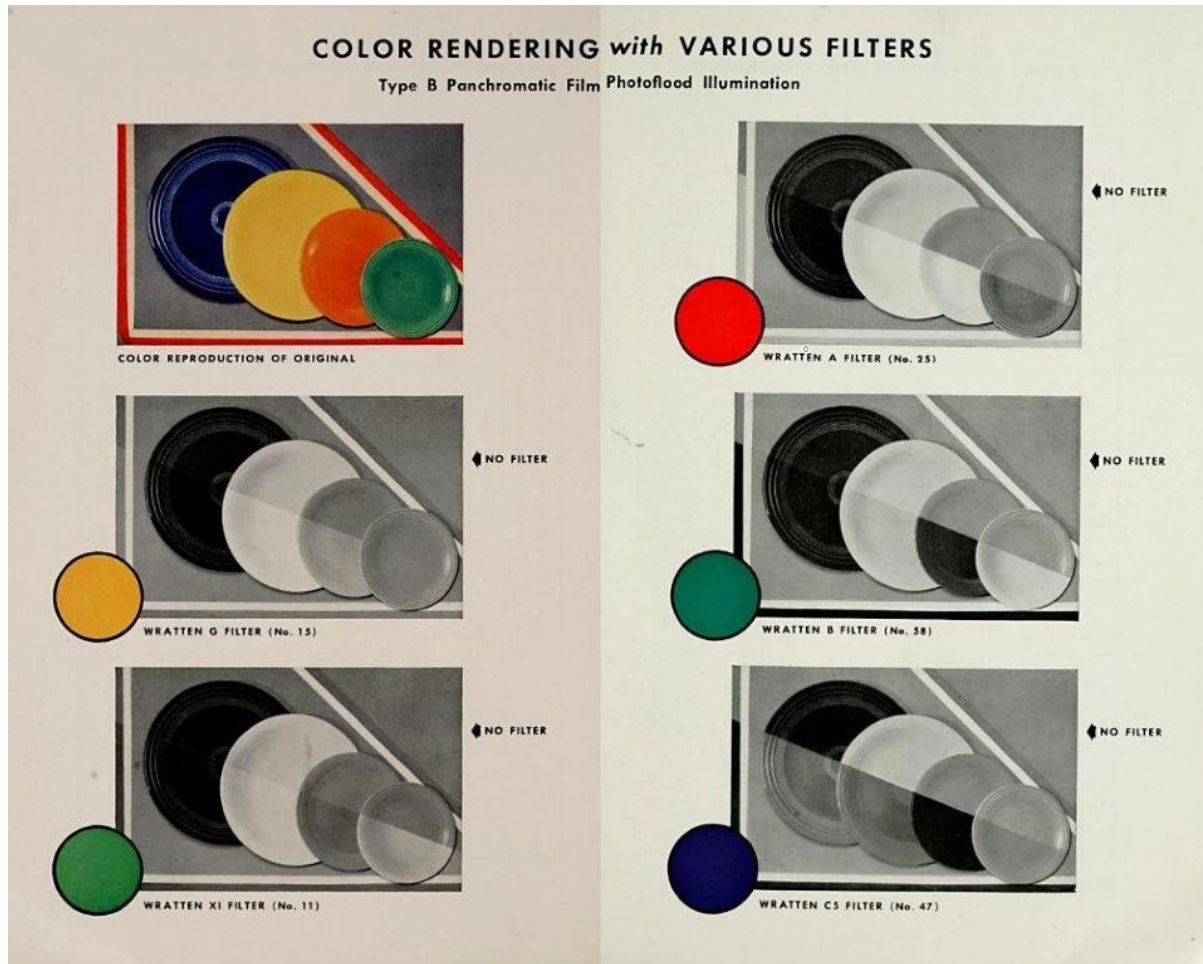
Panchromatic film was more sensitive to the red end of the visible spectrum than ortho film and accordingly its shades of grey visually represented colours in a much more “natural” sense. Panchromatic film, whilst less sensitive to blue colours was still very sensitive to blue light (i.e. UV) which would render the sky as white and frequently obliterate clouds.

The use of coloured filters was relatively common with black and white film and the selection of which colour to use depended on the intended application and, in some circumstances, whether orthochromatic or panchromatic film was loaded. The main applications were for contrast (i.e. to correct the shades of grey to better represent certain colours) or haze penetration; although there were others. Using a filter of a certain colour would alter the amount and wavelength of light being transmitted by the filter which would accordingly alter the rendering of colours in shades of grey on the exposed film. Common filter colours were various shades of Yellow, Green, Red or Blue. All coloured filters lighten like colours and, to varying degrees, darken opposite (also known as “complementary”) colours. Haze penetration could be accomplished by using colour correction filters or it could be achieved by using a Pola-screen (what we now call a polarizing filter).²⁵⁴ Since using colour correction filters will always distort (to a greater or lesser degree) the rendering of some colours, a polarizing filter could (depending on its alignment) reduce glare (for example, darken a sky-scape so as to reveal clouds) without altering the monochromatic rendering of other colours because it allowed the transmission of polarized visible light but absorbed UV.

A common filter colour to use was Yellow because that colour allows Red and Green to pass through (which together make Yellow) but increasingly absorbed Blue. With a Yellow filter, yellow objects will appear lighter than normal and the opposite colour, Blue, will be darker than normal with Violet (and therefore UV light) being largely absorbed. A photographer will know that, by using a coloured filter,

²⁵⁴ Eastman Kodak Company, *Kodak Data Book, Filters and Pola-screens* (1944) p38 via <http://archive.org/details/filterspolascreen00east> at 13MAY21.

the exposure of the film for any particular shot will have to be further adjusted (by either opening up the aperture or slowing down the shutter speed) to compensate for the reduction in the amount of visible light being admitted because of the filter in order to correctly expose that frame. That in turn means that, depending on the sensitivity of the film, those colours will become (to varying degrees) over exposed and will correspondingly be represented by paler shades of grey, hence, with the typical use of a Yellow filter, yellow will be overexposed compared to greens and, to a lesser extent, reds.

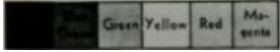
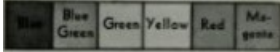
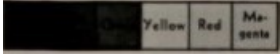
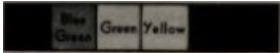



This spread illustrates the effect of various coloured filters when used with panchromatic black and white film. The original subject, in colour is at top left and filters of various colours have been used to illustrate the effect of each compared to the unfiltered result. Notice with the Yellow filter (Wratten G No.15) that, when compared to the unfiltered version, the green plate is virtually unchanged, the red plate has apparently become much lighter, the yellow plate has become virtually white and the dark blue plate is now (almost imperceptibly) darker. Notice also that in the unfiltered version, there is very, very little contrast between the green and the red plate. [Eastman Kodak Company, *Kodak Data Book, Filters and Pola-screens (1944)* pp20, 21 via <http://archive.org/details/filterspolascreen00east> at 13MAY21].

The reproduced Kodak image (above) used 5 filters as examples. They were a selection of Wratten filters being specifically, Wratten G Filter No.15 (Deep Yellow), Wratten X1 Filter No.11 (Light Green), Wratten A Filter No.25 (Red), Wratten B Filter No.58 (Green) and Wratten C5 Filter No.47 (Blue).²⁵⁵ According to the Kodak Data Book, those filters had the following properties:²⁵⁶

²⁵⁵ Ibid pp20, 21.

²⁵⁶ Ibid pp29, 31, 32, 34 and 35.

Wratten Filter	Filter Colour	Absorbs Uses	Colour Rendering Blue/Blue Green/Green/Yellow/Red/Magenta
G No.15	Deep Yellow	UV, violet, most of the blue rays. Outdoors, "renders a blue sky darker ... darkens the water surface. The bluer the water appears, the more pronounced is the effect. Red and yellow subjects ... are rendered lighter than the eye sees them. Blue subjects are rendered darker than the eye sees them".	
X1 No.11	Light Green	UV, violet, some blue, some deep red. "[Used] to obtain correct monochromatic rendering of multicolored [sic] subjects ... photographed in daylight".	
A No.25	Red	UV, blue-violet, blue, green. Outdoors, "similar to those of the G filter, but effects more pronounced".	
B No.58	Green	UV, violet, blue, red. "Contrast filter useful in rendering green subjects lighter than blue and red".	
C5 No.47	Blue	UV, red, yellow, green. "Contrast filter when blue subjects are to be rendered as light as possible".	

It was also noted that the colour rendering was "of brilliant printing inks under tungsten light" on panchromatic material.²⁵⁷ The Yellow and Dark Blue filters were suitable for all panchromatic and orthochromatic materials, Light Green was for "Type B and C" panchromatic, Red and Green for all panchromatic films. As a point of interest, one of the colour names used by Kodak in their colour rendering tables was "Blue-Green" (the second colour from the left). Today we'd call that Cyan, a colour which might also be described as being very similar to Aqua. Cyan is a combination of the two primary colours of Blue and Green and the "complementary" colour of Red.

Amongst the yellow filters offered by Kodak were two specifically for aerial photography, the Wratten Aero 1 Filter No.3 and the Wratten Aero 2 Filter No.5. Both of these could be used with all orthochromatic and panchromatic materials. The No.3 filter was light yellow in colour and absorbed UV, violet and some blue and was useful in penetrating slight haze or for use at low altitude to better facilitate very short exposures due to rapid relative motion of the aircraft over the ground. The No.5 filter was a deeper yellow colour and similarly absorbed UV, violet and some blue. It had better haze penetration qualities but required a longer exposure and so was of greater use at higher altitudes.²⁵⁸

What, then, has all of this got to do with the colours used for code letters on 2SQN's B-25s? At the time of the introduction of the first few B-25s at 2SQN, the officially approved colour for code letters was Sky Blue (K3/195). This was stipulated, "for all aircraft", in AFCO A3/43, paragraph 8.²⁵⁹ The approved colour for serial numbers had been "grey" since AGI C.11 Issue 3 of 3rd October, 1940,²⁶⁰ and renamed Medium Sea Grey (K3/183) since AGI C.11 Issue 4 of 31st August, 1942.²⁶¹ On 26th May, 1944, a new AGI regarding aircraft camouflage and markings was released and in it, Medium Sea Grey (K3/183) was stipulated for all identification markings (i.e. code letters and serial numbers).²⁶² This was reinforced when AFCO A11/45 was released on 26th April, 1945, superseding AFCO A3/43. Paragraph 9 of AFCO A11/45 stated that code letters were to be black on uncamouflaged aircraft and

²⁵⁷ Ibid.

²⁵⁸ Ibid p27.

²⁵⁹ 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.

²⁶⁰ Air Force Head-Quarters, Aircraft General Instruction No. C.11, Issue 3, Technical Order, Standard Aircraft Finishes, Markings, and Markings of Unit Equipment in AGI C11 Standard Aircraft Finishes Markings; NAA: A705, 150/4/852.

²⁶¹ Reproduced in full in Ian K Baker, *Aviation History Colouring Book No.73 – RAAF Colour Schemes & Markings, 1921-1951 Part 6b* (2011) pp13-18.

²⁶² Air Force Headquarters Technical Order, Aircraft General Instruction, Part 3, Section (c), Instruction No.1, "Camouflage Schemes and Identification Markings", paragraph 8 (b) and Appendices "C", "D" and "G" in DTS – Publication of Technical Order – Publication of Aircraft General Instruction – Part 3 – Section C – Instruction No 1 – Camouflage Schemes and Identification Markings; NAA: A705, 150/4/5056.

Medium Sea Grey on Foliage Green machines.²⁶³ I don't believe that those various orders were rigidly adhered to and that, occasionally, other colours were used.



This is an image of 13SQN's Beaufort VIII, A9-380/SF-H, as it appeared in the 1989 book, *“RAAF Camouflage & Markings 1939-45 Vol 2”* by Geoffrey Pentland. I've included it here because the author of that book believed that the code letters were yellow, thinly outlined in black and that that was, he claimed, “a practice in the squadron”. He repeated the claim on p87 with reference to 13SQN Ventura's. The officially approved code letter colours at the time the photograph was taken would have been (either) Medium Sea Grey (IAW the 1940 version of AGI C.11 and an implied extension of the 1942 version) or, Sky Blue (IAW AFCO A3/1943). Conveniently, this image shows White (the centre of the national marking), Medium Sea Grey (the serial number) and Sky Blue (the under-surface camouflage). [Geoffrey Pentland, *RAAF Camouflage & Markings 1939-45 Vol 2 (1989) p67*].

The use of panchromatic film with a deeper yellow coloured filter similar to the “Wratten G No.15” described earlier may be the case with the image of the 13SQN Beaufort (above) which Mr Pentland had described as having yellow code letters. If those code letters were indeed yellow, then their very pale appearance compared even to the RAAF Sky Blue under-surfaces (which was notoriously pale) and the “normal” appearance of the Dark Blue roundel, Medium Sea Grey serial number and Foliage Green (the darker of the two upper camouflage colours) and Earth Brown (the slightly lighter) camouflage would be accounted for by the use of a yellow colour correcting filter of that sort – remember a filter will lighten like colours. A pale-yellow filter might not produce the same result, unless of course the letters were a pale yellow.

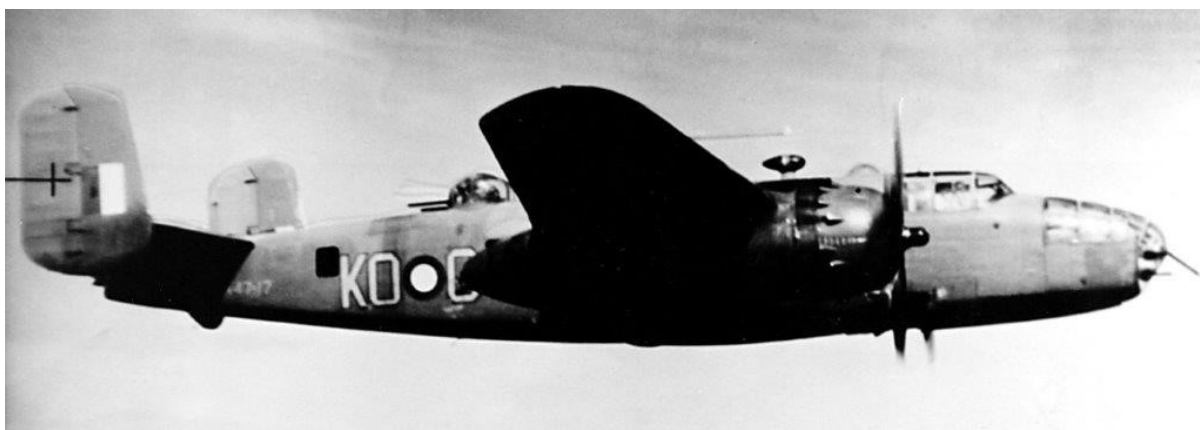
²⁶³ AFCO A11/45 – Code Letters for Operational Squadrons and Flights dated 26.4.45 in Air Force Confidential Orders – Series A and B 1945-1946; NAA: A7674, 5.



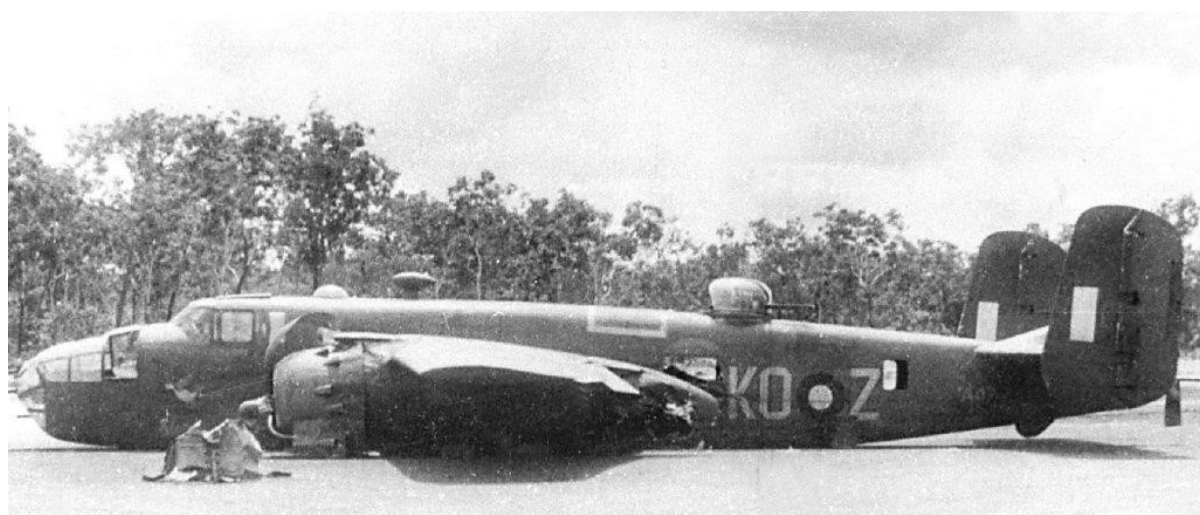
Here, we see the code letters on 2SQN Beaufort VIII, A9-576. The aircraft is camouflaged in a disruptive pattern of RAAF Foliage Green and Earth Brown over Sky Blue – in the same way as the 13SQN machine on the previous page. According to AFCO A3/1943, the code letters were supposed to be Sky Blue. In this image, the letters should be the same shade as the under-surface camouflage; clearly they're not. Notice also that there is virtually no contrast between the Foliage Green and Earth Brown (which colour contains red) – take another look at the “no filter” segment of the black and white plates in the image on p127 and see how the same applies with panchromatic film without a filter. Accordingly, I believe this image was taken using panchromatic film and no filter thereby showing (what I believe are) the golden-yellow of the code letters in a more natural sense. Given the claim made by Pentland as to the practice of 13SQN with their Beaufort's, I think that this image (rather than the one used by Pentland) lends more credence to that suggestion and that it was copied by 2SQN. [AHM of WA image P030086].



I've repeated this image of A47-19/KO-G from p116 to help illustrate the discussion relative to the code letter colours. As a reminder, the aircraft here is wearing US Olive Drab 41 over Neutral Grey 43 camouflage and, given the comments regarding the appearance of it, along with A47-27 and A47-32, that surface finish isn't likely to be as faded as it appears. The code letters are out lined in (I believe) black. The shade of the code letters is noticeably darker than the white centre of the roundel and seems extraordinarily similar to the shade of the code letters of the 2SQN Beaufort (above) – which, in that particular circumstance, clearly weren't Sky Blue. Compare their colour also with the name on A47-32/KO-Y on p99. These letters, as is the case with the Beaufort image above, seem too light to be Medium Sea Grey and seem to be remarkably similar to the yellow propeller tip markings which are visible (the near freezing of the propellers indicating a fast shutter speed). I believe this shot to have been taken using *either* a pale-yellow filter of the sort described earlier as being an “Aero 1 No.3” *OR* with a polarising filter. [AHM of WA image P970077].

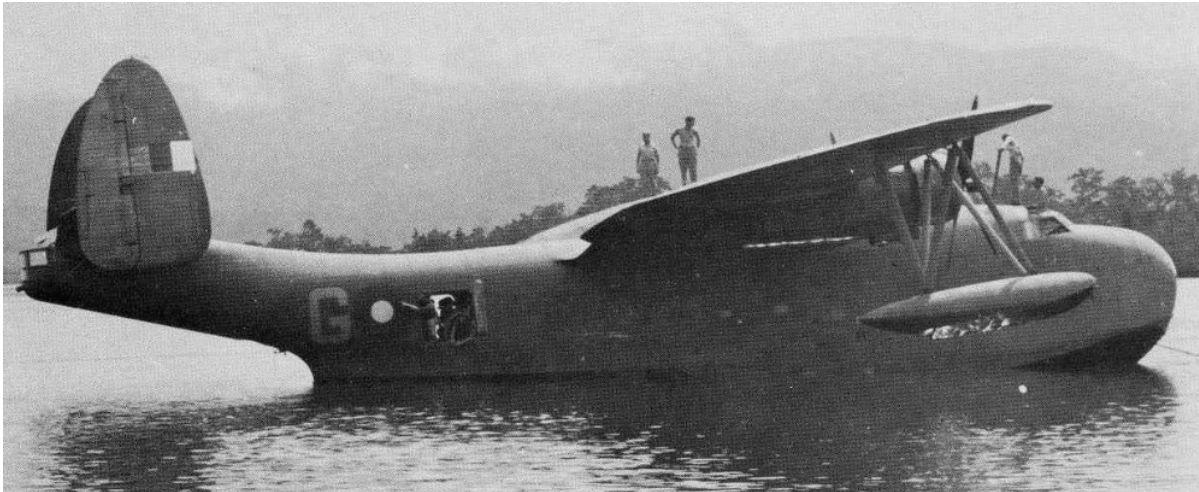


Often mis-quoted as “KO-D”, this is 2SQN’s A47-17/KO-O. It is camouflaged US Olive Drab 41 over RAAF black. The serial is Medium Sea Grey. The code letters are outlined in black and the main colour is, I think, the same colour as displayed on A47-19/KO-G in the previous image. Here it is pretty obvious that, whatever colour they are, they aren’t the same colour as the serial number. [Ron Jones via John Bennett].



A47-2/KO-Z “Stinka”. The aircraft was finished in US OD 41 over NG 43, the serial number is in Medium Sea Grey, the code letters, clearly, are not. Again, I believe they are the same colour as on A47-17 (above), A47-19 and on the 2SQN Beaufort (both previous page). [M. Long via D. Vincent in Phil H. Listemann, *Allied Wings No.9, The North American B-25 in RAAF Service* (2011) 25].

Still not convinced? And I know that most of you are not. Well, what about this:



Two images of 41SQN's A70-7/G. The aircraft is camouflaged in Foliage Green overall. Looking at the black and white image on the left: conventional wisdom would result in most people saying that that letter "G" was painted in Medium Sea Grey. Evidently not. It seems that it was a golden-yellow colour and the colour which I believe some 2SQN code letters were painted. [(L) G Pentland via *adf-serials* gallery and (R) via Gordon Birkett].

Whilst I acknowledge that it is controversial to suggest that 2SQN used not only a non-approved colour for some of their code letter applications, but that it was *yellow*, it would be timely to remember that 2SQN is known to have used the "forbidden" code letters of "C" and "I" for individual aircraft identification (in direct contravention of AFCO A3/43) and the application of black borders to some of their code letters was not just a minor deviation from official orders but an obvious act of disobedience – both of which are clearly visible on many photographs. Additionally, North Western Area, the formation under which 2SQN served, weren't averse to ignoring RAAF Commands camouflage instructions from time to time either (e.g. pointedly ordering the re-camouflage of Spitfires that had just had their camouflage stripped in accordance with official instructions and the ordering of black to be applied to the under-surfaces of many overall Foliage Green Beauforts and B-25s).



This is A47-5/KO-N, a non-Empty Shell Deflector B-25D-30-NC. It is seen here during 1944 displaying its factory applied OD41 over NG43 camouflage, 2AD applied Medium Sea Grey serial number (in deep shadow of the horizontal stabiliser) and 2SQN applied Medium Sea Grey code letters. [*adf-serials gallery*].



This, then, is a third quarter 1945 image of A47-5/KO-N taken at Sepinggang, Borneo, with A47-14/KO-F parked next door. Both machines are still wearing their factory OD41 camouflage and “KO-F” has had its under-surfaces repainted in black – it’s virtually impossible to tell from this image but, the likelihood is that “KO-N” has too. Notice though, that whilst the code letters on “KO-F” are Medium Sea Grey, those on “KO-N” are now very light (I believe that they’re Sky Blue). [*Image via Stuart Kirkham, adf-serials facebook*].

Aircraft Code Letter Allocations

KO-	May-Dec 1944	Jan-Jun 1945	Jul-Dec 1945
A	27	27	27
B	12 / 28	28 / 43	43
C	11 / 39	39	-
D	13 / 29	29	29
E	8 / 34	34	34
F	14	14	14
G	19	19	19
H	[4]	[4]	4
I	21	21	-
J	18	18	18 / 25
K	26	26	26
L	16	16	21
M	23	23	28
N	5	5	5
O	17	17	/ 18
P	6 / 31	31	31
Q	1	1	1
R	15 / 33	-	35
S	(13) / 7	7	7
T	22	22	22 / 23
U	25	25	41
V	9	37	37
W	10	10	10
X	(7) / 15	15	15
Y	3 / 32	32	32
Z	2	36	36
none	20	-	-
unconfirmed	-	-	-

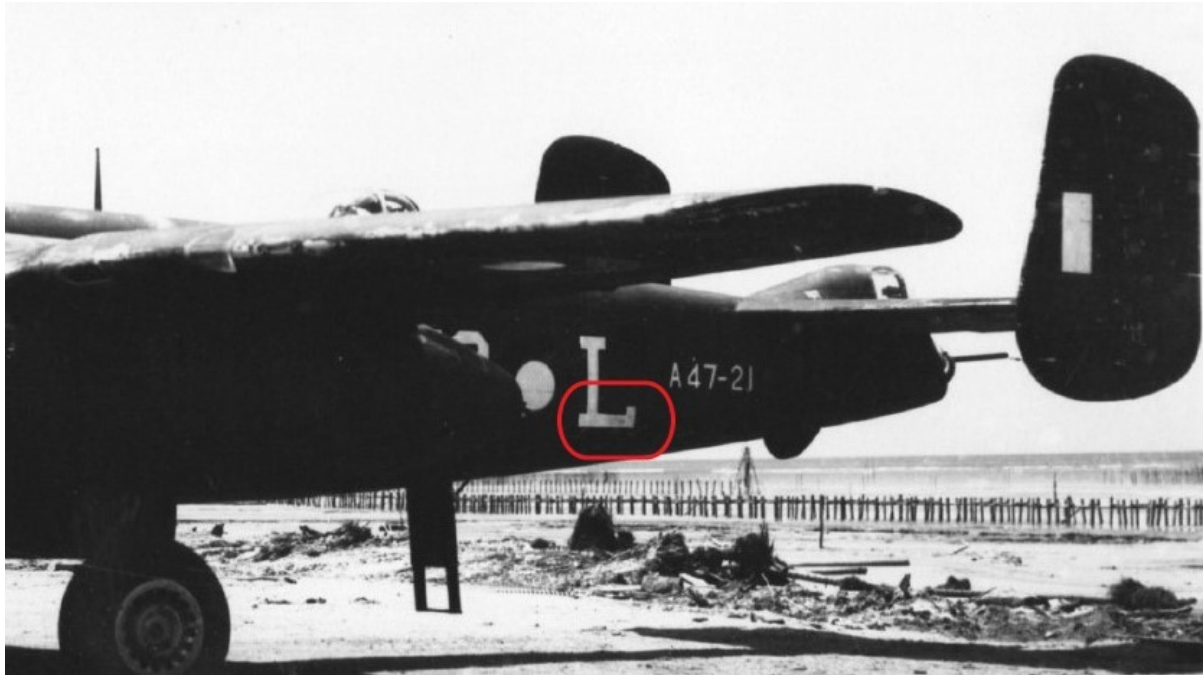
Code Letter Re-Assignments

It would seem that eight of 2SQN's B-25s had more than one identification letter assigned at some point during their service.

A47-7	KO-X	became	KO-S
A47-13	KO-S		KO-D
A47-15	KO-R		KO-X
A47-18	KO-J		KO-O
A47-21	KO-I		KO-L
A47-23	KO-M		KO-T
A47-25	KO-U		KO-J
A47-28	KO-B		KO-M

Three of those initial assignments, on A47-7, -13 and -15 were very brief. Why their initial letter allocation was changed isn't clear. Something must have driven the change but, what? A47-7 last flew operationally as "X" on June 12th and began flying as "S" on June 14th, 1944. A47-13 last flew an operation as "S" on June 13th, that letter was then taken over by A47-7 who began flying as "S" the next day, June 14th. A47-13 then began flying operationally as "D" on June 17th. A47-15 last flew as "R" on June 22nd and began flying as "X" the next day, June 23rd.

For the other re-allocations: A47-18 was KO-J until it left 2SQN for 14ARD during early July 1945. The letter “J” was taken over by A47-25 which returned to 2SQN from 14ARD a few days after -18’s departure. A47-18 returned to 2SQN during early August 1945 and was allocated the individual identification letter “O”.



This is a cropped version of a well-known image of No. 2 Squadron’s A47-21/KO-L taken at Sepinggang Airfield, Borneo, during the third quarter of 1945. It is one of those not too common examples of a period photograph clearly showing both serial number and code letter – and one which leads many to assume that the evidence that they can clearly see in the image translates into, “if it was so when the photograph was taken, then it must have always been so”. Notice the extension of the serif to change the “I” into an “L”. A47-21 spent the majority of its 2SQN life as “KO-I”. I believe that the code letters and serial number are in RAAF Sky Blue. [AHM of WA image P017044].

A47-21 was KO-I and became KO-L in lieu of A47-16 sometime after 30th June, 1945, when 2SQN was officially informed that A47-16 wouldn’t be returning to the Squadron. This is something of an anomaly because it was re-coded whilst still actively serving with the Squadron. Every other example of a 2SQN B-25 being re-coded during 1945 was after the subject airframe returned to the Squadron from 14ARD – which also suggest that, in those circumstances, the airframe had been repainted. AFCO A3/43, which was still current, stipulated that “... [a]ircraft under repair or being reconditioned ... which require to be repainted, are not to have code letters applied”²⁶⁴ A47-21 did not receive a full re-paint, only receiving an application of Black over its original US Neutral Grey 43 and the application of the letter “L” is visible in photographs as being merely a simple modification of the pre-existing letter “I”.

A47-23 was KO-M until it left the Squadron for 14ARD after mid-March, 1945. The letter “M” was then taken over by A47-28, the former KO-B, when it returned to the Squadron from 14ARD during early June. When A47-23 eventually got back to 2SQN around mid-August, 6-days after A47-18 had returned, it was assigned the letter “T”.

²⁶⁴ 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.

A47-25 was KO-U until it was sent off to 14ARD during early-March, 1945. When it returned to 2SQN, repainted in overall Foliage Green, in July, 1945, it was assigned the recently vacated letter "J", see A47-18, above.

A47-28 was KO-B until it left 2SQN for 14ARD towards the end of March, 1945. As mentioned above, when it returned in June, now no doubt repainted in overall Foliage Green, it was assigned the vacant letter "M".

2SQN B-25 Initial Delivery Sequence

1944

25 th April	A47-16, A47-17, A47-20	
9 th May	A47-4 ²⁶⁵	
10 th May	A47-19	
20 th May	A47-5, A47-10, A47-15	
22 nd May	A47-9	
27 th May	A47-14	
3 rd June	A47-6, A47-13	
6 th June	A47-7, A47-18	
12 th June	A47-12	
18 th June	A47-3	
27 th June	A47-1	
29 th June	A47-26, A47-27 [first two B-25J's]	
7 th July	A47-11	
17 th July	A47-8, A47-23	
24 th July	A47-22	
29 th July	A47-25	
6 th August	A47-2	
20 th August	A47-21, A47-29 [29: third B-25J]	
3 rd September	A47-31	[B-25J]
7 th September	A47-28	[B-25J]
19 th October	A47-32	[B-25J]
8 th November	A47-34	
1 st December	A47-33	
6 th December	A47-39	[B-25J]

1945

22 nd March	A47-37	
22 nd April	A47-36	
12 th May	A47-35	
26 th June	A47-43	[B-25J]
27 th June	A47-41	[B-25J]

²⁶⁵ This was the date recorded for its "Allotment" to 2SQN which was subsequently recorded as being cancelled. This aircraft, however, is believed to have been delivered to NWA and to 2SQN possibly during May, 1944.

Here is a tabular analysis of the accuracy of the identification letter to serial number associations for each of 2SQN's B-25's in NWA for which an identification has been made. Entries for aircraft that flew on operations with 2SQN *after* it left NWA are not included in this table because of the lack of suitable primary source documentation (within which the necessary information was extracted) to compare with the Squadrons A50/A51 entries. Some aircraft are missing from the table altogether and they are those that didn't fly on operations with 2SQN prior to leaving NWA, specifically: A47-4, -35, -36, -41 and -43. The aircraft that flew on operations with 2SQN after leaving NWA but with a different alphabetic identity were: A47-18 ("O"), -21 (as "L"), -23 ("T"), -25 (as "J"), and -28 (as "M"). Accuracy equals "Tasked and Recorded" divided by the sum of "Tasked and Recorded", "Tasked but Not Recorded" and "Not Tasked but Recorded", multiplied by 100.

Serial	Letters	Tasked	Known Cancellations	Tasked and Recorded in A51 as Flying	Tasked but Not Recorded (Apparently replaced by...)	Not Tasked but Recorded (Apparently replaced...)	Accuracy (%)
A47-1	KO-Q	45	6	38	1	0	97.4
A47-2	KO-Z	35	2	32	1	0	96.9
A47-3	KO-Y	27	3	24	0	0	100
A47-4	KO-H	1	0	0	1	1	0
A47-5	KO-N	46	8	38	0	0	100
A47-6	KO-P	23	2	21	0	0	100
A47-7	KO-X	3	1	2	0	0	100
	KO-S	46	7	37	2	1	92.5
A47-8	KO-E	11	1	10	0	0	100
A47-9	KO-V	38	4	34	0	0	100
A47-10	KO-W	44	2	41	1	0	97.6
A47-11	KO-C	29	1	28	0	1	96.5
A47-12	KO-B	14	0	14	0	0	100
A47-13	KO-S	2	0	2	0	0	100
	KO-D	17	0	16	1	0	94.1
A47-14	KO-F	43	5	38	0	0	100
A47-15	KO-R	3	0	3	0	0	100
	KO-X	24	2	24	0	0	100
A47-16	KO-L	54	1	51	2	1	94.4
A47-17	KO-O	28	4	22	2	3	81.4
A47-18	KO-J	54	6	46	2	1	93.8
A47-19	KO-G	50	9	41	0	1	97.6
A47-21	KO-I	27	2	24	1	0	96.0
A47-22	KO-T	41	2	38	1	1	95.0
A47-23	KO-M	27	6	21	0	2	91.3
A47-25	KO-U	46	6	38	1	1	95.0
A47-26	KO-K	47	3	43	1	1	95.5
A47-27	KO-A	24	2	22	0	0	100
A47-28	KO-B	16	1	13	2	0	86.6
A47-29	KO-H	1	0	1	0	0	100
	KO-D	33	3	30	0	0	100
A47-31	KO-P	25	2	23	0	2	92.0
A47-32	KO-Y	20	0	20	1	0	95.2
A47-33	KO-R	2	0	2	0	0	100
A47-34	KO-E	21	6	15	0	0	100
A47-37	KO-V	1	0	1	0	0	100
A47-39	KO-C	15	1	14	0	0	100

As mentioned on the previous page, aircraft that were either delivered, or which received additional individual identification letter assignments, after the period covered by the primary source documents used to compile this work cannot be included in the above table because of a lack of evidence to show whether a particular machine was tasked, cancelled, or otherwise replaced or not. Since the only available source of information for that period is the units A50/A51 (which does not give the necessary type of information), there is nothing to compare.

The highest accuracy figure recorded was 100% on 18 occasions. The lowest accuracy figure recorded was 0%. Except for A47-4 (used on one occasion as a replacement and therefore receiving a serial number to tasked aircraft letter accuracy of 0%), none of the individual accuracy figures comes close to being low enough to attribute to chance.



Although the quality of the image is poor this is, believe it or not, A47-25/KO-J, pictured at Sepinggang, Borneo, after the end of hostilities. As "KO-U", A47-25 was sent to 14ARD during March, 1945, and was returned to 2SQN, freshly repainted in overall Foliage Green, in July and re-coded "KO-J". Another image of this machine, taken at a northern Australian airfield after re-coding, showed the codes in a very light (although not white) colour – presumably RAAF Sky Blue with the individual identification letter repeated (again in Sky Blue) on the nose. Here, its relatively recently applied Disney "Goofy" nose art is plain to see. [AHM of WA image P015253].



Another poor-quality shot but, interesting never the less. Taken at Sepinggang, Borneo, after the cessation of hostilities, this line up of 2SQN B-25s shows A47-28/KO-M (the former "KO-B") wearing Foliage Green over Black camouflage and displaying a Disney type nose art which seems to depict a 10-gallon hat wearing character. Next in line is, I think, A47-14/KO-F, followed by A47-25/KO-J "Goofy" and then A47-21/KO-L. [AHM of WA image P015252].



A line up of 2SQN B-25's at Hughes (not Truscott as captioned by AHMWA) looking just about directly south with B-25D, A47-14/KO-F and B-25J, A47-27/KO-A, closest to the camera. Next *might* be A47-25/KO-U (or it might be a sneaky shot of A47-4/KO-H) followed then by A47-13/KO-D; the remainder of the line-up is unidentified. The first six aircraft appear to be in original US OD41. It isn't possible from this shot to determine if the undersides were still NG43 or of any of them had received an application of black. The code letters on "KO-F" and "KO-A" do not seem to be the same colour as each other, on the third aircraft they are nearly impossible to see and on "KO-D" they are very low contrast, very similar to "KO-A". I reckon that "KO-A" and "KO-D" are likely MSG (Medium Sea Grey). "KO-F" seems to be slightly lighter but not light enough to be SB (Sky Blue) – perhaps another example of a golden yellow colour? "KO-A" later received SB codes outlined in black and images of "KO-F" after it received black undersides clearly show MSG codes and serial. The very pale rendering of the dirt in the foreground – which looks like beach sand but isn't because it's actually a dark reddish-brown – and the good haze penetration suggests to me the use of a red filter similar to a Wratten B No.25. The duty pilot's tower is on the other side of the runway, right of centre. [AHM of WA image P920771].



Same line up, viewed from the tower side of the strip and looking south east – the tower has been cropped out, but was at the extreme right of the shot; the pole in the foreground at the extreme left of the image supports a windsock. It is difficult to see in this rendering of the photograph, but the two aircraft parked at the extreme left-hand side of the photo (on the other side of the runway) are "KO-F" and "KO-A" and the closest aircraft of the two parked on the extreme right-hand side of the photo (on this side of the runway) is A47-23/KO-M and the aircraft behind it is a "J" model. Fourteen B-25s are in this shot, two are in Natural Metal Finish. Three of the B-25s appear to be "J" models. Excellent haze penetration and the near white rendering of the red dirt in the foreground again suggests the use of a red filter. [AHM of WA image P920770].



Unfortunately of relatively poor quality, this is however a very useful image showing the 2SQN flight line at Sepinggang, Borneo during the third quarter of 1945. Considering the six aircraft in the closest half of the shot – the two on the left are B-25D's A47-5/KO-N and A47-14/KO-F (see also p141). The four on the right start with B-25J's A47-26/KO-K and A47-27/KO-A then B-25D's A47-(unknown) and A47-25/KO-J. The closest two, B-25J's A47-26/KO-K and A47-27/KO-A, are both wearing their original OD41 camouflage and both now have black undersides. Both have SB codes and serials although the individual identification letter of "K" has been repeated on the nose in black, unlike "KO-A". A47-27/KO-A usually appears very pale in most shots but see here that it is very similar in hue to "KO-K" and to both "KO-N" and, especially, "KO-F" (which often appears quite dark) parked opposite. Compare that, though, with the two B-25D's in this image. These two appear very dark and are both wearing RAAF Foliage Green. The closest of those is, unfortunately unidentified, but the farthest is A47-25/KO-J, the former "KO-U" and the very last B-25D built. *[Image via Stuart Kirkham, adf-serials facebook].*



This is A47-15/KO-X in US OD41 over RAAF black. It was received by 2SQN on 20MAY44 and initially coded "R". It flew its last operation as "R" on June 21st and its first as "X" the next day. And yes, I reckon they're probably golden-yellow code letters. During a strafing attack on a Japanese vessel on 19JUL44, it was struck by machine gun calibre anti-aircraft fire which killed the turret gunner, WOFF I.S. McCallum and seriously injured the other Wireless Operator Air Gunner, WOFF V.A. Muir. Fuel and hydraulic lines were ruptured and the rudder cables shot away. The attack was broken off and the aircraft was escorted back to base. *[Image via Mike Mirkovic, adf-gallery.com.au].*



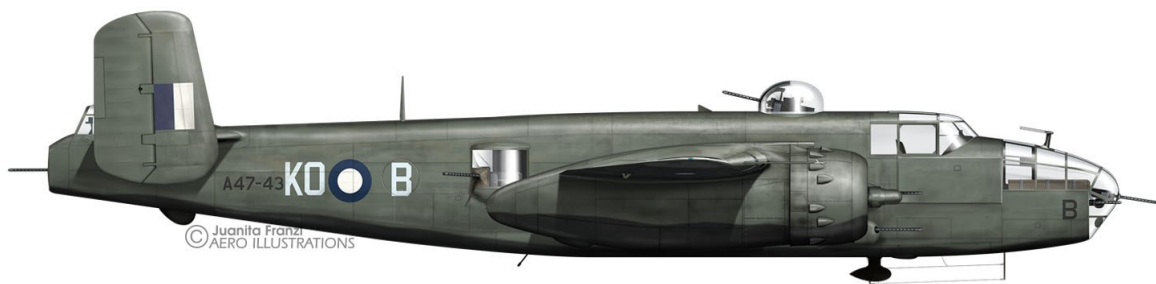
A47-13/KO-D was received by 2SQN on 03JUN44 and initially coded "S". It was re-coded "D" between the 14th and 16th of June. On 6th August, it was destroyed when it crashed fatally about 18 km's east of Adelaide River. The aircraft was one of three aircraft conducting bombing practice with 250-lb Armour Piercing bombs. Individual bombs had been successfully dropped on two previous passes, but on the third, the selected bomb failed to release. A fourth pass was made in order to salvo the bombs which seemed to occur normally until the bombs had fallen 50 to 100 feet below the aircraft when an explosion occurred. The aircraft burst into flames and, with the undercarriage down, the aircraft entered a gentle dive, giving the appearance of an attempt at a forced landing, but which continued until the aircraft struck trees and exploded. Miraculously, two of the seven on board survived, although seriously injured. [*Aviation Heritage Museum of WA image P025874 via Mike Mirkovic*].



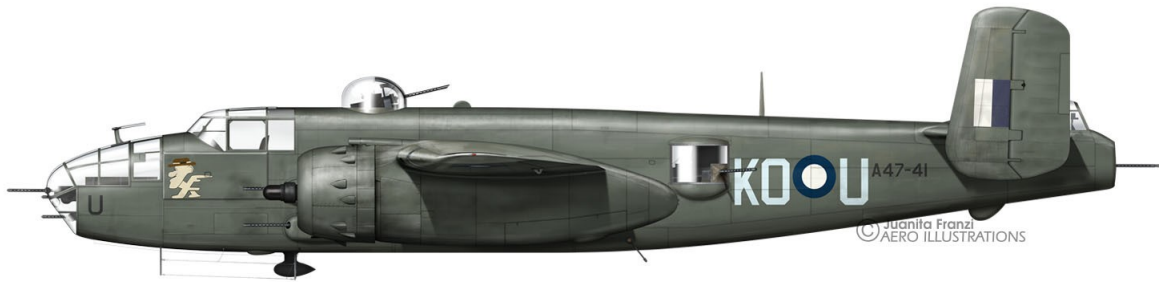
A47-25/KO-J, the former "KO-U". This was the very last B-25D off the production line and is seen here evidently in Australia and presumably post-war (all armament removed). [*via ADF-Serials facebook*].



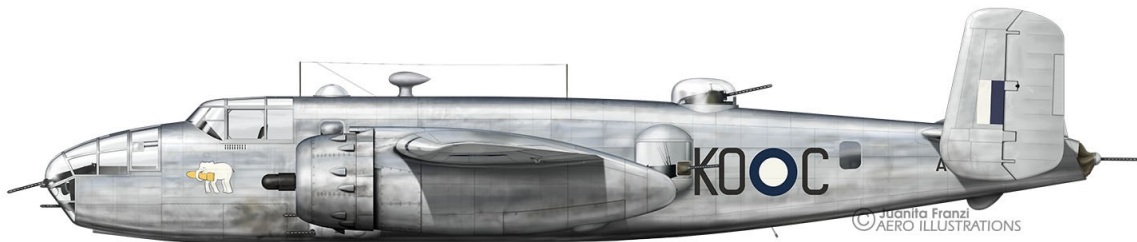
A post-war shot of A47-29/KO-D in storage at, presumably, Amberley. Whilst most other 2SQN B-25s either had their NG43 undersides repainted in black or lost their original factory scheme altogether by being either stripped of paint or being repainted in Foliage Green, this picture shows that A47-29 retained its original factory camouflage scheme of OD41 over NG43 throughout its 2SQN service; perhaps the only machine to do so. The Empty Shell Deflector is evident underneath the nose. [Via Wayne Greer, *adf-serials* facebook].



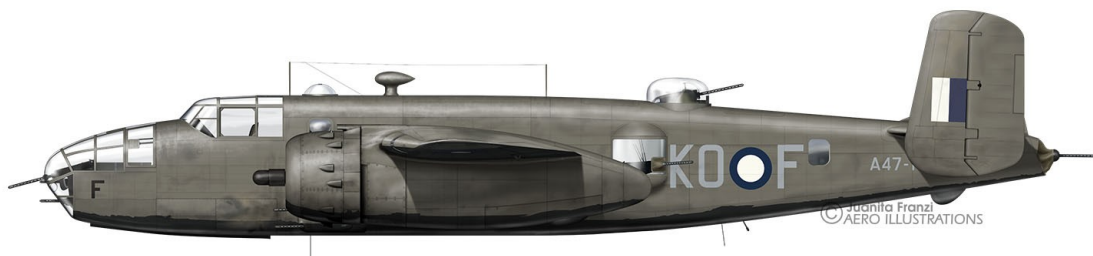
This is an illustration of B-25J-25-NC, A47-43/KO-B. The reference photo showed the aircraft wearing RAAF Foliage Green over Black with the serial number and individual identification letter (on nose) in Black and Sky Blue code letters. It arrived at 2SQN towards the end of June, 1945 and wasn't used operationally until September, flying 8 operations during that month. It arrived too late to be covered by the documentation used in this research. [Copyright Juanita Franzi, *Aero Illustrations*, drawing B25J-172].



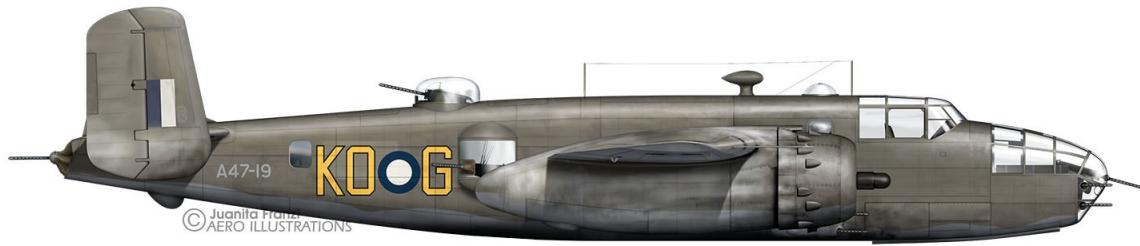
B-25J-25-NC, A47-41/KO-U in overall RAAF Foliage Green with RAAF Sky Blue codes and Black serial number. This aircraft was received by 2SQN at Hughes, late in June, 1945 and did not fly operationally from Australia. After deploying to Borneo, it flew 5 operations during August and an additional 9 in September. This activity occurred too late for it to be included in the data from which this research has been based and therefore, it doesn't appear in the previous tables. Juanita has done a tremendous job interpreting the nose art. [Copyright Juanita Franzi, Aero Illustrations, drawing B25J-161].



B-25D-35-NC, A47-11/KO-C, "Petunia", was the earliest of three (known) Natural Metal Finish B-25s to serve with 2SQN. It flew its first operation on 25JUL44. By the time it force landed on Bathurst Island on 05DEC44, it displayed a bomb log of nine bomb symbols – by which time it had successfully completed 27 operations. It was during the course of its 28th operation that it was hit by Japanese Anti-Aircraft fire whilst strafing a beached barge. Fuel tanks in the starboard wing were ruptured as were hydraulic lines. The starboard engine was shut down as a precaution due to the risk of igniting the fuel streaming from the damaged tanks. Fuel was pumped from the starboard side until the generator on the port engine failed. The port engine eventually stopped due to fuel starvation and the aircraft was successfully force landed (wheels and flaps up due to hydraulic failure) on a mud flat on Bathurst Island; the aircraft skidded for about 400 meters and came to rest in mangroves at the edge of the mud flat. No injuries were sustained by the crew. In addition to the bomb log, the aircraft carried nose art of an elephant holding a yellow bomb with its trunk. It isn't known if the name "Petunia" was displayed or not – it wasn't visible on the nose art reference photo; but that didn't show the entire area below the cockpit. [Copyright Juanita Franzi, Aero Illustrations, drawing B25D-031].



B-25D-35-NC, A47-14/KO-F, was received by 2SQN on 27MAY44 and flew its first operation on 13th June. It flew its 44th and last operation in September, 1945. It is illustrated here as it would have appeared after returning to the Squadron in mid-January, 1945, wearing its original US factory applied Olive Drab 41 (OD41) camouflage but with RAAF Black applied over the original Neutral Grey 43 (NG43). Code letters and serial number here are RAAF Medium Sea Grey (MSG – RAAF K3/183). It had RAAF roundels in all six positions. [Copyright Juanita Franzi, Aero Illustrations, drawing B25D-041].



A47-19/KO-G, a B-25D-35-NC, shown here as it appears in the photograph (pp80 and 91) in its delivery scheme of US OD41 over NG43. Most, if not all, B-25s delivered to 2SQN prior to November, 1944, would have been in this factory camouflage scheme. A47-19 was initially received by 2SQN on 26APR44 and flew its first operation on 23JUN; it had been replaced by other machines for its first two tasked operations on 21 and 22JUN. [Copyright Juanita Franzi, Aero Illustrations, drawing B25D-062].



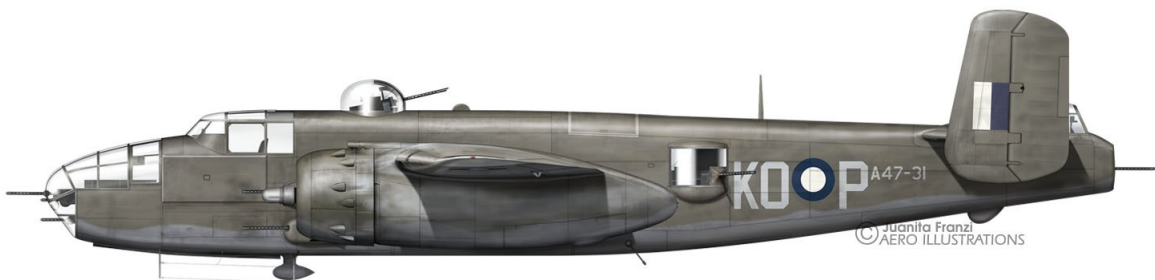
A47-19/KO-G again, this time as it appeared in mid-1945. Between June and November, 1944, this aircraft had successfully completed 35 operations (including being damaged in action on its 19th) and had RTB'd from another 3. It had had some serviceability issues and was tasked but replaced on another 6 operations. By mid-November, it had fallen due for a 240-hourly and was sent to 14ARD at Gorrie who subsequently placed the aircraft in storage. 2SQN received it back again on 19FEB45, now finished in RAAF Foliage Green – it isn't known when the Black would have been applied (by 14ARD or 2SQN?). It was weather cancelled at its first two attempts at operations after returning to the Squadron and eventually flew 4 ops (1 in March and 3 in April, 1945). It is shown here as it appeared in the photograph reproduced on p72. It carried a 24-symbol bomb log (it had flown 39 by this stage) and was soon to receive a machine-gun carrying winged-bug nose art (see below). The aircraft deployed with the Squadron to Sepinggang, Borneo, and completed a further 5 operations during September, 1945, until it was destroyed in a fatal accident during the course of its sixth, on 15SEP45, killing everyone on board: the crew of six and two passengers. [Copyright Juanita Franzi, Aero Illustrations, drawing B25D-071].



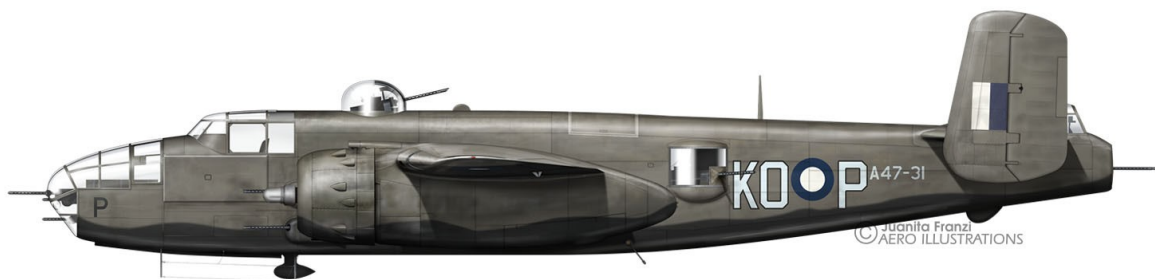
This is the nose art that A47-19/KO-G received shortly before deploying to Sepinggang. The colours are not certain. I'm confident that the bomb log was Yellow. It seems reasonable to assume that the bug was green, but the back ground colour, whilst similar in tone to the bomb log, was slightly darker – was it Yellow, a more orange colour, maybe even a shade of Green? Whatever the background colour, the art work has been beautifully rendered by Juanita. [Copyright Juanita Franzi, Aero Illustrations, drawing B25D-0811].



Another B-25D-35-NC, A47-25/KO-J, ex N5-215 and 43-3869. This aircraft was the very last B-25D Mitchell built. It was initially received by 2SQN on 29JUL44 and was coded "KO-U". During its early service it would have been finished in standard factory camouflage of OD41 over NG43. An image of this machine appears in Phil H Listemann, *Allied Wings No.9, The North American B-25 in RAAF Service* (2011) 9, and shows it wearing OD41 over Black with mid-toned codes (too dark to be Sky Blue and too light to be MSG and obviously completely different from the serial; see discussion on pp87-93) and MSG serial. The fact that it served continuously with the Squadron until early-March suggests that the Black under-surface camouflage was applied by 2SQN; this suggests a similar likelihood for other aircraft similarly treated. After a period with 14ARD from early-March, it returned to 2SQN in July, 1945, camouflaged in Foliage Green (FG – RAAF K3/177) over-all and received the new individual identification letter "J" applied in Sky Blue (SB – RAAF K3/195). The serial number was very pale and may or may not have been MSG. It would have received its Disney "Goofy" character nose art around about the time the Squadron deployed to Sepinggang from where it flew its final 3 operations, making a total of 41 completed operations. The colours of the nose art, as depicted, are not certain. [Copyright Juanita Franzi, Aero Illustrations, drawing B25D-051].



B-25J-10-NC, A47-31/KO-P. Shown here in its original delivery scheme of US OD41 over NG43 wearing MSG codes and serial number. It was received by 2SQN on 02SEP44 and commenced operational flying two weeks later. It flew 19 operations between then and the end of 1944. [Copyright Juanita Franzi, Aero Illustrations, drawing B25J-141].



A47-31/KO-P again. This time as it appeared during the third quarter of 1945, still wearing US OD41 upper camouflage but now with Black undersides and Black bordered Sky Blue codes; the serial number may or may not have been Medium Sea Grey. This aircraft flew 6 operations during March/April, 1945, from Hughes. It deployed with the rest of the Squadron to Sepinggang, Borneo and flew a further 12 operations during the August/September, 1945 period. [Copyright Juanita Franzi, Aero Illustrations, drawing B25J-151].

B-25 Models and Serial Numbers

Ex NEI B-25 models and serial numbers used by Number 2 Squadron.²⁶⁶

B-25D-25-NC

N5-168 / GM-Y	42-87416	to RAAF as	A47-35
N5-171 / GM-V	42-87255		A47-36
N5-174 / GM-C	42-87258		A47-37
N5-175	42-87259		A47-33

B-25D-30-NC

N5-181	43-3423	to RAAF as	A47-3
N5-183	42-87607		A47-1
N5-186	42-87608		A47-34
N5-187	43-3422		A47-2
N5-189	43-3424		A47-4
N5-192	43-3426		A47-5
N5-193	43-3427		A47-6
N5-194	43-3607		A47-7
N5-195	43-3613		A47-8

B-25D-35-NC

N5-190	43-3830	to RAAF as	A47-22
N5-196	43-3621		A47-9
N5-197	43-3623		A47-10
N5-198	43-3624		A47-11
N5-199	43-3625		A47-12
N5-200	43-3626		A47-13
N5-201	43-3766		A47-14
N5-202	43-3767		A47-15
N5-203	43-3768		A47-16
N5-204	43-3769		A47-17
N5-205	43-3770		A47-18
N5-206	43-3790		A47-19 (Baugher notes "conflict here")
N5-207	43-3791		A47-20
N5-212	43-3832		A47-23
N5-213	43-3789		A47-21
N5-215	43-3869		A47-25
N5-216	43-3867		A47-24

²⁶⁶ Joe Baugher web site http://www.joebaugher.com/usaf_bombers/b25_23.html at 18th October 2013.

B-25J-1-NC				
	N5-220	43-27689	to RAAF as	A47-26
	N5-219	43-27691		A47-27
B-25J-5-NC				
	N5-224	43-27927	to RAAF as	A47-28
	N5-225	43-27928		A47-29
B-25J-10-NC				
	N5-227	43-28181	to RAAF as	A47-32
	N5-229	43-28185		A47-30
	N5-231	43-28183		A47-31
B-25J-15-NC				
	N5-232	44-29021	to RAAF as	A47-38
	N5-235	44-29024		A47-39

Units and their Locations

1AD	No. 1 Aircraft Depot	RAAF Laverton, Victoria.
2AD	No. 2 Aircraft Depot	RAAF Richmond, New South Wales.
2AP	No. 2 Aircraft Park	Bankstown, New South Wales.
2SQN	No. 2 Squadron	Hughes, Northern Territory.
3AD	No. 3 Aircraft Depot	RAAF Amberley, Queensland.
4RSU	No. 4 Repair and Salvage Unit	Pell, Northern Territory.
14ARD	No. 14 Aircraft Repair Depot	Gorrie, Northern Territory.
18RSU	No. 18 Repair and Salvage Unit	Pell, Northern Territory.

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Control Officer's Watch Log (Truscott). AWM66, 22/1/22.

Control Officer's Watch Log (58OBU Truscott). AWM66, 22/1/23.

North Western Area Operations Room Record 9th to 16th JUNE 1944. AWM66, 15/1/115.

North Western Area Operations Room Record 17th to 24th JUNE 1944. AWM66, 15/1/116.

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