

*The Identification  
of  
Various Aircraft*

being, in this case,

Beaufort Mk VIII  
Aircraft

of

Number 1 Squadron, RAAF

during the period

March, 1944 to January, 1945

and of

Number 2 Squadron, RAAF

during the period

January to May, 1944.

Garry Shepherdson

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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.

Thanks to the Aviation Heritage Museum of WA and their Photographic Librarian, Mike Mirkovic for supplying a number of digitised photographs.

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

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

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

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

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

# Introduction

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

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

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

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

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

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

## Background to Identification Letters

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

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

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

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

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

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

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

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



The squadron code letters accordingly chosen for Number 1 Squadron were “NA” and for Number 2 Squadron, “KO”.



The aftermath of an accident at Milingimbi on June 17<sup>th</sup>, 1944, during which Number 1 Squadron Beaufort, A9-576/NA-A, which was awaiting take-off for mission Gould 6, was hit by a Boomerang from Number 83 Squadron, A46-125/MH-K (Whiting Red 2), which was returning from its part in mission Milingimbi 10. This image is very interesting since it shows that A9-576 was still wearing its former 2SQN identity of “KO-Z” – at least on the starboard side. It shows the Number 2 Squadron code letters “KO” and the individual identification letter of “Z”. Was this aircraft marked “NA-A” on the port side? The aircraft was later repaired and returned to service with 1SQN as “NA-H”. [Image: F.F. Smith via Roger Hayward *The Beaufort File* (1990) 88].

## Methodology

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

Having been a Communications Operator in the RAAF for several years, I guessed that call signs might provide a clue. Call signs would most likely be found in things like radio logs, navigation logs, copies of signal traffic and such like. Investigations along that line soon turned up exactly the sort of

information that I was after, the vast majority of which, I was certain, hadn't been seen for many, many decades and never used before.

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

## Primary Source Documents Used to Establish Evidence

### *Operational Source: Form Mauve*

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

This is an example of a Number 2 Squadron Form Mauve from early April, 1944:

HUG/M2/2 Apr (A) HUG41/2 Apr (B) Strike Dilli (C) (1) Attack Dilli town Target Area 4436 6241 6237 4432 Target Photo number 1 (2) 5G (3) HUG41/23456 KO-ZQBRT S/L Lee F/Sgt Pierce F/Sgt Hocking F/O Coughlan F/Sgt Dinsdale (4) 020830Z 020835Z 020840Z 020845Z 020850Z (5) 310 T 82 NM to Cape Fourcroy 302 T 302 NM 345 T 37 NM 175 T 37 NM 122 T 302 NM to Cape Fourcroy 130 T 82 NM to Base (7) 021130Z to 021200Z (9) 1500 (11) 021445Z (G) 6490 Kcs to 020900Z thereafter 3760 Kcs (H) LG7-ZQBRT R/T Conduct to 021200Z thereafter GH6-ZQBRT R/T Measles (J) 4 x 250 GP inst inst 2 x 250 incendiaries.<sup>4</sup>

It commences with the identification letters of the operational base that had originated the Mauve, then the Mauve type and number (for that day) and the date. "HUG/M2/2 Apr" literally means: Hughes / Mauve number 2 / of 2<sup>nd</sup> April.

Paragraph A contains the Operation Title and the date of the operation. The Title of an operation was made up of the identification letters of the operational base from which the mission originated (not necessarily from where it launched from) 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 8<sup>th</sup>, 1942, but a never-ending loop from 1 to 49 which kept rolling around and around. If the operation was authorised by the Commanding Officer of

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<sup>4</sup> HUG/M2/2 Apr in AWM66, 15/1/104.

a squadron, then the identification letters were followed by a sequential number between “51” and “99”. The next number after “99” was “51”.

Paragraph B described what sort of operation the Mauve related to, in this case a Strike (on Dilli).

Paragraph C, sub-paragraph 1, gave the target area information including grid references. Sub-paragraph 2, contained the number and type of aircraft that would perform the operation. The type of aircraft was usually referred to by a single letter code found in Identification Letters for Aeroplanes.<sup>5</sup> The letter “G” signified Beaufort aircraft so, “5G” meant: five Beaufort’s.

Sub-paragraph 3, contained the Aeroplane Identification Group which was the Operation Title, in this case: “HUG41” combined with the duty numbers, in this case: “23456” (which meant duties 2, 3, 4, 5 and 6) – so, the Aeroplane Identification Group for duty 4, for example, was “HUG414”. This sub-paragraph also contained the identification letters of the participating aircraft, in duty number order: “KO-ZQBRT” which meant aircraft “KO-Z”, “KO-Q”, “KO-B”, etc and the aircraft captain’s rank and surname, also in duty number order.

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 first departure time of “020830Z” therefore, was 0830 hours (8:30 am), Zulu time on the 2<sup>nd</sup> which equates to 6 pm local time on the 2<sup>nd</sup>, with the other aircraft departing at 5-minute intervals.

Sub-paragraph 5 was the flight route and shows the tracks (in degrees True) and distances (in nautical miles) from Hughes. Sub-paragraph 7 was the time on target, sub-paragraph 9 the height of the aircraft when crossing the coast, outbound and sub-paragraph 11 was the estimated time of arrival back at Hughes (for the last duty).

Paragraph G contained the frequencies to be used. Normally, a primary and a secondary frequency would be included, but in this example, only two primary only frequencies were nominated – a day-time frequency, “6490” and a night-time frequency, “3760”, with the change over time. “6490” means 6,490 kilocycles (kcs) – or, in more modern terms, kilohertz (kHz) which is 6.490 megahertz (MHz). Night-time HF (High Frequency) allocations tend to be below about 5 or 6 megs because of the different propagation of HF radio waves due to changes to the ionosphere at night.

Paragraph H listed the W/T (Wireless Telegraphy) and, in this case, R/T (Radio Telephone) call signs to be used on the frequencies previously nominated. 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

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

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 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: HUG414) was not a call sign, either W/T or R/T.

The W/T call signs "LG7-ZQBRT" meant that duty 2 was "LG7Z", duty 3 "LG7Q", etc. until the call sign change over time (which was three hours after the change over from the day-time to night-time frequency) when they would become "GH6Z", "GH6Q", etc, respectively. Note that the suffix letters align with the aircraft identification letters. Typically for the nomination of R/T call signs during this period, only the collective call sign was nominated – "Conduct" during the day and "Measles" during the night. In actual fact, each duty would have had their own individual identification letter as a suffix to these call signs, just as they did for W/T call signs so, duty 2 was "LG7Z" and "Conduct-Z" during the day, becoming "GH6Z" and "Measles-Z" at night. It was not common for the individual suffix letter to be nominated for R/T call signs in Forms Mauve, although it did occur from time to time.

Paragraph J was the bomb-load to be carried. Sometimes it was the combined load, sometimes the individual load. In this case, each aircraft would be loaded with four 250-lb General Purpose bombs fitted with an instantaneous nose fuse as well as an instantaneous tail fuse plus two 250-lb Incendiary bombs.

To pick out the particulars for Hughes 41 duty 4 we would find that the nominated aircraft was KO-B, the assigned pilot: Flight Sergeant Hocking and the estimated time of departure from Hughes of 020840Z, (0840 hours (8:40 am) Zulu time on the 2<sup>nd</sup> which equated to 6:10 pm local time on the 2<sup>nd</sup>). The route, like the other aircraft, would be an initial track and distance from Hughes of 310° True for 82 nautical miles to Cape Fourcroy, then a slight left turn onto 302° for 302 nautical miles, then right onto 345° for 37 nautical miles to the target, 175° at 37, then 122° at 302 to Cape Fourcroy and 130° at 82 back to Base. Time on Target would be between 021130Z and 021200Z (9 pm and 9:30 pm Darwin local time) and their outbound altitude was planned to be 1,500 feet. The general estimate for their return to Hughes was 021445Z (12:15 am local time on the 3<sup>rd</sup>). Their day and night frequencies were as discussed earlier with duty 4 likely to be on the day-time frequency for only twenty minutes or so. Their W/T and R/T call signs were LG7B and Conduct(-B) until 9:30 pm Darwin local time, then changing to GH6B and Measles(-B). Bomb load as discussed in the previous paragraph.

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 used to compare the specific mission and call sign information with that from the relevant Forms Mauve.

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

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

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

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

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

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

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

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

- U/E = Unit Establishment.
- I/E = Initial Equipment.
- I/R = Immediate Reserve.

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

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

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

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

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

## 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 supporting information 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 1<sup>st</sup>, 1944, none of these records seem to remain in existence. They would have been collected, just as they were prior to September 1<sup>st</sup>, 1944, but they have either since been lost or destroyed. Operations Room records from Number 79 Wing, a constituent formation of North Western Area, *do* exist, covering the period August 1<sup>st</sup>, 1944, until May, 1945. The short coming with these records though is that 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 “apparently” replaced by another shows only that the correlation between the operational information and the unit records did not match on that occasion. It does not, in itself, prove that an aircraft was or wasn't replaced. As mentioned in the paragraph above, errors in these documents are common. Errors in the operational information tend to be relatively easy to identify – spelling mistakes, context errors or obvious misunderstandings. Errors in those documents relating to the identification of a certain aircraft, by code letters, call sign, etc, also tend to be obvious, because that type of information was usually repeated. Serial number errors in unit records can be nearly impossible to confirm unless the serial so 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) matches individual aircraft identification letters to specific aircraft serial numbers and,
- c) displays 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:

**Beaufort VIII  
A9-482**

The first line is the type and mark of the aircraft. In this case, the type: “Beaufort” and the mark: “Mark 8”.

The second line is the RAAF serial number of the aircraft. “A9” was the prefix given to Beaufort 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 “9” was the section identifier for Beaufort aircraft. So, “A9-482” meant: Aircraft, Beaufort, number four hundred and eighty-two.

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

<b>Mission/Duty Date</b>	<b>Aircraft Letters</b>	<b>W/T Call sign</b>	<b>R/T Call sign</b>	<b>Remarks</b>
GLD19/7 06/10	NA-D	4FND		Whitford.
GLD21/1 07/10	NA-D	IU74D		Simms.
GLD25/3 08/10	NA-A	HN2A		Kagi. Apparently replaced A9-475.
GLD30/1 11/10	NA-D	IU74D		Whitford.
GLD34/7 12/10	NA-D	HK8D		Simms.
GLD8/1 24/10	NA-D	TH32D		Replaced by A9-610.
GLD10/1 26/10	NA-D	TH32D		Whitford.

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 relevant 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 “NA” for Number 1 Squadron) and the aircraft’s individual identification letter (in this case “D”). 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 table above, 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 Gould 19 as duty 7 on 6<sup>th</sup> October. The assigned aircraft letters according to the acknowledgment Form Mauve were “NA-D”. The W/T call sign was “4FND”. There was no R/T call sign mentioned in the Form Mauve. The surname of the pilot on that flight was “Whitford”. Each un-highlighted row indicates that the aircraft letters tasked in the Form Mauve (in this case the “NA-D”’s) matches the serial number recorded in the Squadron’s Operations Record Book as having flown the task. It will also be noted that that individual letter, in this case “D”, 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 third row is highlighted in light green. This indicates that, according to the Squadron’s A51, this aircraft (A9-482) flew on mission Gould 25 on 8<sup>th</sup> October. However, according to the acknowledgment Form Mauve, the tasked aircrafts identification letters were “NA-A” and the W/T call sign suffix letter was “A” and this does not match the serial number of the aircraft for which this table refers. The aircraft captain’s surname was Kagi and a note is included suggesting that the tasked aircraft, aircraft “NA-A”, which was A9-475, was apparently replaced by the aircraft for which this table refers; this is because the Unit History Sheet records A9-482 as flying this mission and not A9-475. The table for aircraft A9-475 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 sixth row, highlighted in dark grey, shows that this aircraft was tasked to fly Gould 8 duty 1 on 24<sup>th</sup> October, but didn’t actually fly because it was replaced by another Beaufort aircraft, A9-610. In this case, the entry for this mission for the other aircraft, A9-610, will not be highlighted because the aircraft 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 A9-482 (NA-D) on that mission.

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

To individually cite each and every item of information found within any particular table would produce many more pages of citations than there are pages of aircraft tables therefore, these references have not been cited, but listed only in the bibliography. This should still provide enough specific guidance, by comparing dates, for anyone to find the exact primary source information that has been used in any given circumstance. Similarly, the aircraft type and serial number at the head of each page, can be taken to have come from the aircrafts own E/E.88 – see bibliography for details, if

it hasn't, it'll have a citation. Any text appearing before or after a particular table, that has been derived from something that wasn't my own opinion, experience or some widely established (general knowledge) fact, will also have a citation.

### **Purpose**

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.

**Beaufort VIII  
A9-361**

This aircraft was received by Number 1 Aircraft Depot (1AD) at RAAF Laverton, Victoria, from the Department of Aircraft Production (DAP) on July 14<sup>th</sup>, 1943 and was received by Number 13 Squadron (13SQN) on August 13<sup>th</sup>; it became a 2SQN machine on December 24<sup>th</sup>.<sup>8</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HGS17/3 14/1	KO-A	MF5A	Pongo	Hayes.

It was back at DAP on March 23<sup>rd</sup> to repair the skin surfaces of the centre section. 2SQN received the aircraft back again on April 18<sup>th</sup>, 1944.<sup>9</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG33/6 19/4	KO-J	ZM7J		Kuring.
HUG39/3 20/4				Coughlan. A51 only, no Green/Mauve.
HUG2/4 25/4	KO-J	UG3J	Choppy	Fileman. Replaced A9-578.
HUG31/1 06/5	KO-J	ON2J	Pongo	Ingram.
HUG39/2 10/5	KO-J	2JRJ		Simpson.
HUG44/2 11/5	KO-J	1SDJ	Bigot	Fileman.
HUG10/1 17/5	KO-J	1QIJ		Hocking.
HUG11/1 18/5	KO-J	GN4J		Hocking.
HUG20/4 20/5	KO-J	RV1J		Kuring. A51: 19/5 in error.
HUG25/3 22/5	KO-J	4MCJ		Weston.

On May 25<sup>th</sup>, it was received by Number 14 Aircraft Repair Depot (14ARD) at Gorrie for a 240-hourly prior to service with 1SQN who received the machine on September 27<sup>th</sup>, 1944.<sup>10</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD19/4 06/10	NA-X	4FNX		McAtee.
GLD22/4 07/10	NA-X	SV5X		Replaced by A9-489.
GLD25/2 08/10	NA-X	HN2X		Ottaway.
GLD34/6 12/10	NA-X	HK8X		Ottaway.
GLD37/9 13/10	NA-X	YJ9X	Bedlam	Apparently replaced by A9-603.
GLD46/4 16/10	NA-X	LF1X	Baggo	Bolton.
GLD47/2 17/10	NA-X	4QAX		DePassey.
GLD5/9 21/10	NA-X	YS4X		Ottaway.
GLD6/1 22/10	NA-X	TH32X		Hudson.

<sup>8</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-361 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

### A9-361 (continued)

On October 31<sup>st</sup>, it was received by Number 4 Repair and Salvage Unit (4RSU) for a double engine change and they gave it back to 1SQN on December 7<sup>th</sup>.<sup>11</sup>

1944 (continued)/1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD1/4 10/12	NA-X	1DW6X		Replaced by A9-576.
GLD9/2 13/12	NA-X	XY69X		Bamborough.
GLD15/6 15/12	NA-X	XY69X		Dean.
GLD37/4 22/12	NA-C	FK8C		Hobson. Apparently replaced A9-363
GLD38/6 23/12	NA-X	2SBX		Apparently replaced by A9-597.
GLD6/5 05/1	NA-X	ZK8X		Dean.

It was then sent down to 5AD at Wagga Wagga, New South Wales, during January, 1945, for an inspection and any necessary repairs and this marked the end of its operational service. It shuffled between Aircraft Depots and various Reserve Parks (storage) until being authorised for write-off during May, 1946.<sup>12</sup>

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<sup>11</sup> Ibid.

<sup>12</sup> Ibid.

**Beaufort VIII**  
**A9-363**

This machine was received from DAP by 1AD on July 15<sup>th</sup>, 1943 and went to 13SQN on August 12<sup>th</sup>. It was handed over to 2SQN on December 24<sup>th</sup>, 1943.<sup>13</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HGS26/6 18/1	KO-B	4DHB	Bonox	Henderson.
HGS46/5 29/1	KO-B	JO5B	Boatrace	Hocking.
HGS48/3 30/1	KO-B	LF1B		Hocking.
HGS7/2 02/2	KO-B	ZN4B		Hocking.
HGS9/2 03/2	KO-B	HN2B		Weston.

A 240-hourly was carried out in-house by 2SQN after February 6<sup>th</sup>.<sup>14</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG36/5 30/3	KO-B	LR2B Y54B	Astra Reluct	Squires. RTB U/S. C/S change over 301200Z.
HUG37/5 31/3	KO-B	JS5B 3ZGB	Cricket Uproar	Squires. C/S change over 311200Z.
HUG41/4 02/4	KO-B	LG7B GH6B	Conduct Measles	Hocking. C/S change over 021200Z.
HUG45/4 04/4	KO-B	VN2B FO5B	Hoodlum Dawdle	Weston. C/S change over 041200Z.
HUG48/2 06/4	KO-B	FP8B		Hocking.
HUG6/2 09/4	KO-B	FM7B		Pierce.
HUG9/1 10/4	KO-B	2SPB		Weston.

On April 15<sup>th</sup>, 1944, 4RSU took charge of this machine for an engine change and it was handed back over to 2SQN on May 11<sup>th</sup>.<sup>15</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG48/7 12/5	KO-B	XM8B	Armada	Pierce. Replaced A9-388.
HUG3/2 13/5	KO-K	JC9K	Mantel	Slater. Apparently replaced A9-388.
HUG2/3 13/5	KO-B	DN8B	Bisto	Apparently replaced by A9-519.
HUG4/1 14/5	KO-B	LF1B		Replaced by A9-562.
HUG16/1 19/5	KO-B	HP4B		Hill.
HUG18/1 20/5	KO-B	GP8B		Hill.

<sup>13</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-363 in Aircraft Status Cards Beaufort A9-700 to A9-746, A9-1001, L4488; NAA: A10297, BLOCK 74.

<sup>14</sup> Ibid.

<sup>15</sup> Ibid.

### A9-363 (continued)

The aircraft was given to 14ARD on May 25<sup>th</sup>, 1944 and eventually handed over to 1SQN on September 30<sup>th</sup>, 1944.<sup>16</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD22/3 07/10	NA-C	SV5C		Tutt.
GLD33/2 12/10	NA-C	OR3C		Tutt.
GLD44/2 15/10	NA-C	4MCC		Tutt.
GLD5/3 21/10	NA-C	YS4C		Tutt.
GLD12/2 27/10	NA-C	XY69C		Tutt.
GLD33/3 02/11	NA-C	1DW6C		Tutt.
GLD1/1 07/11	NA-C	XY69C		Tutt.
GLD13/4 09/11	NA-C	TH32C		Thomas.
GLD19/4 10/11	NA-C	HX4C		Tutt.
GLD32/4 13/11	NA-C	TH32C		Hair.
GLD16/1 29/11	NA-C	XY69C		Tutt.
GLD27/4 03/12	NA-C	UA9C		Tutt.
GLD30/2 05/12	NA-C	LF1C		Tutt. Replaced A9-562.
GLD32/3 06/12	NA-C	GL4C		Replaced by A9-477.
GLD43/1 09/12	NA-C	HP4C		Tutt.
GLD49/3 10/12	NA-C	ZT26C		Replaced by A9-477.
GLD47/5 10/12	NA-C	TH32C		Hair. Replaced A9-487 which RTB'd. A51: no record.
GLD11/1 14/12	NA-C	XY69C		Devine. RTB, U/S.
GLD16/7 15/12	NA-C	ZT26C		F/O Yates.
GLD18/1 16/12	NA-C	TH32C		Replaced by A9-578.
GLD13/2 16/12	NA-C	OP4C	Becul C	Tutt.
GLD30/5 19/12	NA-C	RT7C		F/O Yates.
GLD35/3 21/12	NA-C	QS5C		Tutt.
GLD37/4 22/12	NA-C	FK8C		Apparently replaced by A9-361.
GLD39/1 23/12	NA-C	TH32C		Tutt.

5AD received this machine on January 5<sup>th</sup>, 1945, for a 480-hourly and a double engine change and after that it went to DAP at Essendon to be converted into a Mark IX, receiving the new identity of A9-745.<sup>17</sup>

<sup>16</sup> Ibid.

<sup>17</sup> Ibid.

**Beaufort VIII  
A9-373**

After four months with 13SQN, this aircraft was received by 2SQN on December 24<sup>th</sup>, 1943.<sup>18</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HGS26/4 18/1	KO-P	4DHP	Bonox	Unserviceable.
HGS43/2 27/1	KO-P	ZV3P		Replaced by A9-392.
HGS1/6 30/1	KO-P	Q53P		Lee.
HGS3/6 01/2	KO-P	CV1P	Cobar	Dinsdale.
HGS33/5 10/2	KO-P	Y26P	Civic	Dinsdale.
HGS38/2 11/2	KO-P	2SBP		Weston.
HGS42/2 12/2	KO-W	4KJW		Hocking. Apparently replaced A9-508.
HGS47/3 13/2	KO-P	PF5P		Davies.
HGS2/3 14/2	KO-P	CW1P		Weston.
HUG11/4 16/2	KO-P	KG1P		Simpson.
HUG13/4 17/2	KO-P	XI9P		Pierce. Replaced A9-392.

On February 18<sup>th</sup>, Number 4 Repair and Salvage Unit (4RSU) took charge of this machine for a 240-hourly. It was noted on this aircrafts E/E.88 that it was received back again by 2SQN on April 13<sup>th</sup>, as can be seen below, this date was at least a couple of days behind actual events.<sup>19</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG13/2 12/4	KO-P	Y26P		Ingram. A51: A9-578 in error.
HUG15/2 13/4	KO-P	KM5P		Hayes.
HUG16/1 14/4	KO-P	3VYP		Kuring.
HUG19/1 15/4	KO-P	MQ8P		Kuring. RTB WX.
HUG23/1 16/4	KO-P	4KJP		Cancelled due WX.
HUG24/1 17/4	KO-P	4LQP		Kuring.
HUG31/2 18/4	KO-P	GH6P		Squires.
HUG34/5 19/4	KO-P	1CIP		Dinsdale.
HUG46/1 24/4	KO-P	LDGP		Kuring. W/T C/S very likely "LD6".
HUG49/1 25/4	KO-P	ML8P		Davies.
HUG6/2 27/4	KO-P	Y26P		Kuring.
HUG12/2 29/4	KO-P	KX6P		Davies.
HUG14/1 30/4	KO-P	LZ1P		Squires. Replaced A9-560. RTB, U/S.
HUG17/1 01/5	KO-P	GN4P		Slater.
HUG25/3 05/5	KO-P	HP4P		Davies.
HUG30/2 06/5	KO-P	MF5P	Chirrup A	Avery. Note R/T call sign suffix letter.
HUG31/7 06/5	KO-P	ON2P	Pongo	Fileman.
HUG34/3 07/5	KO-P	UI8P	Viscount	Hayes.
HUG44/1 11/5	KO-P	1SDP	Bigot	Ingram.
HUG44/6 11/5	KO-P	1SDP	Bigot	Dinsdale.

<sup>18</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-373 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

<sup>19</sup> Ibid.



### A9-373 (continued)

14ARD received it on May 22<sup>nd</sup> for a 240-hourly and then placed it in storage, temporarily, pending delivery to 1SQN who received it on October 20<sup>th</sup>, 1944.<sup>20</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD20/5 29/10	NA-R	OR3R		Hudson.
GLD23/3 30/10	NA-R	ZT26R		Ottaway.
GLD30/7 01/11	NA-R	FU6R		McAtee.
GLD44/3 05/11	NA-R	1DW6R		Hudson.
GLD15/1 10/11	NA-R	XY69R		Hudson.
GLD31/3 13/11	NA-R	1DW6R		Trethewey.
GLD37/2 15/11	NA-R	ZT26R		Whitford.
GLD39/3 16/11	NA-R	3CSR		Replaced by A9-497.
GLD40/3 17/11	NA-R	LZ1R		Gluyas.
GLD42/4 18/11	NA-R	2SBR		Trethewey.
GLD49/4 22/11	NA-R	SN7R		McAtee.
GLD2/2 23/11	NA-R	ZT26R		Hudson.
GLD5/2 24/11	NA-R	XY69R		Gluyas.
GLD12/9 26/11	NA-R	VJ4R		P/O Hudson.

With a 480-hourly due, it was sent down to 14ARD at Gorrie on November 29<sup>th</sup> and was eventually was sent off to serve a tour with 8SQN.<sup>21</sup>

<sup>20</sup> Ibid.

<sup>21</sup> Ibid.

**Beaufort VIII  
A9-375**

From DAP, this aircraft was delivered to 1AD and then 13SQN. On December 24<sup>th</sup>, 1943, it became a 2SQN machine.<sup>22</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HGS14/4 12/1	KO-R	SA9R	Cable	Henderson.
HUG21/3 20/2	KO-R	1CWR		Simpson.
HUG30/3 23/2	KO-R	Y2BR		Pierce.
HUG45/2 29/2	KO-R	LB1R		Weston.
HUG49/2 01/3	KO-R	GL4R		Simpson.
HUG11/3 05/3	KO-R	ZQ8R	Ringer	Operation cancelled due WX.
HUG12/3 06/3	KO-R	Q87R	Waggy	Simpson.
HUG26/4 10/3	KO-R	4FNR		Coughlan.
HUG39/3 13/3	KO-R	3BKR		Weston.
HUG1/4 15/3	KO-R	1GDR		Simpson.
HUG4/3 16/3	KO-R	PT1R		Unserviceable.
HUG10/3 18/3	KO-R	GC8R		Weston.
HUG26/4 26/3	KO-R	VA1R FR2R	Nettle Sunbeam	Simpson. C/S change over 261200Z.
HUG37/6 31/3	KO-R	JS5R 3ZGR	Cricket Uproar	Simpson. C/S change over 311200Z.
HUG41/5 02/4	KO-R	LG7R GH6R	Conduct Measles	Coughlan. C/S change over 021200Z.

On April 4<sup>th</sup>, it was sent to 4RSU and on May 19<sup>th</sup>, 1944, it became a 1SQN.<sup>23</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD6/5 23/5	NA-V	JY5V		Johnson. A51: A9-376 in error.
GLD15/4 25/5	NA-V	MI1V		DePassey.
GLD17/1 26/5	NA-V	HK8V		DePassey.
GLD26/2 28/5	NA-V	LF1V		Kagi.
GLD41/3 01/6	NA-V	WG3V		McAtee.
GLD11/4 05/6	NA-V	SX4V		Hobson.
GLD12/2 07/6	NA-V	PK8V		Hobson.
GLD45/5 13/6	NA-V	WU3V		McAtee.
GLD25/2 23/6	NA-V	UP4V		F/S Yates. Replaced A9-491.
GLD28/2 24/6	NA-V	1MQV		McAtee.
GLD33/3 25/6	NA-V	DU3V		Replaced by A9-483.
GLD8/5 29/6	NA-V	QX6V		Johnsen.
GLD6/4 30/6	NA-V	4RCV		Lipman.
GLD11/1 02/7	NA-V	XF1V		Whitford. (XF1V / Goodness V for transit GLD – MIL on 2 <sup>nd</sup> ).
GLD16/1 03/7	NA-V	PP2V		Replaced by A9-496.
GLD17/1 04/7	NA-V	VY9V		Apparently replaced by A9-496.

Continued →

<sup>22</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-375 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

<sup>23</sup> Ibid.

## A9-375 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD20/1 05/7	NA-V	XD6V		McAtee.
GLD24/1 06/7	NA-V	GX7V		Hudson. Replaced A9-499.
GLD25/1 07/7	NA-V	RX6V		Replaced by A9-603.
GLD46/3 14/7	NA-V	3AYV		Gluyas.
GLD49/2 15/7	NA-V	H64V		Clapp.
GLD3/3 16/7	NA-V	JM1V		Simms.
GLD9/2 18/7	NA-V	XB1V		Devine.
GLD18/5 19/7	NA-V	XF1V YM9V		Clapp. C/S change over 191200Z.
GLD27/2 24/7	NA-V	GX7V		Clapp. Replaced A9-496.
GLD47/1 03/8	NA-V	VV1V 4OXV		Kagi. C/S change over 031200Z.
GLD6/1 05/8	NA-V	LU6V PF5V		Gluyas. C/S change over 051200Z.
GLD14/1 07/8	NA-V	JE3V Q87V		Kagi. C/S change over 071200Z.
GLD21/2 10/8	NA-V	WN8V		Johnsen.
GLD25/1 11/8	NA-V	4OXV		Gluyas.
GLD31/2 13/8	NA-V	ZX7V		Whitford.
GLD36/1 15/8	NA-V	UL5V		Clapp.
GLD43/3 19/8	NA-V	4JWV		Whitford.
GLD49/3 21/8	NA-V	VK8V		Clapp. RTB.
GLD4/3 23/8	NA-V	4OXV		Whitford.
GLD6/2 24/8	NA-V	3ZGV		Whitford.

It became due for its second 240-hourly towards the end of August and was received by 14ARD at Gorrie, Northern Territory, for that inspection on September 2<sup>nd</sup>. It was allotted to Headquarters Number 82 Wing (82WG) on February 22<sup>nd</sup>, 1945, and was received by 6RSU at Fenton, Northern Territory, on March 16<sup>th</sup> to facilitate that allotment. It was recorded as having finally been issued to 82WG from 6RSU on September 3<sup>rd</sup>, 1945, but whether it was ever actually received by 82WG isn't certain. On November 19<sup>th</sup>, 1945, it became the responsibility of 5AD and was finally authorised for write-off on May 13<sup>th</sup>, 1946.<sup>24</sup>

<sup>24</sup> Ibid.

## Beaufort VIII A9-378

This aircraft was delivered to 2AD at RAAF Richmond, New South Wales, after exiting the DAP factory and was then sent to 13SQN. 2SQN received it on December 25<sup>th</sup>, 1943, but it had to go to 4RSU for its armament to be installed; 4RSU received it on January 19<sup>th</sup>, 1944. 2SQN finally got it back again on February 28<sup>th</sup>, but didn't use it operationally until mid-April.<sup>25</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG36/2 19/4	KO-O	ZM7O	Rental	Pierce.
HUG48/4 24/4	KO-O	3CAO	Cable	Henderson.
HUG30/6 06/5	KO-O	MF5O	Chirrup C	Simpson. Note R/T call sign suffix letter. Apparently replaced by A9-578.
HUG33/5 07/5	KO-O	W18O		Pierce. Replaced A9-540.
HUG21/2 20/5	KO-O	WE9O	Affirm	Avery.

It's brief service with 2SQN at an end, it was handed over to 1SQN on May 25<sup>th</sup>, 1944.<sup>26</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD21/1 27/5	NA-G	DN8G		Simpson.

Damage to the aircraft's tailwheel was sustained so it was sent to 4RSU for repairs to its stern frame. They received it on June 2<sup>nd</sup> and handed it back to 1SQN on the 7<sup>th</sup>.<sup>27</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD25/4 09/6	NA-Z	ZU3Z		DePassey.
GLD34/4 11/6	NA-Z	VN2Z		Lipman.
GLD40/5 12/6	NA-Z	FO5Z		Lipman. A51: no record.
GLD47/2 14/6	NA-Z	W26Z		Johnson.
GLD12/5 18/6	NA-Z	2LYZ		F/O Yates.
GLD21/4 22/6	NA-Z	UL5Z		DePassey.
GLD26/4 23/6	NA-D	LU6D		Hudson. Apparently replaced A9-482.

The aircraft was then received at 7AD at Tocumwal, New South Wales, on July 4<sup>th</sup> for a 240-hourly. They sent it back to 14ARD RP, who received it on September 2<sup>nd</sup>, for short-term storage and they, in turn, handed it back over to 1SQN on November 15<sup>th</sup>.<sup>28</sup>

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD39/2 16/11	NA-K	3CSK		F/S Yates. Apparently replaced A9-604.
GLD40/2 17/11	NA-P	LZ1P		Bamborough.
GLD48/3 22/11	NA-P	1DW6P		F/O Yates.

Continued →

<sup>25</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-378 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

<sup>26</sup> Ibid.

<sup>27</sup> Ibid.

<sup>28</sup> Ibid.

### A9-378 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD6/4 24/11	NA-P	GL4P		Thomas.
GLD12/6 26/11	NA-P	VJ4P		F/O Yates.
GLD18/5 29/11	NA-P	MD5P		Bamborough. Replaced A9-647.
GLD21/5 30/11	NA-P	QY3P		F/S Yates.
GLD24/3 02/12	NA-P	RP4P		Thomas.
GLD7/3 12/12	NA-P	ZT26P		Thomas.
GLD17/3 15/12	NA-P	4AQP		Devine. Replaced A9-568.
GLD21/3 17/12	NA-P	ZT26P		Hair.
GLD24/2 18/12	NA-P	XY69P		F/S Yates.
GLD31/2 20/12	NA-P	LF1P		Burt.
GLD37/1 22/12	NA-P	FK8P		Wright.
GLD41/3 23/12	NA-P	ZT26P		F/S Yates.
GLD42/7 24/12	NA-P	SE9P		Hudson. Replaced A9-570.
GLD1/1 31/12	NA-P	TH32P		Devine.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD3/2 03/1	NA-P	4BWP		F/S Yates.
GLD12/1 09/1	NA-P	TH32P		Replaced by A9-570.

On January 17<sup>th</sup>, 1945, it was received by 5AD at Wagga Wagga, New South Wales and eventually went on to serve with 92SQN.<sup>29</sup>

<sup>29</sup> Ibid.

**Beaufort VIII**  
**A9-379**

This aircraft was received by 2SQN on December 24<sup>th</sup>, 1943.<sup>30</sup>

On May 10<sup>th</sup>, 1944, it was allotted to 7AD for a 240 hourly with a notation that the aircraft was no longer required. Eventually it was converted by DAP into a Beaufreighter and given a new serial number, A9-709.<sup>31</sup>

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<sup>30</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-379 in Aircraft Status Cards Beaufort A9-700 to A9-746, A9-1001, L4488; NAA: A10297, BLOCK 74.

<sup>31</sup> Ibid.

**Beaufort VIII**  
**A9-386**

After a few months with 13SQN, this aircraft was received by 2SQN on December 24<sup>th</sup>, 1943.<sup>32</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HGS14/3 12/1	KO-N	SA9N	Cable	Coughlan. 1 <sup>st</sup> 2SQN Beaufort operation.
HGS17/2 14/1	KO-N	MF5N	Pongo	Weston.
HGS46/3 29/1	KO-N	JO5N	Boatrace	Pierce.
HGS48/5 30/1	KO-N	LF1N		Simpson.
HGS4/2 01/2	KO-N	KA3N		Replaced by Hudson A16-154.
HGS17/3 05/2	KO-N	PV5N		Lee.
HGS22/3 06/2	KO-N	XI9N	Marline	Coughlan.
HGS36/2 10/2	KO-N	1RBN	Bricking	Coughlan.
HGS3/5 14/2	KO-N	VR3N		Lee.

With a 240-hourly due, it was sent to 4RSU at Pell on February 15<sup>th</sup>, but didn't return to 2SQN. Instead, it went to 14ARD in April and after a period of storage at the Reserve Park (14ARD RP) it was received by 1SQN on August 30<sup>th</sup>.<sup>33</sup>

1944/1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD46/1 06/9	NA-Q	IU74Q		Loneragan.
GLD23/8 08/10	NA-Q	MV3Q		Loneragan. A51: not recorded.
GLD36/5 13/10	NA-Q	YJ9Q		Loneragan.
GLD45/1 16/10	NA-Q	IU74Q		Loneragan.
GLD24/1 31/10	NA-Q	TH32Q		Loneragan.
GLD40/3 04/11	NA-Q	XY69Q		Loneragan.
GLD23/4 11/11	NA-Q	TH32Q		Loneragan.
GLD41/7 17/11	NA-Q	2QEQ ZS6Q	Backwood Forestall	Loneragan. C/S change over 171200Z.
GLD46/1 22/11	NA-Q	XY69Q		Loneragan.
GLD9/1 26/11	NA-Q	TH32Q		Loneragan.
GLD26/6 02/12	NA-Q	TH32Q		Loneragan.
GLD35/7 06/12	NA-Q	YR2Q		Loneragan.
GLD37/4 13/12	NA-Q	OP4Q		Loneragan.
GLD32/5 20/12	NA-Q	TH32Q		Loneragan.
GLD46/1 26/12	NA-Q	TH32Q		Loneragan.
GLD6/7 05/1	NA-Q	ZK8Q		Loneragan.

During January, 1945, it was sent to 5AD at Wagga Wagga, but wasn't formally received by them until March 17<sup>th</sup>. It was eventually authorised for write-off on May 13<sup>th</sup>, 1946.<sup>34</sup>

<sup>32</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-386 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

<sup>33</sup> Ibid.

<sup>34</sup> Ibid.

**Beaufort VIII  
A9-388**

Yet another ex-13SQN machine, it was received by 2SQN on December 24<sup>th</sup>, 1943.<sup>35</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HGS26/5 18/1	KO-K	4DHK	Bonox	Coughlan.
HGS46/4 29/1	KO-K	JO5K	Boatrace	Coughlan.
HGS48/2 30/1	KO-K	LF1K		Coughlan.
HGS3/3 31/1	KO-K	CV1K	Cobar	Henderson. In AWM66, 15/1/94.
HGS31/3 09/2	KO-K	XL4K		Hocking.
HUG10/3 16/2	KO-K	QP7K		Davies.
HUG12/2 17/2	KO-K	LL4K		Coughlan.
HUG16/2 18/2	KO-K	ZK8K		Henderson.
HUG27/2 22/2	KO-K	LO5K		Davies.
HUG41/2 27/2	KO-K	KG1K		Simpson. RTB U/S. Replaced by A16-215.
HUG1/5 01/3	KO-K	4JHK		Pierce.
HUG6/2 03/3	KO-K	QX6K		Henderson.
HUG20/3 09/3	KO-K	Q53K		Hocking.
HUG29/3 11/3	KO-K	GC8K		Dinsdale.
HUG33/2 12/3	KO-K	WV6K		Hocking.
HUG40/4 13/3	KO-K	XF1K		Squires. RTB due WX.
HUG48/2 15/3	KO-K	WZ6K		Hocking.
HUG5/4 16/3	KO-K	LR2K		Weston.
HUG6/1 17/3	KO-K	DM5K		Davies.

14ARD took charge of this aircraft on April 24<sup>th</sup>, 1944, to fit a replacement Stern Frame and it was handed back over to 2SQN on May 9<sup>th</sup>.<sup>36</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG48/7 12/5	KO-K	XM8K	Armada	Replaced by A9-363.
HUG3/2 13/5	KO-K	JC9K	Mantel	Apparently replaced by A9-363.
HUG2/4 13/5	KO-Y	DN8Y	Bisto	Hayes. Apparently replaced A9-519.
HUG5/3 14/5	KO-K	HT7K		Hayes.
HUG9/1 16/5	KO-K	CN5K		Lee.
HUG21/3 20/5	KO-K	WE9K	Affirm	Hayes.
HUG23/2 21/5	KO-K	KN3K		Lee.

2SQN handed this machine over to 1SQN on May 25<sup>th</sup>, 1944.<sup>37</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD34/6 29/5	NA-F	DV6F		Hair.
GLD38/1 31/5	NA-F	CN5F		Johnsen.
GLD47/5 02/6	NA-F	PZ5F		U/S. Apparently replaced by A9-392.

<sup>35</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-388 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

<sup>36</sup> Ibid.

<sup>37</sup> Ibid.



### A9-388 (continued)

3AD formally received the aircraft on August 9<sup>th</sup>,<sup>38</sup> after it had been stranded at nearby Lowood as a result of an engine failure and subsequent forced landing there whilst ferrying from Gould to Amberley.<sup>39</sup> An engine change was performed but the aircraft wasn't received back at 1SQN until December 16<sup>th</sup>.<sup>40</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD92/7 21/12	NA-W	HP4W		Hudson. Replaced A9-482. A51: no record.
GLD42/4 24/12	NA-W	SE9W		DePassey.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD4/3 03/1	NA-W	TH32W		DePassey. Replaced A9-570.
GLD8/2 06/1	NA-W	MX7W		Whitford.

On January 15<sup>th</sup>, 1945, the aircraft was received by 1OTU.<sup>41</sup>

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<sup>38</sup> Ibid.

<sup>39</sup> RAAF Form P.T.81, Preliminary Report (Internal) of Flying Accident or Forced Landing, Serial No. 147 for period 1944/45 in Beaufort A9 Accidents Part 15; NAA: A9845, 255.

<sup>40</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-388 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

<sup>41</sup> Ibid.

**Beaufort VIII  
A9-392**

After delivery to 2AD from DAP and then four months or so with 13SQN, 2SQN received this aircraft on January 14<sup>th</sup>, 1944.<sup>42</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HGS43/2 27/1	KO-U	ZV3U		Lee. Replaced A9-373. A51: A9-508 in error.
HGS3/4 31/1	KO-U	CV1U	Cobar	Pierce. In AWM66, 15/1/94.
HGS20/2 06/2	KO-U	XI9U		Apparently replaced by A9-496.
HGS33/4 10/2	KO-U	Y26U	Civic	Pierce.
HUG13/3 17/2	KO-U	XI9U		Replaced by A9-373.

A double engine change was deemed necessary, so it was sent to 4RSU who received it on February 27<sup>th</sup>. From there, it went to 1SQN, who received it on May 20<sup>th</sup>, 1944.<sup>43</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD47/5 02/6	NA-F	PZ5F		DePassey. Apparently replaced A9-388.
GLD19/4 07/6	NA-K	4BHK		Johnsen.
GLD32/3 10/6	NA-K	SK8K		Johnsen.
GLD35/2 11/6	NA-K	YO5K		McAtee.
GLD12/6 18/6	NA-K	WU3K		Falconer.
GLD13/3 19/6	NA-K	3HAK		Lipman.
GLD13/4 19/6	NA-K	3HAK		Falconer. <b>Crashed on landing.</b>

The aircraft, operating from Milingimbi, was landing at night after an Anti-Submarine patrol on June 19<sup>th</sup>, 1944. The pilot found that he was overshooting the landing so elected to go-around. During the go-around, the port engine failed to develop full power and the aircraft crash-landed in mangroves beyond the end of the runway.<sup>44</sup> The aircraft was wrecked and was accordingly allotted to Number 8 Central Recovery Depot (8CRD) for removal of any useable components.<sup>45</sup>

<sup>42</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-392 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

<sup>43</sup> Ibid.

<sup>44</sup> Aircraft Accident Data card for A9-392 in Beaufort Accidents Part 15; NAA: A9845, 255.

<sup>45</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-392 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

**Beaufort VIII  
A9-473**

This machine was received by 1AD at RAAF Laverton, Victoria, from DAP on October 31<sup>st</sup>, 1943 and then received by 1SQN at Gould, Northern Territory, on December 8<sup>th</sup>.<sup>46</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD8/2 24/3	NA-U	2MNU		Bolton.
GLD30/5 08/5	NA-U	MI1U		Falconer.
GLD35/3 12/5	NA-U	CN5U		Hoddinott.
GLD13/2 25/5	NA-U	ZN4U		F/O Yates.
GLD23/3 27/5	NA-U	DN8U		Falconer.
GLD32/4 29/5	NA-U	DV6U		Terdich.
GLD35/2 30/5	NA-U	1QIU		Apparently replaced by A9-540.
GLD48/1 03/6	NA-U	1RVU		F/S Yates.
GLD28/2 09/6	NA-U	1PVU		Campbell.
GLD39/3 12/6	NA-U	UA9U		DePassey.
GLD46/1 14/6	NA-U	UL5U		F/S Yates.
GLD2/3 16/6	NA-U	UA9U		McAtee.
GLD2/5 16/6	NA-U	UA9U		F/S Yates. (3HAU / Grotto for transit GOV – GLD on 17 <sup>th</sup> ).
GLD36/1 26/6	NA-U	VN2U		Devine.
GLD42/1 27/6	NA-U	SL8U		Devine.
GLD46/3 28/6	NA-U	2LCU		Hobson. Replaced A9-568.
GLD4/1 30/6	NA-U	4RCU		Simms. (VN2U / Degree for transit GOV – MIL on 30 <sup>th</sup> ).
GLD22/4 06/7	NA-U	WV6U		Wright.
GLD27/3 07/7	NA-U	3YOU		Replaced by A9-610.
GLD42/1 13/7	NA-U	YM9U		Wright.
GLD5/1 17/7	NA-U	VR3U		Wright.
GLD20/1 21/7	NA-U	PP2U		Replaced by A9-501.
GLD23/1 22/7	NA-U	4NCU		F/S Yates.

It was allotted to 7AD at Tocumwal for a 240-hourly and they received it on August 5<sup>th</sup>, 1944. The aircraft went on to serve with 100SQN.<sup>47</sup>

<sup>46</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-473 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>47</sup> Ibid.

**Beaufort VIII  
A9-475**

After being handed over to 1AD from DAP on October 28<sup>th</sup>, 1943, this aircraft was sent to 1SQN for its first operational tour and was recorded as being received on December 5<sup>th</sup>, 1943.<sup>48</sup> After deploying to North Western Area, it flew the following operations:

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD24/2 31/3	NA-A	SE9A		Kagi.
GLD25/3 01/4	NA-A	JU6A		McAtee.
GLD29/1 02/4	NA-A	4SAA		Hobson.
GLD34/1 04/4	NA-A	4PJA		Replaced by A9-502.
GLD38/2 05/4	NA-A	3VYA		Kagi.
GLD42/2 06/4	NA-A	1NBA		McAtee.
GLD49/4 07/4	NA-A	LZ1A		Lipman. Replaced A9-489.
GLD16/8 14/4	NA-A	LD6A		Operation cancelled.
GLD23/5 16/4	NA-A	S22A		Kagi.
GLD25/13 19/4	NA-A	HR3A		Clapp.
GLD28/2 20/4	NA-A	4PJA	Perspire A	Smith. Replaced A9-487.
GLD42/2 26/4	NA-A	Q17A		Hair. Replaced A9-491. A51 incorrectly lists A9-491 as flying.
GLD45/1 27/4	NA-A	M13A		Replaced by A9-489.
GLD3/1 30/4	NA-A	UE9A		Kagi.
GLD16/5 04/5	NA-A	UI8A		Wright. (UI8A / Pongo A for transit GLD – DRY on 4 <sup>th</sup> ).
GLD35/4 12/5	NA-A	CN5A		Clapp.
GLD48/2 19/5	NA-A	UI8A		Lipman.
GLD3/1 23/5	NA-A	JY5A		Kagi.
GLD10/4 24/5	NA-A	XM8A	Befog	Kagi.
GLD11/5 24/5	NA-A	XM8A	Befog	Kagi.
GLD22/2 27/5	NA-A	DN8A		Replaced by A9-477.
GLD25/5 27/5	NA-A	DN8A	Bisto A	Simms.
GLD25/7 27/5	NA-A	DN8A	Bisto A	Simms.
GLD28/4 28/5	NA-A	LF1A		Simms. (HT7A / Paddock for transit MIL – GOV on 28 <sup>th</sup> ).
GLD36/3 30/5	NA-A	1QIA		DePassey.

It went to 7AD at Tocumwal, New South Wales, for a 240-hourly during early June, 1944, and was received back at 1SQN on August 6<sup>th</sup>.<sup>49</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD17/4 08/8	NA-A	GG2A		Apparently replaced by A9-497.
GLD21/3 10/8	NA-A	WN8A		Whitford.
GLD26/4 11/8	NA-A	VN2A		Kagi.
GLD29/2 12/8	NA-A	HR3A		Clapp.
GLD33/1 14/8	NA-A	KK6A		Kagi.
GLD38/1 16/8	NA-A	JY5A		Gluyas.

Continued →

<sup>48</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-475 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>49</sup> Ibid.

## A9-475 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD43/2 19/8	NA-A	4JWA		McAtee.
GLD5/4 23/8	NA-A	VN2A		Clapp.
GLD11/3 26/8	NA-A	H64A		Bolton.
GLD43/3 04/9	NA-A	CN2A	Outshine	Kagi.
GLD4/2 08/9	NA-A	2SPA		Gluyas.
GLD6/2 09/9	NA-A	IU74A		Kagi.
GLD12/8 11/9	NA-A	3CSA		Kagi.
GLD22/2 15/9	NA-A	IU74A		Kagi.
GLD31/1 18/9	NA-A	IU74A		Kagi.
GLD38/2 20/9	NA-A	4PJA		Kagi.
GLD41/1 22/9	NA-A	IU74A		Cancelled.
GLD43/1 23/9	NA-A	IU74A		Whitford.
GLD49/1 26/9	NA-A	IU74A		McAtee.
GLD4/1 28/9	NA-A	IU74A		Bolton. RTB U/S and apparently re-launched; was supposed to have been replaced by A9-604.
GLD9/1 30/9	NA-A	IU74A		Unserviceable. Replaced by A9-496.
GLD25/3 08/10	NA-A	HN2A		Apparently replaced by A9-482.
GLD28/5 09/10	NA-A	LG7A		McAtee.
GLD32/11 12/10	NA-A	3BNA		Kagi.
GLD36/4 13/10	NA-A	YJ9A		Whitford. RTB, U/S. Replaced by A9-502.
GLD39/6 14/10	NA-A	YX7A		Kagi.
GLD46/5 16/10	NA-A	LF1A	Baggo	Gluyas. RTB, U/S. Replaced by A9-487.
GLD3/1 20/10	NA-A	TH32A		Kagi.
GLD16/3 28/10	NA-A	ZT26A		Gluyas.
GLD20/4 29/10	NA-A	OR3A		Whitford. Replaced A9-489.
GLD31/1 02/11	NA-A	XY69A		Gluyas.
GLD43/2 05/11	NA-A	ZT26A		Bolton.
GLD2/2 07/11	NA-A	ZT26A		McAtee.
GLD17/8 10/11	NA-A	1DW6A		DePassey. Replaced A9-501 which RTB'd.
GLD33/1 14/11	NA-A	XY69A		Hudson.

On November 15<sup>th</sup>, it was received by 14ARD at Gorrie for another 240-hourly and a double engine change and from there went off to storage, having at that stage flown a grand total of 493 hours. It saw service again from mid-May, 1945, with 8SQN and then with 100SQN.<sup>50</sup>

<sup>50</sup> Ibid.

**Beaufort VIII  
A9-477**

After being received by 1AD from DAP on October 28<sup>th</sup>, 1943, this aircraft became a 1SQN machine on December 8<sup>th</sup>, 1943.<sup>51</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD32/2 03/4	NA-B	FM7B		Replaced by A9-570.
GLD36/3 04/4	NA-B	4PJB		Replaced by A9-568.
GLD39/3 05/4	NA-B	3VYB		Replaced by A9-570.
GLD15/2 12/4	NA-B	M13B		Simms.
GLD25/14 19/4	NA-B	HR3B		Simms.
GLD31/3 21/4	NA-B	4SAB	Civic B	Replaced by A9-489.
GLD33/2 22/4	NA-B	1NBB		Kagi.
GLD35/2 23/4	NA-B	3VYB		Clapp. Replaced A9-487.
GLD2/6 01/5	NA-B	UT7B CX8B		Campbell. C/S change over 010900Z.
GLD11/5 02/5	NA-B	CX8B		DePassey. (CX8B / Goodwon B for transit GLD – DRY on 2 <sup>nd</sup> ).
GLD16/6 04/5	NA-B	UI8B		Hair. (UI8B / Pongo B for transit GLD – DRY on 4 <sup>th</sup> ).
GLD21/4 06/5	NA-B	JY5B LF1B		Johnsen. (JY5B / Acock N for transit GLD – DRY on 6 <sup>th</sup> ). C/S change over 061200Z.
GLD30/7 08/5	NA-B	MI1B		Lipman.
GLD5/4 23/5	NA-B	JY5B		Terdich. Replaced A9-487.
GLD7/1 24/5	NA-B	OP4B		Lipman.
GLD12/1 25/5	NA-B	ZN4B		Simms.
GLD19/3 26/5	NA-B	OR3B		Hobson.
GLD22/2 27/5	NA-B	DN8B		McAtee. Replaced A9-475.
GLD29/5 29/5	NA-B	DV6B		Lipman. RTB, U/S.
GLD37/1 30/5	NA-B	3AGB		Lipman.
GLD39/2 31/5	NA-B	JR2B		Lipman.
GLD44/1 02/6	NA-B	PZ5B		Hair. Was supposed to have been replaced by NA-E/PZ5E (A9-483) which evidently didn't occur.
GLD2/4 03/6	NA-B	1RVB		Simms.
GLD5/2 04/6	NA-B	SC9B		Hair.

7AD at Tocumwal, New South Wales, received A9-477 on June 8<sup>th</sup>, 1944, for a 240-hourly and it was issued to 14ARD RP on August 8<sup>th</sup>. 14ARD RP gave it back to 1SQN on August 18<sup>th</sup>.<sup>52</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD44/10 19/8	NA-B	2LYB		Bolton.
GLD47/2 20/8	NA-B	UP4B		Simms.
GLD17/6 27/8	NA-B	QG4B		Replaced by A9-540.
GLD19/2 28/8	NA-B	RV1B		Clapp.
GLD23/5 29/8	NA-B	1CWB		Lipman.
GLD32/8 01/9	NA-B	XM8B		Simms.

Continued →

<sup>51</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-477 in Aircraft Status Cards Beaufort A9-700 to A9-746, A9-1001, L4488; NAA: A10297, BLOCK 74.

<sup>52</sup> Ibid.

## A9-477 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD33/5 02/9	NA-B	UC8B		Replaced by A9-489.
GLD42/4 04/9	NA-B	CN2B	Outshine	Simms.
GLD4/5 08/9	NA-B	4PJB		Simms.
GLD12/9 11/9	NA-B	3CSB		Simms.
GLD45/1 24/9	NA-B	IU74B		Simms.
GLD48/2 25/9	NA-B	IU74B		Kagi.
GLD10/4 30/9	NA-B	2PNB		Ottway.
GLD16/1 05/10	NA-B	IU74B		Bolton.
GLD19/2 06/10	NA-B	4FNB		Loneragan.
GLD29/3 01/11	NA-B	ZT26B		Replaced by A9-489.
GLD49/4 06/11	NA-B	TH32B		Simms.
GLD5/7 07/11	NA-B	PN7B		Lipman.
GLD12/3 09/11	NA-B	1DW6B		Simms.
GLD19/5 10/11	NA-B	HX4B		Gluyas.
GLD24/10 11/11	NA-B	1DW6B		Presumably cancelled. A51: no record.
GLD36/1 15/11	NA-B	XY69B		Trethewey. Replaced A9-540.
GLD12/7 26/11	NA-B	VJ4B		Trethewey. RTB, replaced by A9-373.
GLD89/10 26/11	NA-B	VJ4B		Trethewey. A51: not recorded.
GLD90/12 26/11	NA-B	KX5B		Gluyas. A51: not recorded.
GLD23/3 01/12	NA-B	RT7B		Trethewey.
GLD27/1 03/12	NA-B	UA9B		Whitford.
GLD29/4 04/12	NA-B	2SBB		Apparently replaced by A9-576.
GLD31/6 05/12	NA-B	Q53B		Hudson. A51: not recorded.
GLD32/1 06/12	NA-B	GL4B		Hudson.
GLD32/3 06/12	NA-B	GL4B		Burt. Replaced A9-363.
GLD46/4 09/12	NA-B	ZT26B		Trethewey.
GLD49/3 10/12	NA-B	ZT26B		DePassey. Replaced A9-363.
GLD17/2 15/12	NA-B	4AQB		DePassey.
GLD20/2 17/12	NA-B	XY69B		Trethewey.

A 480-hourly had fallen due and both engines needed to be changed out so, accordingly, 1SQN handed the aircraft over to 4RSU on December 22<sup>nd</sup>, 1944. The aircraft then went down to Sydney and 2AD and they sent it on to 5AD at Wagga Wagga. 5AD handed the aircraft on to DAP at Mascot (Sydney) for conversion into a Mk IX in which configuration it was re-serialised A9-746.<sup>53</sup>

<sup>53</sup> Ibid.

**Beaufort VIII  
A9-482**

This aircraft was received by 1SQN from 1AD on December 5<sup>th</sup>, 1943.<sup>54</sup> It didn't commence flying on operations until April, 1944:

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD23/7 16/4	NA-D	S22D		Hair.
GLD25/6 19/4	NA-D	HR3D		Hobson.
GLD5/4 30/4	NA-D	UE9D		Simms.
GLD8/1 01/5	NA-D	WY2D	Tidy	Simms.
GLD8/3 01/5	NA-D	WY2D	Tidy	Wallace.
GLD16/8 04/5	NA-D	UI8D		Hobson. (UI8D / Pongo D for transit GLD – DRY on 4 <sup>th</sup> ).
GLD21/5 06/5	NA-D	JY5D LF1D		Kagi. (JY5D / Acock D for transit GLD – DRY on 6 <sup>th</sup> ). C/S change over 061200Z.
GLD30/6 08/5	NA-D	MI1D		Clapp.
GLD35/5 12/5	NA-D	CN5D		DePassey.
GLD49/3 20/5	NA-D	ON2D		Hobson.
GLD16/5 25/5	NA-D	ZN4D		Johnsen.
GLD33/1 29/5	NA-D	DV6D	Kestrel D	Hobson.
GLD26/4 23/6	NA-D	LU6D		Apparently replaced by A9-378.
GLD34/4 25/6	NA-D	1PVD		Replaced by A9-562.
GLD3/2 29/6	NA-D	QX6D		DePassey.
GLD36/2 10/7	NA-D	HP4D		McAtee.
GLD40/3 12/7	NA-D	Q43D		Hobson.
GLD48/3 15/7	NA-D	DY2D		Kagi. Replaced A9-604.
GLD12/4 19/7	NA-D	3BKD		Kagi. A51: A9-568 in error.
GLD30/1 26/7	NA-D	HP4D		Gluyas.
GLD35/2 28/7	NA-D	GL4D		Gluyas.
GLD46/1 02/8	NA-D	RN2D VV1D		Hobson. C/S change over 021200Z.
GLD9/1 06/8	NA-D	PF5D JE3D		Hobson. C/S change over 061200Z.
GLD15/1 08/8	NA-D	H64D		Clapp.

4RSU received the aircraft for a 240-hourly on August 10<sup>th</sup> and handed it back to 1SQN on October 4<sup>th</sup>.<sup>55</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD19/7 06/10	NA-D	4FND		Whitford.
GLD21/1 07/10	NA-D	IU74D		Simms.
GLD25/3 08/10	NA-A	HN2A		Kagi. Apparently replaced A9-475.
GLD30/1 11/10	NA-D	IU74D		Whitford.
GLD34/7 12/10	NA-D	HK8D		Simms.

Continued →

<sup>54</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-482 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>55</sup> Ibid.



### A9-482 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD8/1 24/10	NA-D	TH32D		Replaced by A9-610.
GLD10/1 26/10	NA-D	TH32D		Whitford.
GLD92/7 21/12	NA-D	HP4D		Replaced by A9-388. A51: no record.
GLD45/1 25/12	NA-D	TH32D		Hudson.

On January 11<sup>th</sup>, 1945, the aircraft was received again by 4RSU for an engine change prior to being sent down to 5AD at Wagga Wagga. The aircraft went on to serve with 100SQN.<sup>56</sup>

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<sup>56</sup> Ibid.

**Beaufort VIII  
A9-483**

1SQN received this aircraft from 1AD on December 5<sup>th</sup>, 1943.<sup>57</sup> It didn't commence operational flying until May, 1944.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD7/4 01/5	NA-E	UT7E		Hair.
GLD14/1 04/5	NA-E	ON2E		Apparently replaced by A9-485.
GLD17/1 05/5	NA-E	UI8E		Replaced by A9-502.
GLD23/2 07/5	NA-E	LF1E		Hobson.
GLD35/6 12/5	NA-E	CN5E		Hair.
GLD44/1 15/5	NA-E	DV6E		Replaced by A9-485.
GLD45/3 16/5	NA-E	HP4E		Johnson. Replaced A9-487.
GLD49/1 20/5	NA-E	ON2E		Clapp.
GLD44/1 02/6	NA-E	PZ5E		Was supposed to have replaced NA-B/PZ5B (A9-477) which evidently didn't occur.
GLD9/2 05/6	NA-E	QX6E		McAtee. A51: not recorded.
GLD26/1 09/6	NA-E	1PVE		Hair.
GLD30/1 10/6	NA-E	SL8E		Hair.
GLD44/4 13/6	NA-E	WU3E		F/O Yates.
GLD14/1 19/6	NA-E	WG3E		Speet.
GLD16/1 20/6	NA-E	WK6E		Speet.
GLD21/5 22/6	NA-E	UL5E		Hudson.
GLD26/3 23/6	NA-E	LU6E		DePassey.
GLD26/5 23/6	NA-E	LU6E		DePassey.
GLD33/3 25/6	NA-E	DU3E		Whitford. Replaced A9-375.
GLD39/4 26/6	NA-E	YO5E		Clapp.
GLD41/2 27/6	NA-E	VG8E		Campbell.
GLD48/4 28/6	NA-E	2LCE		Clapp.
GLD2/3 29/6	NA-E	SX4E		Hoddinott.

On July 6<sup>th</sup>, it was recorded as being received by 7AD at Tocumwal for a 240-hourly. The aircraft eventually went on to serve with 100SQN.<sup>58</sup>

<sup>57</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-483 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>58</sup> Ibid.

**Beaufort VIII  
A9-485**

This machine was officially received by 1SQN from 1AD on December 8<sup>th</sup>, 1943.<sup>59</sup> After deploying to North Western Area, it was tasked to fly on the following operations:

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD13/1 27/3	NA-F	UN2F		Replaced by A9-570.
GLD16/2 28/3	NA-F	YS4F		Apparently replaced by A9-489.
GLD17/1 29/3	NA-F	J12F		Roxburgh.
GLD19/1 30/3	NA-F	DV6F		Hair. Replaced A9-489.
GLD37/6 04/4	NA-F	4PJF 3VYF		Roxburgh. C/S change over 041200Z.
GLD46/5 06/4	NA-F	1NBF LZ1F		Hobson. C/S change over 061200Z.
GLD8/5 09/4	NA-F	Q17F		Bolton. (Y19F for transit GLD – DAR).
GLD16/7 14/4	NA-F	LD6F		Operation cancelled.
GLD23/12 16/4	NA-F	S22F		Clapp.
GLD25/2 19/4	NA-F	HR3F		Archer. A51: Bolton.
GLD14/1 04/5	NA-E	ON2E		Roxburgh. Apparently replaced A9-483.
GLD18/3 05/5	NA-F	U18F JY5F		Simms. C/S change over 051200Z.
GLD20/2 06/5	NA-F	JY5F		DePassey.
GLD22/1 07/5	NA-F	HT7F		DePassey.
GLD26/1 08/5	NA-F	CR3F MI1F		Terdich. Replaced A9-497. A51: not recorded. C/S change over 081200Z.
GLD35/7 12/5	NA-F	CN5F		Simms.
GLD38/1 13/5	NA-F	CN5F		McAtee.
GLD42/2 14/5	NA-F	DN8F		Clapp.
GLD44/1 15/5	NA-F	DV6F		Terdich. Replaced A9-483. A51: no record.

It was sent to 7AD at Tocumwal on May 21<sup>st</sup>, 1944, for a 240-hourly inspection. 1SQN received the aircraft back again on July 28<sup>th</sup>.<sup>60</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD44/2 02/8	NA-G	RN2G VV1G		Clapp. C/S change over 021200Z.
GLD1/4 04/8	NA-G	ST1G		Bolton.
GLD20/3 28/8	NA-G	GP8G		Bolton.
GLD35/7 02/9	NA-G	OT7G		Bolton.
GLD39/3 03/9	NA-G	2PVG		Bolton.
GLD40/9 04/9	NA-G	3ZVG		Clapp.
GLD49/1 07/9	NA-G	IU74G		Bolton.
GLD23/1 16/9	NA-G	IU74G		Bolton.

<sup>59</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-485 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>60</sup> Ibid.

### **A9-485 (continued)**

1SQN handed this aircraft over to 14ARD at Gorrie on October 19<sup>th</sup>. Number 6 Communications Unit (6CU) received it on January 13<sup>th</sup>, 1945, and used it until handing it back to 14ARD on June 20<sup>th</sup>. The aircraft was sent south to 5AD at Wagga Wagga for storage during October, 1945.<sup>61</sup>

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<sup>61</sup> Ibid.

**Beaufort VIII  
A9-487**

Received by 1SQN on December 5<sup>th</sup>, 1943, from 1AD,<sup>62</sup> it deployed to North Western Area and was tasked to fly on the following operations:

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD40/1 05/4	NA-G	3VYG		Replaced by A9-568.
GLD48/2 07/4	NA-G	LZ1G		Clapp.
GLD3/2 08/4	NA-G	UE9G		Roxburgh.
GLD10/2 10/4	NA-G	Q17G		Yates.
GLD25/12 19/4	NA-G	HR3G		Kagi.
GLD28/2 20/4	NA-G	4PJG	Perspire G	Replaced by A9-475.
GLD29/1 21/4	NA-G	3SAG		DePassey.
GLD35/2 23/4	NA-G	3VYG		Replaced by A9-477.
GLD36/1 24/4	NA-G	LZ1G		Johnson.
GLD39/2 25/4	NA-G	KC8G	Boastly	Johnson.
GLD11/4 02/5	NA-G	CX8G		Lipman. (CX8G / Goodwon G for transit GLD – DRY on 2 <sup>nd</sup> ).
GLD31/1 10/5	NA-G	OP4G		Kagi.
GLD33/1 11/5	NA-G	3AGG		Kagi.
GLD40/3 13/5	NA-G	VP4G		Lipman. A51: A9-489 believe in error. (QM5G / Scutting G for transit GLD – GOV on 12 <sup>th</sup> .)
GLD45/2 16/5	NA-G	HP4G		Replaced by A9-483.
GLD46/1 17/5	NA-G	NE9G		Kagi.
GLD47/1 19/5	NA-G	UI8G		DePassey.
GLD2/1 22/5	NA-G	CX8G		Simms.
GLD5/4 23/5	NA-G	JY5G		Replaced by A9-477.

Having fallen due for a 240-hourly, it was sent down to 7AD at Tocumwal towards the end of May, 1944. After the inspection, it was then sent back up to North Western Area to 14ARD RP at Gorrie for storage pending re-issue to 1SQN who received it again on September 1<sup>st</sup>, 1944.<sup>63</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD4/4 08/9	NA-D	4PJD		Clapp.
GLD12/6 11/9	NA-V	3CSV		Clapp.
GLD17/1 13/9	NA-V	IU74V		Clapp.
GLD25/4 16/9	NA-V	SX4V		Clapp.
GLD32/2 18/9	NA-V	IU74V		Clapp.
GLD37/1 20/9	NA-V	IU74V		Loneragan.
GLD39/1 21/9	NA-V	IU74V		Clapp.
GLD14/1 03/10	NA-V	IU74V		Clapp. Replaced A9-499.
GLD17/2 05/10	NA-V	JY5V		Clapp.
GLD32/13 12/10	NA-V	3BNV		Hudson. A51: not recorded.
GLD43/1 15/10	NA-V	VP4V	Blandish V	McAtee.
GLD46/6 16/10	NA-V	LF1V	Baggo	Hudson. Replaced A9-475.

Continued →

<sup>62</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-487 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>63</sup> Ibid.

### A9-487 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD49/1 18/10	NA-V	IU74V		Clapp.
GLD5/8 21/10	NA-V	YS4V		Clapp.
GLD17/1 29/10	NA-V	TH32V		Replaced by A9-578.
GLD21/1 30/10	NA-V	TH32V		Ingledeu.
GLD30/5 01/11	NA-V	FU6V		P/O Hudson.
GLD36/3 03/11	NA-V	ZT26V		Ingledeu.
GLD6/1 08/11	NA-V	XY69V		Ingledeu.
GLD22/3 11/11	NA-V	1DW6V		Ingledeu.
GLD41/6 17/11	NA-V	2QEV ZS6V	Backwood Forestall	McAtee. C/S change over 171200Z.
GLD42/2 18/11	NA-V	2SBV		DePassey.
GLD43/3 19/11	NA-V	LU6V		Hudson.
GLD21/6 30/11	NA-V	QY3V		DePassey.
GLD24/4 02/12	NA-V	RP4V		Hudson.
GLD27/3 03/12	NA-V	UA9V		Bolton.
GLD30/1 05/12	NA-V	LF1V		Lipman.
GLD47/1 10/12	NA-V	TH32V		Hudson. RTB, U/S. Replaced by A9-363.
GLD2/1 11/12	NA-V	TH32V		Hudson.
GLD30/3 19/12	NA-V	RT7V		Dean.
GLD34/2 21/12	NA-V	HP4V		F/S Yates.

On January 2<sup>nd</sup>, 1945, it was recorded as having been received by 5AD at Wagga Wagga for another 240-hourly and a double engine change. Eventually the aircraft was sent flying again, this time with 11CU who had charge of it between July 18<sup>th</sup>, 1945, and March 26<sup>th</sup>, 1946.<sup>64</sup>

<sup>64</sup> Ibid.

**Beaufort VIII  
A9-489**

Received by 1SQN from 1AD on December 12<sup>th</sup>, 1943,<sup>65</sup> it deployed to North Western Area and commenced operational flying towards the end of March.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD11/1 26/3	NA-H	JS5H		Lipman.
GLD16/2 28/3	NA-F	YS4F		Johnson. Apparently replaced A9-485.
GLD19/1 30/3	NA-H	DV6H		Replaced by A9-485.
GLD23/1 31/3	NA-H	SE9H		Bolton.
GLD26/2 01/4	NA-H	JU6H		Wallace. Replaced A9-502.
GLD30/2 02/4	NA-H	4SAH		Lipman.
GLD49/4 07/4	NA-H	LZ1H		Replaced by A9-475.
GLD2/1 08/4	NA-H	UE9H		Campbell.
GLD5/2 09/4	NA-H	YJ9H		Kagi.
GLD12/2 11/4	NA-H	UA9H		Hobson.
GLD17/1 13/4	NA-H	3ZGH		DePassey.
GLD19/1 14/4	NA-H	LD6H		Bolton.
GLD21/2 15/4	NA-H	S22H	Bender H	Hobson.
GLD24/1 18/4	NA-H	FM7H		Lipman.
GLD27/1 20/4	NA-H	4PJH		Hair.
GLD31/3 21/4	NA-H	4SAH	<i>Civic H</i>	Hobson. Replaced A9-477.
GLD43/3 26/4	NA-H	Q17H		McAtee.
GLD45/1 27/4	NA-H	M13H		Simms. Replaced A9-475.
GLD48/2 28/4	NA-H	YJ9H		Lipman.

It was received by 14ARD at Gorrie for a 240-hourly on May 1<sup>st</sup> and handed back to 1SQN at Gould on June 17<sup>th</sup>, 1944, however, things weren't quite right so, it was sent back to 14ARD for "check & correction" on the 23<sup>rd</sup>. After a period in storage, 1SQN got the aircraft back again on August 3<sup>rd</sup>.<sup>66</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD17/3 08/8	NA-H	GG2H		Lipman.
GLD20/2 09/8	NA-H	WE9H		Lipman. A51: A9-480 in error. (ZQ8H / Ranger for transit GOV – MIL on 9 <sup>th</sup> ).
GLD7/5 24/8	NA-H	KX6H		Lipman.
GLD11/1 26/8	NA-H	H64H	Pending H	Lipman. Replaced A9-502.
GLD29/4 01/9	NA-H	OP4H		Lipman.
GLD33/5 02/9	NA-H	UC8H		Clapp. Replaced A9-477.
GLD38/2 03/9	NA-H	DU3H		DePassey.
GLD41/10 04/9	NA-H	HJ4H		Lipman.
GLD44/1 05/9	NA-H	RY9H		McAtee.
GLD4/6 08/9	NA-H	4PJH		DePassey.
GLD38/3 20/9	NA-H	2SPH		Lipman. RTB U/S, replaced by A9-603.
GLD38/4 20/9	NA-H	VB2H		DePassey. Repaired and replaced A9-603.
GLD40/2 21/9	NA-H	IU74H		Lipman.

Continued →

<sup>65</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-489 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>66</sup> Ibid.

## A9-489 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD44/2 23/9	NA-H	IU74H		Bolton.
GLD1/2 26/9	NA-H	IU74H		Ottway.
GLD3/2 27/9	NA-H	IU74H		Hudson.
GLD13/1 02/10	NA-V	IU74H		Loneragan. Summary Sheet recorded mis-match between assigned aircraft letter and W/T call sign suffix letter. A51 recorded A9-489 as flying which is correct for W/T call sign suffix.
GLD19/3 06/10	NA-H	4FNH		Lipman.
GLD22/4 07/10	NA-H	SV5H		Hudson. Replaced A9-361.
GLD27/1 09/10	NA-H	IU74H		Gluyas.
GLD32/10 12/10	NA-H	3BNH		Lipman.
GLD36/2 13/10	NA-H	YJ9H		Hudson.
GLD15/2 28/10	NA-H	XY69H		Lipman.
GLD20/4 29/10	NA-H	OR3H		Replaced by A9-475.
GLD29/3 01/11	NA-H	ZT26H		Simms. Replaced A9-477.
GLD38/1 04/11	NA-H	TH32H		Ottaway. Replaced A9-597.
GLD46/1 06/11	NA-H	XY69H		Whitford.
GLD5/5 07/11	NA-H	PN7H		Gluyas.
GLD19/7 10/11	NA-J	HX4J		McAtee. Apparently replaced A9-597.
GLD27/3 12/11	NA-H	1DW6H		F/O Yates.
GLD35/3 14/11	NA-H	TH32H		Lipman.
GLD41/8 17/11	NA-A	ZS6H		Lipman. Summary Sheet recorded mis-match between assigned aircraft letter and W/T call sign suffix letter. A51 recorded A9-489 as flying which is correct for W/T call sign suffix
GLD43/1 19/11	NA-H	LU6H		Ottaway.
GLD45/1 20/11	NA-H	JU6H		Lipman.

4RSU took charge of the aircraft on November 23<sup>rd</sup> for a 480-hourly and it stayed with them well into 1945. Whilst still at 4RSU and pending delivery to 11CU, the aircraft suffered a ground-loop near the end of June and was eventually reduced to spare parts.<sup>67</sup>

<sup>67</sup> Ibid.



**Beaufort VIII**  
**A9-491**

This aircraft was handed over to 1SQN from 1AD on December 8<sup>th</sup>, 1943.<sup>68</sup> It wasn't used on operations until April, 1944:

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD46/6 06/4	NA-J	1NBJ LZ1J		Simms. C/S change over 061200Z.
GLD8/6 09/4	NA-J	Q17J		McAtee. (Y19J for transit GLD – DAR).
GLD23/8 16/4	NA-J	S22J		Lipman.
GLD25/15 19/4	NA-J	HR3J		DePassey.
GLD38/3 24/4	NA-J	LZ1J		Bolton.
GLD38/5 24/4	NA-J	LZ1J		Bolton.
GLD42/2 26/4	NA-J	Q17J		Unserviceable, replaced by A9-475.
GLD11/6 02/5	NA-J	CX8J		Falconer. (CX8J / Goodwon J for transit GLD – DRY on 2 <sup>nd</sup> ).
GLD16/7 04/5	NA-J	UI8J		McAtee. (UI8J / Pongo J for transit GLD – DRY on 4 <sup>th</sup> ).
GLD21/6 06/5	NA-J	JY5J LF1J		Bolton. (JY5J / Acock J for transit GLD – DRY on 6 <sup>th</sup> ). C/S change over 061200Z.
GLD49/2 20/5	NA-J	ON2J		McAtee.
GLD7/4 04/6	NA-J	SC9J		Johnsen. A51: not recorded.
GLD14/3 06/6	NA-J	FM7J		Simms.
GLD17/2 07/6	NA-J	UP4J		Lipman.
GLD24/5 08/6	NA-J	1MQJ		McAtee. (WU3J / Baffling for transit GOV – GLD on 9 <sup>th</sup> ).
GLD31/2 10/6	NA-J	DQ4J		Hobson.
GLD38/2 12/6	NA-J	FO5J		Hoddinott.
GLD42/2 13/6	NA-J	4JWJ		Hudson.
GLD7/2 17/6	NA-J	2SBJ		Whitford.
GLD17/2 20/6	NA-J	SC9J		Speet.
GLD23/2 22/6	NA-J	1GDJ		Devine.
GLD25/2 23/6	NA-J	UP4J		Replaced by A9-375.

Received by 14ARD on June 22<sup>nd</sup> for a 240-hourly, it wasn't recorded as being returned to 1SQN until December 25<sup>th</sup>, 1944,<sup>69</sup> which is at variance to the evidence, below:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD25/6 11/8	NA-J	4OXJ		Hair. Replaced A9-570 which RTB'd.
GLD49/1 30/12	NA-A	TH32A		Bolton. Replaced A9-578.
GLD6/2 05/1	NA-A	ZK8A		Trethewey.
GLD10/3 07/1	NA-V	XG7V		Trethewey. A51 records this duty as A9-491. Believe this to be in error as return report Mauve records "NA-V" as landing post mission. As "NA-V", cannot be A9-487 as that machine already at 5AD. See "Unknown Beaufort" table.

On January 15<sup>th</sup>, 1945, it was received by 10TU having around 270 hours on the clock.<sup>70</sup>

<sup>68</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-491 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>69</sup> Ibid.

<sup>70</sup> Ibid.

**Beaufort VIII  
A9-493**

Having been handed over to 1AD from DAP on October 27<sup>th</sup>, 1943, this aircraft was received by 1SQN on December 5<sup>th</sup>. However, it was handed back to DAP during January, 1944, for incorporation of Beaufort Instruction No.33 (jettisonable fuel tanks) and was then sent to Number 1 Aircraft Performance Unit (1APU) for performance testing of that installation. 1SQN got the aircraft back again on February 13<sup>th</sup>.<sup>71</sup> It was used on operations from April.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD37/4 04/4	NA-M	4PJM 3VYM		Campbell. C/S change over 041200Z.
GLD16/3 14/4	NA-M	LD6M		Operation cancelled.
GLD23/11 16/4	NA-M	S22M		Smith.
GLD25/8 19/4	NA-M	HR3M		Wright.
GLD38/4 24/4	NA-M	LZ1M		Smith.
GLD41/1 25/4	NA-M	KC8M	Boastly M	Smith.
GLD11/8 02/5	NA-M	CX8M		Hoddinott. (CX8M / Goodwon M for transit GLD – DRY on 2 <sup>nd</sup> ). A51: duty 7.
GLD16/3 04/5	NA-M	UI8M		Terdich. (UI8M / Pongo M for transit GLD – DRY on 4 <sup>th</sup> ).
GLD21/3 06/5	NA-M	JY5M LF1M		Campbell. (JY5M / Acock M for transit GLD – DRY on 6 <sup>th</sup> ). C/S change over 061200Z.
GLD49/5 20/5	NA-M	ON2M		F/O Yates.
GLD45/6 13/6	NA-M	2LYM		Hair.
GLD35/5 25/6	NA-M	DU3M VN2M		Lipman. (DU3M / Brimmer M for transit GLD – DAR on 25 <sup>th</sup> ). C/S change over 251200Z.
GLD38/2 26/6	NA-M	VN2M		Bolton.
GLD10/2 01/7	NA-M	X81M		Wright.
GLD12/2 02/7	NA-M	3BKM		F/O Yates. Replaced A9-501.
GLD13/4 03/7	NA-M	PP2M		F/S Yates.

On July 19<sup>th</sup>, the aircraft was received by 7AD at Tocumwal for a 240-hourly and it went on to serve with 100SQN and was lost early in June, 1945, after crashing into the sea as a result of a mid-air collision.<sup>72</sup>

<sup>71</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-493 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>72</sup> Ibid.

**Beaufort VIII**  
**A9-496**

DAP delivered this aircraft to 2AD at RAAF Richmond on November 10<sup>th</sup>, 1943 and they handed it over to 2SQN on January 17<sup>th</sup>, 1944, for its first tour.<sup>73</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HGS48/4 30/1	KO-Q	LF1Q		Weston.
HGS11/2 04/2	KO-Q	YW3Q		Henderson.
HGS20/2 06/2	KO-U	XI9U		Pierce. Apparently replaced A9-392.
HGS28/3 08/2	KO-Q	2QEQ		Dinsdale.
HGS36/3 10/2	KO-Q	1RBQ	Bricking	Simpson.
HGS39/3 11/2	KO-G	KS5Q		Henderson.
HGS44/4 12/2	KO-Q	M13Q		Squires.
HGS46/2 13/2	KO-X	SV5X		Coughlan. Apparently replaced A A16-160.
HUG19/2 19/2	KO-Q	PN7Q		Hocking.
HUG22/2 20/2	KO-Q	GS6Q		Squires.
HUG25/3 21/2	KO-Q	OX6Q		Weston.
HUG35/4 24/2	KO-Q	MI1Q		Coughlan.
HUG39/2 26/2	KO-Q	YW3Q	Bloty	Squires.
HUG19/2 09/3	KO-Q	LF1Q		Davies. A51: Simpson.
HUG25/3 10/3	KO-Q	DM5Q		Squires.
HUG30/4 11/3	KO-Q	MN4Q		Henderson.
HUG36/6 12/3	KO-Q	CP9Q		Simpson.
HUG43/4 14/3	KO-Q	Y54Q		Pierce.
HUG9/2 18/3	KO-Q	MN4Q		Dinsdale.
HUG13/3 19/3	KO-Q	JM1Q		Hocking.
HUG27/1 27/3	KO-Q	QX6Q		Squires.
HUG30/1 28/3	KO-Q	4BWQ		Squires.
HUG34/2 29/3	KO-Q	LI9Q		Henderson. Replaced A9-540.
HUG37/7 31/3	KO-Q	JS5Q 3ZGQ	Cricket Uproar	Henderson. C/S change over 311200Z.
HUG41/3 02/4	KO-Q	LG7Q GH6Q	Conduct Measles	Pierce. C/S change over 021200Z.
HUG42/2 03/4	KO-Q	S22Q		Davies.
HUG45/7 04/4	KO-Q	VN2Q FO5Q	Hoodlum Dawdle	Squires. C/S change over 041200Z.
HUG49/1 06/4	KO-Q	CL8Q		Hill.
HUG2/1 07/4	KO-Q	LD6Q		Henderson.

On April 10<sup>th</sup>, 4RSU took charge of it for a 240-hourly and they handed it over to 14ARD RP for temporary storage pending delivery to 1SQN who received it on June 16<sup>th</sup>, 1944.<sup>74</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD11/3 18/6	NA-O	WU3O		Campbell.
GLD11/7 18/6	NA-O	WU3O		Wright.

Continued →

<sup>73</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-496 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>74</sup> Ibid.

### A9-496 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD40/5 26/6	NA-O	4OXO		F/S Yates. Replaced A9-501.
GLD45/2 28/6	NA-O	PF5O		Bolton.
GLD49/1 29/6	NA-O	SX4O		Bolton.
GLD16/1 03/7	NA-O	PP2O		Whitford. Replaced A9-375.
GLD17/1 04/7	NA-V	VY9V		Hair. Apparently replaced A9-375.
GLD21/3 05/7	NA-O	XD6O		Whitford.
GLD29/5 07/7	NA-O			A51: Johnsen. No Form Mauve.
GLD32/2 08/7	A9-496	4DWO	Walrus	Parr.
GLD32/4 08/7	A9-496	4DWO	Walrus	Johnsen. Return Report quotes "NA-O".
GLD4/4 16/7	NA-S	QY3S		F/O Yates.
GLD10/2 19/7	NA-S	UV1S		Hoddinott.
GLD15/2 20/7	NA-S	JG4S		Replaced by A9-497.
GLD27/2 24/7	NA-S	GX7S		Replaced by A9-375.
GLD32/1 27/7	NA-S	VJ4S		Speet.
GLD35/5 28/7	NA-S	GL4S		Hoddinott.
GLD45/3 02/8	NA-S	2LYS SV5S		Replaced by A9-499.
GLD48/2 03/8	NA-S	PF5S RK8S		Devine. RTB, U/S. Replaced by A9-610. C/S change over 031200Z.
GLD4/5 04/8	NA-S	RK8S Q87S		Parr. Replaced A9-562. C/S change over 041200Z.
GLD28/1 12/8	NA-S	LG7S		Terdich.
GLD34/2 14/8	NA-S	4QAS		Hudson.
GLD40/2 17/8	NA-S	MS6S		Hudson.
GLD42/1 18/8	NA-S	2LCS		F/O Yates.
GLD45/11 19/8	NA-S	YX7S	Defer S	Operation cancelled.
GLD49/4 21/8	NA-S	VK8S		Replaced A9-497, but apparently replaced in turn by A9-501.
GLD9/4 25/8	NA-S	LG7S		F/O Yates.
GLD30/5 01/9	NA-S	KP7S		Hoddinott.
GLD36/4 02/9	NA-S	UC8S		Parr.
GLD42/6 04/9	NA-S	3ZVS		Hoddinott.
GLD4/7 08/9	NA-S	VB2S		Hoddinott.
GLD42/2 22/9	NA-S	IU74S		Hobson.
GLD5/2 28/9	NA-S	IU74S		Tutt.
GLD7/1 29/9	NA-S	IU74S		Hobson.
GLD9/6 30/9	NA-S	IU74S		Parr. Replaced A9-475.

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD20/3 05/10	NA-S	IU74S		Hudson.
GLD22/2 07/10	NA-S	SV5S		Hair. Replaced A9-497.
GLD24/1 08/10	NA-S	IU74S		Hudson.

On October 24<sup>th</sup>, 1944, A9-496 was received by 18RSU at Pell for a 480-hourly, but didn't return to operational service.<sup>75</sup> At 8:45 am on January 18<sup>th</sup>, 1945, whilst still on charge of 18RSU, the aircraft was engaged in a test flight from Pell when it dropped a wing, lost height rapidly and then hit the

<sup>75</sup> Ibid.

### **A9-496 (continued)**

ground. The aircraft immediately burst into flames. One of two airmen passengers onboard was killed, the other receiving relatively minor injuries. The pilot and the third passenger, another pilot from the 380<sup>th</sup> Bomb Group, were both seriously injured.<sup>76</sup>

Those on board were:

Pilot Squadron Leader George Lancelot Brown (Pilot, 380<sup>th</sup> Bomb Group),  
Passengers Flight Lieutenant Martin Seymour Law (Pilot, 380<sup>th</sup> Bomb Group),  
Leading Aircraftsman George Smith (18RSU) and,  
Leading Aircraftsman Frank Arnold Jaques (18RSU, killed).<sup>77</sup>

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<sup>76</sup> Aircraft Accident Data card for A9-496 in Beaufort A9 Accidents Part 19; NAA: A9845, 259.

<sup>77</sup> RAAF Form P/P21 Proceedings of Court of Inquiry – Flying Accidents in Beaufort A9-496 – Court of Inquiry re Accident at Pell Strip on 18.1.45; NAA: A705, 32/22/1056.

**Beaufort VIII**  
**A9-497**

This aircraft became a 1SQN machine on December 8<sup>th</sup>, 1943.<sup>78</sup> It commenced operations during March, 1944.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD3/2 21/3	NA-N	RK8N		Johnson.
GLD7/1 23/3	NA-N	QX6N		Hair.
GLD20/2 30/3	NA-N	DV6N		Terdich.
GLD22/3 31/3	NA-N	SE9N		Unserviceable. Replaced by A9-502.
GLD27/1 01/4	NA-N	JU6N		Terdich.
GLD28/3 02/4	NA-N	1RBN		Terdich.
GLD6/3 09/4	NA-N	YJ9N		Parr.
GLD13/1 11/4	NA-N	UA9N		Falconer. RTB, U/S.
GLD23/10 16/4	NA-N	S22N		Speet.
GLD25/10 19/4	NA-N	HR3N		Terdich.
GLD30/5 21/4	NA-N	4SAN		Falconer. Replaced A9-501 which RTB'd.
GLD42/1 26/4	NA-N	Q17N		Speet. A51 incorrectly lists Terdich.
GLD5/3 30/4	NA-N	UE9N		Wallace.
GLD5/5 30/4	NA-N	UE9N		McAtee.
GLD8/2 01/5	NA-N	WY2N	Tidy	McAtee.
GLD26/1 08/5	NA-N	CR3N MI1N		Replaced by A9-485. A51: not recorded.
GLD32/2 10/5	NA-N	OP4N		Cancelled.
GLD34/2 11/5	NA-N	1QIN		Falconer.
GLD36/1 12/5	NA-N	CN5N		F/O Yates.
GLD39/2 13/5	NA-N	VP4N		Wright.
GLD41/1 14/5	NA-N	DN8N		Parr.
GLD4/3 23/5	NA-N	JY5N		Hair.
GLD9/3 24/5	NA-N	XM8N		Hair.
GLD24/4 27/5	NA-N	DN8N		F/O Yates.
GLD27/1 28/5	NA-N	HT7N		F/O Yates.

Having become due for a 240-hourly, the aircraft was received by 4RSU on June 3<sup>rd</sup>. They officially handed it back to 1SQN on July 18<sup>th</sup>, although it seems to have made its way back to Gould prior to that date.<sup>79</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD31/6 08/7	NA-N	4JHN		Simms. Replaced A9-597 which RTB'd.
GLD18/9 19/7	NA-M	XF1M YM9M		Unserviceable.
GLD15/2 20/7	NA-M	JG4M		Terdich. Replaced A9-496.
GLD35/6 28/7	NA-M	GL4M		Speet.
GLD49/3 03/8	NA-M	SV5M ZQ8M		Smith. C/S change over 031200Z.

Continued →

<sup>78</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-497 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>79</sup> Ibid.

## A9-497 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD17/4 08/8	NA-A	GG2A		Hair. Apparently replaced A9-475.
GLD18/4 09/8	NA-N	RV1N		Terdich.
GLD43/7 19/8	NA-N	4JWN		Terdich.
GLD49/4 21/8	NA-N	VK8N		Replaced by A9-496.
GLD4/2 23/8	NA-N	4OXN		Smith.
GLD6/1 24/8	NA-N	3ZGN		Smith.
GLD8/3 25/8	NA-N	HR3N		Smith.
GLD15/4 27/8	NA-N	QG4N		Terdich.
GLD21/1 29/8	NA-N	JY5N		Terdich.
GLD5/1 09/9	NA-N	IU74N		Terdich.
GLD15/10 11/9	NA-N	MD5N		F/S Yates.
GLD16/5 12/9	NA-N	UI8N		Hobson.
GLD28/1 17/9	NA-N	XM8N	Befog N	Smith. Replaced -502.
GLD28/2 17/9	NA-N	XM8N	Befog N	Apparently replaced by A9-519.
GLD28/3 17/9	NA-N	XM8N	Befog N	F/O Yates. Replaced -502.
GLD30/3 18/9	NA-N	3CSN	Trooper N	Parr. A51: serial not recorded.
GLD6/3 28/9	NA-N	VB2N	Inflow	Hair.
GLD19/10 06/10	NA-N	4FNN		Hair. A51: not recorded.
GLD22/2 07/10	NA-N	SV5N		Replaced by A9-496.
GLD25/5 08/10	NA-N	HN2N		Parr.
GLD33/4 12/10	NA-N	OR3N		Parr.
GLD37/7 13/10	NA-N	YJ9N	Bedlam	Parr.
GLD40/2 14/10	NA-N	4QAN		Parr.
GLD80/1 23/10	NA-N	JY5N		Devine. VMZABN.
GLD19/6 10/11	NA-M	HX4M		Dean.
GLD21/2 11/11	NA-M	ZT26M		F/S Yates.
GLD39/3 16/11	NA-M	3CSM		Dean. Replaced A9-373.
GLD40/4 17/11	NA-M	LZ1M		Thomas.
GLD43/2 19/11	NA-M	LU6M		Devine.
GLD45/2 20/11	NA-M	CL8M		Burt.
GLD12/4 26/11	NA-M	VJ4M		Hudson. <b>Ditched.</b>

Beaufort A9-497 departed Gould at 4:35 am as the first detail on mission Gould 12 of 26<sup>th</sup> November. Nearly an hour into the flight, the port engine began to run rough so the pilot decided to return to base. Not long after, the engine failed. At approximately 6 am local time, the starboard engine also failed and the aircraft was successfully ditched in position 12°07'S 131°07'E, about 5 miles east of South West Island, which is one of the Vernon Islands.<sup>80</sup>

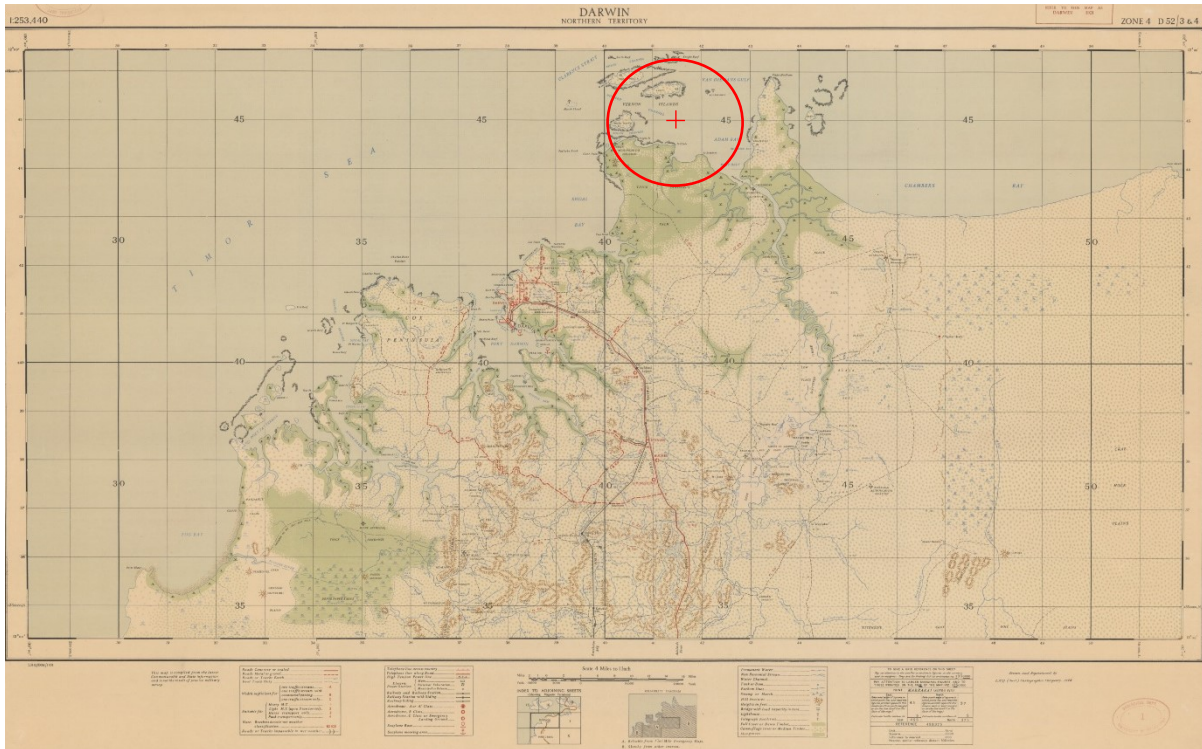
The Unit History gave the time and position as 262028Z [sic – should be 252028Z] (5:58 am Darwin time on the 26<sup>th</sup>) in position 8 miles west of Cape Hotham, adding that the crew then spent 5 hours in a dinghy and were able to get ashore on South West Island. They were located by a Catalina at about 261006Z (7:36 pm on the 26<sup>th</sup>) and picked up by a launch at 270102Z (10:32 am Darwin time on the 27<sup>th</sup>) and returned to Darwin.<sup>81</sup>

<sup>80</sup> Confirmatory Memorandum, Aircraft Casualty Beaufort A9-497 in Beaufort A9 Accidents Part 19; NAA: A9845, 259.

<sup>81</sup> RAAF Form A51 Unit History Sheet Detail of Operations by No. 1 Squadron, entry for A9-497 (GLD) 12/4 of 27/11/44 in RAAF Unit History Sheets Number 1 Squadron Jul 25 – Feb 46; NAA: A9186, 1

## A9-497 (continued)

The crew comprised of Pilot: Warrant Officer J.K. Hudson; Navigator: Warrant Officer J.J. Callaghan and Wireless operator Air Gunners: Flight Sergeants A.D Leitch and J.R. McClelland.<sup>82</sup>



The approximate latitude and longitude of the ditching, indicated by the red “plus” sign, on a 1943 edition of the 4 Mile to 1 Inch Darwin sheet, Darwin 1101. [National Library of Australia object 234065292 via <http://nla.gov.au/nla.obj-234065292>].

<sup>82</sup> Confirmatory Memorandum, Aircraft Casualty Beaufort A9-497 in Beaufort A9 Accidents Part 19; NAA: A9845, 259.



**Beaufort VIII**  
**A9-499**

On December 14<sup>th</sup>, 1943, this aircraft was received by 1SQN from 1AD.<sup>83</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD9/1 24/3	NA-O	2MNO		Smith.
GLD10/1 25/3	NA-O	GA9O		Supposed to have replaced A9-501.
GLD31/7 03/4	NA-O	FM7O		Replaced by A9-499.
GLD35/2 04/4	NA-O	4PJO		Smith.
GLD47/3 07/4	NA-O	LZ1O		Speet.
GLD4/3 08/4	NA-O	UE9O		Wright.
GLD7/1 09/4	NA-O	4LQO		Wright.
GLD9/1 10/4	NA-O	CN2O		Falconer.
GLD14/1 12/4	NA-O	M13O		Smith.
GLD18/2 13/4	NA-O	3ZGO		Speet.
GLD25/9 19/4	NA-O	HR3O		Wallace. Replaced A9-502.
GLD25/11 19/4	NA-O	HR3O		Replaced by A9-501.
GLD1/1 29/4	NA-O	JU6O		DePassey.
GLD4/2 30/4	NA-O	UE9O		Wright.
GLD6/5 01/5	NA-O	UT7O		Speet.
GLD10/2 02/5	NA-O	CX8O		Bolton.
GLD18/2 05/5	NA-Q	UI8Q		Simms. Apparently replaced A9-502. RTB, believe crew then took A9-485.

On May 8<sup>th</sup>, 1944, the aircraft was being taxied along Gould's north-eastern dispersal loop<sup>84</sup> when the aircraft began to swing towards a concrete culvert. Brakes were applied but were slow in taking effect so the pilot used asymmetric engine power in an attempt to ground-loop the aircraft which caused the tail to strike the culvert.<sup>85</sup> With a 240-hourly due and now in need of airframe repairs, this aircraft was sent to 7AD at Tocumwal and was recorded as being received by that unit on May 14<sup>th</sup>, 1944. The aircraft status card for this airframe notes that 1SQN got it back again on July 6<sup>th</sup>, although it was probably prior to that date.<sup>86</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD24/1 06/7	NA-O	GX7O		(QC9O / Cookie O for transit GOV – MIL on 6 <sup>th</sup> ). Replaced by A9-375.
GLD18/12 19/7	NA-O	XF1O YM9O		Devine. C/S change over 191200Z.
GLD35/8 28/7	NA-O	GL4O		Smith.
GLD45/3 02/8	NA-O	2LYO SV5O		Hoddinott. Replaced A9-496. C/S change over 021200Z.
GLD16/2 08/8	NA-O	DY2O		Smith.
GLD22/4 10/8	NA-O	VV1O		Smith.
GLD25/3 11/8	NA-O	4OXO		F/S Yates.

Continued →

<sup>83</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-499 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>84</sup> Confirmatory Memorandum, Aircraft Casualty, Beaufort A9-499 in Beaufort A9 Accidents Part 19; NAA: A9845, 259.

<sup>85</sup> Aircraft Accident Data card for Beaufort A9-499, *ibid*.

<sup>86</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-499 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

## A9-499 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD35/4 14/8	NA-O	YX7O		Smith.
GLD41/3 17/8	NA-O	WS2O		Lipman.
GLD42/7 04/9	NA-O	3ZVO		Terdich.
GLD7/1 10/9	NA-O	IU74O		Replaced by A9-610.
GLD11/4 11/9	NA-O	2NKO		F/O Yates.
GLD28/1 17/9	NA-O	XM8O	Befog O	U/S, to have been replaced by A9-502.
GLD28/3 17/9	NA-O	XM8O	Befog O	U/S, to have been replaced by A9-502.
GLD30/2 18/9	NA-O	3CSO	Trooper O	Wright. A51: serial not recorded.
GLD35/2 19/9	NA-O	WK6O	Kindred	Smith.
GLD6/2 28/9	NA-O	VB2O	Inflow	F/O Yates.
GLD14/1 03/10	NA-O	IU74O		Replaced by A9-487.
GLD15/1 04/10	NA-O	IU74O		F/O Yates.
GLD18/1 06/10	NA-O	IU74O		Hudson. A51: F/S Yates.
GLD28/3 09/10	NA-O	LG7O		F/O Yates.
GLD5/7 21/10	NA-O	YS4O		F/O Yates.
GLD20/7 29/10	NA-O	OR3O		F/O Yates.
GLD30/4 01/11	NA-O	FU6O		Parr.
GLD42/1 05/11	NA-O	XY69O		F/O Yates.

14ARD received the aircraft on November 15<sup>th</sup>, 1944, for a 240-hourly and to repair damage caused by a fire that occurred during a ground run on the 9<sup>th</sup>. It must have flown quite a few hours whilst still being on 14ARD's books, because on January 27<sup>th</sup>, it was noted that it had 405 hours on it. Its next squadron posting was to 32SQN who received it on April 27<sup>th</sup>, 1945.<sup>87</sup>

<sup>87</sup> Ibid.

**Beaufort VIII  
A9-501**

Number 1 Squadron received this aircraft on December 8<sup>th</sup>, 1943.<sup>88</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD1/2 20/3	NA-P	RT7P		Clapp.
GLD4/2 22/3	NA-P	GL4P		Roxburgh.
GLD10/1 25/3	NA-P	GA9P		Reportedly U/S and replaced by A9-499. But recorded in A51 as flying. Simms.
GLD12/2 26/3	NA-P	JS5P		Wallace.
GLD14/2 27/3	NA-P	UN2P		Falconer.
GLD15/1 28/3	NA-P	YS4P		Hoddinott.
GLD18/2 29/3	NA-P	JI2P		Devine.
GLD21/3 30/3	NA-P	DV6P		Falconer.
GLD37/5 04/4	NA-P	4PJP 3VYP		Johnson. C/S change over 041200Z.
GLD46/4 06/4	NA-P	1NBP LZ1P		Terdich. C/S change over 061200Z.
GLD8/4 09/4	NA-P	Q17P		Hoddinott. (Y19P for transit GLD – DAR).
GLD16/4 14/4	NA-P	LD6P		Operation cancelled.
GLD20/2 14/4	NA-P	LD6P		F/O Yates.
GLD22/1 15/4	NA-P	S22P	Bender P	Terdich.
GLD25/3 19/4	NA-P	HR3P		Replaced by A9-502.
GLD25/11 19/4	NA-P	HR3P		Speet. Replaced A9-499.
GLD30/2 21/4	NA-P	4SAP		Yates. RTB, U/S.
GLD32/1 22/4	NA-P	1NBP	Canticle P	Replaced by A9-502.
GLD37/2 24/4	NA-P	LZ1P		Yates.
GLD40/3 25/4	NA-P	UA9P		Parr.
GLD47/1 28/4	NA-P	YJ9P		Parr.
GLD49/2 29/4	NA-P	JU6P		Parr.
GLD9/1 02/5	NA-P	CX8P		Smith.
GLD12/1 03/5	NA-P	JA4P		Smith.

7AD took charge of the aircraft on May 10<sup>th</sup> for a 240-hourly and they returned it to 1SQN on June 25<sup>th</sup>.<sup>89</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD40/5 26/6	NA-P	4OXP		Replaced by A9-496.
GLD40/7 26/6	NA-P	4OXP		Simms.
GLD43/2 27/6	NA-P	SL8P		Hair.
GLD43/4 27/6	NA-P	SL8P		Smith.
GLD12/2 02/7	NA-P	3BKP		F/O Yates. RTB. Replaced by A9-493.
GLD19/2 04/7	NA-P	4ENP		Replaced by A9-603.
GLD28/4 07/7	NA-P	RX6P		Speet.
GLD44/1 14/7	NA-P	4DWP		Smith.

Continued →

<sup>88</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-501 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>89</sup> Ibid.

## A9-501 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD1/1 16/7	NA-P	QY3P		Speet.
GLD14/1 20/7	NA-P	YM9P		Speet.
GLD20/1 21/7	NA-P	PP2P		Smith. Replaced A9-473.
GLD24/1 22/7	NA-P	RX6P		Speet.
GLD20/1 09/8	NA-P	WE9P		F/S Yates.
GLD43/9 19/8	NA-P	4JWP		F/S Yates.
GLD49/4 21/8	NA-S	VK8S		Terdich. Apparently replaced A9-496.
GLD2/4 22/8	NA-P	RK8P		F/O Yates.
GLD7/4 24/8	NA-P	KX6P		Terdich.
GLD8/1 25/8	NA-P	HR3P		Terdich.
GLD37/1 03/9	NA-P	LW4P		Hobson.
GLD24/2 16/9	NA-P	IU74P		Devine.
GLD26/1 17/9	NA-P	IU74P		Cancelled.
GLD34/5 19/9	NA-P	IU74P		F/S Yates.
GLD10/3 30/9	NA-P	2PNP		Wright.
GLD12/5 01/10	NA-P	4AQP		F/S Yates.
GLD19/11 06/10	NA-P	4FNP		F/O Yates. A51: not recorded.
GLD29/1 10/10	NA-P	IU74P		F/S Yates.
GLD39/5 14/10	NA-P	YX7P		F/S Yates.
GLD4/1 21/10	NA-P	TH32P		Parr.
GLD13/3 27/10	NA-P	ZT26P		Hoddinott. RTB.
GLD34/5 03/11	NA-P	TH32P		F/S Yates.
GLD5/6 07/11	NA-P	PN7P		F/S Yates.
GLD10/1 09/11	NA-P	XY69P		Hair.
GLD17/8 10/11	NA-P	1DW6P		(F/S) Yates. RTB.

On November 14<sup>th</sup>, 1944, it was received by 4RSU for a 480-hourly and they were going to hand the aircraft over to 12RSU RP for storage, but it suffered a landing accident on March 24<sup>th</sup>, 1945, whilst still in their care. The aircraft was converted to components.<sup>90</sup>

<sup>90</sup> Ibid.

**Beaufort VIII  
A9-502**

On December 8<sup>th</sup>, 1943, this aircraft was received by 1SQN from 1AD.<sup>91</sup> After deploying to North Western Area, it was engaged on the following operations:

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD22/3 31/3	NA-G	SE9Q		Smith. Replaced A9-497. Error in aircraft identification letter.
GLD26/2 01/4	NA-Q	JU6Q		Replaced by A9-489.
GLD33/3 03/4	NA-Q	FM7Q		Parr.
GLD34/1 04/4	NA-Q	4PJQ		Clapp. Replaced A9-475.
GLD41/4 05/4	NA-Q	3VYQ		Falconer.
GLD44/1 06/4	NA-Q	MQ8Q		Falconer. RTB, U/S.
GLD13/3 11/4	NA-Q	WU9Q		Falconer. Crew had RTB'd in A9-497.
GLD25/3 19/4	NA-Q	HR3Q		Falconer. Replaced A9-501.
GLD25/9 19/4	NA-Q	HR3Q		Replaced by A9-499.
GLD31/4 21/4	NA-Q	4SAQ	Civic Q	Parr.
GLD32/1 22/4	NA-Q	1NBQ	Canticle Q	Wallace. Replaced A9-501.
GLD34/1 23/4	NA-Q	VX6Q		Wallace.
GLD46/2 27/4	NA-Q	M13Q		Terdich.
GLD13/2 03/5	NA-Q	2JRQ		Johnson.
GLD15/2 04/5	NA-Q	ON2Q		F/O Yates.
GLD18/2 05/5	NA-Q	UI8Q		Apparently replaced by A9-499.
GLD17/1 05/5	NA-Q	UI8Q		Hoddinott. Replaced A9-483.
GLD19/1 06/5	NA-Q	JY5Q		Parr.
GLD24/3 07/5	NA-Q	LF1Q		Wright.
GLD27/2 08/5	NA-Q	OR3Q		F/O Yates.
GLD29/2 09/5	NA-Q	MI1Q		Wright.
GLD37/2 12/5	NA-Q	CN5Q		Hobson.
GLD40/4 13/5	NA-Q	VP4Q		Falconer. (VP4Q / Blandish Q for transit GLD – GOV on 13 <sup>th</sup> .)
GLD43/3 14/5	NA-Q	VD1Q	Darkhand	Falconer. A51: no record.
GLD45/1 16/5	NA-Q	HP4Q		Campbell.

4RSU took charge of the aircraft on May 20<sup>th</sup> for a 240-hourly and handed it back over to 1SQN on June 24<sup>th</sup>.<sup>92</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD32/2 25/6	NA-Q	LW4Q		Wright.
GLD40/6 26/6	NA-Q	4OXQ		Hair.
GLD43/3 27/6	NA-Q	SL8Q		Simms.
GLD45/5 28/6	NA-Q	PF5Q		Unserviceable.
GLD1/4 29/6	NA-Q	FR2Q		Parr.
GLD5/2 30/6	NA-Q	1RVQ		Hudson.
GLD22/3 06/7	NA-Q	WV6Q		Parr.
GLD32/3 08/7	A9-502	4DWQ	Walrus	Wright. Return Report quotes "NA-Q".

Continued →

<sup>91</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-502 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>92</sup> Ibid.

## A9-502 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD38/1 11/7	NA-Q	4NCQ		F/S Yates. A51: A9-568 in error. (MIL/M1/11/7 confirms NA-Q as completing route, with tail wheel collapsing after landing whilst taxiing).

After completing Gould 38, A9-502 made a normal approach to runway 11 at Millingimbi and at approximately 5:35 pm local time touched down slightly tail wheel first and that, along with the rough surface of the runway, contributed to the tail wheel collapsing at the end of the aircrafts landing roll.<sup>93</sup> Repairs were conducted in-house.<sup>94</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD8/3 05/8	NA-W	Q87W 3ZGW		F/S Yates. C/S change over 051200Z.
GLD11/4 06/8	NA-W	3ZGW LU6W		Parr. Replaced A9-562 which RTB'd. C/S change over 061200Z.
GLD46/1 20/8	NA-W	LU6W		Smith.
GLD11/1 26/8	NA-W	H64W		Replaced by A9-489.
GLD15/2 27/8	NA-W	QG4W		F/O Yates.
GLD18/1 28/8	NA-W	WE9W		Hoddinott.
GLD27/2 31/8	NA-W	ZX7W		Operation cancelled.
GLD32/6 01/9	NA-W	XM8W		F/O Yates.
GLD36/3 02/9	NA-W	UC8W		Smith.
GLD43/1 04/9	NA-W	2PNW		F/O Yates.
GLD4/1 08/9	NA-W	2SPW		Loneragan.
GLD11/3 11/9	NA-W	2NKW		Parr.
GLD13/1 12/9	NA-W	IU74W		Smith.
GLD25/5 16/9	NA-W	1RBW	Bruiser	Parr.
GLD28/1 17/9	NA-W	XM8W	Befog W	To replace -499, but U/S. Replaced by 497
GLD28/3 17/9	NA-W	XM8W	Befog W	To replace -499, but U/S. Replaced by 497
GLD19/13 06/10	NA-W	4FNW		Parr. A51: not recorded.
GLD33/3 12/10	NA-W	OR3W		Hair.
GLD36/10 13/10	NA-W	YJ9W		Wright. Replaced A9-475 which RTB'd.
GLD39/8 14/10	NA-W	YX7W		Hair.
GLD46/3 16/10	NA-W	LF1W	Baggo	F/S Yates.
GLD5/5 21/10	NA-W	YS4W		Hair.
GLD14/1 28/10	NA-W	TH32W		Hair.
GLD19/3 29/10	NA-W	ZT26W		Hudson.
GLD25/2 31/10	NA-W	XY69W		F/S Yates.
GLD30/6 01/11	NA-W	FU6W		Hair. Replaced A9-540.
GLD35/2 03/11	NA-W	XY69W		Hair.

On November 7<sup>th</sup>, 4RSU received the aircraft for a 240-hourly. A notation on its aircraft status card says that the aircraft was to be sent to 5AD at Wagga Wagga, but that was changed during early

<sup>93</sup> Confirmatory Memorandum, Aircraft Casualty Beaufort A9-502 in Beaufort A9 Accidents Part 20; NAA: A9845, 260.

<sup>94</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-502 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

### **A9-502 (continued)**

February, 1945 and the aircraft was to be made serviceable for further operational duties within North Western Area. However, just two weeks later the aircraft was allotted to 12RSU RP, at Tadjil in New Guinea and they received it on March 20<sup>th</sup>. Later, the aircraft served with 7SQN (as KT-C).<sup>95</sup>

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<sup>95</sup> Ibid.

**Beaufort VIII  
A9-503**

This machine became a 1SQN aircraft on December 11<sup>th</sup>, 1943<sup>96</sup> and after deploying to North Western Area, flew the following operations:

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD16/5 14/4	NA-R	LD6R		Operation cancelled.
GLD23/4 16/4	NA-R	S22R		Wallace.
GLD44/4 26/4	NA-R	Q17R		Wright.
GLD11/7 02/5	NA-R	CX8R		Parr. (CX8R / Goodwon R for transit GLD – DRY on 2 <sup>nd</sup> ). A51: duty 8.
GLD16/4 04/5	NA-R	UI8R		Speet. (UI8R / Pongo R for transit GLD – DRY on 4 <sup>th</sup> ).
GLD21/8 06/5	NA-R	JY5R LF1R		Wallace. (JY5R / Acock R for transit GLD – DRY on 6 <sup>th</sup> ). C/S change over 061200Z.
GLD30/4 08/5	NA-R	MI1R		Parr.
GLD35/8 12/5	NA-R	CN5R		Terdich.
GLD49/4 20/5	NA-R	ON2R		Devine.
GLD1/10 20/5	NA-R	ON2R 2JRR		Parr. C/S change over 201200Z.
GLD8/2 24/5	NA-R	OP4R		Falconer.
GLD14/3 25/5	NA-R	ZN4R		Wright.
GLD16/1 07/6	NA-R	4BHR		Terdich.
GLD22/1 08/6	NA-R	3YAR		Terdich.
GLD36/5 11/6	NA-R	YO5R		Parr.
GLD37/1 12/6	NA-R	KC8R		Wright.
GLD41/1 13/6	NA-R	WU3R		F/S Yates.
GLD5/6 16/6	NA-R	UA9R		Hobson.
GLD8/3 17/6	NA-R	ZS6R	Forestall	Hobson.
GLD10/1 18/6	NA-R	WU3R		McAtee.
GLD18/1 21/6	NA-R	WD6R		Johnsen. (VT7R / Bantum R for transit GLD – MIL on 20 <sup>th</sup> ).
GLD22/1 22/6	NA-R	1GDR		Johnsen.
GLD35/1 10/7	NA-R	UK2R		Unserviceable, replaced by A9-568.

The aircraft was to have gone to 4RSU for a 240-hourly after June 24<sup>th</sup>, however that was canned and it was sent down to 7AD at Tocumwal instead, being received there on July 2<sup>nd</sup>.<sup>97</sup> The allocation of this aircraft to mission Gould 35 of 10<sup>th</sup> July was clearly an error.

<sup>96</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-503 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>97</sup> Ibid.



**Beaufort VIII**  
**A9-508**

This aircraft was received by 2AD from DAP on November 22<sup>nd</sup>, 1943. It was then handed over to 2SQN who received it on January 17<sup>th</sup>, 1944.<sup>98</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HGS41/3 27/1	KO-W	QG4W		Davies.
HGS46/2 29/1	KO-W	JO5W	Boatrace	Dinsdale.
HGS3/5 01/2	KO-W	CV1W	Cobar	Davies.
HGS19/5 06/2	KO-W	XI9W		Davies.
HGS32/4 09/2	KO-W	XL4W		Weston.
HGS42/2 12/2	KO-W	4KJW		Apparently replaced by A9-373.
HGS3/4 14/2	KO-W	VR3W		Not recorded in A50/A51, poss cancelled.
HUG31/4 23/2	KO-W	1RBW		Henderson.
HUG34/3 24/2	KO-W	1SDW		Dinsdale.
HUG37/2 25/2	KO-W	PF5W		Hocking.
HUG3/2 02/3	KO-W	3XNW		Henderson.
HUG4/3 02/3	KO-W	4BWW		Unserviceable, operation cancelled.
HUG5/3 03/3	KO-W	FR2W		Davies.
HUG9/2 04/3	KO-W	RT7W		Operation cancelled due WX.
HUG11/2 05/3	KO-W	ZQ8W	Ringer	Operation cancelled due WX.
HUG12/2 06/3	KO-W	Q87W	Waggy	Coughlan.
HUG16/3 07/3	KO-W	LI9W		Weston.
HUG18/3 08/3	KO-W	SR7W	Felon	Henderson.
HUG21/4 09/3	KO-W	HT7W		Davies.
HUG24/2 10/3	KO-W	4FNW		Weston.
HUG34/4 12/3	KO-W	GX7W		Davies.
HUG8/1 18/3	KO-W	JI2W		Henderson.
HUG11/1 19/3	KO-W	QY3W		Henderson.
HUG15/2 20/3	KO-W	4JHW		Pierce.
HUG28/2 27/3	KO-W	SX4W		Davies.
HUG33/1 29/3	KO-W	SE9W		Replaced by A9-540.
HUG36/3 30/3	KO-W	LR2W Y54W	Astra Reluct	Davies. C/S change over 301200Z.
HUG37/3 31/3	KO-W	JS5W 3ZGW	Cricket Uproar	Pierce. C/S change over 311200Z.

14ARD received it on April 7<sup>th</sup> for a complete airframe check. After six weeks at 14ARD a check flight was conducted to assess the aircrafts performance and this resulted in the aircraft being deemed not suitable for operations. After being sent to Number 1 Aircraft Performance Unit (1APU), then 1AD and 5AD it was eventually given to 1OTU who only had it for a couple of months before it was issued to storage.<sup>99</sup>

<sup>98</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-508 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>99</sup> Ibid.

## Beaufort VIII A9-509

This was a dual control configured aircraft that was received by 1SQN on December 10<sup>th</sup>, 1943.<sup>100</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD23/13 16/4	NA-V	S22V		DePassey.
GLD25/5 19/4	NA-V	HR3V		Johnson.
GLD11/3 02/5	NA-V	CX8V		Roxburgh. (CX8V / Goodwon V for transit GLD – DRY on 2 <sup>nd</sup> ). A51: A9-503 in error.
GLD30/8 08/5	NA-V	MI1V		Wallace. <b>Failed to Return.</b>

It was one of two aircraft that failed to return<sup>101</sup> from a night strike on the Military Barracks at Penfoei.<sup>102</sup> The operation was conducted from Drysdale River Mission, recovering to Gould.<sup>103</sup>

Weather in the target area wasn't particularly good with between 4 and 10/10ths cumulus at 500 feet with tops to 10,000 feet as well as heavy patches of nimbostratus.<sup>104</sup>

Slight, fairly accurate heavy calibre Anti-Aircraft fire was reported by two of the participating duties as coming from Tenau, apparently being radar controlled. Crews from each of the four surviving aircraft also reported seeing a bright red light floating slowly down over the target, with some considering that it fell in two pieces and exploded on striking the ground; this was supposed to have been a photo-flash bomb which was carried by one of the two missing aircraft.<sup>105</sup> A subsequent report stated that one of the duties had seen bomb bursts in the target area 8 minutes prior to their arrival and another duty said they saw five bomb bursts 5 minutes after leaving the target followed immediately by flares falling.<sup>106</sup>

These reported bomb bursts presumably being the only evidence of the missing aircraft over the target – the early bomb-run likely to have been from the formation leader<sup>107</sup> who had failed to return and the late bursts with photo-flash from the missing designated photographic aircraft, A9-509.<sup>108</sup>

The crewmembers were:

Pilot	Flight Sergeant Terence William Wallace,
Navigator	Flight Sergeant William David Sandwell,
WAG	Flight Sergeant William James Hamilton, and
WAG	Flight Sergeant Felix Keon. <sup>109</sup>

<sup>100</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-509 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>101</sup> GLD/M2/9 May in AWM66, 15/1/110.

<sup>102</sup> DA/G1/8 May, *ibid.*

<sup>103</sup> GLD/M4/8 May, *ibid.*

<sup>104</sup> GLD/M2/9 May, *ibid.*

<sup>105</sup> GLD/B1/9 May, *ibid.*

<sup>106</sup> GLD/B1/10 May, *ibid.*

<sup>107</sup> Report No.9 dated 13 May 1944, Report on Operation GLD 30 of 8<sup>th</sup> May in RAAF Squadron Narrative Reports Number 1 Squadron 4 March 1944 to 16 August 1945 Number 2 Squadron 8 January 1944 to 30 April 1945; NAA: A9652, BOX1.

<sup>108</sup> GLD/M4/8 May in AWM66, 15/1/110.

<sup>109</sup> 2BPSO signal BC53 of 9 May (1944) in Casualty Repatriation File Hamilton William James 418836; NAA: A705, 166/17/572.

**Beaufort VIII  
A9-519**

This aircraft went to 1AD from DAP and became a 2SQN machine on January 26<sup>th</sup>, 1944. It was evidently fitted with dual controls and was employed by 2SQN as a conversion trainer until this fit was ordered removed on April 12<sup>th</sup>.<sup>110</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG2/5 25/4	KO-Y	UG3Y	Choppy	Ditchburn.
HUG30/3 06/5	KO-Y	MF5Y	Chirrup B	Coughlin. Note R/T call sign suffix letter.
HUG34/2 07/5	KO-Y	UI8Y	Viscount	Davies.
HUG43/3 11/5	KO-Y	ZN4Y		Lee.
HUG48/6 12/5	KO-Y	XM8Y	Armada	Davies.
HUG2/3 13/5	KO-B	DN8B	Bisto	Dinsdale. Apparently replaced A9-363.
HUG2/4 13/5	KO-Y	DN8Y	Bisto	Apparently replaced by A9-388.
HUG6/2 14/5	KO-Y	Q53Y		Hocking.

2SQN handed the machine over to 1SQN on May 25<sup>th</sup>, 1944.<sup>111</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD25/6 27/5	NA-W	DN8W	Bisto W	Wright.
GLD28/3 28/5	NA-W	LF1W		Wright.
GLD31/3 29/5	NA-W	DV6W		Parr. Replaced A9-540.
GLD42/2 01/6	NA-W	WG3W		Terdich.
GLD45/2 02/6	NA-W	PZ5W		Falconer.
GLD20/3 08/6	NA-W	1MQW		Parr.
GLD29/5 09/6	NA-W	LW4W		F/O Yates.
GLD36/1 11/6	NA-W	YO5W		Wright.
GLD49/1 15/6	NA-W	ZS6W		DePassey.
GLD3/1 16/6	NA-W	KC8W		DePassey.
GLD15/2 19/6	NA-W	UX6W		Smith.

On June 12<sup>th</sup>, it was received by 4RSU for a 240-hourly; they gave it back on August 16<sup>th</sup>.<sup>112</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD43/8 19/8	NA-Y	4JWY		Wright.
GLD1/3 22/8	NA-Y	ZQ8Y		Wright.
GLD16/5 27/8	NA-Y	ZV3Y		Wright.
GLD20/4 28/8	NA-Y	GP8Y		Smith.
GLD25/4 30/8	NA-Y	UL5Y		Hobson.
GLD43/8 04/9	NA-Y	2PNY		Wright.
GLD45/2 05/9	NA-Y	KA3Y		Hobson.
GLD4/8 08/9	NA-Y	VB2Y		F/O Yates.

Continued →

<sup>110</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-519 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>111</sup> Ibid.

<sup>112</sup> Ibid.

### A9-519 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD1/3 10/9	NA-Y	ZN4Y 2NKY		Hobson. C/S change over 101200Z.
GLD25/6 16/9	NA-Y	1RBY	Bruiser	Wright.
GLD28/2 17/9	NA-N	XM8N	Befog N	Hudson. Apparently replaced A9-497.
GLD19/8 06/10	NA-Y	4FNY		Hobson.
GLD28/2 09/10	NA-Y	LG7Y		Wright.
GLD33/5 12/10	NA-Y	OR3Y		Hobson.
GLD39/7 14/10	NA-Y	YX7Y		F/O Yates.
GLD42/1 15/10	NA-Y	IU74Y		Hobson.
GLD5/2 21/10	NA-Y	YS4Y		Hobson.
GLD26/3 31/10	NA-Y	ZT26Y		Hobson.
GLD32/2 02/11	NA-Y	ZT26Y		Wright.
GLD48/3 06/11	NA-Y	1DW6Y		Hobson.
GLD16/2 10/11	NA-Y	ZT26Y		Hobson.
GLD39/4 16/11	NA-Y	3CSY		Hobson.
GLD42/1 18/11	NA-Y	2SBY		Wright.
GLD43/4 19/11	NA-Y	LU6Y		(F/O) Yates. A51: no record.
GLD47/2 22/11	NA-Y	ZT26Y		Hobson.
GLD4/1 24/11	NA-Y	TH32Y		Wright.
GLD11/3 26/11	NA-Y	XY69Y		Devine.
GLD21/3 30/11	NA-Y	QY3Y		Hair.
GLD33/5 06/12	NA-Y	TH32Y		Hobson.
GLD36/5 09/12	NA-Y	QS5Y LO5Y		Hobson. C/S change over 091200Z.
GLD5/1 12/12	NA-Y	TH32Y		Hobson.
GLD17/4 15/12	NA-Y	4AQY		Hobson.
GLD23/1 18/12	NA-Y	TH32Y		Wright.

With a double engine change required and another 240-hourly due, A9-519 was sent over to 4RSU on December 20<sup>th</sup>. 4RSU hung on to it until May 21<sup>st</sup>, 1945, when they handed it over to 11CU.<sup>113</sup>

<sup>113</sup> Ibid.

**Beaufort VIII  
A9-540**

2SQN received this aircraft on March 12<sup>th</sup>, from 1AD.<sup>114</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG49/3 15/3	KO-A	UL5A		Coughlan.
HUG22/2 25/3	KO-A	OX6A		Hill.
HUG32/3 28/3	KO-A	UN2A		Pierce.
HUG33/1 29/3	KO-A	SE9A		Dinsdale. Replaced A9-508.
HUG34/2 29/3	KO-A	LI9A		Replaced by A9-496.
HUG36/4 30/3	KO-A	LR2A Y54A	Astra Reluct	Hocking. C/S change over 301200Z.
HUG37/4 31/3	KO-A	JS5A 3ZGA	Cricket Uproar	Weston. C/S change over 311200Z.
HUG45/5 04/4	KO-A	VN2A FO5A	Hoodlum Dawdle	Simpson. C/S change over 041200Z.
HUG46/2 05/4	KO-A	UA9A JU6A	Dawdle Dingo	Coughlan. C/S change over 051200Z.
HUG3/1 07/4	KO-A	LZ1A	Defer	Hayes.
HUG6/3 09/4	KO-A	FM7A		Coughlan.
HUG22/4 16/4	KO-A	LO5A		Pierce.
HUG26/3 17/4	KO-A	YJ9A		Coughlan.
HUG45/2 23/4	KO-A	FO5A		Pierce.
HUG1/2 25/4	KO-A	KI3A		Hocking.
HUG3/4 26/4	KO-A	VB2A	Inflow	Coughlan.
HUG15/4 30/4	KO-A	2QE A	Backwood	Weston.
HUG19/1 02/5	KO-A	VP4A		Coughlan.
HUG33/5 07/5	KO-A	W18A		Replaced by A9-378.
HUG37/2 09/5	KO-A	CX8A		Hill.
HUG40/1 10/5	KO-A	XG7A		Slater.
HUG41/5 11/5	KO-A	ZN4A		Pierce.
HUG46/3 12/5	KO-A	OP4A		Ditchburn.
HUG1/1 13/5	KO-A	VD1A		Ditchburn.
HUG22/1 21/5	KO-A	UT7A		Ditchburn.
HUG26/1 22/5	KO-A	M51A		Ditchburn. Last 2SQN Beaufort landing at MIL from an operation (220607Z). Last 2SQN Beaufort returning to HUG from operational duty (220831Z).

It was handed over to 1SQN on May 27<sup>th</sup>, 1944.<sup>115</sup>

<sup>114</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-540 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>115</sup> Ibid.

## A9-540 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD31/3 29/5	NA-L	DV6L		Replaced by A9-519.
GLD35/2 30/5	NA-U	1QIU		Falconer. Apparently replaced A9-473.
GLD40/1 01/6	NA-L	WG3L		Wright.
GLD1/3 03/6	NA-L	4RCL		Lipman.
GLD8/1 05/6	NA-L	QX6L		Wright. A51: not recorded.
GLD13/1 07/6	NA-L	YW3L		F/O Yates.

With a 240-hourly due, 4RSU took charge of the aircraft on June 12<sup>th</sup> and handed it back to 1SQN on August 2<sup>nd</sup>.<sup>116</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD13/2 07/8	NA-L	JE3L Q87L		Devine. C/S change over 071200Z.
GLD23/5 10/8	NA-L	3XAL		Devine.
GLD32/3 13/8	NA-L	1NBL		Devine.
GLD3/5 22/8	NA-L	ST1L		F/S Yates.
GLD13/5 26/8	NA-L	GG2L		Hoddinott.
GLD17/6 27/8	NA-L	QG4L		Whitford. Replaced A9-477.
GLD32/7 01/9	NA-L	XM8L		Wright.
GLD34/6 02/9	NA-L	MC2L		F/S Yates.
GLD43/2 04/9	NA-L	2PNL		F/S Yates.
GLD4/9 08/9	NA-L	VB2L		F/S Yates.
GLD10/2 11/9	NA-L	IU74L		Wright.
GLD12/4 01/10	NA-L	4AQL		Tutt.
GLD19/9 06/10	NA-L	4FNL		Devine. A51: not recorded.
GLD26/6 08/10	NA-L	QV2L		Devine.
GLD28/4 09/10	NA-L	LG7L		Devine.
GLD35/1 13/10	NA-L	IU74L		Devine.
GLD1/1 19/10	NA-L	TH32L		Devine.
GLD20/6 29/10	NA-L	OR3L		Devine.
GLD30/6 01/11	NA-L	FU6L		Replaced by A9-502.
GLD39/2 04/11	NA-L	1DW6L		Devine.
GLD47/2 06/11	NA-L	ZT26L		Hudson.
GLD7/2 08/11	NA-L	ZT26L		Devine.
GLD34/2 14/11	NA-L	ZT26L		Replaced by A9-570.
GLD36/1 15/11	NA-L	XY69L		Replaced by A9-477.
GLD7/1 25/11	NA-U	ZT26U		F/O Yates. Apparently replaced A9-568. RTB and replaced by A9-576.

On December 12<sup>th</sup>, 1944, the aircraft was recorded as being at Parafield, South Australia, awaiting an engine change with Number 5 Central Recovery Depot (5CRD) with the aircraft being formally issued to that unit from 1SQN on January 9<sup>th</sup>, 1945. With the change effected and the aircraft test flown it was allotted to 5AD at Wagga Wagga for repairs and an inspection; they received it on February 9<sup>th</sup>.<sup>117</sup>

<sup>116</sup> Ibid.

<sup>117</sup> Ibid.

**Beaufort VIII**  
**A9-541**

After being received by 1AD from DAP on December 9<sup>th</sup>, 1943, this aircraft was initially supposed to go to 2SQN, but that allotment was changed to 1SQN and they received it on March 6<sup>th</sup>, 1944.<sup>118</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD45/1 06/4	NA-K	1NBK		Hoddinott.
GLD1/1 07/4	NA-K	LZ1K		Johnson.
GLD16/6 14/4	NA-K	LD6K		Operation cancelled.
GLD23/6 16/4	NA-K	S22K		Roxburgh.
GLD25/4 19/4	NA-K	HR3K		Roxburgh.
GLD30/3 08/5	NA-K	MI1K		Roxburgh. <b>Failed to Return.</b>

As related on the page for Beaufort A9-509, this aircraft was the second of two aircraft that failed to return<sup>119</sup> from a night strike on the Military Barracks at Penfoei.<sup>120</sup> The operation was conducted from Drysdale River Mission, recovering to Gould.<sup>121</sup>

A9-541 departed Drysdale at 081555Z (1:25 am Darwin time on the 9<sup>th</sup>), the first aircraft to get airborne and was last plotted by radar at 1658Z (2:28 am) in position 12°14'S 124°55'E. The crew of A9-503, the second detail, reported on their return having sighted a large flash through cloud in the vicinity of the target as they approached it at 1755Z (3:25 am). Then, on their bombing run, they saw small fires in the target area and a steady orange fire to the north west of the main runway at Penfoei – about half a mile from the target. Because the likelihood of a collision was small and because of the intense Anti-Aircraft fire over the target area, it was therefore considered that both A9-503 and A9-541 had been shot down.<sup>122</sup>

The crewmembers were:

Pilot	Squadron Leader Gilbert Bryce Dart Roxburgh,
Navigator	Warrant Officer Rowley Lomas,
WAG	Flying Officer Alan Leslie Colin Kerr, and
WAG	Flight Sergeant Ronald Keith Jamieson. <sup>123</sup>

<sup>118</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-541 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>119</sup> GLD/M2/9 May in AWM66, 15/1/110.

<sup>120</sup> DA/G1/8 May, *ibid*.

<sup>121</sup> GLD/M4/8 May, *ibid*.

<sup>122</sup> Confirmatory Memorandum, Beauforts A9-541 & A9-409 [sic] Missing Operations in Casualty Repatriation File Jamieson Ronald Keith 405739; NAA: A705, 166/20/128.

<sup>123</sup> 2BPSO signal BC52 of 9 May (1944) in Casualty Repatriation File Jamieson Ronald Keith 405739; NAA: A705, 166/20/128.

## Beaufort VIII A9-560

This aircraft was received by 2AD from DAP on December 30<sup>th</sup>, 1943. It was eventually received by 2SQN for its first tour on April 18<sup>th</sup>, 1944.<sup>124</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG35/4 19/4	KO-H	UE9H		Hill.
HUG37/2 20/4	KO-H	VN2H		Hocking.
HUG40/3 21/4	KO-H	HR3H		Replaced by A9-576.
HUG43/2 22/4	KO-H	JU6H		Simpson.
HUG5/1 26/4	KO-H	4PJH		Simpson.
HUG7/1 27/4	KO-H	1RBH		Fileman.
HUG13/3 30/4	KO-H	PN7H		Ditchburn. Crew had RTB'd in A9-576.
HUG14/1 30/4	KO-H	LZ1H		Replaced by A9-373.
HUG16/2 01/5	KO-H	DV6H		Ingram.
HUG22/2 03/5	KO-H	UT7H		Simpson.
HUG25/4 05/5	KO-H	HP4H		Hocking.
HUG12/2 18/5	KO-V	OX6V		Ditchburn. A51: recorded as HUG13.
HUG15/3 19/5	KO-V	QS5V		Kuring. <b>Crashed on TKOF.</b>

Whilst attempting to take-off on mission Hughes 15 during the morning of May 19<sup>th</sup> and after a ground roll of approximately 100 yards, with the tail wheel still on the ground, the aircraft veered violently to the right-hand side of the runway. In correcting this deviation, the aircraft ground-looped, collapsing the starboard undercarriage.<sup>125</sup> The starboard undercarriage and propeller were badly damaged, the starboard centre section and wing were damaged and the starboard engine was assessed as being only slightly damaged. The aircraft was sent off to 4RSU who sent it on to 14ARD for repair.<sup>126</sup>



**Beaufort VIII, A9-560/KO-V lying disabled on the runway at Hughes after its accident on May 19<sup>th</sup>, 1944.**  
[Aviation Heritage Museum of WA image P023807 via Mike Mirkovic].

<sup>124</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-560 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>125</sup> Confirmatory Memorandum regarding Beaufort A9-560 dated 15 JUN 1944 in Beaufort A9 Accidents Part 21; NAA: A9845, 261.

<sup>126</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-560 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.



**Beaufort VIII  
A9-562**

This aircraft was received by 2SQN on April 13<sup>th</sup>, 1944, after being at 2AD since delivery from DAP on December 31<sup>st</sup>, 1943.<sup>127</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG17/2 14/4	KO-F	JO5F		Davies. Replaced A9-578. RTB WX.
HUG18/2 15/4	KO-F	1NBF		Simpson.
HUG20/2 16/4	KO-F	4KJF		Hill.
HUG28/2 17/4	KO-F	YJ9F	Bencher	Hocking.
HUG44/1 23/4	KO-F	UA9F		Hill.
HUG2/3 25/4	KO-F	UG3F	Choppy	Lee.
HUG4/2 26/4	KO-F	2SPF		Hill.
HUG9/1 28/4	KO-F	FM7F		Hayes.
HUG18/5 30/4	KO-F	LZ1F		Hill.
HUG20/2 02/5	KO-F	4MCF		Avery. Replaced A9-576.
HUG42/4 11/5	KO-F	M11F		Davies.
HUG47/2 12/5	KO-F	KP7F	Perfume	Avery.
HUG4/1 14/5	KO-F	LF1F		Pierce. Replaced A9-363.
HUG14/2 19/5	KO-F	UK2F		Operation cancelled due RWY obstruction
HUG19/5 20/5	KO-F	WE9F		Weston.
HUG24/2 22/5	KO-F	VP4F		Kuring. Last 2SQN Beaufort landing at HUG from an operation (220722Z).

On May 26<sup>th</sup>, it was received by 14ARD RP pending onward delivery to 1SQN who received it on June 15<sup>th</sup>, 1944.<sup>128</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD9/2 18/6	NA-N	4JWN		Hudson.
GLD19/2 21/6	NA-N	PZ5N		Hoddinott.
GLD30/4 24/6	NA-N	3YAN		Hobson.
GLD34/4 25/6	NA-N	1PVN		Speet. Replaced A9-482.
GLD37/3 26/6	NA-N	4OXN		Johnsen.
GLD47/1 28/6	NA-N	2LCN		Smith. A51: A9-502 in error.
GLD18/10 19/7	NA-N	XF1N YM9N		Parr. C/S change over 191200Z.
GLD34/1 28/7	NA-N	GL4N		Operation cancelled.
GLD35/4 28/7	NA-N	GL4N		F/S Yates.
GLD39/2 30/7	NA-N	HN2N		Wright. Replaced A9-570.
GLD41/2 31/7	NA-N	QC9N		Parr. A51: not listed.
GLD4/5 04/8	NA-N	RK8N Q87N		Replaced by A9-496.
GLD11/3 06/8	NA-N	3ZGN LU6N		Smith. RTB, U/S. Replaced by A9-502. C/S change over 061200Z.
GLD11/2 26/8	NA-M	H64M		F/S Yates.

Continued →

<sup>127</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-562 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>128</sup> Ibid.

## A9-562 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD15/3 27/8	NA-M	QG4M		Parr.
GLD88/8 26/11	NA-N	VJ4N		F/S Yates.
GLD13/1 27/11	NA-N	TH32N		Wright.
GLD22/7 30/11	NA-N	1DW6N		Burt.
GLD23/2 01/12	NA-N	RT7N		Devine.
GLD30/2 05/12	NA-N	LF1N		Replaced by A9-363.
GLD32/4 06/12	NA-N	GL4N		Thomas.
GLD31/3 20/12	NA-N	LF1N		Unserviceable. Replaced by A9-570.
GLD33/1 21/12	NA-N	TH32N		Thomas.
GLD37/2 22/12	NA-N	FK8N		Devine.
GLD38/5 23/12	NA-N	2SBN		Hair.
GLD44/6 24/12	NA-N	XY69N		Dean.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD8/3 06/1	NA-N	MX7N		Hair.

Number 1 Operational Training Unit (1OTU) received this aircraft on January 15<sup>th</sup>, 1945.<sup>129</sup>

<sup>129</sup> Ibid.

**Beaufort VIII  
A9-564**

Delivered to 2AD from DAP on January 6<sup>th</sup>, 1944 and was received by 2SQN on April 8<sup>th</sup>.<sup>130</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG8/2 10/4	KO-D	4PJD		Dinsdale.
HUG10/1 11/4	KO-D	ML8D		Coughlan.
HUG25/5 17/4	KO-D	4LQD		Weston.
HUG30/3 18/4	KO-D	ZP8D		Simpson.
HUG36/3 19/4	KO-D	ZM7D	Rental	Replaced by A9-576.
HUG38/1 20/4	KO-D	4OXD		Weston.
HUG41/1 21/4	KO-D	OV1D		Weston.
HUG48/3 24/4	KO-D	3CAD	Cable	Hayes.
HUG11/1 29/4	KO-D	3ZGD		Henderson.
HUG23/1 04/5	KO-D	WE9D		Pierce.
HUG26/1 05/5	KO-D	UK2D		Dinsdale.
HUG28/5 06/5	KO-D	MF5D		Slater.
HUG32/4 07/5	KO-D	HY5D		Kuring.
HUG36/2 08/5	KO-D	GS6D		Ingram.
HUG45/4 12/5	KO-D	XM8D		Hayes.
HUG49/5 13/5	KO-D	DN8D		Fileman.
HUG8/3 15/5	KO-D	OR3D		Avery.
HUG17/4 19/5	KO-D	UK2D	Befstar	Coughlan.
HUG17/6 19/5	KO-D	UK2D	Befstar	Coughlan.

On May 25<sup>th</sup>, 2SQN handed it over to 1SQN.<sup>131</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD47/4 02/6	NA-S	PZ5S		Lipman.
GLD47/6 02/6	NA-S	PZ5S		Wright.
GLD6/3 04/6	NA-S	SC9S		Hudson.
GLD18/3 07/6	NA-S	L46S		F/S Yates.
GLD21/2 08/6	NA-S	Y35S		Falconer.
GLD34/3 11/6	NA-S	4OXS		Falconer.
GLD40/4 12/6	NA-S	KC8S		Falconer.
GLD1/2 15/6	NA-S	2SBS		Parr.
GLD11/4 18/6	NA-S	4WJS		Hair.

4RSU received it on June 22<sup>nd</sup> for a 240-hourly and it was then allotted to 14ARD RP on August 9<sup>th</sup> for storage.<sup>132</sup> On that day, a pilot from 1SQN took the aircraft for a test flight from Pell with the view of returning with it to Gould. With the test completed, and whilst rolling thru on RWY18, at a speed of 30 knots or so, it swung violently to the left and despite attempted corrective action, left the runway on the eastern edge and jumped a drain which broke off the starboard main gear and damaged the starboard wing and centre section. No-one was hurt.<sup>133</sup> The aircraft was broken up for spares.<sup>134</sup>

<sup>130</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-564 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>131</sup> Ibid.

<sup>132</sup> Ibid.

<sup>133</sup> Confirmatory Memorandum, Aircraft Casualty Beaufort A9-564 in Beaufort A9 Accidents Part 21; NAA: A9845, 261.

<sup>134</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-564 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

### A9-564 (continued)

4RSU received it on June 22<sup>nd</sup> for a 240-hourly and, according to its status card, it was then allotted to 14ARD RP on August 9<sup>th</sup> for storage,<sup>135</sup> however, on that day, a pilot from 1SQN took the aircraft for a test flight from Pell with the view, subject to its satisfactory performance, of returning with it to Gould. With the test flight completed, the pilot touched down on runway 18 at Pell and the aircraft slowed as it rolled through, but then, at a speed of 30 knots or so, swung violently to the left and despite attempted corrective action, left the runway on the eastern edge and jumped a drain which broke off the starboard main gear and damaged the starboard wing and centre section. No-one was hurt.<sup>136</sup> The aircraft was broken up for spares.<sup>137</sup>

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<sup>135</sup> Ibid.

<sup>136</sup> Confirmatory Memorandum, Aircraft Casualty Beaufort A9-564 in Beaufort A9 Accidents Part 21; NAA: A9845, 261.

<sup>137</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-564 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

**Beaufort VIII  
A9-568**

This aircraft was delivered to 2AD at Richmond from DAP on January 22<sup>nd</sup>, 1944. 1SQN received it from them on February 14<sup>th</sup>.<sup>138</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD2/1 20/3	NA-X	RT7X		Hoddinott.
GLD5/1 22/3	NA-X	GL4X		Campbell.
GLD6/2 23/3	NA-X	RX6X		Speet.
GLD31/7 03/4	NA-X	FM7X		Wright. Replaced A9-499.
GLD36/3 04/4	NA-X	4PJX		Hair. Replaced A9-477. RTB, U/S.
GLD40/1 05/4	NA-X	3VYX		Wallace. Replaced A9-487.
GLD23/9 16/4	NA-X	S22X		Hoddinott.
GLD25/7 19/4	NA-X	HR3X		Hoddinott.
GLD21/7 06/5	NA-X	JY5X LF1X		Smith. (JY5X / Acock X for transit GLD – DRY on 6 <sup>th</sup> ). C/S change over 061200Z.
GLD49/6 20/5	NA-X	ON2X		Wright.
GLD1/9 20/5	NA-X	ON2X 2JRX		Campbell. C/S change over 201200Z.
GLD3/2 23/5	NA-X	JY5X		Parr.
GLD11/6 24/5	NA-X	XM8X	Befog	Parr.
GLD18/2 26/5	NA-X	OR3X		Terdich.
GLD46/3 02/6	NA-X	PZ5X		Parr.
GLD4/1 04/6	NA-X	WK6X		Depassy.
GLD27/3 09/6	NA-X	LW4X		Hudson.
GLD33/4 10/6	NA-X	VG8X		F/S Yates.
GLD48/3 14/6	NA-X	UL5X 2SBX		Falconer. C/S change over 141200Z. (UL5X / Flaxen for transit GLD – DAR on 14 <sup>th</sup> ).
GLD27/1 24/6	NA-X	3YAX		F/O Yates.
GLD31/1 25/6	NA-X	1PVX		F/O Yates.
GLD44/6 27/6	NA-X	DQ4X		Hobson.
GLD46/3 28/6	NA-X	2LCX		Replaced by A9-473.
GLD9/1 01/7	NA-X	H41X		Hobson. (4ENX / Ragdog for transit GOV – MIL on 1 <sup>st</sup> ).
GLD35/1 10/7	NA-X	UK2X		Bolton. Replaced A9-503.
GLD39/1 12/7	NA-X	PD1X		Speet.
GLD47/1 15/7	NA-X	GG2X		F/S Yates.
GLD8/1 18/7	NA-X	H41X		Smith.
GLD13/1 19/7	NA-X	XF1X		F/S Yates.

4RSU received it on July 27<sup>th</sup> for a 240-hourly and they handed it back to 1SQN on October 4<sup>th</sup>.<sup>139</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD34/8 12/10	NA-U	HK8U		Burt.
GLD37/6 13/10	NA-U	YJ9U	Bedlam	Burt.

Continued →

<sup>138</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-568 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>139</sup> Ibid.

## A9-568 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD40/4 14/10	NA-U	4QAU		Burt.
GLD46/2 16/10	NA-U	LF1U	Baggo	Wright.
GLD48/1 17/10	NA-U	IU74U		F/O Yates.
GLD5/4 21/10	NA-U	YS4U		Burt.
GLD18/2 29/10	NA-U	XY69U		Wright.
GLD22/2 30/10	NA-U	XY69U		Burt.
GLD41/4 04/11	NA-U	ZT26U		Burt.
GLD5/8 07/11	NA-U	PN7U		Burt.
GLD20/1 11/11	NA-Z	XY69Z		Hudson. Apparently replaced A9-570.
GLD7/1 25/11	NA-U	ZT26U		Apparently replaced by A9-540.
GLD10/2 26/11	NA-U	ZT26U		Burt.
GLD15/2 28/11	NA-U	ZT26U		Hobson.
GLD20/2 30/11	NA-U	ZT26U		F/O Yates.
GLD27/2 03/12	NA-U	UA9U		Dean.
GLD30/4 05/12	NA-U	LF1U		Burt.
GLD32/2 06/12	NA-U	GL4U		Hair.
GLD41/3 08/12	NA-U	ZT26U		Bamborough.
GLD36/6 09/12	NA-U	QS5U LO5U		F/S Yates. C/S change over 091200Z.
GLD3/2 11/12	NA-U	XY69U		Burt.
GLD17/3 15/12	NA-U	4AQU		Replaced by A9-378.

On December 15<sup>th</sup>, 1944, the aircraft caught fire which damaged the port wing. The damage was assessed as being repairable, but was beyond the capacity of the Squadron. 14ARD took charge of the aircraft on December 20<sup>th</sup> and it eventually went to 5AD and later, DAP at Mascot.<sup>140</sup>

<sup>140</sup> Ibid.

**Beaufort VIII  
A9-570**

DAP handed this machine over to 2AD at Richmond on January 23<sup>rd</sup>, 1944 and they handed it over to 1SQN on February 14<sup>th</sup>.<sup>141</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD13/1 27/3	NA-T	UN2T		McAtee. Replaced A9-485.
GLD32/2 03/4	NA-T	FM7T		Simms. Replaced A9-477.
GLD39/3 05/4	NA-T	3VYT		Bolton. Replaced A9-477.
GLD23/3 16/4	NA-T	S22T		Campbell.
GLD25/1 19/4	NA-T	HR3T		Campbell.
GLD35/9 12/5	NA-T	CN5T		Bolton.
GLD49/2 03/6	NA-T	1RVT		Hoddinott. A51: A9-492 in error (A9-492 never a 1SQN ACFT; "492" was Aircraft Identification Group.
GLD10/3 05/6	NA-T	QX6T		Falconer.
GLD23/4 08/6	NA-T	Y35T		Wright.
GLD20/3 22/6	NA-T	WZ6T		Smith.
GLD24/1 23/6	NA-T	4BHT		Smith.
GLD29/3 24/6	NA-T	Y35T		Parr.
GLD15/3 03/7	NA-T	4GJT		Speet.
GLD41/2 12/7	NA-T	V140		Terdich. Note call sign suffix letter error.
GLD18/7 19/7	NA-T	XF1T YM9T		Simms. C/S change over 191200Z.
GLD29/2 26/7	NA-T	QS5T		Parr.
GLD39/2 30/7	NA-T	HN2T		Replaced by A9-562.
GLD42/1 01/8	NA-T	RN2T WU3T		Terdich. C/S change over 011200Z.
GLD7/2 05/8	NA-T	LU6T PF5T		Terdich. C/S change over 051200Z.
GLD24/6 10/8	NA-T	3XAT		Bolton.
GLD25/2 11/8	NA-T	4OXT		Hair. RTB, U/S. Replaced by A9-491.
GLD32/4 13/8	NA-T	1NBT		Hair.
GLD37/2 15/8	NA-T	WZ6T		F/S Yates.

4RSU received A9-570 on August 19<sup>th</sup>, 1944, for a 240-hourly. 1SQN got it back again on November 4<sup>th</sup>.<sup>142</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD14/5 09/11	NA-Z	Q43Z		Wright.
GLD20/1 11/11	NA-Z	XY69Z		Apparently replaced by A9-568.
GLD26/2 12/11	NA-Z	ZT26Z		Thomas. A51: A9-560 in error.
GLD29/1 13/11	NA-Z	XY69Z		Dean.
GLD34/2 14/11	NA-Z	ZT26Z		Wright. Replaced A9-540.
GLD38/3 15/11	NA-Z	1DW6Z		Hudson.

Continued →

<sup>141</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-570 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>142</sup> Ibid.

### A9-570 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD41/9 17/11	NA-Z	ZS6Z		Hudson.
GLD42/3 18/11	NA-Z	2SBZ		Hair.
GLD44/4 20/11	NA-Z	LS5Z		F/O Yates.
GLD1/1 23/11	NA-Z	XY69Z		Dean.
GLD6/3 24/11	NA-Z	GL4Z		Bamborough.
GLD23/4 01/12	NA-F	RT7F		Bamborough. A51: Wright. Apparently replaced A9-648.
GLD29/3 04/12	NA-Z	2SBZ		F/O Yates.
GLD31/5 05/12	NA-Z	Q53Z		F/S Yates.
GLD39/1 08/12	NA-Z	TH32Z		Devine.
GLD45/3 09/12	NA-Z	XY69Z		F/O Yates.
GLD48/2 10/12	NA-Z	XY69Z		Wright.
GLD4/4 11/12	NA-Z	ZT26Z		Tutt. Replaced A9-576 which RTB'd.
GLD29/2 19/12	NA-Z	TH32Z		Hudson.
GLD31/6 20/12	NA-Z	LF1Z		Lipman. Replaced A9-562.
GLD38/7 23/12	NA-Z	2SBZ		F/O Yates.
GLD42/3 24/12	NA-Z	SE9Z		Replaced by A9-378.
GLD4/3 03/1	NA-Z	TH32Z		Replaced by A9-388.
GLD5/1 04/1	NA-Z	TH32Z		Burt.
GLD10/2 07/1	NA-Z	XG7Z		Burt.
GLD12/1 09/1	NA-Z	TH32Z		F/S Yates. Replaced A9-378. Last 1SQN Beaufort operation.

On January 19<sup>th</sup>, 1945, this aircraft was received by 15ARD RP at Port Moresby and was eventually given to 8SQN.<sup>143</sup>

<sup>143</sup> Ibid.



**Beaufort VIII  
A9-575**

After being received from DAP by 2AD on February 10<sup>th</sup>, 1944, this aircraft was sent to Wagga Wagga for storage with 5AD. 1SQN received it on July 11<sup>th</sup>.<sup>144</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD7/3 17/7	NA-W	CW1W		Loneragan.
GLD19/13 20/7	NA-W	4HFW		Loneragan.
GLD33/3 27/7	NA-Q	PD1Q YR2Q		Loneragan.
GLD35/1 28/7	NA-Q	GL4Q		Loneragan.
GLD43/2 01/8	NA-Q	ZV3Q 2LYQ		Loneragan. C/S change over 011200Z.
GLD1/3 04/8	NA-Q	ST1Q		Loneragan.
GLD10/2 06/8	NA-Q	KX6Q UP4Q		Loneragan. C/S change over 061200Z.
GLD27/5 11/8	NA-Q	YO5Q		Loneragan.
GLD43/1 19/8	NA-Q	4JWQ		Loneragan.
GLD1/2 22/8	NA-Q	ZQ8Q		Loneragan.

Despite its apparently limited use, it became due for a 240-hourly and was received by 14ARD at Gorrie on August 25<sup>th</sup> for that inspection. It was recorded as being received for storage at the local Reserve Park on January 4<sup>th</sup>, 1945, but shortly after, on January 18<sup>th</sup>, it was apparently received down at 5AD, Wagga Wagga. They sent it off to 4AD at Boulder, Western Australia, during April and they, in turn, sent it over to 12RSU RP at Tadj, Papua New Guinea about six weeks later. Eventually, it became a 15SQN machine.<sup>145</sup>

<sup>144</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-575 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>145</sup> Ibid.

**Beaufort VIII**  
**A9-576**  
**"Nitesortie"**

2AD received this machine from DAP on February 1<sup>st</sup>, 1944 and it was then received by 2SQN on March 10<sup>th</sup>.<sup>146</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG45/5 14/3	KO-Z	3GAO		Henderson. Flight completed before 6 am.
HUG44/3 14/3	KO-Z	JS5Z		Dinsdale.
HUG46/5 15/3	KO-Z	WZ6Z		Hill.
HUG7/2 17/3	KO-Z	YS4Z		Dinsdale.
HUG12/2 19/3	KO-Z	GA9Z		Hayes.
HUG17/2 21/3	KO-Z	WV6Z		Hocking.
HUG19/2 22/3	KO-Z	XF1Z		Lee.
HUG26/3 26/3	KO-Z	VA1Z FR2Z	Nettle Sunbeam	Lee. C/S change over 261200Z.
HUG32/2 28/3	KO-Z	UN2Z		Lee.
HUG41/2 02/4	KO-Z	LG7Z GH6Z	Conduct Measles	Lee. C/S change over 021200Z.
HUG45/3 04/4	KO-Z	VN2Z FO5Z	Hoodlum Dawdle	Hayes. C/S change over 041200Z.
HUG46/1 05/4	KO-Z	UA9Z JU6Z	Dawdle Dingo	Lee. C/S change over 051200Z.
HUG1/5 06/4	KO-Z	FP8Z 3CAZ	Dingo Panic	Weston. C/S change over 061200Z.
HUG3/2 07/4	KO-Z	LZ1Z	Defer	Simpson.
HUG6/1 09/4	KO-Z	FM7Z		Hill.
HUG4/5 16/4	KO-Z	4KJZ 4LQZ		Squires.
HUG27/4 17/4	KO-T	3GNT		Dinsdale. Apparently replaced A9-578.
HUG36/3 19/4	KO-Z	ZM7Z	Rental	Henderson. Replaced A9-564
HUG40/3 21/4	KO-Z	HR3Z		Squires. Replaced A9-560.
HUG42/1 22/4	KO-Z	JU6Z		Lee.
HUG2/6 25/4	KO-Z	UG3Z	Choppy	Squires.
HUG3/5 26/4	KO-Z	VB2Z	Inflow	Pierce.
HUG13/3 30/4	KO-Z	PN7Z		Ditchburn. RTB, U/S.
HUG20/2 02/5	KO-Z	4MCZ		Unserviceable, replaced by A9-562.
HUG27/2 05/5	KO-Z	QS5Z		Weston.
HUG29/4 06/5	KO-Z	KE8Z		Squires.
HUG34/1 07/5	KO-Z	UI8Z	Viscount	Dinsdale.
HUG35/1 08/5	KO-Z	JY5Z		Squires.
HUG38/1 09/5	KO-Z	QQ1Z		Kerr. A51: Avery.
HUG2/6 13/5	KO-Z	DN8Z	Bisto	Simpson.

<sup>146</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-576 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

## A9-576 (continued)



Although the serial number isn't visible in this shot, we know that it was A9-576, because that was the only 2SQN Beaufort to carry the individual identification letter "Z". A seven symbol bomb log is visible under the cockpit window and a portion of nose art depicting a reclining lady. At the left-hand edge of the image, the shroud surrounding the stabilizing fins of a 250-lb bomb is visible and then inboard of that, the flame damping exhaust extension. The search aerial array of the ASV Mk II system is evident on the fuselage. Later, whilst with 1SQN, this aircraft had the outer portion of its starboard wing chewed up by a Boomerang at Millingimbi. Interestingly, it was still wearing its, by then former, 2SQN identity "KO-Z" – at least on the starboard side. [Aviation Heritage Museum of WA image P030086 via Mike Mirkovic].

This aircraft was sent to 14ARD on May 30<sup>th</sup> and was then received by 1SQN on June 7<sup>th</sup>.<sup>147</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD43/3 13/6	NA-A	2LYA		Hobson.
GLD2/4 16/6	NA-A	UA9A		Lipman.
GLD6/1 17/6	NA-A	LS6A		Damaged in taxiing accident at MIL.

Whilst waiting to take-off from Millingimbi on Gould 6, an 83SQN Boomerang, A46-125 / MH-K, taxied into the starboard wing of A9-576.<sup>148</sup>

Wheels up for A9-576 was planned for 170200Z (11:30 am Darwin local time).<sup>149</sup> At 11:23 am, two Boomerangs returned to Millingimbi from a Convoy Escort mission and landed on runway 11. They rolled through past the intersection of the north-south runway and, once they were clear, A9-576,

<sup>147</sup> Ibid.

<sup>148</sup> Aircraft Accident Data card for A9-576 in Beaufort A9 Accidents Part 22; NAA: A9845, 262.

<sup>149</sup> MIL/M2/16 Jun in AWM66, 15/1/116.

### A9-576 (continued)

which had been holding short of runway 11 on the north-south runway, entered and back-tracked along runway 11 back to the threshold at the western end. Meanwhile, the two Boomerangs and turned around and were also back-tracking on runway 11, heading for their dispersal on the Western Loop.<sup>150</sup> The Beaufort, which had now reached the upwind threshold and turned around and lined-up for departure was holding for the two Boomerangs. The leading Boomerang, A46-150, had turned slightly right in order to pass in front of and then around the Beaufort, but the second Boomerang, A46-125, continued on and collided with A9-576's outer starboard wing.<sup>151</sup>

4RSU received the aircraft on June 30<sup>th</sup> and, after necessary repairs, handed it back to 1SQN on November 22<sup>nd</sup>.<sup>152</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD7/5 25/11	NA-H	ZT26H		Lipman. Replaced A9-540 which RTB'd.
GLD89/11 26/11	NA-H	VJ4H		Dean. A51: not recorded.
GLD14/1 28/11	NA-H	XY69H		Whitford.
GLD17/2 29/11	NA-H	ZT26H		Bolton.
GLD23/1 01/12	NA-H	RT7H		Ottaway.
GLD24/2 02/12	NA-H	RP4H		Lipman.
GLD29/4 04/12	NA-B	2SBB		McAtee. A51: Ottaway. Apparently replaced A9-477.
GLD40/2 08/12	NA-H	XY69H		Depassey.
GLD44/2 09/12	NA-H	TH32H		McAtee.
GLD1/4 10/12	NA-H	1DW6H		Dean. Replaced A9-361.
GLD4/3 11/12	NA-H	ZT26H		Lipman. RTB, U/S. A51: A9-568 in error.
GLD6/2 12/12	NA-H	XY69H		Lipman.
GLD12/2 14/12	NA-H	ZT26H		Trethewey.
GLD40/2 23/12	NA-H	XY69H		Lipman.
GLD2/1 01/1	NA-H	3CSH		Hudson.

On January 15<sup>th</sup>, 1945, the aircraft was received by 1OTU.<sup>153</sup>

<sup>150</sup> Confirmatory Memorandum, Aircraft Casualty – Beaufort A9-576 in Beaufort A9 Accidents Part 2; NAA: A9845, 262.

<sup>151</sup> Confirmatory Memorandum, Aircraft Casualty Boomerang A46-125 in Boomerang A46 Accidents Part 2; NAA: A9845, 206.

<sup>152</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-576 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>153</sup> Ibid.

**Beaufort VIII  
A9-578**

This aircraft was received by 2SQN on March 20<sup>th</sup>, 1944, after being with 2AD at Richmond since delivery from DAP.<sup>154</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG32/4 28/3	KO-T	UN2T		Weston.
HUG36/2 30/3	KO-T	LR2T Y54T	Astra Reluct	Lee. C/S change over 301200Z.
HUG37/2 31/3	KO-T	JS5T 3ZGT	Cricket Uproar	Hayes. C/S change over 311200Z.
HUG41/6 02/4	KO-T	LG7T GH6T	Conduct Measles	Dinsdale. C/S change over 021200Z.
HUG45/6 04/4	KO-T	VN2T FO5T	Hoodlum Dawdle	Henderson. C/S change over 041200Z.
HUG46/3 05/4	KO-T	UA9T JU6T	Dawdle Dingo	Dinsdale. C/S change over 051200Z.
HUG1/6 06/4	KO-T	FP8T 3CAT	Dingo Panic	Davies. C/S change over 061200Z.
HUG3/3 07/4	KO-T	LZ1T	Defer	Squires.
HUG12/1 12/4	KO-T	4SAT		Hocking.
HUG14/1 13/4	KO-T	CN2T		Unserviceable.
HUG17/2 14/4	KO-T	JO5T		Replaced by A9-562.
HUG21/3 16/4	KO-T	M13T		Henderson.
HUG27/4 17/4	KO-T	3GNT		Apparently replaced by A9-576.
HUG29/1 18/4	KO-T	S22T		Hayes.
HUG32/1 19/4	KO-T	ZM7T		Hayes.
HUG47/2 24/4	KO-T	SA9T		Dinsdale.
HUG2/4 25/4	KO-T	UG3T	Choppy	Replaced by A9-361.
HUG3/3 26/4	KO-T	VB2T	Inflow	Weston.
HUG8/1 28/4	KO-T	YW3T		Ingram.
HUG10/3 29/4	KO-T	SN7T	Cuddly	Hocking.
HUG21/1 03/5	KO-T	KN3O		Fileman. Mauve call sign suffix letter error.
HUG24/2 04/5	KO-T	RV1T		Kuring.
HUG30/6 06/5	KO-O	MF5O	Chirrup C	Simpson. Note R/T call sign suffix letter. Apparently replaced A9-378.
HUG47/1 12/5	KO-T	KP7T	Perfume	Squires.
HUG47/5 12/5	KO-T	KP7T	Perfume	Hill.
HUG3/5 13/5	KO-T	JC9T	Mantel	Hill.
HUG13/3 18/5	KO-T	DV6T		Weston.
HUG17/5 19/5	KO-T	UK2T	Befstar	Lee.
HUG21/6 20/5	KO-T	WE9T	Affirm	Hocking.

2SQN handed it over to 1SQN on May 27<sup>th</sup>, 1944.<sup>155</sup>

<sup>154</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-578 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>155</sup> Ibid.

### A9-578 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD33/2 29/5	NA-Y	DV6Y	Kestrel Y	McAtee.
GLD43/4 01/6	NA-Y	WG3Y		Unserviceable.
GLD3/5 03/6	NA-Y	ZS6Y	Forestall	F/O Yates. (KC8Y / Boastly for transit GOV – MIL on 4 <sup>th</sup> ).
GLD15/4 06/6	NA-Y	PK8Y		Hoddinott.

14ARD received it on June 15<sup>th</sup>, 1944, for a 240-hourly and a complete rigging check. It was then placed in storage at 14ARD RP and eventually handed back to 1SQN on October 20<sup>th</sup>.<sup>156</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD13/4 27/10	NA-G	ZT26G		Bolton. Replaced A9-501 which RTB'd.
GLD17/1 29/10	NA-G	TH32G		Bolton. Replaced A9-487.
GLD28/2 01/11	NA-G	XY69G		DePassey.
GLD37/4 03/11	NA-G	1DW6G		Lipman.
GLD3/3 07/11	NA-G	1DW6G		DePassey.
GLD11/2 09/11	NA-G	ZT26G		Bolton.
GLD39/1 16/11	NA-G	3CSG		DePassey.
GLD41/5 17/11	NA-G	LZ1G	Defer	Bolton.
GLD19/1 30/11	NA-G	XY69G		McAtee.
GLD10/3 13/12	NA-G	ZT26G		Bolton.
GLD18/1 16/12	NA-G	TH32G		Thomas. Replaced A9-363.
GLD30/6 19/12	NA-G	RT7G		Bolton.
GLD36/5 21/12	NA-G	UK2G		Bolton.
GLD38/4 23/12	NA-G	2SBG		Trethewey.
GLD47/2 28/12	NA-G	DY2G		Trethewey.
GLD49/1 30/12	NA-G	TH32G		Replaced by A9-491.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD7/1 06/1	NA-G	TH32G		Bolton.

It's operational service over, 1OTU received this aircraft on January 15<sup>th</sup>, 1945.<sup>157</sup>

<sup>156</sup> Ibid.

<sup>157</sup> Ibid.

**Beaufort VIII**  
**A9-593**

This machine was received at 1AD, Laverton, from DAP on February 24<sup>th</sup>, 1944 and was received then by 5AD at Wagga Wagga for storage on March 27<sup>th</sup>, 1944. 1SQN received it on June 30<sup>th</sup>.<sup>158</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD37/2 11/7	NA-E	LL4E		Hair.
GLD43/2 13/7	NA-E	JG4E		Whitford.
GLD2/2 16/7	NA-E	JA9E		Bolton.
GLD6/2 17/7	NA-E	FU6E		Hair.
GLD18/8 19/7	NA-E	XF1E YM9E		Bolton. C/S change over 191200Z.
GLD37/1 29/7	NA-E	H64E		Bolton.
GLD38/1 30/7	NA-E	MV3E		Simms.
GLD30/1 13/8	NA-E	MQ8E		McAttee.
GLD35/5 14/8	NA-E	YX7E		Speet.
GLD43/5 19/8	NA-E	4JWE		Speet.
GLD48/1 21/8	NA-E	Q87E		DePassey. Replaced A9-604.
GLD6/3 24/8	NA-E	3ZGE		Speet.
GLD8/2 25/8	NA-E	HR3E		Speet.
GLD14/4 26/8	NA-E	4BHE		Speet.
GLD22/4 29/8	NA-E	GS6E		Speet.
GLD26/1 31/8	NA-E	1NBE		Speet.
GLD8/2 10/9	NA-E	IU74E		Bolton.
GLD9/1 11/9	NA-E	IU74E		Speet.
GLD18/2 13/9	NA-E	IU74E		Speet.
GLD25/3 16/9	NA-E	SX4E		Speet. <b>Crashed</b> on take-off. Pilot killed.

Gould 25 of 16<sup>th</sup> September, 1944, was a "W" Patrol for a convoy called Force "S" from first light to last light to be performed by one Beaufort, relieved as necessary, from 1SQN.<sup>159</sup> A9-593 was the first detail and planned to depart Gould at 151920Z (4:50 am Darwin local time on the 16<sup>th</sup>).<sup>160</sup> At approximately 4:54 am, A9-593 departed from runway 13 at Gould but crashed about ¾ of a mile beyond the upwind threshold and burst into flames.<sup>161</sup>

The crew comprised:

Pilot	Flight Lieutenant Theodore William John Speet (killed),
Navigator	Flying Officer Eric William Hadley Wood (seriously injured),
WAG	Warrant Officer Robert Brough (seriously injured), and
WAG	Warrant Officer Evan Frederick Klemm (seriously injured). <sup>162</sup>

<sup>158</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-593 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>159</sup> 79WG/G4/15 Sep in AWM64, 6/5C.

<sup>160</sup> GLD/M2/15 Sep, ibid.

<sup>161</sup> Confirmatory Memorandum, Aircraft Casualty Beaufort A9-593 in Beaufort A9 Accidents Part 22; NAA: A9845, 262.

<sup>162</sup> 2BPSO signal BC114 of 16 Sep (1944) in Casualty Repatriation File Speet Theodore William John 412206; NAA: A705, 166/38/690.



**Beaufort VIII**  
**A9-597**

Received at 1AD from DAP on February 13<sup>th</sup>, 1944 and passed on to 5AD at Wagga Wagga on May 24<sup>th</sup> for storage, this aircraft was received by 1SQN on July 3<sup>rd</sup>, 1944.<sup>163</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD26/2 07/7	NA-J	GV3J		Lipman.
GLD31/6 08/7	NA-J	4JHJ		Simms. RTB, U/S. Replaced by A9-497.
GLD34/2 09/7	NA-J	FU6J		Loneragan.
GLD11/3 19/7	NA-J	XF1J		Gluyas.
GLD16/3 20/7	NA-J	4HFJ		Hair.
GLD22/2 22/7	NA-J	LL4J		Gluyas.
GLD25/2 22/7	NA-J	GV3J		Bolton.
GLD26/1 24/7	NA-J	CP9J		Whitford.
GLD31/2 27/7	NA-J	Q43J		Kagi.
GLD35/3 28/7	NA-J	GL4J		Whitford.
GLD3/1 04/8	NA-J	4OXJ LU6J		Whitford. A51: A9-594 in error. C/S change over 041200Z.
GLD19/5 09/8	NA-J	GP8J		McAtee.
GLD21/1 10/8	NA-J	WN8J		Speet.
GLD4/1 23/8	NA-J	4OXJ		McAtee.
GLD24/1 30/8	NA-F	4OXF	Hoodlum F	McAtee. Apparently replaced unk "F".
GLD28/2 31/8	NA-J	Q87J	Waggy J	McAtee.
GLD31/2 01/9	NA-J	1PVJ	Keepsake	McAtee.
GLD12/7 11/9	NA-J	3CSJ		McAtee.
GLD16/3 12/9	NA-J	UI8J		Lipman.
GLD19/1 14/9	NA-J	IU74J		Whitford.
GLD21/1 15/9	NA-J	IU74J		McAtee.

18RSU at Pell took charge of the aircraft on September 26<sup>th</sup>, 1944, for a 240-hourly and passed it back to 1SQN on November 1<sup>st</sup>.<sup>164</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD38/1 04/11	NA-J	TH32J		Replaced by A9-489.
GLD9/4 08/11	NA-J	TH32J		Ottaway.
GLD14/6 09/11	NA-J	Q43J		Whitford.
GLD19/7 10/11	NA-J	HX4J		Apparently replaced by A9-489.
GLD25/1 12/11	NA-J	XY69J		Ottaway.
GLD30/2 13/11	NA-J	ZT26J		Bolton.
GLD40/1 17/11	NA-J	LZ1J		Ottaway.
GLD41/10 18/11	NA-J	ZS6J		Whitford.
GLD44/3 20/11	NA-J	LS5J		Bolton.
GLD3/3 23/11	NA-J	1DW6J		Whitford.
GLD8/2 25/11	NA-J	TH32J		DePassey.
GLD12/5 26/11	NA-J	VJ4J		Ottaway.

Continued →

<sup>163</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-597 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

<sup>164</sup> Ibid.



### A9-597 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD29/2 04/12	NA-J	2SBJ		Depassey.
GLD30/3 05/12	NA-J	LF1J		McAtee.
GLD42/4 08/12	NA-J	1DW6J		Ottaway.
GLD8/1 13/12	NA-J	TH32J		Ottaway.
GLD11/3 14/12	NA-J	XY69J		Hudson. Replaced A9-363 which RTB'd.
GLD30/4 19/12	NA-J	RT7J		Ottaway.
GLD31/4 20/12	NA-J	LF1J		Tretheway.
GLD38/6 23/12	NA-X	2SBX		Burt. Apparently replaced A9-361.
GLD42/1 24/12	NA-J	SE9J		Thomas.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD3/1 03/1	NA-J	4BWJ		Whitford.
GLD6/8 05/1	NA-J	ZK8J		Ottaway.

On January 18<sup>th</sup>, it was received at 5AD, Wagga Wagga and went on to serve with 1CU performing radar calibration duties.<sup>165</sup>

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<sup>165</sup> Ibid.

**Beaufort VIII  
A9-603**

This machine went from DAP to 1AD at Laverton on February 23<sup>rd</sup>, 1944 and then on to 5AD for storage on March 27<sup>th</sup>. It was received by 1SQN on July 6<sup>th</sup>, 1944.<sup>166</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD7/3 30/6	NA-R	2QSR		McAtee.
GLD14/2 03/7	NA-R	PA1R		Clapp.
GLD19/2 04/7	NA-R	4ENR		Devine. Replaced A9-501.
GLD23/5 06/7	NA-R	CP9R		Bolton.
GLD25/1 07/7	NA-R	RX6R		Hudson. Replaced A9-375.
GLD30/1 08/7	NA-R	YR2R		Bolton.
GLD33/1 09/7	NA-R	VR3R		Wright.
GLD43/6 19/8	NA-R	4JWR		Gluyas.
GLD3/6 22/8	NA-R	ST1R		Gluyas.
GLD15/1 27/8	NA-R	3ZGR		Gluyas.
GLD21/2 29/8	NA-R	JY5R		Gluyas.
GLD24/3 30/8	NA-R	4OXR	Hoodlum R	Gluyas.
GLD28/4 31/8	NA-R	Q87R	Waggy R	Gluyas.
GLD36/1 02/9	NA-R	GQ8R	Streaky R	Gluyas.
GLD42/5 04/9	NA-R	CN2R	Outshine	Gluyas.
GLD20/2 14/9	NA-R	IU74R		Gluyas.
GLD25/7 16/9	NA-R	SX4R		Simms. Replaced A9-593.
GLD27/2 17/9	NA-R	IU74R		Lipman.
GLD33/4 19/9	NA-R	IU74R		Gluyas.
GLD38/3 20/9	NA-R	2SPR		Lipman. Replaced A9-489 which RTB'd.
GLD38/4 20/9	NA-R	VB2R		Replaced by A9-489.
GLD38/5 20/9	NA-R	2SPR		Simms. Replaced A9-489 (duty 3).
GLD2/1 27/9	NA-R	IU74R		Gluyas.
GLD12/2 01/10	NA-R	4AQR		Whitford.
GLD19/5 06/10	NA-R	4FNR		Gluyas.
GLD26/7 08/10	NA-R	QV2R		Bolton.
GLD31/1 12/10	NA-R	IU74R		Gluyas.
GLD37/9 13/10	NA-X	YJ9X	Bedlam	Ottaway. Apparently replaced A9-361.
GLD40/3 14/10	NA-R	4QAR		Ottaway.

On October 24<sup>th</sup>, it was received by 18RSU at Pell for a 240-hourly and then went off to 15ARD RP at Port Moresby and eventually 100SQN.<sup>167</sup>

<sup>166</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-603 in Aircraft Status Cards Beaufort A9-600 to A9-699; NAA: A10297, BLOCK 73.

<sup>167</sup> Ibid.

**Beaufort VIII  
A9-604**

This aircraft was received at 5AD, Wagga Wagga, from DAP on March 2<sup>nd</sup>, 1944. After a period in storage, it was issued to 1SQN who received it on July 2<sup>nd</sup>.<sup>168</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD21/2 05/7	NA-K	XD6K		Johnston.
GLD21/4 05/7	NA-K	XD6K		Hair.
GLD22/2 06/7	NA-K	WV6K		McAtee.
GLD45/2 14/7	NA-K	YZ1K		DePassey.
GLD48/3 15/7	NA-K	DY2K		Replaced by A9-482.
GLD18/6 19/7	NA-K	XF1K YM9K		DePassey. RTB, U/S. C/S change over 191200Z.
GLD21/2 21/7	NA-K	PA1K		DePassey.
GLD28/1 25/7	NA-K	YZ1K		Hobson.
GLD2/2 04/8	NA-K	4OXK LU6K		Simms. C/S change over 041200Z.
GLD35/3 14/8	NA-K	YX7K		Bolton.
GLD39/1 17/8	NA-K	JE3K		DePassey.
GLD43/4 19/8	NA-K	4JWK		Clapp.
GLD48/1 21/8	NA-K	Q87K		Replaced by A9-593.
GLD49/2 21/8	NA-K	VK8K		Lipman.
GLD10/5 25/8	NA-K	OV1K		DePassey.
GLD12/4 26/8	NA-K	DY2K		Loneragan.
GLD24/2 30/8	NA-K	4OXK	Hoodlum K	Whitford.
GLD28/3 31/8	NA-K	Q87K	Waggy K	Whitford.
GLD31/1 01/9	NA-K	1PVK	Keepsake	Whitford.
GLD36/2 02/9	NA-K	GQ8K	Streaky K	Whitford.
GLD3/10 08/9	NA-K	IU74K		Whitford.
GLD14/2 12/9	NA-K	IU74K		DePassey.
GLD46/2 24/9	NA-K	IU74K		DePassey.
GLD47/1 25/9	NA-K	IU74K		Clapp.
GLD4/1 28/9	NA-K	IU74K		DePassey. Was allocated to replace A9-475 which had RTB'd U/S, but evidently not required.
GLD10/5 30/9	NA-K	2PNK		Lipman.
GLD12/3 01/10	NA-K	4AQK		Lipman.
GLD19/6 06/10	NA-K	4FNK		Kagi.
GLD22/5 07/10	NA-K	SV5K		DePassey.
GLD32/12 12/10	NA-K	3BNK		McAtee.
GLD36/3 13/10	NA-K	YJ9K		DePassey.
GLD38/1 14/10	NA-K	YJ9K		Simms.
GLD2/2 19/10	NA-K	GV3K		Gluyas.
GLD5/10 21/10	NA-K	YS4K		DePassey.
GLD39/2 16/11	NA-K	3CSK		Apparently replaced by A9-378.

On October 26<sup>th</sup>, 1944, it was recorded as received by 14ARD for a 240-hourly. The allocation of the aircraft for an operation on 16<sup>th</sup> November was clearly in error. Eventually, during May, 1945, it was sent to 12RSU RP at Tadj, Papua New Guinea and on June 18<sup>th</sup>, 1945, became a 7SQN machine.<sup>169</sup>

<sup>168</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-604 in Aircraft Status Cards Beaufort A9-600 to A9-699; NAA: A10297, BLOCK 73.

<sup>169</sup> Ibid.

**Beaufort VIII  
A9-610**

5AD at Wagga Wagga received this aircraft from DAP on March 12<sup>th</sup>, 1944 and it was placed into storage. On June 29<sup>th</sup>, it was received by 1SQN.<sup>170</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD27/3 07/7	NA-Z	3YOZ		F/S Yates. Replaced A9-473.
GLD18/11 19/7	NA-Z	XF1Z YM9Z		Hudson. C/S change over 191200Z.
GLD35/7 28/7	NA-Z	GL4Z		Hudson.
GLD40/1 31/7	NA-Z	PJ4Z		Hudson. A51: not listed.
GLD48/4 03/8	NA-Z	2LCZ ST1Z		Speet. Replaced A9-496 which RTB'd. C/S change over 031200Z.
GLD12/3 07/8	NA-Z	UP4Z DY2Z		Hudson. C/S change over 071200Z.
GLD20/3 09/8	NA-Z	WE9Z		Hudson.
GLD1/1 22/8	NA-Z	ZQ8Z		Hudson.
GLD21/3 29/8	NA-Z	JY5Z		Hudson.
GLD28/1 31/8	NA-Z	Q87Z	Waggy Z	Hudson.
GLD31/3 01/9	NA-Z	1PVZ	Keepsake	Hudson.
GLD47/2 06/9	NA-Z	IU74Z		Hudson.
GLD48/2 07/9	NA-Z	IU74Z		Parr.
GLD4/3 08/9	NA-Z	2SPZ		Hudson.
GLD7/1 10/9	NA-Z	IU74Z		Smith. Replaced A9-499.
GLD11/5 11/9	NA-Z	2NKZ		Hudson.
GLD16/4 12/9	NA-Z	UI8Z		Hudson.
GLD6/1 28/9	NA-Z	VB2Z	Inflow	Devine.
GLD10/2 30/9	NA-Z	2PNZ		Hudson.
GLD11/1 01/10	NA-Z	IU74Z		Smith.
GLD19/12 06/10	NA-Z	4FNZ		Wright. A51: not recorded.
GLD25/4 08/10	NA-Z	HN2Z		Burt.
GLD34/9 12/10	NA-Z	HK8Z		Hudson.
GLD37/8 13/10	NA-Z	YJ9Z	Bedlam	Hudson.
GLD40/5 14/10	NA-Z	4QAZ		Hudson. A51: not recorded.
GLD5/6 21/10	NA-Z	YS4Z		Hudson.
GLD8/1 24/10	NA-Z	TH32Z		Hudson. Replaced A9-482.

On November 7<sup>th</sup>, it was received by 4RSU at Pell for a 240-hourly and then, on January 24<sup>th</sup>, 1945, it was received by 5AD.<sup>171</sup>

<sup>170</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-610 in Aircraft Status Cards Beaufort A9-600 to A9-699; NAA: A10297, BLOCK 73.

<sup>171</sup> Ibid.

**Beaufort VIII  
A9-647**

From DAP, this aircraft went straight to storage at 5AD on May 3<sup>rd</sup>, 1944. It was issued to 14ARD RP on November 18<sup>th</sup>, 1944 and received by 1SQN on the 25<sup>th</sup>.<sup>172</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD18/5 29/11	NA-F	MD5F		Replaced by A9-378.
GLD23/4 01/12	NA-F	RT7F		Apparently replaced by A9-570.
GLD24/1 02/12	NA-F	RP4F		Bamborough.
GLD29/1 04/12	NA-F	2SBF		Bamborough.
GLD14/5 15/12	NA-F	TH32F		Bamborough.
GLD43/5 24/12	NA-F	TH32F		Bamborough.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD6/6 05/1	NA-F	ZK8F		Bamborough.

4RSU received the aircraft on January 15<sup>th</sup> for an engine change and they sent it off to 15ARD RP at Port Moresby during February. It became a 7SQN machine on April 6<sup>th</sup>, 1945,<sup>173</sup> coded KT-M.

<sup>172</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-647 in Aircraft Status Cards Beaufort A9-600 to A9-699; NAA: A10297, BLOCK 73.

<sup>173</sup> Ibid.

**Beaufort VIII  
A9-649**

On May 3<sup>rd</sup>, 1944, this aircraft was received from DAP by 5AD for storage. It was issued to 14ARD RP on December 8<sup>th</sup> and on December 10<sup>th</sup> it was received by 1SQN.<sup>174</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD25/3 18/12	NA-K	ZT26K		Gluyas.
GLD27/1 19/12	NA-K	XY69K		DePassey.
GLD36/6 21/12	NA-K	UK2K		Hudson.
GLD42/2 24/12	NA-K	SE9K		Ottaway.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD6/3 05/1	NA-K	ZK8K		Hudson.

From 1SQN it was sent to 15ARD RP at Port Moresby, apparently arriving there on January 27<sup>th</sup>, 1945. It then became a 7SQN aircraft on February 16<sup>th</sup>,<sup>175</sup> coded KT-F.

<sup>174</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-649 in Aircraft Status Cards Beaufort A9-600 to A9-699; NAA: A10297, BLOCK 73.

<sup>175</sup> Ibid.

**Beaufort VIII  
A9-650**

Another example of a Beaufort issued direct to storage at 5AD from DAP. 5AD got this one on June 4<sup>th</sup>, 1944 and it was then received by 14ARD RP on November 21<sup>st</sup>. 1SQN received it on November 26<sup>th</sup>, 1944.<sup>176</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD21/4 30/11	NA-E	QY3E		Gluyas.
GLD38/1 07/12	NA-E	TH32E		Bolton.
GLD17/1 15/12	NA-E	4AQE		Ottaway.
GLD19/1 17/12	NA-E	TH32E		Lipman.
GLD26/4 18/12	NA-E	YM9E		Hudson.
GLD31/1 20/12	NA-E	LF1E		Bamborough.
GLD36/4 21/12	NA-E	UK2E		Ottaway.
GLD37/3 22/12	NA-E	FK8E		Gluyas.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD6/1 05/1	NA-E	ZK8E		Gluyas.
GLD11/1 08/1	NA-E	TH32E		Gluyas.

From 1SQN, it went to 15ARD RP at Port Moresby on January 19<sup>th</sup> and became a 100SQN machine on February 18<sup>th</sup>.<sup>177</sup>

<sup>176</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-650 in Aircraft Status Cards Beaufort A9-600 to A9-699; NAA: A10297, BLOCK 73.

<sup>177</sup> Ibid.

**Beaufort VIII  
A9-657**

This aircraft received 50 calibre gun mounts at DAP and went to Number 1 Aircraft Performance Unit (1APU) on May 16<sup>th</sup>, 1944, for tests. They then sent it to 5AD for storage, being received there on June 9<sup>th</sup>. 5AD sent it back to 1APU at the end of June and they, in turn sent it back to 5AD again on July 3<sup>rd</sup>. From 5AD it went up to 14ARD RP on December 18<sup>th</sup> and finally was received by 1SQN on December 21<sup>st</sup>, 1944.<sup>178</sup>

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD47/3 28/12	NA-B	DY2B		Thomas.
GLD96/4 28/12	NA-B	DY2B		Hudson. A51: no record.
GLD48/1 29/12	NA-B	M13B		Hobson.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD6/9 05/1	NA-B	ZK8B		Thomas.
GLD9/1 07/1	NA-B	TH32B		Devine.

1SQN sent the aircraft off to 15ARD RP at Port Moresby, who received it on January 19<sup>th</sup>, 1945. 100SQN took charge of it on February 18<sup>th</sup>.<sup>179</sup>

<sup>178</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-657 in Aircraft Status Cards Beaufort A9-600 to A9-699; NAA: A10297, BLOCK 73.

<sup>179</sup> Ibid.



**Beaufort VIII  
A9-660**

This machine went from DAP to 5AD for storage and then was received, on December 15<sup>th</sup>, 1944, by 14ARD RP. 1SQN received this aircraft on December 23<sup>rd</sup>, 1944.<sup>180</sup>

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD6/4 05/1	NA-S	ZK8S		Tutt.

15ARD RP at Port Moresby received it on January 19<sup>th</sup> and it was issued to 7SQN on January 29<sup>th</sup> but was reported missing from a ferry flight around February 11<sup>th</sup>.<sup>181</sup>

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<sup>180</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-660 in Aircraft Status Cards Beaufort A9-600 to A9-699; NAA: A10297, BLOCK 73.

<sup>181</sup> Ibid.

### Unknown 1SQN Beaufort VIII

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD24/1 30/8	NA-F	4OXF	Hoodlum F	Apparently replaced by A9-597.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
GLD10/3 07/1	NA-V	XG7V		Trethewey. Not A9-487 as already at 5AD.

# Notes Regarding No.1 and No.2 Squadron Beaufort's

[This article of mine first appeared in the *ADF-Serials Telegraph*, Volume 11, Issue 4, 2021].

## **General**

Number 2 Squadron began receiving its first Beaufort's immediately before Christmas, 1943 and started using them on operations from January 12<sup>th</sup>, 1944. Beaufort's were used concurrently with Hudson IIIa aircraft, in increasing numbers, until the last Hudson operation on April 8<sup>th</sup>, 1944, from which point they, the Beaufort's, were used exclusively on operations until May 22<sup>nd</sup>, when the last Beaufort op was flown. The Squadron then concentrated on conversion to B-25 Mitchell's which aircraft it started using operationally on June 11<sup>th</sup>. Beaufort's were not used concurrently with B-25's as they were with Hudson's.

After service in Singapore, Number 1 Squadron was re-formed as a General Reconnaissance and Bombardment Squadron at Menangle, NSW, on December 1<sup>st</sup>, 1943.<sup>182</sup> It began its move to Gould on February 1<sup>st</sup>, 1944 with the final six of its aircraft arriving there on February 20<sup>th</sup>.<sup>183</sup> Operations commenced on March 20<sup>th</sup>, 1944.<sup>184</sup>

## **Camouflage**

All of 2SQN's Beaufort's would have been delivered to the Squadron wearing factory standard disruptive pattern camouflage of Foliage Green (K3/177) and Earth Brown (K3/178) over Sky Blue (K3/195). Serial numbers should have been Medium Sea Grey (K3/183) and code letters were supposed to be Sky Blue. Black (K3/179) had been used on the under-surfaces of some of the Squadron's Hudson's and it is certain that some of those examples were still in service with 2SQN when their Beaufort's arrived but whether any of the Beaufort's received that alternative treatment isn't known. However, it is still a possibility and therefore, with regard to 2SQN Beaufort's, there are two possible camouflage schemes:

1. Original factory standard scheme of Foliage Green and Earth Brown over Sky Blue, and
2. Original factory standard scheme with Sky Blue overpainted with Black.

With regard to 1SQN's Beaufort's, since they remained in service for 9-months or so after the promulgation of the revised camouflage orders of 26MAY44, addition possibilities in terms of surface finish present themselves. I believe that there are four likely camouflage schemes:

1. Original factory standard scheme of Foliage Green and Earth Brown over Sky Blue,
2. Original factory standard scheme with Sky Blue overpainted with Black,
3. Revised standard scheme of overall Foliage Green,<sup>185</sup> or
4. Revised standard scheme with Black applied to the under-surfaces.<sup>186</sup>

<sup>182</sup> RAAF Form A50, Operations Record Book of No. 1 Squadron, entry of 1/12/43 in RAAF Unit History Sheets Number 1 Squadron Jul 25 – Feb 46; NAA: A9186, 1.

<sup>183</sup> RAAF Form A50, Operations Record Book of No. 1 Squadron, entries for Feb.1, Feb.14, Feb.17, Feb.18, Feb.19, Feb.20 and Feb.28, *ibid*.

<sup>184</sup> RAAF Form A50, Operations Record Book of No. 1 Squadron, entry of (March) 20 (1944), *ibid*.

<sup>185</sup> 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.

<sup>186</sup> Memorandum titled, "Camouflage Schemes and Identification Markings of Aircraft", dated June 28<sup>th</sup>, '44, from AOC NWA to the Air Board; 1/501/329 (174A) via John Bennett.

Deliveries prior to the introduction of the revised AGI's on 26<sup>th</sup> May, 1944, would have been in the factory standard scheme (see above). Whilst the exact timing of the introduction of Black to overall Foliage Green aircraft is unknown and could have been any time after the date of the memorandum cited in option No.4 (above), Black under-sides seem to have begun to appear on 2SQN's OD41/NG43 (Olive Drab 41 over Neutral Grey 43) camouflaged B-25s around November/December 1944, so that might be an indicator of similar activities over at 1SQN with their Beaufort's.

This scheme was a suggested alteration to the new AGI's made by AOC NWA in a memo to the Air Board dated 28<sup>th</sup> June, 1944, in which the application of "dead black" was to be applied to the under surfaces of otherwise Foliage Green Beaufort's.<sup>187</sup>



Whilst this is NOT a 1 or 2SQN machine, it is an example of Black applied to an otherwise original factory standard scheme (possibility No.2, above) on an RAAF Beaufort VIII. [Stuart Kirkham *adf-serials* facebook page].

<sup>187</sup> Memorandum titled, "Camouflage Schemes and Identification Markings of Aircraft", dated June 28<sup>th</sup>, '44, from AOC NWA to the Air Board; 1/501/329 (174A) via John Bennett.



**An unidentified 1SQN Beaufort at Gould. It is difficult to determine whether the upper camouflage is the original disruptive pattern of Foliage Green and Earth Brown or if it is the later, plain, Foliage Green. Whichever it is, at least the under-surface camouflage colour isn't in doubt – ~~Sky Blue~~ I mean, Black.** [Image Owen Veal Darwin Aviation Museum via Mile Pegs NT facebook].

Those 2SQN machines that then went on to serve with 1SQN have been listed in the following table (see next page). The column headings should be self-explanatory. In the “Remarks” column the code letters assigned by 1SQN are given as well as my speculation as to whether the machine might have been repainted or not – by which I mean changed from the factory delivery scheme of Foliage Green and Earth Brown over Sky Blue. “No” means that I do not believe that the machine was repainted and therefore retained the Foliage Green and Earth Brown over Sky Blue scheme (an aircraft so delivered to 1SQN that subsequently left and returned again will have a remark relative to that movement). “Possibly” means that, given the delivery date, where it was delivered from, whether it was re-coded on arrival and the requirements as stipulated in the AGI’s of 26MAY44, I believe that it seems feasible that the machine had been repainted in overall Foliage Green. “Unlikely” is based on similar parameters but differs mainly because of the unit from whence the machine was delivered from. I’m not suggesting that, just because an aircraft was sent to an Aircraft Repair Depot (ARD) that it was therefore repainted but, an aircraft returning to the Squadron from an ARD is much more likely to have been repainted rather than an aircraft returning from a period at a Repair and Salvage Unit (RSU) which, aside from re-spraying repairs and localised repainting are unlikely to have devoted the time and manpower to a complete re-spray – although it *is* possible that converting a Sky Blue under-surface finish to a Black *may* have occurred. An aircraft returning to the Squadron and then being re-coded is an indicator that it had been repainted (“... [a]ircraft under repair or being reconditioned ... which require to be repainted, are not to have code letters applied”<sup>188</sup>) – however, it isn’t a certainty.

I touched on it just now – bear in mind that I’m not talking about minor repairs to surface finish, touch-ups or other squadron-level activities – I’m referring to the application or not of a new camouflage scheme. Another fact to remember is that the last Australian built Beaufort, A9-700, was delivered during early September, 1944, wearing the original, pre-26MAY44, factory standard scheme of Foliage Green and Earth Brown over Sky Blue even though that scheme had been officially superseded more than three-months previously. That tells us two things, 1) that all of the MkVIIIIs left the factory in that scheme and 2) that scheme was still being delivered for service well after the introduction of the new AGI’s of 26MAY44.

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<sup>188</sup> AFCO A3/43 – Code Letters for Operational and Reserve Squadrons dated 4.1.43 in Air Force Confidential Orders – Series A and B – and Index, 1943; NAA: A7674, 3.

2SQN Beaufort's that subsequently served with 1SQN:

Left 2SQN as	Arrived Maint Unit	Delivered 1SQN	Remarks Code / Repaint
A9-361/KO-J	25MAY44 (14ARD 240hrly)	27SEP44	NA-X / Possibly
	31OCT44 (4RSU 2 x Eng/Ch)	07DEC44	NA-X / Unlikely
A9-363/KO-B	25MAY44 (14ARD)	30SEP44	NA-C / Possibly
A9-373/KO-P	22MAY44 (14ARD 240hrly)	20OCT44	NA-R / Possibly
A9-375/KO-R	04APR44 (4RSU)	19MAY44	NA-V / No
A9-378/KO-O	- (Handed over directly to 1SQN)	25MAY44	NA-G / No
	02JUN44 (4RSU repairs)	07JUN44	NA-Z / Unlikely
	04JUL44 (7AD 240hrly/14ARD)	15NOV44	NA-P / Possibly
A9-386/KO-N	15FEB44 (4RSU 240hrly/14ARD)	30AUG44	NA-Q / Possibly
A9-388/KO-K	- (Handed over directly to 1SQN)	25MAY44	NA-F / No
	09AUG44 (3AD Eng/Ch)	16DEC44	NA-W / Possibly
A9-392/KO-U	27FEB44 (4RSU 2 x Eng/Ch)	20MAY44	NA-K / No
A9-496/KO-Q	10APR44 (4RSU 240hrly/14ARDRP)	16JUN44	NA-O / Possibly, then NA-S
A9-519/KO-Y	- (Handed over directly to 1SQN)	25MAY44	NA-W / No
	12JUN44 (4RSU 240hrly)	16AUG44	NA-Y / Possibly
A9-540/KO-A	- (Handed over directly to 1SQN)	27MAY44	NA-L / No
	12JUN44 (4RSU 240hrly)	02AUG44	NA-L / No (under-sides possible)
A9-562/KO-F	26MAY44 (14ARDRP)	15JUN44	NA-N / Unlikely
A9-564/KO-D	- (Handed over directly to 1SQN)	25MAY44	NA-S / No
A9-576/KO-Z	30MAY44 (14ARD)	07JUN44	NA-A / No
	30JUN44 (4RSU repairs)	22NOV44	NA-H / Possibly
A9-578/KO-T	- (Handed over directly to 1SQN)	27MAY44	NA-Y / No
	15JUN44 (14ARD 240hrly rigging check)	20OCT44	NA-G / Possibly

A9-508/KO-W has not been included in the above table due to it not being onforwarded to 1SQN. After a period at 14ARD for airframe and performance checks, the aircraft was deemed unsuitable for operations. It went to 1APU and then, after periods at both 1AD and then 5AD, was received by 1OTU. Similarly, A9-560/KO-V is not included as it, likewise, didn't serve with 1SQN.

The possible arrival scheme for those aircraft that hadn't seen previous service with 2SQN is offered in this table:

Serial	Delivered 1SQN	From Maint Unit	Remarks Code / Repaint
A9-473	08DEC43	1AD	NA-U / No
A9-475	05DEC43	1AD	NA-A / No
	06AUG44	7AD (240hrly)	NA-A / No (under-sides possible)
A9-477	08DEC43	1AD	NA-B / No
	18AUG44	7AD (240hrly) 14ARDRP	NA-B / No (under-sides possible)
A9-482	05DEC43	1AD	NA-D / No
	10AUG44	4RSU (240hrly)	NA-D / No (under-sides possible)
A9-483	05DEC43	1AD	NA-E / No
A9-485	08DEC43	1AD	NA-F / No
	28JUL44	7AD (240hrly)	NA-G / Possibly
A9-487	05DEC43	1AD	NA-G / No
	01SEP44	7AD (240hrly) 14ARDRP	NA-V / Possibly
A9-489	12DEC43	1AD	NA-H / No
	17JUN44	14ARD (240hrly)	(NA-H) / No
	03AUG44	14ARD (check & correction)	NA-H / No (under-sides possible)
A9-491	08DEC43	1AD	NA-J / No
	25DEC44	14ARD (240hrly)	NA-A / Possibly
A9-493	13FEB44	1APU	NA-M / No
A9-497	08DEC43		NA-N / No
	18JUL44	4RSU (240hrly)	NA-M / Possibly, then NA-N, then NA-M
A9-499	14DEC43	1AD	NA-O / No
	06JUL44	7AD (240hrly and repairs)	NA-O / No (under-sides possible)
A9-501	08DEC43		NA-P / No
	25JUN44	7AD (240hrly)	NA-P / No
A9-502	08DEC43	1AD	NA-Q / No
	24JUN44	4RSU (240hrly)	NA-Q / No (under-sides possible), NA-W
A9-503	11DEC43		NA-R / No
A9-509	10DEC43		NA-V / No
A9-541	06MAR44	1AD	NA-K / No
A9-568	14FEB44	2AD	NA-X / No
	04OCT44	4RSU (240hrly)	NA-U / Possibly
A9-570	14FEB44	2AD	NA-T / No
	04NOV44	4RSU (240hrly)	NA-Z / Possibly
A9-575	11JUL44	5AD	NA-W / Possibly, then NA-Q
A9-593	30JUN44	5AD	NA-E / Possibly
A9-597	03JUL44	5AD	NA-J / Possibly
	01NOV44	18RSU (240hrly)	NA-J / No (under-sides possible)
A9-603	06JUL44	5AD	NA-R / Possibly
A9-604	02JUL44	5AD	NA-K / Possibly
A9-610	29JUN44	5AD	NA-Z / Possibly
A9-647	25NOV44	14ARDRP	NA-F / Possibly
A9-649	10DEC44	14ARDRP	NA-K / Possibly
A9-650	26NOV44	14ARDRP	NA-E / Possibly
A9-657	21DEC44	14ARDRP	NA-B / Possibly
A9-660	23DEC44	14ARDRP	NA-S / Possibly

Aside from the code letters, the remarks in the preceding two tables are merely my own opinion and has been presented as such. Again, aside from the code letters, the information can not be definitive because there is too little evidence to be absolute – photographs of (particularly) 1SQN Beaufort's are very rare. Having said that though, I hope it may help others form their own view, even if it is contrary.

## **ASV**

Beaufort VIII aircraft were factory equipped with ASV MkII.

Yagi under-wing homing aerials were fitted to later deliveries and retrofitted to some earlier machines. Specific serial numbers are not known.



**The starboard-side Search Array on a Beaufort VIII with seven of the eight directional antennas visible. This aircraft is in overall Foliage Green.** [Peter Jackson Collection, State Library of SA image PRG 1614/2/49].

## **Code Letter Colours**

When Beaufort aircraft served with 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.<sup>189</sup> The approved colour for serial numbers had been “grey” since AGI C.11 Issue 3 of 3<sup>rd</sup> October, 1940,<sup>190</sup> and renamed Medium Sea Grey (K3/183) since AGI C.11 Issue 4 of 31<sup>st</sup> August, 1942.<sup>191</sup> These too were the official code letter and serial number colours for the first few months of Beaufort operations by 1SQN in North Western Area.

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<sup>189</sup> AFCO A3/43 – Code Letters for Operational and Reserve Squadrons dated 4.1.43 in Air Force Confidential Orders – Series A and B – and Index, 1943; NAA: A7674, 3.

<sup>190</sup> 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.

<sup>191</sup> Reproduced in full in Ian K Baker, *Aviation History Colouring Book No.73 – RAAF Colour Schemes & Markings, 1921-1951 Part 6b* (2011) pp13-18.



Photographic evidence is very sparse but, what little there is suggests that at least one of 2SQN's Beaufort's wore what I believe were Yellow code letters, thinly outlined in Black. This, according to Geoffrey Pentland (with regard to 13SQN), was "a practice in the squadron".<sup>192</sup> 2SQN received 7 of its Beaufort's from 13SQN with six of those aircraft being amongst the very first received. These aircraft are likely to have been handed over still wearing their former identities and, if they had been applied in the peculiar way claimed by Pentland, then the existence of such a style would have become known and the idea of perhaps implementing it themselves might have been formed. The only photographic evidence (that I know of) of a 2SQN Beaufort wearing this style of code letter was A9-576. It was not one of the former 13SQN machines.

At least one of 2SQN's Beaufort's had apparently Medium Sea Grey codes. Sky Blue was the official colour but whether Sky Blue was the norm at 2SQN as it should have been at that time isn't known. See the "Notes Regarding No. 2 Squadron B-25s" chapter in volume 4 of "The Identification of Various Aircraft" which can be found in "In Miniature 38-1".

On 26<sup>th</sup> 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).<sup>193</sup> These were the camouflage and markings instructions in force for the remainder of 1SQN's Beaufort operations.



**Number 2 Squadron's A9-560/KO-V obstructing the runway at Hughes, 18<sup>th</sup> May, 1944. [adf-gallery.com.au].**

Due to the definite lack of photographic evidence to the contrary, it seems reasonable to assume that code letter colours were applied by 1SQN in accordance with AGI C11 Issue 4 of 31AUG42 and AFCO A3/43 and remained until sometime after these were superseded being then replaced by those

<sup>192</sup> Geoffrey Pentland, "RAAF Camouflage & Markings 1939-45 Vol 2" (1989) pp67, 87.

<sup>193</sup> 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.

applied in accordance with the revised AGI's. That, of course, should have been the position relative to 2SQN too, except for a few images being available which show contravening styles. Given the (albeit sparse) evidence of 2SQN Beaufort's carrying alternative code letter colours and the much more prolific recording of the variety of code letter colours/styles employed on their B-25s, one should not rule out the (perhaps remote) possibility that 1SQN may have applied non-standard identification markings to some of their aircraft from time to time. Evidence, however, is lacking.



The view from the other side. The aircraft is finished in factory standard disruptive camouflage scheme of Foliage Green and Earth Brown over Sky Blue. Serial number is Medium Sea Grey, as are (I think) the code letters. [[adf-gallery.com.au](http://adf-gallery.com.au)].

### **Aircraft Code Letter Allocations (2SQN)**

The assignment of individual identification letters to 2SQN Beaufort's looks like this:

<b>KO-</b>	<b>Jan-May 1944</b>
<b>A</b>	361/540
<b>B</b>	363
<b>C</b>	-
<b>D</b>	564
<b>E</b>	-
<b>F</b>	562
<b>G</b>	-
<b>H</b>	560
<b>I</b>	-
<b>J</b>	-/361
<b>K</b>	388
<b>L</b>	-
<b>M</b>	-
<b>N</b>	386
<b>O</b>	378
<b>P</b>	373
<b>Q</b>	496
<b>R</b>	375
<b>S</b>	379
<b>T</b>	578
<b>U</b>	392
<b>V</b>	-/560
<b>W</b>	508
<b>X</b>	-
<b>Y</b>	519
<b>Z</b>	576

Evidently, A9-379/KO-S wasn't used on operations although it did deploy to DRYSDALE as a back-up machine on at least two occasions (for HUG36/30 Mar and HUG37/31 Mar). Why it was effectively shielded from operational flying isn't clear.

Two points of interest though are: A9-519/KO-Y (which was a dual control aircraft until that fit was ordered removed around mid-April 1944) became NA-Y with 1SQN – the only example of an ex-2SQN machine being allocated the same individual identification letter and, A9-576/KO-Z which, although being NA-A with 1SQN, was still carrying "KO-Z" on its starboard side when it was involved in the ground collision with a Boomerang at Millingimbi.

### **Code Letter Re-Assignments (2SQN)**

Of the eighteen individual Beaufort aircraft that flew on operations with 2SQN, only two of them had more than one individual identification letter allocated during their time with the Squadron.

A9-361	KO-A	became	KO-J
A9-560	KO-H		KO-V

A9-361 had been sent back to DAP during March 1944 for repairs to its centre section skin surfaces. Its allocated letter "A" had been taken over by A9-540 well before A9-361 returned. A9-560 was re-coded whilst in regular use by the Squadron. The reason is obscure.

### **Aircraft Code Letter Allocations (1SQN)**

The assignment of individual identification letters to 1SQN Beaufort's looks like this:

<b>NA-</b>	<b>Mar-Jun 1944</b>	<b>Jul-Dec 1944</b>	<b>Jan 1945</b>
<b>A</b>	475/576/-	475/491	-
<b>B</b>	477	477/657	657
<b>C</b>	-	363	-
<b>D</b>	482	482/487/482	-
<b>E</b>	483	593/650	650
<b>F</b>	485/388/-	647	647
<b>G</b>	487/378/-	-/485/578	578
<b>H</b>	489	489/576	576
<b>I</b>	-	-	-
<b>J</b>	491	597	597
<b>K</b>	541/392	604/649	649
<b>L</b>	540	540	-
<b>M</b>	493	493/497/652/497	-
<b>N</b>	497/562	562/497/497/562	562
<b>O</b>	499/496	496/499	-
<b>P</b>	501	501/378	378
<b>Q</b>	502	502/575/386	-
<b>R</b>	503/603	603/373	-
<b>S</b>	564	-/496	660
<b>T</b>	570	570/-	-
<b>U</b>	473	473/568	-
<b>V</b>	509/375	375/487	-
<b>W</b>	508/519/-	575/502/388	388
<b>X</b>	568	568/361	361
<b>Y</b>	578/-	-/519	-
<b>Z</b>	-/378/-	610/570	570

### **Code Letter Re-Assignments (1SQN)**

1SQN seems to have had a bit of a fixation with the identification letters "M" and "N" with A9-497 and A9-562 swapping between those letters. A9-497 was "N" and another aircraft, A9-493, was "M". When -493 relinquished that letter, A9-497 took it up and A9-562 became "N" in its place, then they swapped and then swapped again!

Here is a tabular analysis of the accuracy of the identification letter to serial number associations for each of 1SQN's and 2SQN's Beaufort's in NWA for which an identification has been made.

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 (%)
A9-361	KO-A	1	0	1	0	0	100
	KO-J	9	0	9	0	0	100
	NA-X	14	2	10	2	1	76.9
A9-363	KO-B	17	1	15	1	1	88.2
	NA-C	25	3	21	1	0	95.4
A9-373	KO-P	30	3	27	0	1	96.4
	NA-R	14	1	13	0	0	100
A9-375	KO-R	15	2	13	0	0	100
	NA-V	36	3	32	1	0	96.9
A9-378	KO-O	5	0	4	1	0	80.0
	NA-Z	6	0	6	0	1	85.7
	NA-P	18	1	17	0	1	94.4
A9-386	KO-N	9	1	8	0	0	100
	NA-Q	16	0	16	0	0	100
A9-388	KO-K	25	1	23	1	1	92.0
	NA-F	3	1	2	0	0	100
	NA-W	4	0	4	0	0	100
A9-392	KO-U	5	1	3	1	0	75.0
	NA-K	6	0	6	0	1	85.7
A9-473	NA-U	23	2	20	1	0	95.2
A9-475	NA-A	60	6	52	2	0	96.2
A9-477	NA-B	59	8	50	1	0	98.0
A9-482	NA-D	32	3	28	1	1	93.3
A9-483	NA-E	23	2	19	2	0	90.4
A9-485	NA-F	18	2	15	1	1	88.2
	NA-G	8	0	8	0	0	100
A9-487	NA-G	19	5	14	0	0	100
	NA-D	1	0	1	0	0	100
	NA-V	29	1	28	0	0	100
A9-489	NA-H	51	3	48	0	2	96.0
A9-491	NA-J	23	2	21	0	0	100
	NA-A	2	0	2	0	1	66.6
A9-493	NA-M	16	1	15	0	0	100
A9-496	KO-Q	27	0	27	0	2	93.1
	NA-O	10	0	10	0	1	90.9
	NA-S	27	4	22	1	0	95.6
A9-497	NA-N	26	3	23	0	0	100
	NA-M	4	1	3	0	0	100
	NA-N	23	2	20	1	1	90.9
	NA-M	7	0	7	0	0	100
A9-499	NA-O	41	7	33	1	1	94.2

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 (%)
A9-501	NA-P	56	6	50	0	1	98.0
A9-502	NA-Q	34	3	30	1	0	96.7
	NA-W	27	4	23	0	0	100
A9-503	NA-R	23	2	21	0	0	100
A9-508	KO-W	28	4	22	2	0	91.6
A9-509	NA-V	4	0	4	0	0	100
A9-519	KO-Y	7	0	6	1	1	75.0
	NA-W	11	0	11	0	0	100
	NA-Y	32	0	32	0	1	96.9
A9-540	KO-A	26	2	24	0	0	100
	NA-L	29	4	25	0	2	92.5
A9-541	NA-K	6	1	5	0	0	100
A9-560	KO-H	11	2	9	0	0	100
	KO-V	2	1	1	0	0	100
A9-562	KO-F	16	1	15	0	0	100
	NA-N	13	2	11	0	0	100
	NA-M	2	0	2	0	0	100
	NA-N	12	2	10	0	0	100
A9-564	KO-D	19	1	18	0	0	100
	NA-S	9	0	9	0	0	100
A9-568	NA-X	29	1	28	0	0	100
	NA-U	21	1	19	1	1	90.4
A9-570	NA-T	23	1	22	0	0	100
	NA-Z	25	2	22	1	1	91.6
A9-575	NA-W	2	0	2	0	0	100
	NA-Q	8	0	8	0	0	100
A9-576	KO-Z	29	1	28	0	1	96.5
	NA-A	3	1	2	0	0	100
	NA-H	14	0	14	0	1	93.3
A9-578	KO-T	28	3	24	1	1	92.3
	NA-Y	4	1	3	0	0	100
	NA-G	17	1	17	0	0	100
A9-593	NA-E	20	0	20	0	0	100
A9-597	NA-J	42	1	40	1	2	93.0
A9-603	NA-R	28	1	27	0	1	96.4
A9-604	NA-K	35	3	31	1	0	96.8
A9-610	NA-Z	27	0	27	0	0	100
A9-647	NA-F	7	1	5	1	0	83.3
A9-649	NA-K	5	0	5	0	0	100
A9-650	NA-E	10	0	10	0	0	100
A9-657	NA-B	5	0	5	0	0	100
A9-660	NA-S	1	0	1	0	0	100

Of the 83 individual identities, the highest accuracy figure recorded was 100% on 44 occasions. The lowest accuracy figure recorded was 66.6%. Percentage returns in the 90's accounted for 29 of the identities, 6 returned an accuracy percentage figure in the 80's and 3 in the 70's. None of the individual accuracy figures comes close to being low enough to attribute to chance.

Speaking of the rarity of 1SQN Beaufort photographs, here are two of the three that I know of (hopefully there are a lot more “out there” and will become available at some point in the future):



At least eight Beaufort's are in this image. Mina River is the light-coloured ribbon cutting through Timor's landscape from lower centre left to the left-hand edge of the image midway between the camera ship's horizontal stabilizer and the bottom of the photograph. The distant smoke, visible beneath the three Beaufort's in the distance, is coming from the vicinity of Koepang. The aircraft appears to be wearing FG and EB over SB camouflage with SB code letters. [*Image B. Rodd in Roger Hayward, The Beaufort File (1990) 91*].



If the AWM caption for this image is correct and it *was* taken on 19APR44, then it was taken during a very large (by RAAF SWPA standards) operation the orders for which required a “[maximum number of Beaufort’s, B-25s and Beaufighter’s] to carry out Strike during daylight hours 19<sup>th</sup> April against Soe. Object to destroy stores dumps and personnel”.<sup>194</sup> It included 8 Beaufighters from 31SQN operating from Drysdale River Mission (COO9/19 Apr) acting as Top Cover, 12 B-25s from 18(NEI)SQN operating from their base at Batchelor (NEI33/19 Apr) and 15 Beaufort’s from 1SQN operating from Darwin and recovering to Drysdale River Mission (GLD25/19 Apr). The 15 that participated were (I’ll abbreviate the serial and only quote the individual letter): 570/T, 485/F, 502/Q, 541/K, 509/V, 482/D, 568/X, 493/M, 499/O, 497/N, 501/P, 487/G, 475/A, 477/B and 491/J. Given the poor quality of the photograph, it doesn’t seem possible to specifically identify this 1SQN Beaufort... [AWM OG0921].

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<sup>194</sup> DA/G2/18 Apr.



Back on 13<sup>th</sup> March (2021), I posted this on the adf-serials forum.

A gentleman over on the adf-serials facebook page made a post a few days ago regarding his interest in 1SQN Beauforts. Not being a facebook subscriber, if the text of a response isn't displayed (which only a few are), I can't open them to read. So, despite a few responses being posted, I'm unable to see what most of them were.

What I could see, though, was that someone responded with a grainy photo of a 1SQN Beaufort displaying the codes "NA-D" or "NA-O". The resolution of the image was such that it'd be anyone's guess as to which it might of actually been. The poster had been told that it was "A9-483" although he didn't know how that identification was made. Again, the quality of the image means that the serial number is not discernible. The Beaufort is apparently wearing the disruptive camouflage scheme of RAAF Foliage Green (K3/177) and Earth Brown (K3/178) over RAAF Sky Blue (K3/195) with (evidently) Sky Blue codes.

I thought that both of those gentlemen (the original poster and the poster of the Beaufort image) might be interested in the following:

The machine in the image cannot be A9-483. That serial number was "NA-E".

If the aircraft is "NA-D" then, in all likelihood, it is A9-482. "482" joined 1SQN in December, 1943, and deployed to Gould and was coded "NA-D". It flew operationally until August, 1944, when it was sent to 4RSU for a 240-hourly. During that period, it would have been camouflaged in the manner described above. It returned to 1SQN during October, 1944, still coded "NA-D" and continued flying with the Squadron until January, 1945. It's camouflage scheme during this second period isn't known, but given that it apparently retained its original individual identification letter "D", it is reasonable to assume that it hadn't had it's top-sides repainted – although the undersides may have been painted Black.

Whilst A9-482 was at 4RSU, another aircraft, A9-487, received the individual identification letter "D" in early September, 1944. This aircraft had been "NA-G" and had just returned to the Squadron via 14ARD after maintenance at 7AD. The fact that it was re-coded strongly suggests that it had been repainted and had returned to the Squadron in the new scheme of overall Foliage Green. It only flew 1 operation as "D" and was re-coded "V" – no doubt because the original "D" was going to return to the Squadron still wearing that letter. So – A9-487 isn't likely to be the aircraft in the image. If it is "NA-D", then I reckon it must be A9-482.

However, if the image is actually of "NA-O", then there are two choices.

First choice: A9-499. This machine joined 1SQN in December, 1943, and deployed to Gould. It was coded "NA-O" until May, 1944. It was damaged during a taxiing mishap and, with a 240-hourly due, it was sent to 7AD for repairs/maintenance. During this period, like A9-482, it would have been camouflaged in standard FG/EB over SB. It was returned to 1SQN early in July, 1944, still coded "NA-O" (which suggests to me no top-side change in colours, although the undersides might have been painted Black). It continued on with 1SQN until November, 1944, when it went to 14ARD and then to 32SQN.

Second choice: A9-496. This had been a 2SQN machine (KO-Q) and was handed over to 1SQN around the middle of June, 1944, and was coded "NA-O". At 2SQN it would have worn standard FG/EB over SB camouflage. In between postings, the aircraft spent a bit of time at 4RSU and then a short period of storage at 14ARD RP. It may or may not have been repainted. I don't believe that it would have received a full repaint at an RSU (although black undersides were a possibility). Whether 14ARD gave it a fresh coat of paint or not is unknown. When A9-499 (first choice) returned to 1SQN still wearing its "NA-O" codes, it and 496 co-existed both as "NA-O" for a week or two until mid-July, when 496 was re-coded "NA-S".

This was that “grainy photo” referred to:



It seems that this is an enlarged portion of image AWM OG0921 taken during the Strike on Soe on 19<sup>th</sup> April, 1944. Having the upper index mark in an identical position relative to the aircraft on both images (I think) is too much of a coincidence to be anything other than proof of this being a cropped enlargement of that photograph. [via Nick Dixon *adf-serials* facebook].

You’d probably have to make up your own mind as to whether the individual aircraft identification letter is a “D” or an “O”. But, as discussed in the forum post, if it is “D” then it’s A9-482. If it’s “O” then the aircraft is A9-499. Given the date, it can’t be A9-496.



Here’s another view of 2SQN’s A9-560/KO-V on the runway at Hughes, looking just about directly south. The tower is just out of shot beyond the right-hand edge of the image. The path of -560s ground-loop clearly marked in rubber. [via [milepegsnt.com/wp-content/uploads/Clip\\_8](http://milepegsnt.com/wp-content/uploads/Clip_8)].





Forward quarter view of 2SQN's A9-576/KO-Z. The name, nose art and bomb log are visible from this aspect; also the typical style ASV Homing array – no Yagi aerials under the wings. [Image via Kas Grigonis, ADF-Series facebook page].



At first glance, it would be reasonable to assume that this is 2SQN's A9-576/KO-Z again. However, by the time this image was captured, A9-576 was a 1SQN machine evidently coded "NA-A". This shot shows the aftermath of the accident at Milingimbi on June 17<sup>th</sup>, 1944. The interest here is because it shows that A9-576 was still wearing its former 2SQN identity of "KO-Z" – at least on the starboard side. Was this aircraft marked "NA-A" on the port side? The aircraft was later repaired and returned to service with 1SQN as "NA-H". Compare the exhaust pipe in this image with those whilst with 2SQN, no flame damper exhaust. [Image: F.F. Smith via Roger Hayward, "The Beaufort File" (1990) 88].

# Abbreviations

1AD	Number 1 Aircraft Depot, RAAF Laverton, Victoria (Vic).
1SQN	Number 1 Squadron, Gould, Northern Territory (NT).
2AD	Number 2 Aircraft Depot, RAAF Richmond, New South Wales (NSW).
2SQN	Number 2 Squadron, Hughes, NT.
4RSU	Number 4 Repair and Salvage Unit, Pell, NT.
5AD	Number 5 Aircraft Depot, Wagga Wagga, NSW.
8CRD	Number 8 Central Recovery Depot,
13SQN	Number 13 Squadron
14ARD	Number 14 Aircraft Repair Depot, Gorrie, NT.
14ARDRP	Number 14 Aircraft Repair Depot Reserve Park, Gorrie, NT.
AD	Aircraft Depot
APU	Aircraft Performance Unit
ARD	Aircraft Repair Depot
ARD RP	Aircraft Repair Depot Reserve Park
CML	Coomalie Creek Airstrip, NT, abbreviation in use between Jan and Feb '44.
COO	Coomalie Creek Airstrip, NT.
CRD	Central Recovery Depot
DAP	Department of Aircraft Production
DAR	RAAF Station Darwin
DRY	Drysdale River Mission
GLD	Gould
GOV	Gove
HGS	Hughes (only between 03JAN44 and 15FEB44)
HUG	Hughes
MIL	Millingimbi Airstrip
MMI	Millingimbi Airstrip (only between Jan and Feb '44).
RSU	Repair and Salvage Unit
RTB	Return(ed) To Base
SQN	Squadron
TRS	Truscott Airstrip, WA.
U/S	Unserviceable
WG	Wing (as in the superior formation controlling Squadrons)
WX	Weather

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