

*The Identification
of
Various Aircraft*

being, in this case,

Beaufort Mk VIII
Aircraft

of

Number 14 Squadron, RAAF

during the period

19th November, 1943, to August, 1945.
(With Gaps)

Garry Shepherdson

Garry Shepherdson © 2018/2024

This work is and remains the authors own intellectual property
and no part of it may be reproduced, transmitted or stored in any way or in any form
without the express written permission of the author.

Contents

Introduction	page	5
A9-207		6
A9-209		8
A9-236		10
A9-265		12
A9-275		14
A9-299		17
A9-319		20
A9-331		23
A9-333		26
A9-340		28
A9-342		31
A9-343		33
A9-344		36
A9-346		38
A9-348		39
A9-349		41
A9-358		43
A9-385		45
A9-438		46
A9-479		48
A9-481		50
A9-484		52

Contents (continued)

A9-527	page	54
A9-529		56
A9-539		58
A9-586		60
A9-588		62
A9-590		64
A9-598		66
Unknown		67
A Couple of Extra Piccies		68
Summary Table		69
Bibliography		70

Introduction

This is a supplement to *The Identification of Various Aircraft Volume 5: 1SQN and 2SQN Beauforts* and is offered so as to present individual identification letter to serial number associations for Number 14 Squadron (14SQN) Beaufort aircraft. With the exception of a brief summary table, it only contains the tables of evidence and does not include any “Notes Regarding” or other ancillary information. Readers are requested to refer to Volume 5 for acknowledgments, volume introduction and details on how to read the Tables of Evidence.

The primary source documents used to compile this supplement contained chronological gaps. Accordingly, the tables presented herein are not and should not be taken as being a comprehensive record of every individual operation undertaken by any particular aircraft. As the title suggests, the information used herein starts after the middle of November, 1943 and runs through [with gaps] until August, 1945. Notable gaps in the primary source material during that period include 24MAR to 31MAR44 inclusive, 05MAY to 23MAY44 inclusive, 01JUN to 30JUN44 inclusive and 23JAN to 28FEB45 inclusive.

Those gaps notwithstanding, the aim of this supplement is to present evidence from primary source documents that proves a correlation between W/T call sign suffix letters and individual aircraft code letter assignments, matches individual aircraft identification letters to specific aircraft serial numbers and displays that accumulated body of evidence in a tabular form for easy reference.

As with the other volumes, the purpose of this supplement 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.

Please note, again, that the entries in the tables that follow do not necessarily represent a complete mission list for the aircraft concerned.

**Beaufort VIII
A9-207**

A9-207 was received by 14SQN on February 22nd, 1943.¹

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA34/2 09/12	PN-S	WQ4S		(14)A51: A9-207, Clarke. 34.
PEA36/4 10/12	PN-S	HR3S		13/1/9: Cancelled. (14)A51: Not recorded.
PEA40/5 11/12	PN-S	VF5S		(14)A51: A9-207, Rees. 40.
PEA45/ 12/12	PN-S	PA1S		(14)A51: A9-207, Morley. 45 [1 st detail].
PEA47/2 13/12	PN-S	UN2S		(14)A51: A9-207, Rees. 47.
PEA1/1 14/12	PN-S	LW4S		(14)A51: A9-343, Crisp. 1. A9-207 apparently replaced by A9-343/PN-G.
PEA49/2 14/12	PN-S	LW4S		(14)A51: A9-207, Rees. 49.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA45/ 06/3	PN-S	DZ6S		(14)A51: A9-207, Rees.
PEA8/3 09/3	PN-S	UE9S		(14)A51: A9-207, Crisp. Believe A51 error, serial numbers transposed with PEA9 [A9-344].
PEA15/5 10/3	PN-S	LU6S		(14)A51: A9-319, Morley. Apparently replaced by A9-319/PN-R.
PEA28/2 12/3	PN-S	LS5T		(14)A51: A9-207, Kessey. Correct for nominated aircraft code letters.
PEA31/5 12/3	PN-S	LS5S		(14)A51: A9-207, Holland.
PEA9/2 18/3	PN-S	DZ6S		(14)A51: A9-207, Morley.
PEA10/1 19/3	PN-S	FU6S		(14)A51: A9-207, Morley.
PEA49/4 04/4	PN-S	4AQS		(14)A51: A9-207, Rees.
PEA6/3 07/4	PN-S	WM7S		(14)A51: A9-207, Rees. Recorded as PEA6/2.
PEA18/1 12/4	PN-S	JE3S		(14)A51: A9-207, Rees.
PEA49/5 04/4	PN-S	4AQS		(14)A51: A9-438 [sic – 438=Y, S=207], Fisher. Apparently replaced by A9-438.
PEA10/2 08/4	PN-S	1G1S		(14)A51: A9-207, Rees.
PEA42/2 23/4	PN-S	4AQS		(14)A51: A9-207, Maynard.
PEA14/1 03/5	PN-S	3ZGS		(14)A51: A9-207, Holland.
PEA17/2 04/5	PN-S	WM7S		(14)A51: A9-207, Rees.

On May 29th, 1944, it was received by 4AD for repairs and overhaul. It was sent to 4AD's Reserve Park for storage on August 18th, but very shortly after was allotted to 14SQN as a replacement for A9-348. 14SQN receiving it on September 11th.²

¹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-207 in Aircraft Status Cards Beaufort A9-200 to A9-299; NAA: A10297, BLOCK 70.

² Ibid.

A9-207 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA48/3 08/10	PN-S	ON2S		(14)A51: A9-207, Clarke.
PEA1/3 09/10	PN-S	UA9S		CANX. (14)A51: Not recorded.
PEA6/3 10/10	PN-S	1RVS		(14)A51: A9-207, Clarke.
PEA19/2 16/10	PN-S	WM7S		(14)A51: A9-207, Ockenden.
PEA34/1 24/10	PN-S	1RVS		(14)A51: A9-207, Clarke.
PEA38/2 25/10	PN-S	UA9S		(14)A51: A9-207, Mahoney.

On September 21st, 1945, A9-207 was allotted to 5AD for storage. However, on October 29th, it forced landed at SOUTHERN CROSS and 4AD was to carry out field repairs. On November 5th, it was received by 4AD and then by 7AD for storage on January 8th, 1946.³

³ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-207 in Aircraft Status Cards Beaufort A9-200 to A9-299; NAA: A10297, BLOCK 70.

Beaufort VIII
A9-209

Received by 1AD from DAP on February 14th, 1943, it was received by 14SQN on March 4th. On July 27th, it was received by 17RSU for repairs and returned to 14SQN on August 4th. A9-209s E/E.88 notes that it was fitted with dual controls by 14SQN on November 30th, 1943. On March 24th, 1944, A9-209 was received by 4AD for repairs and was returned to 14SQN on the April 6th. It was again received by 4AD on June 9th, this time for a 480-hourly. The reason for 14SQN evidently scheduling this aircraft to fly on three operations during August is unknown because the machine was still at 4AD.⁴ If “PN-J” was a different machine at this time, its serial is currently not known.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PNJ14/2 17/8	PN-J	MI1J		[Pinjarra] (14)A51: A9-331, Humphrey. Apparently replaced by A9-331/PN-D.
PNJ33/5 27/8	PN-J	OR3J		[Pinjarra] (14)A51: A9-588, Clarke. Apparently replaced by A9-588/PN-W.
PNJ39/1 31/8	PN-J	JS5J		[Pinjarra] (14)A51: A9-438, Dewar. Apparently replaced by A9-438/PN-Y.

4AD next sent A9-209 to its Reserve Park for storage on October 6th, 1944. It was only in storage for a little more than a fortnight before being sent back to 4AD proper for armament modifications and it was eventually received by 14SQN again on November 15th, 1944.⁵

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA12/1 02/12	PN-J	1Q1J		(14)A51: A9-209, Ockenden.
PEA21/2 06/12	PN-J	YL8J		(14)A51: A9-299, Hodgson. Possible A51 typo intended to read, “A9-209”. Or. Apparently replaced by A9-299/PN-T.
PEA25/2 08/12	PN-J	YL8J		(14)A51: A9-209, O’Driscoll.
PEA43/1 16/12	PN-J	WM7J		(14)A51: A9-209, Hazelwood.
PEA5/2 20/12	PN-J	UR3J		(14)A51: A9-209, Hodgson.
PEA7/1 21/12	PN-J	XB1J		(14)A51: A9-209, Hazelwood.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA25/4 18/1	PN-J	M13J		(14)A51: A9-209, Humphrey.
PEA30/5 21/1	PN-J	H64J		(14)A51: A9-209, Neilson.
PEA38/3 04/3	PN-J	MM9J		RTB U/S. (14)A51: A9-209, [Hall].
PEA42/3 06/3	PN-J	Q17J		(14)A51: A9-209, Grainger.
PEA46/1 10/3	PN-J	YX7J		(14)A51: A9-209, Gay.
PEA24/1 04/4	PN-J	LL4J		(14)A51: A9-209, Hazelwood.
PEA7/1 28/4	PN-J	UV1J		(14)A51: A9-209, Hall.
PEA13/1 02/5	PN-J	XB1J		(14)A51: A9-209, Gay.
PEA29/1 14/5	PN-J	HP4J		(14)A51: A9-209, Gay.
PEA47/1 28/5	PN-J	YZ1J		(14)A51: A9-209, Grainger.
PEA49/2 29/5	PN-J	SC9J		(14)A51: A9-209, Gay.

Continued →

⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-209 in Aircraft Status Cards Beaufort A9-200 to A9-299; NAA: A10297, BLOCK 70.

⁵ Ibid.

A9-209 (continued)

1945 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA9/3 04/6	PN-J	YJ9J		(14)A51: A9-209, Grainger.
PEA17/2 02/7	PN-J	JG4J		(14)A51: A9-209, Pearce.
PEA19/2 18/7	PN-J	JW6J		(14)A51: A9-209, McLaughlin.
PEA20/1 21/7	PN-J	5Y5J		(14)A51: A9-209, Sterndale.
PEA21/2 27/7	PN-J	YX7J		(14)A51: A9-209, crew not recorded.

A9-209 remained with 14SQN until being received by 5AD on October 6th, 1945, for storage.⁶

⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-209 in Aircraft Status Cards Beaufort A9-200 to A9-299; NAA: A10297, BLOCK 70.

Beaufort VIII
A9-236

Received by 1AD from DAP on February 18th, 1943, it was received by 14SQN on March 4th.⁷

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA39/3 20/11	PN-K	3ZV[K]		(14)A51: A9-236, Maynard. 39.
PEA32/4 08/12	PN-K	PF5K		(14)A51: A9-236, Maynard. 32 [1 st detail].
PEA32/6 08/12	PN-K	PF5K		13/1/9: Cancelled due adverse weather. (14)A51: Not recorded.
PEA39/5 10/12	PN-K	HR3K		(14)A51: A9-236, Williams. 39.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA13/1 20/3	PN-K	JG4K		(14)A51: A9-236, Crisp.
PEA40/2 01/4	PN-K	WE9K		(14)A51: A9-236, Beer.
PEA45/2 03/4	PN-K	JE3K		(14)A51: A9-236, Beer.
PEA9/1 08/4	PN-K	1G1K		(14)A51: A9-236, Birt.
PEA37/1 21/4	PN-K	LL4K		(14)A51: A9-236, Knight.
PEA39/1 22/4	PN-K	JE3K		(14)A51: A9-236, Birt.
PEA4/2 28/4	PN-K	WM7K		(14)A51: A9-236, Crisp.
POT2/2 19/5	PN-K	RK8K		(14)A51: A9-236, Hewett.

On July 4th, 1944, A9-236 was received by 4AD. Undercarriage hinge pins and brackets were badly worn and a buckle had become evident in No.10 rib on the starboard side so it was suggested that the mods 99 and 73 should be incorporated – although what those modifications were wasn't expanded upon. A9-236 was next received by 4AD RP for storage on August 22nd. A few days later it was allotted to 14SQN as a replacement for A9-343 and was duly received on September 7th.⁸

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PNJ19/2 17/9	PN-K	WE9K		[Pinjarra] (14)A51: A9-236 CANX due WX.
PNJ21/2 18/9	PN-K	YS4K		[Pinjarra] (14)A51: A9-236, Brady.
PEA26/3 19/9	PN-K	YT8K		(14)A51: A9-236, Knight.
PEA31/4 20/9	PN-K	PV5K		(14)A51: A9-236, Fennell.
PEA34/3 21/9	PN-K	JE3K		(14)A51: A9-236, Knight.
PEA38/3 22/9	PN-K	YS4K		(14)A51: A9-236, Hodge.
PEA46/3 24/9	PN-K	XB7K		(14)A51: A9-236, Knight.
PEA1/3 25/9	PN-K	FY5K		(14)A51: A9-236, Fennell.
PEA9/4 27/9	PN-K	S22K		(14)A51: A9-236, Knight.
PEA12/1 28/9	PN-K	1NBK		(14)A51: A9-236, Knight.
PEA16/1 29/9	PN-K	H[R]3K		(14)A51: A9-236, Hobbs.
PEA21/2 30/9	PN-K	JE3K		(14)A51: A9-236, Caddy.
PEA25/1 01/10	PN-K	UA9K		(14)A51: A9-236, Knight.

⁷ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-236 in Aircraft Status Cards Beaufort A9-200 to A9-299; NAA: A10297, BLOCK 70.

⁸ Ibid.

A9-236 (continued)

On October 9th, A9-236 was received by 17RSU for a 240-hourly and was returned to 14SQN on December 10th.⁹

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA3/2 19/12	PN-K	CX8K		(14)A51: A9-598, O'Driscoll. Apparently replaced by A9-598/PN-B.
PEA9/3 21/12	PN-K	XB1K		(14)A51: A9-236, O'Driscoll.
PEA22/1 27/12	PN-K	DN8K		(14)A51: A9-236, Fennell.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA8/1 13/1	PN-K	3[H]VK		(14)A51: A9-236, Filsell.
PEA19/1 17/1	PN-K	YS4K		(14)A51: A9-236, Caddy.
PEA32/4 22/1	PN-K	RK8K		(14)A51: A9-236, Filsell.

On March 24th, 1945, A9-236 was received by 17RSU for an engine change and it then was sent to 4AD RP for storage on May 4th. It was sent to 4AD proper on May 10th and then received by 12RSU on June 8th; going to 7SQN on August 5th, 1945.¹⁰ This aircraft served with 7SQN as "KT-Z".

⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-236 in Aircraft Status Cards Beaufort A9-200 to A9-299; NAA: A10297, BLOCK 70.

¹⁰ Ibid.

Beaufort VIII
A9-265

Received by 1AD from DAP on April 1st, 1943, it was then received by 14SQN on April 21st. On July 8th, it was received by 17RSU for a 240-hourly and repairs to the mainplane centre section and was handed back to 14SQN on July 28th. On December 3rd, 4AD took charge of the machine for maintenance, giving it back to 14SQN on December 6th.¹¹

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA30/1 08/12				(14)A51: A9-265, Beer.
PEA36/3 10/12	PN-V	HR3V		(14)A51: A9-265, Maynard. 36 [4 th detail].
PEA42/2 11/12	PN-V	VF5V		(14)A51: A9-265, Maynard. 42 [1 st detail].
PEA45/3 12/12	PN-V	PA1V		(14)A51: A9-265, Maynard. 45 [3 rd detail].
PEA8/6 16/12	PN-V	VF5V		(14)A51: A9-265, Beer. 8 [3 rd detail].
PEA11/3 17/12	PN-V	HR3V		(14)A51: A9-265, Beer. 11.
PEA33/2 27/12	PN-V	PA1V		(14)A51: A9-265, Beer. 33.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA48/2 01/1	PN-V	U18V		(14)A51: A9-265, Beer. 48.
PEA47/5 01/1	PN-V	U18V		(14)A51: A9-265, Beer. 1 [3 rd detail].
PEA7/2 04/1	PN-V	U18V		(14)A51: A9-265, Beer.

On February 7th, 1944, it was received again by 4AD, this time for a 480-hourly. On May 4th, 14SQN took charge of it again.¹²

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
POT2/1 19/5	PN-V	RK8V		(14)A51: A9-265, Beer.
POT2/3 19/5	PN-V	RK8V		(14)A51: A9-265, O'Neil.
PEA24/1 25/5	PN-V	HR3V		(14)A51: A9-265, Beer.
PEA30/2 28/5	PN-V	WV6V		(14)A51: A9-265, Beer.
PEA46/2 01/7	PN-V	4JWV		(14)A51: Not recorded.
PNJ4/5 11/7	PN-V	2MNV		[Pinjarra] (14)A51: A9-265, O'Driscoll.
PNJ11/1 15/7	PN-U	VP4U		[Pinjarra] (14)A51: A9-265, Maynard. Apparently replaced A9-481.
PNJ22/2 21/7	PN-V	VP4V		[Pinjarra] (14)A51: Not recorded.
PNJ35/3 29/7	PN-V	2MNV		[Pinjarra] (14)A51: A9-265, Brady.
PEA20/3 15/8	PN-V	JU6V		(14)A51: A9-348, Shakespeare. Apparently replaced by A9-348/PN-P.
PEA22/3 23/8	PN-V	VY9V		BME-BME. (14)A51: A9-265, O'Driscoll.
PEA27/4 19/9	PN-M	YT8M		(14)A51: A9-265, O'Driscoll. Apparently replaced A9-340.
PEA24/8 30/9	PN-V	JE3V		(14)A51: A9-265 Bennetts.
PEA33/8 03/10	PN-X	WM7X		(14)A51: A9-265, Caddy. Apparently replaced A9-275.
PEA35/3 03/10	PN-V	WM7V		(14)A51: A9-265, Fennell.

Continued →

¹¹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-265 in Aircraft Status Cards Beaufort A9-200 to A9-299; NAA: A10297, BLOCK 70.

¹² Ibid.

A9-265 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA40/4 05/10	PN-V	ON2V		(14)A51: A9-265, Bennets.
PEA43/2 06/10	PN-V	PR7V		(14)A51: A9-265, Hobbs.
PEA5/2 10/10	PN-V	1RVV		(14)A51: A9-265, Fennell.
PEA15/6 14/10	PN-V	UN2V		(14)A51: A9-265, Hobbs.
PEA9/3 03/11	PN-V	HP4V		(14)A51: A9-265, Caddy.
PEA10/1 04/11	PN-V	RP4V		(14)A51: A9-265, Bennets.
PEA13/2 05/11	PN-V	Q17V		(14)A51: A9-265, Hobbs.
PEA15/2 06/11	PN-V	PA1V		(14)A51: A9-265, Fraser.
PEA36/2 12/12	PN-V	FM7V		(14)A51: A9-265, O'Driscoll.
PEA42/2 15/12	PN-V	J12V		(14)A51: A9-484, Fraser. Apparently replaced by A9-484/PN-E.
PEA45/1 17/12	PN-V	UR3V		(14)A51: A9-265, Fraser.
PEA9/4 21/12	PN-V	XB1V		(14)A51: A9-265, Caddy.
PEA23/2 27/12	PN-V	DN8V		(14)A51: A9-265, Caddy.
PEA30/1 31/12	PN-V	JS5V		(14)A51: A9-265, Caddy.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA48/3 08/1	PN-V	DN8V		(14)A51: A9-265, Fraser.
PEA48/8 09/1	PN-V	FK8V		(14)A51: A9-265, Fraser.
PEA11/7 14/1	PN-V	CX8V		(14)A51: A9-265, Damman.
PEA25/5 18/1	PN-V	DN8V		(14)A51: A9-265, Fraser.

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA35/1 02/3	PN-V	WV6V		(14)A51: A9-265, Hailey.
PEA42/4 06/3	PN-V	Q17V		(14)A51: A9-265, Hazelwood.
PEA3/1 16/3	PN-V	YX7V		(14)A51: A9-265, Filsell.
PEA20/1 01/4	PN-V	WQ4V		(14)A51: A9-265, Hailey.
PEA22/1 03/4	PN-V	QX6V		(14)A51: A9-265, Nielsen.
PEA30/1 10/4	PN-V	WQ4V		(14)A51: A9-265, Goddard.
PEA35/2 12/4	PN-V	UT7V		(14)A51: A9-265, Goddard.
PEA41/3 16/4	PN-V	QX6V		(14)A51: A9-265, Hailey.
PEA45/2 19/4	PN-V	RP4V		(14)A51: A9-265, Hailey.
PEA12/1 01/5	PN-V	JE3V		(14)A51: A9-265, Goddard.
PEA11/2 12/6	PN-V	YJ9V		(14)A51: A9-265, Hailey.

On July 10th, 1945, it was received by 17RSU for an overhaul and engine change and they, in turn, sent the machine off to 5AD for storage, arriving at FOREST HILL on October 15th.¹³

¹³ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-265 in Aircraft Status Cards Beaufort A9-200 to A9-299; NAA: A10297, BLOCK 70.

Beaufort VIII
A9-275

A9-275 was received by 1AD from DAP on April 8th, 1943 and then received by 14SQN on May 6th.¹⁴



A9-275, PN-X. ASV Homing TX whiskers prominent. [National Archives of Australia NAA: A14435, LA/115].

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA46/5 24/11	PN-X	VG8X		(14)A51: A9-275, Fowler. 46 [3 rd detail].
PEA5/2 27/11	PN-X	VG8X		(14)A51: A9-275, Fowler. 5.
PEA16/2 01/12	PN-X	PA1X		(14)A51: A9-275, Fowler. 16.
PEA19/3 02/12	PN-X	SC9X		(14)A51: A9-275, Clapp. 19.
PEA20/1 03/12	PN-X	Q17X		(14)A51: A9-275, Clapp. 20.

On December 12th, it was received by 4AD for repairs to its left-hand undercarriage and oleo leg attachment brackets, being then handed back over to 14SQN on January 1st, 1944.¹⁵

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA21/1 26/1	PN-X	3HNX		(14)A51: A9-275, Fisher. 21.
PEA28/5 29/1	PN-X	MM9X		(14)A51: A9-275, Atherton. 28 [3 rd detail].
PEA32/3 30/1	PN-X	CN5X		(14)A51: A9-275, Atherton. 32.
PEA8/1 17/2	PN-X	2JRX		(14)A51: A9-275, Morley.
PEA20/3 22/2	PN-X	YS4X		(14)A51: A9-275, Fisher.
PEA20/5 22/2	PN-X	YS4X		(14)A51: A9-275, Rees.
PEA26/3 25/2	PN-X	WG3X		(14)A51: A9-275, Fisher.
PEA31/4 27/2	PN-X	QX6X		(14)A51: A9-275, Atherton.

¹⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-275 in Aircraft Status Cards Beaufort A9-200 to A9-299; NAA: A10297, BLOCK 70.

¹⁵ Ibid.

A9-275 (continued)

With an engine change and a 480-hourly inspection due, 4AD received A9-275 again on March 6th. 14SQN got the machine back again on May 27th.¹⁶ On June 20th, it was damaged in a landing accident at PEARCE. Repairs must have been completed in-house by 14SQN.¹⁷

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA11/3 06/7	PN-Z	VF5Z		(14)A51: A9-275, Fisher. Apparently replaced A9-590.
PNJ47/2 06/8	PN-X	GA9X		[Pinjarra] (14)A51: A9-275, Clarke.
PNJ1/2 08/8	PN-X	OR3X		[Pinjarra] (14)A51: A9-275, Clarke.
PNJ12/2 16/8	PN-X	JS5X		[Pinjarra] (14)A51: A9-275, Fisher.
PNJ26/2 24/8	PN-X	1MQX		[Pinjarra] (14)A51: A9-275, Humphrey.
PNJ26/4 24/8	PN-X	1MQX		[Pinjarra] (14)A51: A9-275, Clarke.
PNJ27/1 25/8	PN-X	OP4X		[Pinjarra] (14)A51: A9-275, Clarke.
PNJ29/1 26/8	PN-X	1MQX		[Pinjarra] (14)A51: A9-275, Clarke.
PNJ36/2 29/8	PN-X	J12X		[Pinjarra] (14)A51: A9-275, Clarke.
PNJ38/2 30/8	PN-X	2JRX		[Pinjarra] (14)A51: A9-275, Dewar.
PNJ40/2 31/8	PN-X	JS5X		[Pinjarra] (14)A51: A9-275, Mahoney.
PNJ9/1 10/9	PN-X	YT8X		[Pinjarra] (14)A51: A9-275, Clarke.
PEA24/7 30/9	PN-X	JE3X		(14)A51: Not recorded.
PEA24/[11] 30/9	PN-X	UA9X		(14)A51: A9-275, Morley.
PEA33/8 03/10	PN-X	WM7X		(14)A51: A9-265, Caddy. Apparently replaced by A9-265/PN-V.
PEA41/2 05/10	PN-X	ON2X		(14)A51: A9-275, Ockenden.
PEA14/2 14/10	PN-X	UN2X		(14)A51: A9-275, Hodgson.
PEA24/1 19/10	PN-X	WM7X		(14)A51: A9-275, Clarke.
PEA41/2 26/10	PN-X	QX6X		(14)A51: A9-275, Dewar.
PEA21/1 09/11	PN-X	UL5X		(14)A51: A9-275, Ockenden.
PEA25/1 11/11	PN-X	S22X		(14)A51: A9-275, Shakespear.
PEA27/1 12/11	PN-X	3ZVX		(14)A51: A9-275, O'Driscoll.
PEA29/1 13/11	PN-X	HP4X		(14)A51: A9-275, Clarke.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA36/1 03/1	PN-X	FY5X		(14)A51: A9-275, Hodgson.
PEA40/1 05/1	PN-X	2MNX		(14)A51: A9-275, Neilson.
PEA12/1 14/1	PN-X	CX8X		(14)A51: A9-275, Hazelwood.
PEA16/3 15/1	PN-X	FY5X		(14)A51: A9-275, Ockenden.
PEA30/3 21/1	PN-X	H64X		(14)A51: A9-275, Humphrey.
PEA30/7 21/1	PN-X	RK8X		(14)A51: A9-275, Humphrey.
PEA2/1 15/3	PN-X	MM9X		(14)A51: A9-275, Hall.
PEA6/1 19/3	PN-X	YT8X		(14)A51: A9-275, Hazelwood.
PEA8/1 21/3	PN-X	4SAX		(14)A51: A9-275, Gay.
PEA16/1 29/3	PN-X	LZ1X		(14)A51: A9-275, Gay.
PEA18/1 31/3	PN-X	Q17X		(14)A51: A9-275, Grainger.
PEA9/1 29/4	PN-X	RP4X		(14)A51: A9-275, Hazelwood.
PEA26/2 11/5	PN-X	SC9X		(14)A51: A9-275, Gay.

Continued →

¹⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-275 in Aircraft Status Cards Beaufort A9-200 to A9-299; NAA: A10297, BLOCK 70.

¹⁷ Ibid.

A9-275 (continued)

1945 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA31/1 16/5	PN-X	HR3X		(14)A51: A9-275, Knott.
PEA38/2 20/5	PN-X	YX7X		(14)A51: A9-275, Grainger.
PEA5/3 02/6	PN-X	1Q1X		(14)A51: A9-275, Gay.
PEA15/2 29/6	PN-X	1Q1X		(14)A51: A9-342, Hailey. Apparently replaced by A9-342/PN-F.

On July 13th, 1945, A9-275 was allotted to 17RSU for airframe repairs with a note that a report was to be submitted to the Area Engineer Officer at Western Area Headquarters. The aircraft was received by 17RSU on the 17th and was eventually stored at 4AD RP and then 5AD.¹⁸



Another view of A9-275, PN-X, most likely at RAAF PEARCE. [Mike Mirkovic via *adf-serials*].

¹⁸ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-275 in Aircraft Status Cards Beaufort A9-200 to A9-299; NAA: A10297, BLOCK 70.

Beaufort VIII
A9-299

Received by 1AD from DAP on June 10th, 1943, it was allotted initially to 32SQN but that was cancelled with the aircraft being received by 17RSU on July 20th. 14SQN received it on August 10th.¹⁹

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA34/1 19/11	PN-T	GA9T		(14)A51: A9-299, Fowler. 34.
PEA44/1 23/11	PN-T	LL4T		(14)A51: A9-299, Rees. 44.
PEA9/4 28/11	PN-T	2MNT		(14)A51: A9-299, Rees. 4 [2 nd detail].
PEA14/3 30/11	PN-T	DN8T		(14)A51: A9-333, Johnsen. 14. A9-299 apparently replaced by A9-333/PN-E.
PEA21/2 03/12	PN-T	Q17T		(14)A51: A9-299, Clarke. 21.
PEA42/3 11/12	PN-T	VF5T		(14)A51: A9-299, Clarke. 42 [2 nd detail].
PEA44/2 12/12	PN-T	PA1T		(14)A51: A9-299, Clarke. 44.
PEA48/5 14/12	PN-T	LW4T		(14)A51: A9-299, Fisher. 48 [2 nd detail].
PEA26/5 23/12	PN-T	TP7T	Armada	(14)A51: A9-299, Fowler. 26 [2 nd detail].

On December 26th, with a 240-hourly due, it was received by 17RSU. 14SQN took charge of A9-299 again on March 8th, 1944.²⁰

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA14/2 10/3	PN-R	LU6R		(14)A51: A9-299, Holland. Apparently replaced A9-319/PN-R.
PEA16/3 10/3	PN-T	1D6T		(14)A51: A9-340, Rees. Apparently replaced by A9-340/PN-M.
PEA24/6 11/3	PN-B	4SAB		(14)A51: A9-299, Clarke. Apparently replaced A9-346/PN-B.
PEA25/7 11/3	PN-T	4SAT		(14)A51: A9-340, Atherton. Apparently replaced by A9-340/PN-M.

March 28th saw this machine back at 17RSU for the repair of fire damage after it caught fire on the ground at PEARCE on the 25th. It was noted that the fire was not as a result of any defect with the aircraft but started whilst the aircraft was being cleaned. It was damaged such that it could not be flown. Repairs took about a month, with 14SQN receiving it back again on April 19th.²¹

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA12/1 02/5	PN-T	PV5T		(14)A51: A9-299, Morley.
POT3/1 20/5	PN-T	Y34T		(14)A51: A9-299, Rees.

[Gap in operational records].

¹⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-299 in Aircraft Status Cards Beaufort A9-200 to A9-299; NAA: A10297, BLOCK 70.

²⁰ Ibid.

²¹ Ibid.

A9-299 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA49/3 02/7	PN-T	2MNT		(14)A51: A9-299, Clarke.
PEA2/4 03/7	PN-T	YW3T		(14)A51: A9-299, Clarke.
PEA11/2 06/7	PN-T	VF5T		(14)A51: A9-299, Rees.
PEA14/2 07/7	PN-T	4AQT		(14)A51: A9-299, Rees.
PEA17/3 08/7	PN-T	OR3T		(14)A51: A9-299, Rees.
PEA20/3 16/8	PN-T	4ENT		PHL-PHL. (14)A51: A9-299, Knight.
PEA22/1 23/8	PN-T	VY9T		BME-BME. (14)A51: A9-299, Mahoney.
PNJ33/6 27/8	PN-T	OR3T		[Pinjarra] (14)A51: A9-299, Shakespear.
PNJ34/2 28/8	PN-T	4ENT		[Pinjarra] CANX. (14)A51: A9-299, CANX due WX.
PNJ35/1 29/8	PN-T	J12T		[Pinjarra] (14)A51: A9-299, Shakespear.
PNJ37/1 30/8	PN-T	2JRT		[Pinjarra] (14)A51: A9-299, Clarke.

A9-299's E/E.88 records that, on August 30th, the machine was on the ground at GUILDFORD with a seized port engine. According to the card, "*undercarriage cartridges used[.] Engine has 32 hrs to complete overhaul*". It was taken on charge by 17RSU the next day for an engine change and a complete overhaul – although it was noted the next day that only the engine change was required and not the overhaul. It was given back to 14SQN on September 9th.²²

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PNJ11/2 11/9	PN-T	1NBT		[Pinjarra] (14)A51: A9-299, Shakespeare.
PNJ12/1 12/9	PN-T	LD6T		[Pinjarra] (14)A51: A9-299, Mahoney.
PNJ13/1 13/9	PN-T	HR3T		[Pinjarra] (14)A51: A9-299, Morley.
PNJ15/1 15/9	PN-T	JE3T		[Pinjarra] (14)A51: A9-299, Hodgson.

Only ten days after being taken back by 14SQN, it was allotted away to 4AD for (you guessed it) an engine change (starboard this time) and a 480-hourly. 4AD received it on September 22nd and handed it back to 14SQN on November 27th.²³

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA21/2 06/12	PN-J	YL8J		(14)A51: A9-299, Hodgson. Possible A51 typo intended to read, "A9-209". Or. Apparently replaced A9-209.
PEA39/1 14/12	PN-T	CX8T		(14)A51: A9-299, Neilson.
PEA1/3 18/12	PN-T	JS5T		(14)A51: A9-299, Hazelwood.
PEA24/1 28/12	PN-T	YL8T		Recalled due WX. (14)A51: A9-299, Nielson.
PEA28/1 30/12	PN-T	1Q1T		(14)A51: A9-299, Hall.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA2/1 10/1	PN-W	PR7W		(14)A51: A9-299, Hazelwood. Apparently replaced A9-588.

Continued →

²² RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-299 in Aircraft Status Cards Beaufort A9-200 to A9-299; NAA: A10297, BLOCK 70.

²³ Ibid.

A9-299 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA10/4 13/1	PN-T	3[H]VT		(14)A51: A9-299, Ockenden.
PEA25/3 18/1	PN-T	M13T		(14)A51: A9-299, Ockenden.
PEA27/1 20/1	PN-T	JG4T		(14)A51: A9-299, Ockenden.

Yet another engine change became necessary, so it was off to 17RSU again, being received by them on March 5th. April 2nd saw it back with 14SQN.²⁴

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA24/1 10/5	PN-T	HR3T		CANX due WX. (14)A51: Not recorded.
PEA27/1 12/5	PN-D	HP4D		(14)A51: A9-299, Hall. Apparently replaced A9-331.
PEA32/3 16/5	PN-T	HR3T		(14)A51: A9-299, Hall.
PEA36/1 19/5	PN-T	PJ4T		(14)A51: A9-299, Hailey.

On June 8th, it was allotted to 12RSU RP for storage and was received on July 23rd. It went to 10RSU on September 3rd and was eventually received by 10LASU on November 5th, 1945. They only had the machine for a short time with it being placed into storage at 5AD on November 22nd.²⁵

²⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-299 in Aircraft Status Cards Beaufort A9-200 to A9-299; NAA: A10297, BLOCK 70.

²⁵ Ibid.

Beaufort VIII
A9-319

This aircraft was received by 14SQN via 1AD on June 28th, 1943.²⁶

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA37/1 20/11	PN-R	3ZVR		(14)A51: A9-319, Fisher. 37.
PEA40/1 21/11	PN-R	2MNR		(14)A51: A9-319, Girle. 40.
PEA48/2 24/11	PN-R	VG8R		(14)A51: A9-319, Girle. 48.
PEA6/3 27/11	PN-R	LZ1R		(14)A51: A9-319, Girle. 6.
PEA15/1 01/12	PN-R	LD6R		(14)A51: A9-319, Fisher. 15.
PEA9/1 17/12	PN-R	HR3R		(14)A51: A9-479, Fisher. 9. A9-319 apparently replaced by A9-479/PN-Q.
PEA12/1 18/12	PN-R	WQ4R		(14)A51: A9-319, Kessey. 12.
PEA14/1 19/12	PN-R	PF5R		(14)A51: A9-319, Girle. 14.
PEA18/1 21/12	PN-R	GV3R		(14)A51: A9-319, Holland. 18.
PEA30/2 25/12	PN-R	SC9R		(14)A51: A9-319, Atherton. 30.
PEA38/1 29/12	PN-R	HR3R		(14)A51: A9-319, Clarke. 38.
PEA43/1 31/12	PN-R	PF5R		(14)A51: A9-319, Clarke. 43.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA47/4 01/1	PN-R	U18R		(14)A51: A9-319, Girle. 47 [1 st detail].
PEA49/1 02/1	PN-R	MM9R		(14)A51: A9-319, Fisher. 49.
PEA6/5 04/1	PN-R	U18R		(14)A51: A9-319, Fisher. 6.
PEA27/1 29/1	PN-R	MM9R		(14)A51: A9-319, Morley. 27.
PEA41/2 08/2	PN-Q	WE9Q		(14)A51: A9-319, Rees. Apparently replaced A9-479.
PEA6/1 16/2	PN-R	JU6R		(14)A51: A9-319, Rees.
PEA11/2 18/2	PN-R	VJ4R		(14)A51: A9-319, Rees.
PEA13/2 19/2	PN-R	YS4R		(14)A51: A9-319, Atherton.
PEA15/2 20/2	PN-R	JU6R		(14)A51: A9-319, Rees.
PEA33/1 29/2	PN-R	WE9R		(14)A51: A9-319, Rees.
PEA35/1 01/3	PN-R	JY5R		(14)A51: A9-319, Clarke.
PEA6/2 09/3	PN-R	UE9R		(14)A51: A9-319, Morley. Believe A51 error, serial numbers transposed with PEA7.
PEA14/2 10/3	PN-R	LU6R		(14)A51: A9-299, Holland. Apparently replaced by A9-299/PN-T.
PEA15/5 10/3	PN-S	LU6S		(14)A51: A9-319, Morley. Apparently replaced A9-207.
PEA18/7 10/3	PN-R	LU6O		(14)A51: A9-319, Fisher. Correct for assigned aircraft code letters.
PEA26/8 11/3	PN-R	4SAR		(14)A51: A9-319, Rees.
PEA42/8 13/3	PN-R	LU6R		(14)A51: A9-319, Clarke.

On March 22nd, 1944, it was received by 4AD for a 480-hourly and an engine change. It was received again by 14SQN on June 17th.²⁷

²⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-319 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

²⁷ Ibid.

A9-319 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PNJ5/1 12/7	PN-R	4JWR		[Pinjarra] (14)A51: A9-319, Brady.
PNJ12/2 15/7	PN-R	VP4R		[Pinjarra] (14)A51: A9-319, Brady.
PNJ18/2 19/7	PN-R	MI1J		[Pinjarra] (14)A51: A9-319, Brady. Correct for aircraft code letters.
PNJ23/4 21/7	PN-R	VP4R		[Pinjarra] (14)A51: A9-319, Brady.
PNJ33/1 28/7	PN-R	FM7R		[Pinjarra] (14)A51: A9-319, Hodge.
PNJ34/1 29/7	PN-R	2MNR		[Pinjarra] (14)A51: A9-319, Hodge.
PEA42/3 23/9	PN-R	LD6R		(14)A51: A9-319, Bennett.
PEA17/2 29/9	PN-R	HR3R		(14)A51: A9-319, Bennetts.
PEA26/2 01/10	PN-P	UA9P		(14)A51: A9-319, Hobbs. Apparently replaced A9-348.
PEA3/5 09/10	PN-R	UA9R		(14)A51: A9-391 [sic – 319], Brady.
PEA9/1 12/10	PN-R	CX8R		(14)A51: A9-319, Caddy.
PEA11/1 13/10	PN-R	H64R		(14)A51: Not recorded.
PEA13/1 14/10	PN-R	UN2R		(14)A51: A9-319, Brady.
PEA23/2 18/10	PN-M	1RVM		(14)A51: A9-319, Knight. Apparently replaced A9-340.
PEA35/3 24/10	PN-R	1RVR		(14)A51: A9-319, Fennell.
PEA11/2 04/11	PN-R	RP4R		(14)A51: A9-319, Damman.
PEA16/1 07/11	PN-R	XB1R		(14)A51: A9-319, Damman.
PEA17/2 07/11	PN-R	XB1R		(14)A51: A9-319, Bennetts.
PEA39/1 17/11	PN-R	JS5R		(14)A51: A9-319, Caddy.
PEA33/5 11/12	PN-R	CX8R		(14)A51: A9-319, Brady.
PEA2/3 19/12	PN-R	CX8R		(14)A51: A9-319, crew not recorded.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA39/2 04/1	PN-R	M13R		(14)A51: A9-319, Bennetts.
PEA5/2 11/1	PN-R	H64R		(14)A51: A9-319, Caddy.
PEA10/3 13/1	PN-R	3[H]VR		(14)A51: A9-319, Caddy.
PEA11/9 14/1	PN-R	CX8R		(14)A51: A9-319, Gay.
PEA40/2 05/3	PN-W	VP4W		(14)A51: A9-319, Grainger. Apparently replaced A9-588.
PEA41/5 06/3	PN-R	Q17R		(14)A51: A9-319, Goddard.
PEA1/1 14/3	PN-R	YP4R		(14)A51: A9-319, Nielsen.
PEA11/1 24/3	PN-R	YT8R		(14)A51: A9-319, Nielsen.
PEA15/1 28/3	PN-R	Q17R		(14)A51: A9-319, Hailey.
PEA23/4 03/4	PN-R	LL4R	[319]	CANX. (14)A51: Not recorded.
PEA27/1 07/4	PN-R	MV3R		(14)A51: A9-319, Nielsen.
PEA32/2 11/4	PN-R	UC8R		(14)A51: A9-319, Goddard.
PEA33/1 11/4	PN-I	UC8I		(14)A51: A9-319, Gay. Apparently replaced A9-348.
PEA38/1 15/4	PN-R	LL4R		(14)A51: A9-319, Hailey.
PEA39/3 15/4	PN-R	JU6R	[319]	CANX. (14)A51: Not recorded.
PEA10/3 29/4	PN-R	RP4R		(14)A51: A9-319, Knott.
PEA17/2 05/5	PN-R	PJ4R		(14)A51: A9-319, Grainger.
PEA22/1 09/5	PN-R	YX7R		(14)A51: A9-319, Hailey.

Continued →

A9-319 (continued)

1945 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA26/3 11/5	PN-R	SC9R		(14)A51: A9-319, Hailey.
PEA43/1 24/5	PN-H	PJ4H		(14)A51: A9-319, Goddard. Apparently replaced A9-586.
PEA45/1 26/5	PN-R	WQ4R		(14)A51: A9-319, Hailey.
PEA46/1 27/5	PN-R	1RVR		(14)A51: A9-319, Knott.
PEA48/1 29/5	PN-R	SC9R		(14)A51: A9-319, Geue.

On June 13th, 1945, A9-319 was received by 17RSU for an engine change, evidently the blower clutch on the number-1 engine (port engine) had burnt out. 14SQN got the aircraft back again on July 10th.²⁸

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA21/1 27/7	PN-R	YX7R		(14)A51: A9-319, Lord.

On October 22nd, it was received by 5AD for storage.²⁹

²⁸ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-319 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

²⁹ Ibid.

Beaufort VIII
A9-331

This machine was received by 1AD from DAP on June 20th, 1943 and then by 14SQN on July 18th.³⁰

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA38/2 20/11	PN-D	3ZVD		(14)A51: A9-331, Johnsen. 38.
PEA43/2 22/11	PN-D	LL4D		(14)A51: A9-331, Johnsen. 43.
PEA45/2 23/11	PN-D	QG4D		(14)A51: A9-331, Johnsen. 45.
PEA46/3 24/11	PN-D	VG8D		(14)A51: A9-331, Roxburgh. 46 [1 st detail].
PEA49/1 25/11	PN-D	2MND		(14)A51: A9-331, Maynard. 49.
PEA2/1 26/11	PN-D	LL4D		(14)A51: A9-331, Beer. 2.
PEA31/1 26/12	PN-D	LD6D		(14)A51: A9-331, Johnsen. 31.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA1/2 02/1	PN-D	MM9D		(14)A51: A9-331, Johnsen. 1 [1 st detail].
PEA20/3 26/1	PN-D	3HND		(14)A51: A9-331, Johnsen. 20 [1 st detail].
PEA28/6 29/1	PN-D	MM9D		(14)A51: A9-331, Johnsen. 28 [4 th detail].
PEA41/1 08/2	PN-D	WE9D		(14)A51: A9-344, Williams. Apparently replaced by A9-344/PN-A.
PEA42/1 09/2	PN-D	YX7D		(14)A51: A9-331, Johnsen.
PEA1/3 13/2	PN-D	QX6D		(14)A51: Not recorded.
PEA29/2 26/2	PN-D	WE9D		(14)A51: A9-331, Morley.
PEA37/1 02/3	PN-V	D33I		(14)A51: A9-331 [sic – "I" poss corrupt "D"], Maynard.
PEA39/1 03/3	PN-U	LS5D		(14)A51: A9-331, Maynard. Correct for W/T call sign suffix letter.
PEA4/1 09/3	PN-D	UE9D		(14)A51: A9-331, Williams.
PEA20/2 11/3	PN-D	4SAD		(14)A51: A9-539, Crisp. Apparently replaced by A9-539/PN-B.
PEA23/5 11/3	PN-V	4SAV		(14)A51: A9-331, Williams. Apparently replaced A9-484.
PEA29/3 12/3	PN-D	LS5D		(14)A51: A9-484, Birt. Apparently replaced by A9-484/PN-E.
PEA33/7 12/3	PN-V	LS5V		(14)A51: A9-331, Knight. Apparently replaced A9-484.
PEA36/2 13/3	PN-D	LU6D		(14)A51: A9-331, Beer.
PEA11/2 19/3	PN-D	FU6D		(14)A51: A9-331, Maynard.
PEA18/2 22/3	PN-D	JY5D		(14)A51: A9-331, Beer.
PEA43/1 02/4	PN-D	GL4D		(14)A51: A9-331, Beer.
PEA10/3 08/4	PN-D	1G1D		(14)A51: Not recorded.
PEA25/4 14/4	PN-D	LL4D		(14)A51: A9-331, Williams.
PEA31/1 18/4	PN-D	GL4D		(14)A51: A9-331, [unk].
PEA3/1 28/4	PN-D	WM7D		(14)A51: A9-331, Beer.
PEA6/1 29/4	PN-D	3CSD		RTB due WX. (14)A51: A9-331, Beer.
PEA10/1 01/5	PN-D	YS4D		(14)A51: A9-331, Crisp.
POT2/4 19/5	PN-D	RK8D		(14)A51: A9-331, Clarke.

³⁰ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-331 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

A9-331 (continued)

On June 6th, 1944, it was received by 4AD for a 240-hourly. According to A9-331s E/E.88, it was moved across to temporary storage on July 22nd. This seems unlikely to have occurred as it was received by 14SQN again on July 24th.³¹

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PNJ4/2 10/8	PN-D	OP4D		[Pinjarra] (14)A51: A9-331, Atherton.
PNJ5/1 11/8	PN-D	4END		[Pinjarra] (14)A51: A9-331, Clarke.
PNJ11/1 15/8	PN-D	1RVD		[Pinjarra] (14)A51: A9-331 Morley.
PNJ12/1 16/8	PN-D	JS5D		[Pinjarra] (14)A51: A9-331, Mahoney.
PNJ14/2 17/8	PN-J	MI1J		[Pinjarra] (14)A51: A9-331, Humphrey. Apparently replaced A9-209.
PNJ20/1 21/8	PN-D	1RVD		[Pinjarra] (14)A51: A9-331, Shakespeare.
PNJ22/1 22/8	PN-D	1MQD		[Pinjarra] (14)A51: A9-331, Clarke.
PNJ47/1 04/9	PN-D	YT8D		[Pinjarra] (14)A51: A9-331, Fisher.
PNJ1/3 05/9	PN-D	WE9D		[Pinjarra] (14)A51: A9-331, Fisher.
PNJ5/2 07/9	PN-D	YH4D		[Pinjarra] (14)A51: A9-331, Shakespeare.
PEA24/5 30/9	PN-D	HR3D		(14)A51: A9-331, Morley.
PEA24/9 30/9	PN-D	JE3D		(14)A51: A9-331, Ockenden.
PEA24/[12] 30/9	PN-D	UA9D		(14)A51: Not recorded.
PEA49/5 08/10	PN-D	ON2D		(14)A51: A9-331, Mahoney.
PEA21/2 17/10	PN-D	PR7D		(14)A51: A9-331, Mahoney.
PEA39/3 25/10	PN-D	UA9D		(14)A51: A9-313 [sic – 331], Clarke.
PEA42/1 27/10	PN-D	UA9D		(14)A51: A9-331, Hodgson.
PEA44/1 28/10	PN-D	VV1D		(14)A51: A9-331, Ockenden.
PEA2/2 22/11	PN-D	PA1D		(14)A51: A9-331, O'Driscoll.
PEA17/2 04/12	PN-D	XB1D		(14)A51: A9-331, Mahoney.
PEA34/10 12/12	PN-D	FW7D		(14)A51: A9-331, Neilson.
PEA16/2 24/12	PN-D	CX8D		(14)A51: A9-331, Hazelwood.
PEA29/2 30/12	PN-D	1Q1D		(14)A51: A9-331, Hodgson.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA33/2 01/1	PN-D	CX8D		(14)A51: A9-331, Humphrey.
PEA3/2 10/1	PN-D	PR7D		(14)A51: A9-588, Neilson. Apparently replaced by A9-588/PN-W.
PEA22/2 18/1	PN-D	M13D		(14)A51: A9-331, Hazelwood.
PEA30/2 21/1	PN-D	H64D		(14)A51: A9-331, Hazelwood.
PEA31/1 22/1	PN-D	RK8D		(14)A51: A9-331, Gay.

With another 240-hourly due, it was received by 17RSU on January 31st, 1945 and was returned to 14SQN on March 25th.³²

³¹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-331 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

³² Ibid.

A9-331 (continued)

1945 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA23/3 03/4	PN-D	QX6D		(14)A51: A9-331, Grainger.
PEA20/3 07/5	PN-D	WQ4D		(14)A51: A9-331, Hall.
PEA27/1 12/5	PN-D	HP4D		(14)A51: A9-299, Hall. Apparently replaced by A9-299/PN-T.
PEA35/2 18/5	PN-D	HP4D		(14)A51: A9-331, Knott.

12RSU RP received A9-331 from 14SQN on July 19th, 1945 and it was then received by 5AD for storage on October 8th.³³

³³ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-331 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

Beaufort VIII
A9-333

This aircraft was received by 1AD from DAP on June 20th, 1943 and then by 14SQN on August 5th.³⁴

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA35/2 19/11	PN-E	GA9E		(14)A51: A9-333, Hewett. 35.
PEA3/2 26/11	PN-E	QG4E		(14)A51: A9-333, Kelly. 3.
PEA4/1 27/11	PN-E	VG8E		(14)A51: A9-333, Johnsen. 4.
PEA14/3 30/11	PN-T	DN8T		(14)A51: A9-333, Johnsen. 14. Apparently replaced A9-299.
PEA29/2 07/12	PN-E	LW4E		(14)A51: A9-333, Kelly. 29.
PEA36/4 10/12	PN-E	HR3E		(14)A51: A9-333, Kelly. 36 [1 st detail].
PEA43/1 12/12	PN-E	PA1E		(14)A51: A9-333, Hewett. 43b.
PEA15/2 19/12	PN-E	PF5E		(14)A51: A9-333, Smorley. 15.
PEA22/2 22/12	PN-E	QR3E		(14)A51: A9-333, Johnsen. 22.
PEA24/2 23/12	PN-E	OP4E		(14)A51: A9-333, Johnsen. 24.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA18/1 25/1		U18Y		(14)A51: A9-333, Kelly. 18. Apparently replaced A9-438.
PEA20/4 26/1	PN-E	3HNE		(14)A51: A9-333, Hewett. 20 [2 nd detail].
PEA23/1 27/1	PN-E	J12E		(14)A51: A9-333, Lang. 23.
PEA44/3 06/3	PN-E	DZ6E		(14)A51: A9-333, Croker.
PEA49/4 07/3	PN-E	LU6E		(14)A51: A9-333, Crisp.
PEA7/5 09/3	PN-E	UE9E		(14)A51: A9-333, Croker. Believe A51 error, serial numbers transposed with PEA6.
PEA19/1 11/3	PN-E	4SAE		(14)A51: A9-333, Croker.
PEA39/5 13/3	PN-E	LU6E		(14)A51: A9-333, Crisp.
PEA13/2 20/3	PN-E	JG4E		(14)A51: A9-333, Birt.
PEA19/1 23/3	PN-E	PX5E		(14)A51: A9-333, Hewett.
PEA41/5 01/4	PN-E	WE9E		(14)A51: A9-333, Crisp.
PEA8/7 07/4	PN-E	WM7E		(14)A51: A9-333, Hewett. Recorded as PEA8/5.
PEA30/1 17/4	PN-E	DN8E		(14)A51: A9-333, Beer.
PEA32/2 18/4	PN-E	GL4E		(14)A51: A9-333, Williams.
PEA38/2 21/4	PN-E	LL4E		(14)A51: A9-333, Williams.
PEA40/2 22/4	PN-E	JE3E		(14)A51: A9-333, Beer. RTB U/S.
PEA41/1 23/4	PN-E	4AQE		(14)A51: A9-333, Williams.
PEA44/1 24/4	PN-E	1RVE		(14)A51: A9-481, Knight. Apparently replaced by A9-481/PN-U.
PEA46/1 25/4	PN-E	WE9E		(14)A51: A9-333, Williams.
PEA48/1 26/4	PN-E	WM7E		(14)A51: A9-333, Hewett.
PEA1/1 27/4	PN-E	3CSE		(14)A51: A9-333, Birt.
PEA4/3 28/4	PN-E	WM7E		(14)A51: A9-438, Rees. Apparently replaced by A9-438/PN-Y.
PEA8/1 30/4	PN-E	XB1E		(14)A51: A9-333, Hewett.
PEA11/2 01/5	PN-E	YS4E		(14)A51: A9-333, Hewett.

³⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-333 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

A9-333 (continued)



Nice shot of A9-333, PN-E. [National Archives of Australia NAA: A14435, LA/112].

On May 3rd, 1944, A9-333 landed wheels-up at PEARCE. Whilst it was noted on its E/E.88 as being reparable but beyond the capacity of the unit, there is no record of it being sent to either 17RSU or 4AD for repairs. It seems likely that it was sent to 4AD and then to 4AD RP for storage as the next sequence of entries have 14SQN being allotted and issued the aircraft from (variously) 4AD RP or 4AD and then receiving A9-333 from 4AD on August 20th, 1945. 5AD received A9-333 for storage on October 6th, 1945.³⁵

³⁵ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-333 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

Beaufort VIII
A9-340

On May 21st, 1943, A9-340 was received by 2AD from DAP and then on June 6th, it was received by 14SQN.³⁶

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA8/2 28/11	PN-M	RT7M		(14)A51: A9-340, Atherton. 8.
PEA13/2 30/11	PN-M	CX8M		(14)A51: A9-340, Atherton. 13.
PEA22/1 04/12	PN-M	OP4M		(14)A51: A9-340, Atherton. 22.
PEA24/1 05/12	PN-M	OR3M		(14)A51: A9-385, Rees. 24. A9-340 apparently replaced by A9-385/PN-N.
PEA26/1 06/12	PN-M	G43M		(14)A51: A9-340, Girle. 26.
PEA38/6 10/12	PN-M	HR3M		(14)A51: A9-340, Atherton. 38.
PEA42/4 11/12	PN-M	VF5M		(14)A51: Not recorded.
PEA6/3 16/12	PN-M	VF5M		(14)A51: A9-340, Atherton. 6.
PEA20/2 21/12	PN-M	GV3M		(14)A51: A9-340, Rees. 20.
PEA37/2 28/12	PN-M	VF5M		(14)A51: A9-340, Fowler. 37.
PEA44/3 31/12	PN-M	PF5M		(14)A51: A9-340, Fowler. 44. Dupl duty number.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA1/3 02/1	PN-M	MM9M		(14)A51: A9-340, Rees. 1 [2 nd detail].
PEA2/1 03/1	PN-M	FU6M		(14)A51: A9-340, Fisher. 2.
PEA4/1 04/1	PN-M	U18M		(14)A51: A9-340, Atherton. 4.
PEA15/3 22/1	PN-M	MM9M		(14)A51: A9-340, Morley. 15 [3 rd detail].
PEA16/1 23/1	PN-M	YZ1M		(14)A51: A9-340, Morley. 16 [1 st detail].
PEA25/1 28/1	PN-M	FU6M		(14)A51: A9-340, Atherton. 25.
PEA28/4 29/1	PN-M	MM9M		(14)A51: A9-340, Fisher. 28 [2 nd detail].
PEA37/3 07/2	PN-M	4AQM		(14)A51: A9-340, Morley.
PEA38/4 07/2	PN-M	4AQM		(14)A51: A9-340, Morley.
PEA45/2 10/2	PN-M	4AQM		(14)A51: A9-340, Morley.
PEA1/4 13/2	PN-M	QX6M		(14)A51: A9-340, Rees.
PEA2/1 14/2	PN-M	UR3M		(14)A51: A9-340, Clarke.
PEA2/2 08/3	PN-M	YJ9M		(14)A51: A9-481, Beer. Apparently replaced by A9-481/PN-U.
PEA16/3 10/3	PN-T	1D6T		(14)A51: A9-340, Rees. Apparently replaced A9-299.
PEA21/3 11/3	PN-M	4SAM		(14)A51: A9-484, Birt. Apparently replaced by A9-484/PN-V.
PEA25/7 11/3	PN-T	4SAT		(14)A51: A9-340, Atherton. Apparently replaced A9-299/PN-T.
PEA32/6 12/3	PN-M	LS5M		(14)A51: A9-340, Atherton.
PEA41/7 13/3	PN-M	LU6M		(14)A51: A9-340, Morley.
PEA44/2 14/3	PN-M	4PJM		(14)A51: A9-481, Crisp. Apparently replaced by A9-481/PN-U.
PEA15/4 20/3	PN-M	JG4M		(14)A51: A9-340, Atherton.
PEA17/1 22/3	PN-M	JY5M		(14)A51: A9-340, Atherton.

Continued →

³⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-340 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

A9-340 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA48/2 04/4	PN-M	4AQM		(14)A51: A9-340, Morley.
PEA3/2 05/4	PN-M	DN8M		(14)A51: A9-340, Fowler.
PEA5/2 06/4	PN-N	DN8M		(14)A51: A9-340, Atherton. Correct for W/T call sign suffix letter.
PEA7/5 07/4	PN-M	WM7M		(14)A51: A9-340, Atherton. Recorded as PEA7/3.

With a 480-hourly inspection due, A9-340 was received by 4AD from 14SQN on April 16th, 1944. 14SQN took the machine back again on June 8th.³⁷

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA5/2 04/7	PN-M	4QQM		(14)A51: A9-340, Maynard.
PEA8/3 05/7	PN-M	4SAU		(14)A51: A9-340, Shakespeare. Correct for nominated code letters.
PNJ3/2 11/7	PN-M	2MNM		[Pinjarra] (14)A51: A9-340, Birt.
PNJ10/2 14/7	PN-M	4SAM		[Pinjarra] (14)A51: A9-340, Hodge.
PNJ14/2 17/7	PN-M	OL3M		[Pinjarra] (14)A51: A9-340, Knight.
PNJ19/3 19/7	PN-M	MI1M		[Pinjarra] (14)A51: A9-340, Maynard.
PNJ20/1 20/7	PN-M	4QQM		[Pinjarra] (14)A51: A9-340, Birt.
PNJ27/2 24/7	PN-M	FM7M		[Pinjarra] (14)A51: A9-340, O'Driscoll.
PNJ43/2 03/8	PN-M	1MQM		[Pinjarra] (14)A51: A9-340, Hodge.
PNJ44/1 05/8	PN-M	MI1M		[Pinjarra] (14)A51: A9-340, Hodge.
PEA21/1 16/8	PN-M	4ENM		(14)A51: A9-340, O'Driscoll.
PEA22/2 24/8	PN-M	JS5M		POR-POR. (14)A51: A9-340, Fennell.
PEA22/1 25/8	PN-M	MV3M		POT-POT. (14)A51: A9-340, Fennell.
PEA27/4 19/9	PN-M	YT8M		(14)A51: A9-265, O'Driscoll. Apparently replaced by A9-265/PN-V.
PEA39/4 22/9	PN-M	YS4M		(14)A51: A9-340, Fennell.
PEA2/4 25/9	PN-M	FY5M		(14)A51: A9-340, Hodge.
PEA23/2 18/10	PN-M	1RVM		(14)A51: A9-319, Knight. Apparently replaced by A9-319/PN-R.
PEA29/2 21/10	PN-M	JG4M		(14)A51: A9-340, Fennell.
PEA31/2 22/10	PN-M	H64M		(14)A51: A9-340, Damman.
PEA6/2 02/11	PN-M	UR3M		(14)A51: A9-340, Bennetts.
PEA12/1 05/11	PN-M	Q17M		(14)A51: A9-340, Fennell.
PEA14/1 06/11	PN-M	PA1M		(14)A51: A9-340, Damman.
PEA9/1 29/11	PN-M	PZ5M		(14)A51: A9-340, Caddy.
PEA11/1 01/12	PN-M	JS5M		RTB, engine trouble. (14)A51: A9-340, Damman.

17RSU took charge of A9-340 on December 4th, 1944, for a 720-hourly. It was received by 14SQN again on March 13th, 1945.³⁸

Continued →

³⁷ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-340 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

³⁸ Ibid.

A9-340 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA18/2 31/3	PN-M	Q17M		(14)A51: A9-340, Gay.
PEA32/3 11/4	PN-M	UC8M		(14)A51: A9-340, Hall.
PEA41/4 16/4	PN-M	QX6M		(14)A51: A9-340, Gay.
PEA47/1 21/4	PN-M	WQ4M		(14)A51: A9-340, Hazelwood.
PEA6/3 27/4	PN-M	JU6M		(14)A51: A9-340, Knott.
PEA39/1 21/5	PN-M	XB1M		(14)A51: A9-340, Knott.
PEA22/1 28/7	PN-M	4ENM		(14)A51: A9-349, Clark. Apparently replaced by A9-349/PN-O.

With the end of hostilities, A9-340 was sent back east and was received at 5AD for storage on October 6th, 1945.³⁹



A9-340, PN-M, over RAAF PEARCE. [Mike Mirkovic via adf-serials].

³⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-340 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

**Beaufort VIII
A9-342**

2AD received A9-342 from DAP on May 25th, 1943. It was then received by 14SQN on June 6th.⁴⁰

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA14/4 30/11	PN-F	DN8F		(14)A51: Not recorded.
PEA41/6 11/12	PN-F	VF5F		(14)A51: A9-342, Holland. 41.
PEA45/4 12/12	PN-F	PA1F		(14)A51: A9-342, Kelly. 45 [2 nd detail].
PEA46/1 13/12	PN-F	UN2F		(14)A51: A9-342, Beer. 46.
PEA48/6 14/12	PN-F	LW4F		(14)A51: A9-342, Beer. 48 [3 rd detail].
PEA3/2 15/12	PN-F	PA1F		(14)A51: A9-342, Maynard. 3.
PEA10/2 17/12	PN-F	HR3F		(14)A51: A9-342, Maynard. 10.
PEA13/2 18/12	PN-F	WQ4F		(14)A51: A9-342, Maynard. 13.
PEA25/1 23/12	PN-F	OP4F		(14)A51: A9-342, Kelly. 25.
PEA35/4 27/12	PN-F	PA1F		(14)A51: A9-342, Kelly. 35.

No operational information seems to exist for this machine for 1944. According to its E/E.88, it continued to serve with 14SQN until it was received by 4AD on November 6th, for a 480-hourly, and engine change and the incorporation of a few Beaufort Orders. On February 21st, 1945, it was received back at 14SQN.⁴¹



A9-342, which the table above tells us was “PN-F”, early in its career (likely mid-ish-1943). It is wearing standard RAAF Foliage Green (K3/177) and RAAF Earth Brown (K3/178) over RAAF Sky Blue (K3/195) camouflage with RAAF Medium Sea Grey (K3/183) serial. Code letters, when applied, would have been Sky Blue. [Mike Mirkovic via adf-serials].

⁴⁰ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-342 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

⁴¹ Ibid.

A9-342 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA34/1 01/3	PN-F	4SAF		(14)A51: A9-342, Hazelwood.
PEA12/1 25/3	PN-F	WV6F		(14)A51: A9-342, Hazelwood.
PEA21/1 02/4	PN-F	JU6F		(14)A51: A9-342, Gay.
PEA44/1 19/4	PN-F	RP4F		(14)A51: A9-342, Hall.
PEA28/1 13/5	PN-F	SC9F		(14)A51: A9-342, Hailey.
PEA32/2 16/5	PN-F	HR3F		(14)A51: A9-342, Grainger.
PEA34/1 18/5	PN-F	HP4F		(14)A51: A9-342, Gay.
PEA12/2 15/6	PN-F	U18F		CANX. (14)A51: Not recorded.
PEA15/2 29/6	PN-X	1Q1X		(14)A51: A9-342, Hailey. Apparently replaced A9-275.
PEA17/1 02/7	PN-F	JG4F		(14)A51: A9-342, Hailey.
PEA23/1 04/8	PN-F	R31F		(14)A51: A9-342, Grainger.

By October 6th, 1945, it was received at 5AD for storage.⁴²



A9-342, in storage post-war at 5AD FOREST HILL. It is wearing the later war standard over-all RAAF Foliage Green (K3/177). Serial number is RAAF Medium Sea Grey (K3/183) and the code letters, seem to have been Sky Blue. [Mike Mirkovic via adf-serials].

⁴² RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-342 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

Beaufort VIII
A9-343

This machine arrived at 14SQN on August 6th, 1943, having initially been received by 1AD from DAP on June 30th, 1943.⁴³

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA36/3 19/11	PN-G	4JWG		(14)A51: A9-343, Beer. 36.
PEA47/1 24/11	PN-G	VG8G		(14)A51: A9-343, Crisp. 47.
PEA7/1 28/11	PN-G	2MNG		(14)A51: A9-343, Kelly. 7.
PEA12/1 30/11	PN-G	DN8G		(14)A51: A9-343, Crisp. 12.
PEA23/2 04/12	PN-G	OP4G		(14)A51: A9-343, Johnsen. 23.
PEA31/2 08/12	PN-G	PF5G		(14)A51: A9-343, Johnsen. 31.
PEA35/1 09/12	PN-G	WQ4G		(14)A51: A9-343, Crisp. 35.
PEA36/1 10/12	PN-G	HR3G		(14)A51: A9-343, Johnsen. 36 [2 nd detail].
PEA36/2 10/12	PN-G	HR3G		(14)A51: A9-343, Johnsen. 36 [3 rd detail].
PEA42/1 11/12	PN-G	VF5G		(14)A51: PEA41, Johnsen. 41 [2 nd detail].
PEA1/1 14/12	PN-S	LW4S		(14)A51: A9-343, Crisp. 1. Apparently replaced A9-207.
PEA21/1 22/12	PN-G	QR3G		(14)A51: A9-343, Crisp. 21.
PEA27/1 24/12	PN-G	Q17G		(14)A51: A9-343, Lang. 27.
PEA29/1 25/12	PN-G	SC9G		(14)A51: A9-343, Williams. 29.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA8/1 05/1	PN-G	JE3G		(14)A51: A9-343, Kelly. 8.
PEA15/4 22/1	PN-G	MM9G		(14)A51: A9-344, Maynard. 15 [4 th detail]. A9-343 apparently replaced by A9-344/PN-A.
PEA28/3 29/1	PN-G	MM9G		(14)A51: A9-343, Hewett. 28 [1 st detail].
PEA47/1 12/2	PN-G	4QQG		(14)A51: A9-343, Birt.
PEA47/4 12/2	PN-G	4QQG		(14)A51: A9-343, Maynard.
PEA49/1 13/2	PN-G	QX6G		(14)A51: A9-343, Maynard.
PEA3/2 14/2	PN-G	UR3G		(14)A51: A9-343, Williams.
PEA5/2 15/2	PN-G	4QQG		(14)A51: A9-343, Crisp.
PEA7/2 16/2	PN-G	JU6G		(14)A51: A9-343, Maynard.

On March 13th, 1944, A9-343 was received by 4AD for unspecified repairs. 14SQN took the aircraft back on strength again on May 10th.⁴⁴

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
POT1/5 19/5	PN-G	RK8G		(14)A51: A9-343, Crisp.
PEA32/2 29/5	PN-G	PV5G		(14)A51: A9-343, Crisp.
PEA34/2 30/5	PN-G	YJ9G		(14)A51: A9-343, Beer.

[Gap in operational records].

⁴³ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-343 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

⁴⁴ Ibid.

A9-343 (continued)

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA47/2 02/7	PN-G	2MNG		CANX due WX. (14)A51: Not recorded.
PEA3/5 03/7	PN-G	FM7G		(14)A51: Not recorded.
PNJ1/1 10/7	PN-G	FM7G		[Pinjarra] (14)A51: A9-343, Hodge.
PNJ2/1 11/7	PN-G	2MNG		[Pinjarra] (14)A51: A9-343, Knight.
PNJ7/1 13/7	PN-G	SC9G		[Pinjarra] (14)A51: A9-343, Birt.
PNJ16/2 18/7	PN-G	VF5G		[Pinjarra] (14)A51: A9-343, Birt.
PNJ19/5 19/7	PN-G	MI1G		[Pinjarra] (14)A51: A9-343, Knight.
PNJ21/2 20/7	PN-G	4QQG		[Pinjarra] (14)A51: A9-343, O'Driscoll.
PNJ22/1 21/7	PN-G	VP4G		[Pinjarra] (14)A51: Not recorded.
PNJ24/1 22/7	PN-G	2MNG		[Pinjarra] (14)A51: A9-343, O'Driscoll.
PNJ29/2 25/7	PN-G	VP4G		[Pinjarra] (14)A51: A9-343, Knight.
PNJ30/1 26/7	PN-J	4AQG		[Pinjarra] (14)A51: A9-343, Brady. Correct for W/T call sign suffix letter.
PNJ32/1 27/7	PN-G	4SAG		[Pinjarra] (14)A51: A9-343, O'Driscoll.
PEA20/1 15/8	PN-G	JU6G		(14)A51: A9-343, Hodge.
PEA22/2 23/8	PN-G	VY9G		BME-BME. (14)A51: A9-343, Knight.
PEA22/3 24/8	PN-G	JS5G		POR-POR. (14)A51: A9-543, Knight. [A51 error no doubt intended to read A9-343 as A9-543 a 10TU machine].
PNJ32/2 27/8	PN-G	OR3G		[Pinjarra] (14)A51: A9-343, Atherton.

4AD received A9-343 on September 4th, 1944, for a 240-hourly and an engine change. On November 10th, 1944, 14SQN received the aircraft back again.⁴⁵

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA47/[4] 20/11	PN-G	3VYG		ACFT recalled and grounded. (14)A51: A9-343, Brady.
PEA49/2 21/11	PN-G	PZ5G		(14)A51: A9-343, Bennetts.
PEA22/1 07/12	PN-G	PF5G		(14)A51: A9-343, Fraser.
PEA27/2 09/12	PN-G	DN8G		(14)A51: A9-343, Caddy.
PEA41/1 15/12	PN-G	J12G		(14)A51: A9-343, Bennetts.
PEA17/1 25/12	PN-G	J12G		(14)A51: A9-343, O'Driscoll.
PEA26/1 29/12	PN-G	UR3G		(14)A51: A9-343, Fraser.
PEA31/2 31/12	PN-G	JS5G		(14)A51: A9-343, Damman.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA35/2 02/1	PN-G	RK8G		(14)A51: A9-343, Fraser.
PEA38/1 04/1	PN-G	M13G		(14)A51: A9-343, Frenell.
PEA4/1 11/1	PN-G	H64G		(14)A51: A9-343, Amman.

[Gap in operational records].

⁴⁵ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-343 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

A9-343 (continued)

1945 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA42/2 06/3	PN-G	Q17G		(14)A51: A9-343, Filsell.
PEA15/2 28/3	PN-G	Q17G		(14)A51: A9-343, Filsell.
PEA9/2 29/4	PN-G	RP4G		(14)A51: A9-343, Gay.
PEA17/3 05/5	PN-G	PJ4G		(14)A51: A9-343, Hazelwood.
PEA19/2 08/5	PN-G	SC9G		(14)A51: A9-343, Hall.
PEA22/3 09/5	PN-G	YX7G		(14)A51: A9-343, Gay.
PEA5/4 02/6	PN-G	1Q1G		CANX. (14)A51: Not recorded.
PEA8/1 04/6	PN-G	YJ9G		(14)A51: A9-343, Goddard.
PEA13/1 24/6	PN-G	1Q1G		(14)A51: A9-343, Goddard.
PEA16/1 01/7	PN-G	VJ4G		(14)A51: A9-343, Sterndall.

On October 15th, 1945, 5AD received A9-343 for storage.⁴⁶

⁴⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-343 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

Beaufort VIII
A9-344

Received by 2AD from DAP on May 25th, 1943, A9-344 was then received by 14SQN on June 7th.⁴⁷ The operational records consulted for this volume didn't mention this aircraft until December, 1943.

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA18/2 02/12	PN-A	SC9A		(14)A51: A9-344, Maynard. 18.
PEA25/2 05/12	PN-A	OR3A		(14)A51: A9-344, Maynard. 25.
PEA8/5 16/12	PN-A	VF5A		(14)A51: A9-344, Knight. 8 [2 nd detail].

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA3/2 03/1	PN-A	FU6A		(14)A51: A9-344, Knight. 3.
PEA9/2 05/1	PN-A	JE3A		(14)A51: A9-344, Knight. 9.
PEA15/2 22/1	PN-A	MM9A		(14)A51: A9-344, Beer. 15 [2 nd detail].
PEA15/4 22/1	PN-G	MM9G		(14)A51: A9-344, Maynard. 15 [4 th detail]. Apparently replaced A9-343.
PEA16/2 23/1	PN-A	YZ1A		(14)A51: A9-344, Beer. 16 [2 nd detail].
PEA29/2 29/1	PN-A	MM9A		(14)A51: A9-344, Knight. 29.
PEA31/2 30/1	PN-A	CN5A		(14)A51: A9-344, Knight. 31.
PEA36/2 06/2	PN-A	WG3A		(14)A51: A9-344, Atherton.
PEA37/1 07/2	PN-A	4AQA		(14)A51: A9-344, Beer.
PEA41/1 08/2	PN-D	WE9D		(14)A51: A9-344, Williams. Apparently replaced A9-331.
PEA44/1 10/2	PN-A	4AQA		Replaced by PNU.
PEA9/2 17/2	PN-A	2JRA		(14)A51: A9-344, Maynard.
PEA44/4 06/3	PN-A	DZ6A		(14)A51: A9-344, Beer.
PEA1/1 08/3	PN-A	YJ9A		(14)A51: A9-344, Maynard.
PEA9/6 09/3	PN-A	UE9A		(14)A51: A9-344, Rees. Believe A51 error, serial numbers transposed with PEA8 [A9-207].
PEA45/3 14/3	PN-A	4PJA		(14)A51: A9-344, Beer.
PEA42/7 01/4	PN-A	WE9A		(14)A51: A9-344, Maynard.
PEA46/3 03/4	PN-A	JE3A		(14)A51: A9-344, Beer [sic].
PEA33/1 19/4	PN-A	4AQA		(14)A51: A9-344, Crisp.
PEA35/1 20/4	PN-A	2MNA		(14)A51: A9-344, Maynard.
PEA40/ 22/4	PN-A	JE3A		(14)A51: A9-344, Beer.
PEA47/2 25/4	PN-A	WE9A		(14)A51: A9-344, Beer.

On May 3rd, 1944, 4AD received this aircraft for a 480-hourly and an engine change. Work completed, it was received by 14SQN on July 6th.⁴⁸

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA30/3 20/9	PN-A	PV5A		(14)A51: A9-344, Hodge.
PEA43/5 23/9	PN-A	LD6A		(14)A51: A9-344, Caddy.
PEA47/2 08/10	PN-A	ON2A		(14)A51: A9-344, Caddy.

Continued →

⁴⁷ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-344 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

⁴⁸ Ibid.

A9-344 (continued)

It was back at 4AD on October 16th for repairs to the blower clutch on one of its engines. 14SQN got the machine back again on November 25th.⁴⁹

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA10/1 30/11	PN-A	S22A		(14)A51: A9-344, Hodgson. [Should this be -539?]
PEA34/9 12/12	PN-A	FW7A		(14)A51: A9-344, Hazelwood.
PEA6/3 20/12	PN-A	UR3A		(14)A51: A9-344, Hall.
PEA10/1 22/12	PN-A	LW4A		(14)A51: A9-344, Hodgson.
PEA15/1 24/12	PN-A	CX8A		(14)A51: A9-344, Ockenden.
PEA19/1 26/12	PN-A	4OXA		(14)A51: A9-344, Hazelwood.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA21/1 18/1	PN-A	M13A		(14)A51: A9-344, Gay.

17RSU got A9-344 on February 10th, 1945, for an engine change and the gave it back to 14SQN on March 12th.⁵⁰

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA28/1 08/4	PN-A	5Y5A		(14)A51: A9-344, Hall.
PEA4/1 26/4	PN-A	UC8A		(14)A51: A9-344, Knott.
PEA6/2 27/4	PN-A	JU6A		(14)A51: A9-344, Hall.
PEA49/1 23/4	PN-A	PF5A		(14)A51: A9-344, Hazelwood.
PEA16/1 05/5	PN-A	WQ4A		(14)A51: A9-344, Hall.

On May 6th, the aircraft suffered an engine failure at GUILDFORD. It was noted that the starboard engine (the one that failed) had large particles of metal in the sump. On May 10th it was received by 17RSU for an engine change and a 240-hourly. On September 16th, A9-344 was received from 17RSU by 4AD RP for storage and they sent it east, being received by 5AD on November 15th.⁵¹

⁴⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-344 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

⁵⁰ Ibid.

⁵¹ Ibid.

Beaufort VIII
A9-346

On May 30th, 1943, A9-346 was received by 2AD from DAP and on June 18th, it was received by 14SQN.⁵²

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA32/5 08/12	PN-B	PF5B		(14)A51: A9-346, Crisp. 32 [2 nd detail].

According to its E/E.88, A9-346 crashed into the sea during a non-operational formation flight on January 6th, 1944.⁵³

⁵² RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-346 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

⁵³ Ibid.

**Beaufort VIII
A9-348**

A9-348 was received by 2AD from DAP on June 1st, 1943 and then received by 14SQN on the 19th.⁵⁴

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA39/2 29/12	PN-P	HR3P		(14)A51: A9-348, Girle. 39.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA46/1 01/1	PN-P	U18P		(14)A51: A9-348, Rees. 46.
PEA11/2 06/1	PN-P	FU6P		(14)A51: A9-348, Morley. 11.
PEA26/2 28/1	PN-P	FU6P		(14)A51: A9-348, Clarke. 26.
PEA1/2 13/2	PN-P	QX6P		(14)A51: A9-348, Atherton.
PEA25/1 25/2	PN-P	WG3P		(14)A51: A9-348, Clarke.
PEA28/1 26/2	PN-P	WE9P		(14)A51: A9-348, Fowler.
PEA30/2 27/2	PN-P	QX6P		(14)A51: A9-348, Crisp.

It was received by 17RSU on March 14th, 1944, for skin repairs about the tail wheel well and stern frame. These only took a few days and it was handed back to 14SQN on March 18th.⁵⁵

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA40/3 01/4	PN-P	WE9P		(14)A51: A9-348, Fowler.
PEA6/2 07/4	PN-P	WM7P		(14)A51: A9-348, Morley. Recorded as PEA8/6.

[Gap in operational records].

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PNJ2/1 09/8	PN-P	LF1P		[Pinjarra] (14)A51: A9-348, Clarke.
PEA20/3 15/8	PN-V	JU6V		(14)A51: A9-348, Shakespeare. Apparently replaced A9-265.
PEA20/3 17/8	PN-P	OP4P		POT-POT. (14)A51: A9-438, Shakespeare. Apparently replaced by A9-438/PN-Y [or A51 error intended to read A9-348?].
PNJ21/2 21/8	PN-P	1RVP		[Pinjarra] (14)A51: A9-348, Humphrey.
PNJ23/2 22/8	PN-P	1MQP		[Pinjarra] (14)A51: A9-348, Clarke.

On August 28th, a request was recorded in A9-348's E/E.88 to allot the machine to 4AD to investigate, and if necessary rectify, a suspected misaligned stern frame. The aircraft was duly received by 4AD on September 4th and on the 18th it was received by 4AD RP for temporary storage. There was no additional information recorded on A9-348's E/E.88 as to repairs being carried out.⁵⁶

⁵⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-348 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

⁵⁵ Ibid.

⁵⁶ Ibid.

A9-348 (continued)

4AD RP handed the aircraft back over to 14SQN on September 25th.⁵⁷

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA26/2 01/10	PN-P	UA9P		(14)A51: A9-319, Hobbs. Apparently replaced by A9-319/PN-R.
PEA33/6 02/10	PN-P	RP4P		(14)A51: A9-348, Hobbs.
PEA45/2 07/10	PN-P	WM7P		(14)A51: A9-348, Knight.
PEA48/4 08/10	PN-P	ON2P		(14)A51: A9-348, Bennetts.
PEA1/2 09/10	PN-P	UA9P		(14)A51: Not recorded.
PEA6/4 10/10	PN-P	1RVP		(14)A51: A9-348, Bennetts.

It was then deemed necessary to incorporate Beaufort Orders 73, 99 and 102 so, on October 21st, A9-348 was again received by 4AD. It was placed back into temporary storage on February 6th, 1945 and then given to 14SQN on February 23rd.⁵⁸

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA38/[3] 04/3	PN-I	MM9I		(14)A51: A9-348, Hall.
PEA49/1 13/3	PN-I	FWFI [sic]		(14)A51: A9-348, Knott.
PEA19/1 31/3	PN-I	Q17I		(14)A51: A9-348, Knott.
PEA29/1 09/4	PN-I	Y18I		(14)A51: A9-348, Gay.
PEA33/1 11/4	PN-I	UC8I		(14)A51: A9-319, Gay. Apparently replaced by A9-319/PN-R.

Despite the lack of additional operational information, A9-348's E/E.88 shows that it continued to serve with 14SQN until July 23rd, 1945, when it was received by 12RSU RP who then passed it on to 10RSU on August 27th. It was received by 40OBU on November 29th, 1945, with the view of passing the aircraft on to 100SQN but, instead, 40OBU sent the aircraft to TOCUMWAL for storage, being recorded as received by Care and Maintenance Unit TOCUMWAL on February 21st, 1946.⁵⁹

⁵⁷ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-348 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

⁵⁸ Ibid.

⁵⁹ Ibid.

Beaufort VIII
A9-349

DAP sent this aircraft off to 2AD who received it on May 31st, 1943. 2AD sent it to 14SQN, who received it on June 19th. On October 5th, 1943, it was received by 17RSU for a 240-hourly and an engine change (port engine); it had already been allotted to 4AD RP on completion. However, on February 24th, 1944, when 14SQN got the aircraft back, it was noted as having been received from 17RSU and not 4AD's Reserve Park.⁶⁰

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA46/1 11/2	PN-O	YS40		(14)A51: A9-479, Atherton. Apparently replaced by A9-479/PN-Q.
PEA36/1 02/3	PN-O	YJ90		(14)A51: A9-349, Morley.
PEA40/2 03/3	PN-O	LS50		(14)A51: A9-349, Fisher.
PEA48/2 07/3	PN-O	LU60		(14)A51: A9-349, Fisher.
PEA10/8 09/3	PN-O	UE90		(14)A51: A9-349, Atherton.
PEA38/4 13/3	PN-O	LU60		(14)A51: A9-349, Fisher.
PEA2/1 15/3	PN-O	JY50		(14)A51: A9-349, Clarke.
PEA4/1 16/3	PN-O	JG40		(14)A51: A9-349, Fisher.
PEA6/1 17/3	PN-O	FU60		(14)A51: A9-349, Atherton.
PEA16/1 21/3	PN-O	ML80		(14)A51: A9-349, Fisher.
PEA40/1 01/4	PN-O	WE90		(14)A51: A9-349, Fisher.
PEA13/2 09/4	PN-O	DN80		(14)A51: A9-349, Clarke.
PEA15/2 10/4	PN-O	JE30		(14)A51: A9-349, Fisher.
PEA17/2 11/4	PN-O	WM70		(14)A51: A9-349, Morley.
PEA24/2 14/4	PN-O	LL40		(14)A51: A9-349, Morley.
PEA19/2 05/5	PN-O	3ZGO		(14)A51: A9-349, Fisher.
PEA28/1 16/5	PN-O	3C80		(14)A51: A9-349, Fisher.

A request to allot the aircraft to 17RSU for a double engine change was noted on May 23rd, 1944. Apparently, the starboard engine had seized and the port engine was suffering from excessive oil consumption with both still having, "80hrs to complete hours". There was no further notation as to when or by whom that work was carried out.⁶¹

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA9/4 05/7	PN-O	4SAO		(14)A51: A9-349, Atherton.
PEA13/4 06/7	PN-O	VF50		(14)A51: A9-349, Atherton.
PEA15/4 07/7	PN-O	4AQO		(14)A51: A9-349, Clarke.
PEA16/1 08/7	PN-O	OR30		CANX due WX. (14)A51: Not recorded.

On July 18th, A9-349 was received by 4AD for a 480-hourly and the incorporation of modifications. It was returned to 14SQN on September 21st.⁶²

⁶⁰ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-349 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

⁶¹ Ibid.

⁶² Ibid.

A9-349 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA10/5 27/9	PN-O	S220		(14)A51: A9-349, Clarke.
PEA15/4 28/9	PN-O	1NBO		(14)A51: A9-349, Hodgson. Recorded as PEA14 – believe recording error in A51 confusing “Q” with “O”.
PEA22/3 30/9	PN-O	JE30		(14)A51: A9-349, Humphrey.
PEA4/1 10/10	PN-O	1RVO		(14)A51: A9-349, Mahoney.
PEA10/2 12/10	PN-O	CX80		(14)A51: A9-349, Shakespeare.
PEA12/2 13/10	PN-O	H640		(14)A51: Not recorded.
PEA22/1 18/10	PN-O	1RVO		(14)A51: A9-349, Shakespeare.
PEA26/2 20/10	PN-O	UN20		(14)A51: A9-349, Mahoney.
PEA28/1 21/10	PN-O	JG40		(14)A51: A9-349, Morley.
PEA43/2 27/10	PN-O	UA90		(14)A51: A9-349, Clarke.
PEA46/1 29/10	PN-O	CX80		(14)A51: A9-349, Mahoney.
PEA28/2 12/11	PN-O	3ZVO		(14)A51: A9-349, Ockenden.
PEA38/4 16/11	PN-O	PZ50		CANX due WX (14)A51: Not recorded.
PEA1/1 22/11	PN-O	PA10		(14)A51: A9-349, Clarke.
PEA28/1 10/12	PN-O	1RVO		(14)A51: A9-349, Mahoney.
PEA29/2 10/12	PN-O	1RVO		(14)A51: A9-349, Neilson.
PEA47/3 16/12	PN-O	WM70		(14)A51: A9-349, Neilson.
PEA4/1 20/12	PN-O	UR30		(14)A51: A9-349, Ockenden.
PEA12/3 22/12	PN-O	LW40		(14)A51: A9-349, Ockenden.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA32/1 01/1	PN-O	CX80		(14)A51: A9-349, Hazelwood.
PEA11/5 13/1	PN-O	3[H]VO		(14)A51: A9-349, Knott.
PEA18/2 16/1	PN-O	RK80		(14)A51: A9-349, Knott.
PEA28/2 20/1	PN-O	JG40		(14)A51: A9-349, Hall.
PEA30/6 21/1	PN-O	H640		(14)A51: A9-349, Hall.
PEA18/1 16/7	PN-O	JY50		(14)A51: A9-349, McLaughlin.
PEA22/1 28/7	PN-M	4ENM		(14)A51: A9-349, Clark. Apparently replaced A9-340.

A9-349 was allotted to 5AD for storage on September 21st, 1945 and was received by them on October 15th.⁶³

⁶³ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-349 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

Beaufort VIII A9-358

This aircraft was received by 14SQN on October 5th, 1943, from 17RSU RP having previously gone from DAP to 2AD (received June 24th) and then to 17RSU (received July 12th). It suffered an engine failure (port engine seized) on October 10th, with the resulting forced landing cause quite a bit of damage to the aircraft including suspected distortion of the rear spar and twisting of the rear fuselage. The aircraft was sent off to 4AD for assessment on October 20th. A year later, on October 16th, 1944, A9-358 was placed into temporary storage with 4AD RP. A week or so later, on October 21st, it was taken back on strength by 14SQN.⁶⁴



The adf-serials caption for this image says it is “A9-385”. It is, in fact, A9-358. The “twisting of the rear fuselage” mentioned in the text, above, is obvious in this image. [Mike Mirkovic via adf-serials].

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA5/1 02/11	PN-P	UR3P		(14)A51: A9-358, Fennell.
PEA9/4 03/11	PN-P	HP4P		(14)A51: A9-538 [sic – 358], Hodgson.
PEA34/1 15/11	PN-P	RP4P		(14)A51: A9-358, Brady.
PEA36/1 16/11	PN-P	PZ5P		(14)A51: A9-358, Brady.
PEA18/1 05/12	PN-P	1Q1P		(14)A51: A9-358, Fraser.
PEA23/2 07/12	PN-P	PF5P		(14)A51: A9-358, Fennell.
PEA35/1 12/12	PN-P	FW7P		(14)A51: A9-358, Bennetts. Possible A51 error recording serial number IAW former association. A9-358 now PN-Y, believe A51 intended to read, “A9-539”. Or. Unlikely coincidental replacement.
PEA37/1 13/12	PN-B	XB1B		(14)A51: A9-358, Damman. Apparently replaced A9-598.

Continued →

⁶⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-358 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

A9-358 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA38/2 13/12	PN-P	XB1P		(14)A51: A9-358, Caddy. Possible A51 error recording serial number IAW former association. A9-358 now PN-Y, believe A51 intended to read, "A9-539". Or. Another unlikely coincidental replacement.
PEA2/1 19/12	PN-Y	CX8Y		(14)A51: A9-358, Caddy.
PEA13/1 23/12	PN-[Y]	UR3[Y]		(14)A51: A9-358, Fennell.
PEA18/2 25/12	PN-Y	J12Y		(14)A51: A9-358, Damman.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA34/1 02/1	PN-Y	RK8Y		(14)A51: A9-358, Caddy.
PEA48/6 09/1	PN-Y	FK8Y		(14)A51: A9-358, Caddy.
PEA48/9 10/1	PN-Y	PR7Y		(14)A51: A9-358, Caddy.
PEA11/6 13/1	PN-Y	3[H]VY		(14)A51: A9-358, Hall.
PEA11/8 14/1	PN-Y	CX8Y		(14)A51: A9-358, Hall.
PEA26/1 19/1	PN-Y	DN8Y		(14)A51: A9-358, Filsell.
PEA29/1 21/1	PN-Y	H64Y		(14)A51: A9-358, Damman.
PEA34/1 23/1	PN-Y	Y84Y		(14)A51: A9-358, Bennetts.
PEA41/1 06/3	PN-Y	Q17Y		RTB U/S. (14)A51: A9-358, Nielsen.
PEA13/1 26/3	PN-Y	VP4Y		(14)A51: A9-358, Filsell.
PEA48/1 22/4	PN-Y	4SAY		(14)A51: A9-358, Hall.
PEA5/1 27/4	PN-Y	JU6Y		(14)A51: A9-358, Hazelwood.
PEA40/1 22/5	PN-Y	YZ1Y		(14)A51: A9-358, Gay.
PEA41/1 23/5	PN-Y	WQ4Y		(14)A51: A9-358, Geue.
PEA6/1 02/6	PN-Y	1Q1Y		(14)A51: A9-358, Geue.
PEA9/2 04/6	PN-Y	YJ9Y		(14)A51: A9-358, Hailey.
PEA11/1 12/6	PN-Y	YJ9Y		(14)A51: A9-358, Geue.
PEA15/1 29/6	PN-Y	1Q1Y		(14)A51: A9-358, Goddard.

On September 21st, 1945, A9-358 was allotted to 5AD for storage, being received there on October 6th.⁶⁵

⁶⁵ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-358 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

Beaufort VIII
A9-385

A9-385 was received from DAP by 1AD on August 3rd, 1943 and by 17RSU RP from 1AD on August 22nd. 14SQN took charge of it on September 22nd, 1943.⁶⁶

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA46/4 24/11	PN-N	VG8N		(14)A51: A9-385, Clapp. 46 [2 nd detail].
PEA1/3 25/11	PN-N	2MNN		(14)A51: A9-385, Rees. 1 [2 nd detail].
PEA17/1 02/12	PN-N	SC9N		(14)A51: A9-385, Morley. 17.
PEA24/1 05/12	PN-M	OR3M		(14)A51: A9-385, Rees. 24. Apparently replaced A9-340.
PEA2/1 15/12	PN-N	PA1N		(14)A51: A9-385, Clarke. 2.
PEA8/4 16/12	PN-N	VF5N		(14)A51: A9-385, Girle. 8 [1 st detail].
PEA26/4 23/12	PN-N	TP7N	Armada	(14)A51: A9-385, Clarke. 26 [1 st detail].
PEA28/2 24/12	PN-N	Q17N		(14)A51: A9-385, Morley. 28.
PEA32/2 26/12	PN-N	LD6N		(14)A51: A9-385, Morley. 32.
PEA34/1 27/12	PN-N	PA1N		(14)A51: A9-385, Morley. 34.
PEA45/5 31/12	PN-N	PF5N		(14)A51: A9-438, Rees. 45 [2 nd detail]. A9-385 apparently replaced by A9-438/PN-Y.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA6/6 04/1	PN-N	U18N		13/1/10: CANX due HZ. (14)A51: Not recorded.
PEA15/1 22/1	PN-N	MM9N		(14)A51: A9-385, Clark. 15 [1 st detail].
PEA16/3 23/1	PN-N	YZ1N		(14)A51: A9-385, Girle. 16 [3 rd detail].
PEA20/6 26/1	PN-N	3HNN		(14)A51: A9-385, Clark. 20 [4 th detail].
PEA24/2 27/1	PN-N	J12N		(14)A51: A9-385, Clark. 24.

On January 29th, 1944, A9-385 crashed on take-off from PEARCE. It was then issued to 4AD and converted to components.⁶⁷



“It was then issued to 4AD and converted to components”. Looks like it would have been slim pickin’s. [Mike Mirkovic via adf-serials].

⁶⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-385 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

⁶⁷ Ibid.

**Beaufort VIII
A9-438**

This aircraft was received by 2AD from DAP on September 11th, 1943, by 17RSU RP from 2AD on the 27th and by 14SQN from 17RSU RP on November 15th.⁶⁸

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA23/4 22/12	PN-Y	QR3Y		(14)A51: A9-438, Rees. 23 [2 nd detail].
PEA40/1 30/12	PN-Y	WQ4Y		(14)A51: A9-438, Rees. 40.
PEA45/5 31/12	PN-N	PF5N		(14)A51: A9-438, Rees. 45 [2 nd detail]. Apparently replaced A9-385.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA18/1 25/1	PN-Y	U18Y		(14)A51: A9-333, Kelly. 18. A9-438 apparently replaced by A9-333/PN-E.
PEA19/2 25/1	PN-Y	U18Y		(14)A51: A9-438, Atherton. 19.
PEA43/2 09/2	PN-Y	YX7Y		(14)A51: A9-438, Fisher.
PEA47/2 12/2	PN-Y	4QQY		(14)A51: A9-438, Fisher.
PEA22/4 23/2	PN-Y	VJ4Y		(14)A51: A9-479, Atherton. Apparently replaced by A9-479/PN-Q.
PEA23/1 24/2	PN-Y	2JRY		(14)A51: A9-438, Morley.
PEA30/3 27/2	PN-Y	QX6Y		(14)A51: A9-438, Morely.
PEA32/1 28/2	PN-Y	4QQY		(14)A51: A9-438, Fisher.
PEA12/1 10/3	PN-B	4O6B		(14)A51: A9-438. Kessey. Apparently replaced A9-539.
PEA13/4 10/3	PN-Y	6O6[sic]Y		(14)A51: A9-539, Knight. Apparently replaced by A9-539/PN-B.
PEA27/1 12/3	PN-Y	6S5Y		(14)A51: A9-438, Fisher.
PEA37/3 13/3	PN-Y	LU6Y		(14)A51: A9-438, Rees.
PEA43/1 14/3	PN-Y	4PJY		(14)A51: A9-438, Holland.
PEA49/5 04/4	PN-S	4AQS		(14)A51: A9-438, Fisher. Apparently replaced A9-207.
PEA2/1 05/4	PN-Y	DN8O		(14)A51: A9-438, Rees. Recorded as PEA1/1. Correct for assigned aircraft letter.
PEA7/6 07/4	PN-Y	WM7Y		(14)A51: A9-438, Holland. Recorded as PEA8/7.
PEA14/1 10/4	PN-Y	JE3Y		(14)A51: A9-438, Holland.
PEA21/2 13/4	PN-Y	WE9Y		(14)A51: A9-438, Rees.
PEA29/2 16/5	PN-Y	3C8Y		(14)A51: A9-438, Rees.
PEA4/3 28/4	PN-E	WM7E		(14)A51: A9-438, Rees. Apparently replaced A9-333.
POT1/9 19/5	PN-Y	RK8Y		(14)A51: A9-438, Holland.
PNJ8/1 13/8	PN-Y	JU6Y		[Pinjarra] (14)A51: A9-438, Dewars.
BME51/4 15/8	PN-Y	JU6Y		(14)A51: A9-438, Hobbs.
PEA20/1 17/8	PN-Y	OP4Y		POT-POT. (14)A51: A9-438, Dewar.
PEA20/3 17/8	PN-P	OP4P		POT-POT. (14)A51: A9-438, Shakespeare. Apparently replaced A9-348 [or A51 error intended to read A9-348?].
PNJ31/1 27/8	PN-Y	OR3Y		[Pinjarra] (14)A51: A9-438, Mahoney.

Continued →

⁶⁸ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-438 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

A9-438 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PNJ39/1 31/8	PN-J	JS5J		[Pinjarra] (14)A51: A9-438, Dewar. Apparently replaced A9-209.
PEA32/1 21/9	PN-Y	JE3Y		(14)A51: A9-438, Clarke.
PEA36/1 22/9	PN-Y	YS4Y		(14)A51: A9-438, O'Driscoll.
PEA41/2 23/9	PN-Y	LD6Y		(14)A51: A9-438, Hodgson.
PEA44/1 24/9	PN-Y	XB1Y		(14)A51: A9-438, Clarke.
PEA48/1 25/9	PN-Y	FY5Y		(14)A51: A9-438, Humphrey.
PEA3/1 26/9	PN-Y	YX7Y		(14)A51: A9-438, Hodgson.
PEA28/4 01/10	PN-Y	UA9Y		(14)A51: A9-438, Ockenden.
PEA33/7 02/10	PN-Y	WM7Y		(14)A51: A9-438, Morley.
PEA38/3 04/10	PN-Y	UN2Y		(14)A51: A9-438, Mahoney.
PEA44/1 07/10	PN-Y	WM7Y		(14)A51: A9-438, Shakespeare.
PEA48/1 30/10	PN-Y	PR7Y		RTB, ASV U/S. (14)A51: A9-439 [sic – 438], Shakespear.

On November 16th, 1944, A9-438 was received by 4AD for a 480-hourly and the incorporation of a few modifications. It was handed over to 4AD RP on March 19th, 1945 and then to 12RSU RP on April 13th. About a week later, it was received by 8SQN and, by February, 1946, was in storage at 3AD.⁶⁹

⁶⁹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-438 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

Beaufort VIII
A9-479

This aircraft went from DAP to 1AD on October 22nd, 1943 and then to 14SQN on November 15th.⁷⁰

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA42/1 22/11	PN-Q	3ZVQ		(14)A51: A9-479, Clarke. 42.
PEA1/2 25/11	PN-Q	2MNQ		(14)A51: A9-479, Atherton. 1 [1 st detail].
PEA9/3 28/11	PN-Q	2MNQ		(14)A51: A9-479, Clarke. 9 [1 st detail].
PEA9/1 17/12	PN-R	HR3R		(14)A51: A9-479, Fisher. 9. Apparently replaced A9-319.
PEA16/1 20/12	PN-Q	LW4Q		(14)A51: A9-479, Fowler. 16.
PEA45/4 31/12	PN-Q	PF5Q		(14)A51: A9-479, Holland. 45 [1 st detail].

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA12/1 07/1	PN-Q	DY2Q		(14)A51: Not recorded.
PEA20/5 26/1	PN-Q	3HMQ		(14)A51: A9-479, Morley. 20 [3 rd detail].
PEA30/1 30/1	PN-Q	CN5Q		13/1/10: CANX, G's grounded. (14)A51: Not recorded.
PEA41/2 08/2	PN-Q	WE9Q		(14)A51: A9-319, Rees. Apparently replaced by A9-319/PN-R.
PEA46/1 11/2	PN-O	YS4O	[349]	(14)A51: A9-479, Atherton. Apparently replaced A9-349.
PEA48/5 12/2	PN-Q	4QQQ		(14)A51: A9-479, Clarke.
PEA4/1 15/2	PN-Q	4QQQ		(14)A51: A9-479, Fisher.
PEA9/3 17/2	PN-Q	2JMQ		(14)A51: A9-479, Atherton.
PEA17/2 21/2	PN-G	2JMQ		(14)A51: A9-479, Atherton. Correct for calls sign suffix letter.
PEA22/4 23/2	PN-Y	VJ4Y		(14)A51: A9-479, Atherton. Apparently replaced A9-438.
PEA23/2 24/2	PN-Q	2JMQ		(14)A51: A9-479, Atherton.
PEA46/1 06/3	PN-Q	DZ6Q		(14)A51: A9-479, Morley.
PEA3/3 08/3	PN-Q	YJ9Q		(14)A51: A9-479, Fowler.
PEA5/4 09/3	PN-Q	UE9Q		(14)A51: A9-479, Fowler.
PEA22/4 11/3	PN-Q	4SAQ		(14)A51: A9-479, Fowler.
PEA20/2 23/3	PN-Q	PZ5Q		(14)A51: A9-479, Fowler.
PEA6/1 07/4	PN-Q	WM7Q		(14)A51: A9-479, Fowler.
PEA11/4 08/4	PN-Q	1G1Q		(14)A51: A9-479, Fowler.
PEA12/1 09/4	PN-Q	DN8Q		(14)A51: A9-479, Kessey.
PEA16/1 11/4	PN-Q	WM7Q		(14)A51: A9-479, Atherton.
PEA20/1 13/4	PN-Q	WE9Q		(14)A51: A9-479, Fowler.
PEA25/6 14/4	PN-Q	LL4Q		(14)A51: Not recorded. [Q=A9-479].
PEA27/3 15/5	PN-Q	DN8Q		RTB U/S. (14)A51: A9-479, Morley. Recorded as PEA26/1 and as completing Search.
POT1/10 19/5	PN-Q	RK8Q		(14)A51: A9-479, Fowler.
PNJ46/1 06/8	PN-Q	GA9Q		[Pinjarra] (14)A51: A9-479, Mahoney.
PNJ48/1 07/8	PN-Q	MI1Q		[Pinjarra] (14)A51: A9-479, Atherton.
PNJ7/2 12/8	PN-Q	MI1Q		[Pinjarra] (14)A51: A9-479, Atherton.

Continued →

⁷⁰ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-479 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

A9-479 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA20/2 16/8	PN-Q	4ENQ		BME-BME. (14)A51: A9-479, Clarke.
PNJ18/1 20/8	PN-Q	MI1Q		[Pinjarra] (14)A51: A9-479, Atherton.
PNJ24/1 23/8	PN-Q	MI1Q		[Pinjarra] (14)A51: A9-479, Clarke.
PNJ26/3 24/8	PN-Q	1MQQ		[Pinjarra] (14)A51: A9-479, Clarke.
PNJ38/2 30/8	PN-Q	2JRQ		[Pinjarra] RTB due engine trouble. (14)A51: A9-479, Dewar.
PNJ46/2 03/9	PN-Q	LD6Q		[Pinjarra] (14)A51: A9-479, Atherton.
PNJ48/1 05/9	PN-Q	WE9Q		[Pinjarra] (14)A51: A9-479, Humphrey.
PNJ2/1 06/9	PN-Q	FY[5]Q		[Pinjarra] (14)A51: A9-479, Morley.
PNJ4/1 07/9	PN-Q	YS4Q		[Pinjarra] (14)A51: A9-479, Clarke.
PNJ6/1 08/9	PN-Q	PV5Q		[Pinjarra] (14)A51: A9-479, Fisher.
PEA45/2 24/9	PN-[L]	XB1[L]		(14)A51: A9-479, Ockenden. Apparently replaced A9-529.
PEA49/2 25/9	PN-Q	FY5Q		(14)A51: A9-479, Morley.
PEA4/2 26/9	PN-Q	YX7Q		(14)A51: A9-479, Mahoney.
PEA6/4 26/9	PN-Q	YX7Q		(14)A51: A9-479, Ockenden.
PEA14/3 28/9	PN-Q	1NBQ		(14)A51: A9-479, Morley. Recorded as PEA15 – believe recording error in A51 confusing “O” with “Q”.
PEA18/3 29/9	PN-Q	HR3Q		(14)A51: A9-479, O’Driscoll.
PEA23/4 30/9	PN-Q	JE3Q		(14)A51: A9-479, Clarke.

A9-479 was received by 4AD on October 16th, 1944, for a 480-hourly and an engine change. It was placed in short term storage with 4AD RP from December 29th and was given back to 14SQN on January 20th, 1945.⁷¹

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA37/1 04/3	PN-Q	MM9Q		(14)A51: A9-479, Goddard.
PEA34/1 12/4	PN-Q	UT7Q		(14)A51: A9-479, Hailey.
PEA42/1 17/4	PN-Q	GA9Q		(14)A51: A9-479, Knott.
PEA43/1 18/4	PN-Q	PF5Q		(14)A51: A9-479, Goddard.
PEA46/1 20/4	PN-Q	JU6Q		(14)A51: A9-479, Hailey.
PEA2/1 24/4	PN-Q	MV3Q		(14)A51: A9-479, Goddard.
PEA8/2 28/4	PN-G	UV1G		(14)A51: A9-479, Knott.
PEA11/1 30/4	PN-Q	WQ4Q		(14)A51: A9-479, Hailey.
PEA21/1 08/5	PN-Q	SC9Q		(14)A51: Not recorded.
PEA37/1 20/5	PN-Q	YX7Q		(14)A51: A9-479, Goddard.
PEA42/2 23/5	PN-Q	WQ4Q		(14)A51: A9-479, Hailey.
PEA3/1 31/5	PN-Q	YT8Q		(14)A51: A9-479, Hailey.
PEA5/2 02/6	PN-Q	1Q1Q		(14)A51: A9-479, Filsell.
PEA12/1 15/6	PN-Q	U18Q		(14)A51: A9-479, Geue.
PEA19/1 18/7	PN-Q	JW6Q		(14)A51: A9-479, Pearce.

Finally, it was received by 5AD for storage on October 6th, 1945.⁷²

⁷¹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-479 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

⁷² Ibid.

Beaufort VIII
A9-481

On October 22nd, 1943, A9-481 was received by 1AD from DAP, on November 19th, by 17RSU RP from 1AD and on December 2nd by 14SQN from 17RSU RP.⁷³

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA48/4 14/12	PN-U	LW4U		(14)A51: A9-481, Lang. 48 [1 st detail].
PEA17/2 20/12	PN-U	LW4U		(14)A51: A9-481, Johnsen. 17.
PEA23/3 22/12	PN-U	QR3U		(14)A51: A9-481, Roxburgh. 23 [1 st detail].
PEA36/1 28/12	PN-U	VF5U		(14)A51: A9-481, Williams. 36.
PEA41/2 30/12	PN-U	WQ4U		(14)A51: A9-481, Crisp. 41.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA47/3 01/1	PN-U	U18U		(14)A51: A9-481, Crisp. 1 [2 nd detail].
PEA10/1 06/1	PN-U	FU6U		(14)A51: A9-481, Lang. 10.
PEA22/2 26/1	PN-U	3HNU		(14)A51: A9-481, Beer. 22.
PEA35/1 06/2	PN-U	WG3U		(14)A51: A9-481, Williams.
PEA37/2 07/2	PN-U	4AQU		(14)A51: A9-481, Crisp.
PEA40/1 08/2	PN-U	WE9U		(14)A51: A9-481, Knight.
PEA44/1 10/2	PN-U	4AQU		(14)A51: A9-481, Maynard.
PEA10/1 18/2	PN-U	VJ4U		(14)A51: A9-481, Williams.
PEA12/1 19/2	PN-U	YS4U		(14)A51: A9-481, Crisp.
PEA16/1 21/2	PN-U	2JRU		(14)A51: A9-481, Knight.
PEA18/1 22/2	PN-U	YS4U		(14)A51: A9-481, Maynard.
PEA19/2 22/2	PN-U	YS4U		(14)A51: A9-481, Williams.
PEA21/1 23/2	PN-U	VJ4U		(14)A51: A9-481, Crisp.
PEA24/4 24/2	PN-U	2JRU		(14)A51: A9-481, Crisp.
PEA38/5 02/3	PN-U	YJ9U		(14)A51: A9-481, Crisp.
PEA41/1 04/3	PN-U	4SAU		(14)A51: A9-481, Williams.
PEA49/3 07/3	PN-U	LU6U		(14)A51: A9-481, Williams.
PEA2/2 08/3	PN-M	YJ9M		(14)A51: A9-481, Beer. Apparently replaced A9-340.
PEA17/6 10/3	PN-U	LU6U		(14)A51: A9-481, Williams.
PEA30/4 12/3	PN-U	LS5U		(14)A51: A9-481, Beer.
PEA35/1 13/3	PN-U	LU6U		(14)A51: A9-481, Knight.
PEA44/2 14/3	PN-M	4PJM		(14)A51: A9-481, Crisp. Apparently replaced A9-340.
PEA3/2 15/3	PN-U	JY5U		(14)A51: A9-481, Crisp.
PEA5/2 16/3	PN-U	JG4U		(14)A51: A9-481, Williams.
PEA7/2 17/3	PN-U	FU6U		(14)A51: A9-481, Crisp.
PEA8/1 18/3	PN-U	DZ6U		(14)A51: A9-481, Knight.
PEA14/3 20/3	PN-U	JG4U		(14)A51: A9-481, Knight.
PEA21/3 23/3	PN-U	PZ5U		(14)A51: A9-479, Clarke. Evident A51 recording error, records same serial number airborne on two different missions [PEA20 and PEA21] at same time. Believe this intended to be: A9-481, Clarke.

Continued →

⁷³ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-481 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

A9-481 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA44/1 24/4	PN-E	1RVE		(14)A51: A9-481, Knight. Apparently replaced A9-333.
PEA7/2 29/4	PN-U	3SCV <small>[sic – 3CSV]</small>		CANX due WX. (14)A51: Not recorded. Due to miss-matched letters, unknown if this was intended to be A9-484/PN-V or A9-481/PN-U.
PEA9/2 30/4	PN-U	XB1U		(14)A51: A9-481, Knight.
POT1/6 19/5	PN-U	RK8U		(14)A51: A9-481, Birt.
PEA18/1 09/7	PN-U	VP4U		(14)A51: A9-481, Maynard.
PNJ4/3 11/7	PN-U	2MNU		[Pinjarra] (14)A51: A9-481, Maynard.
PNJ6/2 12/7	PN-U	4JWU		[Pinjarra] (14)A51: A9-481, Croker.
PNJ9/1 14/7	PN-U	4SAU		[Pinjarra] (14)A51: A9-481, O’Driscoll.
PNJ11/1 15/7	PN-U	VP4U		[Pinjarra] (14)A51: A9-265, Maynard. Apparently replaced by A9-265/PN-V
PNJ25/1 23/7	PN-U	SC9U		[Pinjarra] (14)A51: A9-481, Knight.
PNJ26/1 24/7	PN-U	FM7U		[Pinjarra] (14)A51: A9-481, Hodge.
PNJ28/1 25/7	PN-U	VP4U		[Pinjarra] (14)A51: A9-481, Dewar.
PNJ37/2 31/7	PN-U	OR3U		[Pinjarra] (14)A51: A9-481, Knight.
PNJ39/1 01/8	PN-U	JU6U		[Pinjarra] (14)A51: A9-481, Brady.
PNJ40/1 02/8	PN-U	GA9U		[Pinjarra] (14)A51: A9-481, Knight.
PNJ42/1 03/8	PN-U	1MQU		[Pinjarra] (14)A51: A9-481, O’Driscoll.
PEA20/1 16/8	PN-U	4ENU		BME-BME. (14)A51: A9-481, Fennell.
PEA20/2 17/8	PN-U	OP4U		POT-POT. (14)A51: A9-481, Hodge.
PEA25/2 19/9	PN-U	YT8U		(14)A51: A9-481, Morley.
PEA29/2 20/9	PN-U	PV5U		(14)A51: A9-481, Mahoney.

A9-481 was received by 4AD for a 480-hourly and a double engine change on September 26th, 1944, sent to 4AD RP on December 29th and then to 12RSU RP on April 17th, 1945. It then went to 7SQN on April 30th⁷⁴ and served as “KT-W”.⁷⁵

⁷⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-481 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

⁷⁵ Shepherdson, *The Identification of Various Aircraft Volume 5a: 7SQN Beaufort* (2018/2024) pp218-221.

Beaufort VIII
A9-484

From DAP to 1AD on October 22nd, 1943, to 17RSU RP on November 10th, to 4AD RP on December 6th, this aircraft was then received by 14SQN on February 8th, 1944.⁷⁶

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA47/3 12/2	PN-V	4QQV		(14)A51: A9-484, Williams.
PEA14/1 20/2	PN-V	JU6V		(14)A51: A9-484, Birt.
PEA20/4 22/2	PN-V	YS4V		(14)A51: A9-484, Birt.
PEA23/3 24/2	PN-V	2JRV		(14)A51: A9-484, Birt.
PEA34/2 29/2	PN-V	WE9V		(14)A51: A9-484, Birt.
PEA42/2 04/3	PN-V	4SAV		(14)A51: A9-484, Birt.
PEA44/2 06/3	PN-V	DZ6V		(14)A51: A9-484, Birt.
PEA21/3 11/3	PN-M	4SAM		(14)A51: A9-484, Birt. Apparently replaced A9-340.
PEA23/5 11/3	PN-V	4SAV		(14)A51: A9-331, Williams. Apparently replaced by A9-331/PN-D.
PEA29/3 12/3	PN-D	LS5D		(14)A51: A9-484, Birt. Apparently replaced A9-331.
PEA33/7 12/3	PN-V	LS5V		(14)A51: A9-331, Knight. Apparently replaced by A9-331/PN-D.
PEA46/4 14/3	PN-V	4PJV		(14)A51: A9-484, Birt.
PEA12/3 19/3	PN-V	FU6V		(14)A51: A9-484, Beer.
PEA41/6 01/4	PN-V	WE9V		(14)A51: A9-484, Beer.
PEA44/1 03/4	PN-V	JE3V		(14)A51: A9-484, Birt.
PEA34/2 19/4	PN-V	4AQV		(14)A51: A9-484, Birt.
PEA36/2 20/4	PN-V	2MNV		(14)A51: A9-484, Crisp.
PEA43/3 23/4	PN-V	4AQV		(14)A51: A9-484, Crisp.
PEA45/2 24/4	PN-V	1RVV		(14)A51: A9-484, Birt.
PEA49/2 26/4	PN-V	WM7V		(14)A51: A9-484, [Birt?].
PEA2/2 27/4	PN-V	3CSV		(14)A51: A9-484, Crisp.
PEA5/4 28/4	PN-V	VM7V <small>[sic – WM7V]</small>		(14)A51: A9-484, [Birt?].
PEA7/2 29/4	PN-U	3SCV <small>[sic – 3CSV]</small>		CANX due WX. (14)A51: Not recorded. Due to mismatched letters, unknown if this was intended to be A9-484/PN-V or A9-481/PN-U.
PEA13/2 02/5	PN-U	PV5V		(14)A51: A9-484, Williams. Call sign suffix letter correct for aircraft serial number.
PEA23/2 24/5	PN-E	YJ9E		(14)A51: A9-484, Birt.
PEA25/1 26/5	PN-E	RK8E		(14)A51: A9-484, Crisp.
PEA33/1 30/5	PN-E	YJ9E		(14)A51: A9-484, Birt.
PEA19/1 04/8	A9-484	2JRE		(14)A51: A9-484, Clarke.
PEA20/2 15/8	PN-E	JU6E		(14)A51: A9-484, Brady.
PEA20/4 16/8	PN-E	4ENE		EXM-EXM. (14)A51: A9-484, Clarke.
PEA20/4 17/8	PN-E	OP4E		CANX. (14)A51: A9-484, cancelled.
PNJ32/3 27/8	PN-E	OR3E		[Pinjarra] (14)A51: A9-484, Fennell.
PNJ45/1 03/9	PN-E	WE9E		[Pinjarra] (14)A51: A9-484, Hodge.
PNJ18/1 17/9	PN-E	WE9E		[Pinjarra] CANX due WX (14)A51: A9-484 CANX.
PNJ20/1 18/9	PN-E	YS4E		[Pinjarra] (14)A51: A9-484, O’Driscoll.
PEA35/4 21/9	PN-E	JE3E		(14)A51: A9-484, Caddy.

Continued →

⁷⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-484 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

A9-484 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA43/4 23/9	PN-E	LD6E		RTB, U/S. (14)A51: A9-484, Croker.
PEA47/4 24/9	PN-E	XB7E		(14)A51: A9-484, Croker.
PEA30/1 30/9	PN-E	JE3E		(14)A51: A9-484, Fennell.
PEA7/1 11/10	PN-E	LU6E		(14)A51: A9-484, Hobbs.
PEA16/1 15/10	PN-E	JG4E		(14)A51: A9-484, Knight.
PEA18/1 16/10	PN-E	WM7E		(14)A51: A9-484, Fennell.
PEA20/1 17/10	PN-E	PR7E		(14)A51: A9-484, Brady.
PEA4/2 01/11	PN-E	PA1E		(14)A51: A9-484, Hobbs.
PEA38/3 16/11	PN-E	PZ5E		(14)A51: A9-484, Damman.
PEA42/2 18/11	PN-E	PZ5E		(14)A51: A9-484, Fraser.
PEA47/3 20/11	PN-E	3VYE		(14)A51: A9-484, Hobbs.
PEA19/2 05/12	PN-E	1Q1E		(14)A51: A9-484, Brady.
PEA34/6 11/12	PN-E	CX8E		(14)A51: A9-484, Caddy.
PEA42/2 15/12	PN-V	J12V		(14)A51: A9-484, Fraser. Apparently replaced A9-265.
PEA46/2 17/12	PN-E	UR3E		(14)A51: A9-484, Bennetts.
PEA14/2 23/12	PN-E	UR3E		(14)A51: A9-484, Bennetts.

On January 5th, 1945, A9-484 was received by 4AD for a periodic inspection, engine change and the incorporation of 5 Beaufort Orders. On May 10th, it was received by 12RSU RP and then, on June 4th, by 8CU. On July 10th it was recorded as received by 3AD “visiting” from 8CU and that it was in a very bad state of serviceability. 3AD placed the machine in storage on July 14th.⁷⁷

⁷⁷ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-484 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

**Beaufort VIII
A9-527**

Received at 1AD from DAP on November 29th, 1943, A9-527 was received by 14SQN on February 1st, 1944.⁷⁸

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA19/6 22/2	PN-N	YS4N		(14)A51: A9-527, Fowler.
PEA22/2 23/2	PN-N	VJ4N		(14)A51: A9-527, Fowler.
PEA38/4 02/3	PN-N	YJ9N		(14)A51: A9-537 [sic – 527], Rees.
PEA43/2 05/3	PN-N	JY5N		(14)A51: A9-527, Clarke.
PEA45/5 06/3	PN-N	DZ6N		(14)A51: A9-527, Clarke.
PEA10/7 09/3	PN-N	UE9N		(14)A51: A9-527, Clarke.
PEA11/8 10/3	PN-N	4O6N		(14)A51: A9-527, Clarke.
PEA21/4 23/3	PN-N	PZ5N		(14)A51: Not Recorded.
PEA47/1 04/4	PN-N	4AQN		(14)A51: A9-527, Clarke.
PEA4/1 06/4	PN-N	DN8N		(14)A51: A9-527, Fisher.
PEA6/4 07/4	PN-N	WM7N		(14)A51: A9-527, Fisher. Recorded as PEA7/4
PEA19/2 12/4	PN-N	JE3N		(14)A51: A9-527, Clarke.
PEA23/1 14/4	PN-N	LL4N		(14)A51: A9-527, Clarke.
PEA16/1 04/5	PN-N	WM7N		(14)A51: A9-527, Holland.
PEA26/2 15/5	PN-N	DN8N		(14)A51: Not recorded.
POT1/8 19/5	PN-N	RK8N		(14)A51: A9-529, Clarke. Apparently replaced by A9-529/PN-L.

This aircraft was involved in a ground incident at POTSHOT on May 19th which damaged the stern frame. It was received by 17RSU for repairs on May 23rd and handed back to 14SQN on June 4th. Typical of the maintenance planning of the era, A9-527 was received again by 17RSU less than two weeks later for a 240-hourly. A9-527 was back in 14SQN hands again on August 16th.⁷⁹

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA22/4 23/8	PN-N	VY9N		BME-BME. (14)A51: A9-527, Hobbs.
PEA22/4 24/8	PN-N	JS5N		POR-POR. (14)A51: A9-527, Hobbs.
PNJ32/4 27/8	PN-N	OR3N		[Pinjarra] CANX due WX. (14)A51: Not recorded.
PEA8/3 27/9	PN-N	S22N		(14)A51: A9-527, Caddy.
PEA13/2 28/9	PN-Z	S22Z		(14)A51: A9-527, Fennell. Apparently replaced A9-590.
PEA37/1 25/10	PN-N	UA9N		(14)A51: A9-527, Caddy.
PEA35/2 15/11	PN-N	RP4N		(14)A51: A9-527, Hobbs.
PEA41/1 18/11	PN-N	PZ5N		(14)A51: A9-527, Hobbs.
PEA43/1 19/11	PN-N	JS5N		(14)A51: A9-527, Brady.
PEA4/1 24/11	PN-N	PZ5N		(14)A51: A9-527, Dewar.
PEA5/1 25/11	PN-N	XB1N		(14)A51: A9-527, Fennell.
PEA14/2 03/12	PN-N	J12N		RTB due WX. (14)A51: A9-527, Hobbs.
PEA26/1 09/12	PN-N	DN8N		(14)A51: A9-527, Hobbs.
PEA33/4 11/12	PN-N	CX8N		(14)A51: A9-527, Hobbs.

⁷⁸ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-527 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

⁷⁹ Ibid.

A9-527 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA48/5 09/1	PN-N	FK8N		(14)A51: A9-527, Bennetts.
PEA15/2 15/1	PN-N	FY5N		(14)A51: A9-527, Fraser.
PEA25/6 18/1	PN-N	DN8N		(14)A51: A9-527, Bennetts.
PEA33/2 22/1	PN-N	RK8N		(14)A51: A9-527, Fraser.
PEA44/1 08/3	PN-N	MM9N		(14)A51: A9-527, Hailey.
PEA48/1 12/3	PN-N	MV3N		(14)A51: A9-527, Goddard.
PEA5/1 18/3	PN-N	LZ1N		(14)A51: A9-527, Nielsen.
PEA7/1 20/3	PN-N	MM9M		(14)A51: A9-527, Hailey. Serial correct for assigned aircraft code letters.
PEA9/1 22/3	PN-N	MV3N		(14)A51: A9-527, Goddard.

On March 27th, 1945, A9-527 was received by 17RSU for a 480-hourly and an engine change. It was received back at 14SQN on May 20th. It was then received by 12RSU RP on August 7th and by 5AD for storage on October 11th.⁸⁰

⁸⁰ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-527 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

Beaufort VIII A9-529

A9-529 was received by 1AD from DAP on November 29th, 1943. It was returned to DAP on December 29th, apparently with a cracked centre section. It was returned to 1AD on January 16th, 1944 and it was then received by 4AD RP on February 4th – being damaged on landing. Eventually it was received by 14SQN on March 19th, 1944.⁸¹

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA25/5 14/4	PN-L	LL4L		(14)A51: A9-529, Atherton.
PEA15/2 03/5	PN-L	3ZGL		(14)A51: A9-529, Fowler.
PEA27/3 15/5	PN-L	DN8L		(14)A51: A9-529, Fowler.
POT1/7 19/5		RK84 <small>[sic]</small>		(14)A51: A9-529, Morley.
POT1/8 19/5	<i>PN-N</i>	RK8N		(14)A51: A9-529, Clarke. Apparently replaced A9-527.
PEA12/4 06/7	PN-L	VF5L		(14)A51: Not recorded.
PEA14/3 07/7	PN-L	4AQL		CANX due WX. (14)A51: Not recorded.
PEA17/2 08/7	PN-L	OR3L		(14)A51: A9-529, Atherton.
PNJ49/1 08/8	PN-L	OR3L		[Pinjarra] (14)A51: A9-529, Mahoney.
PNJ3/1 10/8	PN-L	OP4L		[Pinjarra] (14)A51: A9-529, Morley.
PNJ6/1 12/8	PN-L	MI1L		[Pinjarra] (14)A51: A9-529, Morley.
PNJ9/2 13/8	PN-L	JU6L		[Pinjarra] (14)A51: A9-529, Clarke.
PNJ10/1 14/8	PN-L	GA9L		[Pinjarra] (14)A51: A9-529, Atherton.
PNJ13/1 17/8	PN-L	MI1L		[Pinjarra] (14)A51: A9-529, Mahoney.
PNJ16/2 18/8	PN-L	OR3L		[Pinjarra] (14)A51: A9-529, Fisher.
PNJ19/2 20/8	PN-L	MI1L		[Pinjarra] (14)A51: A9-529, Clarke.
PEA22/1 24/8	PN-L	JS5L		POR-POR. (14)A51: A9-529, Atherton.
PEA45/2 24/9	PN-[L]	XB1[L]		(14)A51: A9-479, Ockenden. Apparently replaced by A9-479/PN-Q.
PEA5/3 26/9	PN-L	YX7L		(14)A51: A9-529, O'Driscoll.
PEA11/6 27/9	PN-L	S22L		(14)A51: A9-529, Humphrey.
PEA19/4 29/9	PN-L	HR3L		(14)A51: A9-529, Ockenden.
PEA27/3 01/10	PN-L	UA9L		(14)A51: A9-590, Humphrey. Apparently replaced by A9-590/PN-Z
PEA34/1 03/10	PN-L	WM7L		(14)A51: A9-529, Hodgson.
PEA36/1 04/10	PN-L	UN2L		(14)A51: A9-529, Humphrey.
PEA39/1 05/10	PN-L	ON2L		(14)A51: A9-529, Morley.
PEA8/2 11/10	PN-L	LU6L		(14)A51: A9-529, Ockenden.
PEA26/1 20/10	PN-L	UN2L		(14)A51: A9-529, Hodgson.

It landed wheels-up at PEARCE on October 20th and was received by 17RSU for repairs the next day. Its date of receipt by 14SQN wasn't recorded on its E/E.88 however, it was issued to 14SQN from 17RSU on January 18th, 1945.⁸²

⁸¹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-529 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

⁸² Ibid.

A9-529 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA17/1 30/3	PN-L	ML8L		(14)A51: A9-529, Goddard.
PEA18/3 31/3	PN-L	Q17L		Detail CANX. (14)A51: Not recorded.

It forced landed at PEARCE after the failure of the left-hand engine on May 21st, 1945 and was taken over by 17RSU on the 22nd. After an engine change, it was handed back to 14SQN on June 25th. 17RSU got the aircraft again on July 2nd for another engine change (left-hand again) and gave A9-529 back to 14SQN on July 23rd. On October 9th, it was received by 5AD for storage.⁸³

⁸³ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-529 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

Beaufort VIII
A9-539

14SQN received A9-539 on February 14th, 1944. It had previously been received by 1AD from DAP on December 9th, 1943 and by 4AD RP on February 7th.⁸⁴

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA22/3 23/2	PN-B	VJ4B		(14)A51: A9-539, Knight.
PEA26/2 25/2	PN-B	WG3B		(14)A51: A9-539, Crisp.
PEA38/3 02/3	PN-B	YJ9B		(14)A51: A9-539, Beer.
PEA47/1 07/3	PN-B	LU6B		(14)A51: A9-539, Knight.
PEA12/1 10/3	PN-B	4O6B		(14)A51: A9-438. Kessey. Apparently replaced by A9-438/PN-Y.
PEA13/4 10/3	PN-Y	6O6[sic]Y		(14)A51: A9-539, Knight. Apparently replaced A9-438.
PEA20/2 11/3	PN-D	4SAD		(14)A51: A9-539, Crisp. Apparently replaced A9-331.
PEA34/8 12/3	PN-B	LS5B		(14)A51: A9-539, Maynard.
PEA40/6 13/3	PN-B	LU6B		(14)A51: A9-539, Maynard.

On March 24th, it was received by 4AD for overhaul (?) and was received for short term storage by 4AD RP on September 13th. 14SQN got A9-539 back again on October 15th, 1944.⁸⁵

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA27/3 20/10	PN-A	UN2A		(14)A51: A9-539, Caddy.
PEA7/1 03/11	PN-A	HP4A		(14)A51: A9-539, Fennell.
PEA40/2 17/11	PN-A	JS5A		(14)A51: A9-539, Bennetts.
PEA45/1 20/11	PN-A	3VYA		(14)A51: A9-539, Caddy.
PEA7/1 27/11	PN-A	JS5A		(14)A51: A9-539, Fraser.
PEA10/1 30/11	PN-A	S22A		(14)A51: A9-344, Hodgson. [Should this be -539?]
PEA31/2 11/12	PN-P	CX8P		(14)A51: A9-539, Damman.
PEA32/3 11/12	PN-P	CX8P		(14)A51: A9-539, Fraser.
PEA35/1 12/12	PN-P	FW7P		(14)A51: A9-358, Bennetts. Possible A51 error recording serial number IAW former association. A9-358 now PN-Y, believe A51 intended to read, "A9-539". Or. Unlikely coincidental replacement.
PEA38/2 13/12	PN-P	XB1P		(14)A51: A9-358, Caddy. Possible A51 error recording serial number IAW former association. A9-358 now PN-Y, believe A51 intended to read, "A9-539". Or. Another unlikely coincidental replacement.
PEA9/5 21/12	PN-P	XB1P		(14)A51: A9-539, Fraser.
PEA27/2 29/12	PN-P	UR3P		(14)A51: A9-539, Bennetts.

⁸⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-539 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

⁸⁵ Ibid.

A9-539 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA48/4 08/1	PN-P	DN8P		(14)A51: A9-539, Damman.
PEA48/7 09/1	PN-P	FK8P		(14)A51: A9-539, Damman.
PEA16/5 15/1	PN-P	FY5P		(14)A51: A9-539, Damman.
PEA25/7 18/1	PN-P	DN8P		Duty cancelled. (14)A51: Not recorded.
PEA32/3 22/1	PN-P	RK8P		(14)A51: A9-539, Damman.
PEA23/2 03/4	PN-P	QX6P		(14)A51: A9-539, Hailey.
PEA25/1 05/4	PN-P	GA9P		(14)A51: A9-539, Goddard.
PEA17/1 05/5	PN-P	PJ4P		(14)A51: A9-539, Hailey.

On October 6th, 1945, it was received by 5AD for storage.⁸⁶

⁸⁶ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-539 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

Beaufort VIII
A9-586

A9-586 was received by 5AD at FOREST HILL from DAP on February 2nd, 1944. Its E/E.88 had a note, dated May 2nd, that it could be issued with having Beaufort Orders 107 and 109 incorporated (I'm don't know what Beaufort Order No. 107 related to but, No. 109 was titled, "Main Fuel Tanks – Filler Neck Overflow Pans"). It was received by 14SQN on May 10th.⁸⁷

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA27/1 27/5	PN-H	YS4H		(14)A51: A9-586, Hewett.
PEA27/3 27/5	PN-H	YS4H		(14)A51: [A9-586, Hewett]. A51 recorded PEA27 as single flight.
PEA35/1 31/5	PN-H	YS4H		(14)A51: A9-586, Maynard.

In mid-June, 14SQN had requested that this aircraft be allotted for overhaul and on the 16th it was issued to 4AD (the date of receipt wasn't noted). On June 27th, 1944, it was returned to 14SQN.⁸⁸

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA47/1 02/7	PN-H	2MNH		CANX due WX. (14)A51: Not recorded.
PEA7/2 05/7	PN-H	4SAH		(14)A51: A9-586, Hobbs.
PEA11/1 06/7	PN-H	VF5H		(14)A51: A9-586, Hobbs.
PNJ4/4 11/7	PN-H	2MNH		[Pinjarra] CANX. (14)A51: Not recorded.
PNJ8/2 13/7	PN-H	SC9H		[Pinjarra] (14)A51: A9-586, Hobbs.
PNJ13/1 17/7	PN-H	OR3S		[Pinjarra] (14)A51: A9-586, Hobbs. Correct for aircraft code letters.
PNJ17/1 19/7	PN-H	MI1H		[Pinjarra] (14)A51: A9-586, Hobbs.
PNJ22/3 21/7	PN-H	VP4H		[Pinjarra] (14)A51: Not recorded.
PNJ31/2 26/7	PN-H	4AQH		[Pinjarra] (14)A51: A9-586, Hodge.
PNJ35/2 29/7	PN-H	2MNH		[Pinjarra] (14)A51: A9-586, Croker.
PNJ36/1 30/7	PN-H	LW4H		[Pinjarra] (14)A51: A9-586, Hobbs.
PNJ38/1 31/7	PN-H	OR3H		[Pinjarra] (14)A51: A9-586, Hodge.
PNJ41/2 02/8	PN-H	GA9H		[Pinjarra] (14)A51: A9-586, Hobbs.

On August 12th, A9-586 landed wheels-up and was received by 17RSU on the 16th for repairs. On October 4th, it was received again by 14SQN.⁸⁹

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA1/1 09/10	PN-H	UA9H		(14)A51: A9-586, Morley.
PEA6/5 10/10	PN-H	1RVH		(14)A51: A9-586, Morley.
PEA15/4 14/10	PN-H	UN2H		(14)A51: A9-586, Dewar.
PEA30/1 22/10	PN-H	H64H		(14)A51: A9-586, Humphrey.
PEA32/1 23/10	PN-H	WM7H		(14)A51: A9-586, Shakespeare.
PEA45/2 28/10	PN-H	VV1H		(14)A51: A9-586, Shakespear.
PEA49/2 30/10	PN-H	PR7H		(14)A51: A9-586, Hodgson.

Continued →

⁸⁷ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-586 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

⁸⁸ Ibid.

⁸⁹ Ibid.

A9-586 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA2/2 31/10	PN-H	JG4H		(14)A51: Not recorded.
PEA23/1 10/11	PN-H	Q17H		(14)A51: A9-586, Mahoney.
PEA6/1 26/11	PN-H	3ZVH		RTB U/S. (14)A51: A9-586, Ockenden.
PEA34/8 12/12	PN-H	FW7H		(14)A51: A9-586, Mahoney.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA45/1 09/3	PN-H	PV5H		(14)A51: A9-586, Hall.
PEA47/1 11/3	PN-H	Q17H		(14)A51: A9-586, Filsell.
PEA10/1 23/3	PN-H	Q17H		(14)A51: A9-586, Hazelwood.
PEA14/1 27/3	PN-H	UL5H		(14)A51: A9-586, Grainger.
PEA36/1 13/4	PN-H	MV3H		(14)A51: A9-586, Grainger.
PEA37/1 14/4	PN-H	JU6H		(14)A51: A9-586, Knott.
PEA39/2 15/4	PN-H	JU6H		(14)A51: A9-586, Grainger.
PEA41/2 16/4	PN-H	QX6H		(14)A51: A9-586, Knott.
PEA8/3 28/4	PN-H	UV1H		(14)A51: A9-586, Gay.
PEA19/3 08/5	PN-H	SC9H		(14)A51: A9-586, Knott.
PEA22/2 09/5	PN-H	YX7H		(14)A51: A9-586, Knott.
PEA33/1 17/5	PN-H	SC9H		(14)A51: A9-586, Grainger.
PEA43/1 24/5	PN-H	PJ4H		(14)A51: A9-319, Goddard. Apparently replaced by A9-319/PN-R.
PEA44/1 25/5	PN-H	FW4H		(14)A51: A9-586, Knott.
PEA1/1 30/5	PN-H	FW4H		(14)A51: A9-586, Grainger.

A9-586 was issued to 12RSU RP on July 8th, 1945, and recorded as being received by 13ARD from 12RSU RP on July 30th. On August 6th, it was returned to 12RSU RP and was then received by 5AD for storage on October 11th.⁹⁰

⁹⁰ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-586 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

**Beaufort VIII
A9-588**

Delivered to 5AD from DAP on February 20th, 1944, A9-588 was received by 14SQN on May 15th.⁹¹

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA22/1 24/5	PN-	YJ9[L]		(14)A51: A9-588, Fowler.
PEA31/1 29/5	PN-M	PV5M		(14)A51: A9-588, Atherton.
PEA1/1 03/7	PN-W	FM7W		(14)A51: A9-588, Atherton.
PEA6/1 05/7	PN-W	4SAW		(14)A51: A9-588, Humphrey.
PNJ15/1 18/8	PN-W	OR3W		[Pinjarra] (14)A51: A9-588, Humphrey.
PNJ17/1 19/8	PN-W	JU6W		[Pinjarra] (14)A51: A9-588, Humphrey.
PNJ28/2 25/8	PN-W	OP4W		[Pinjarra] (14)A51: A9-588, Humphrey.
PNJ30/2 26/8	PN-W	1MQW		[Pinjarra] (14)A51: A9-588, Humphrey.
PNJ33/5 27/8	PN-J	OR3J		[Pinjarra] (14)A51: A9-588, Clarke. Apparently replaced A9-209
PNJ34/1 28/8	PN-W	4ENW		[Pinjarra] (14)A51: A9-588, Humphrey.
PNJ3/[2 06/9]	PN-W	FY5W		[Pinjarra] (14)A51: A9-588, Atherton. [A51 only].
PNJ7/1 09/9	PN-W	YX7W		[Pinjarra] (14)A51: A9-588, Dewar.
PNJ10/1 11/9	PN-W	1NBW		[Pinjarra] (14)A51: A9-588, Humphrey.
PNJ14/1 14/9	PN-W	3ZGW		[Pinjarra] (14)A51: A9-588, Humphrey.
PNJ17/2 16/9	PN-W	FY5W		[Pinjarra] (14)A51: A9-588, Clarke.
PEA24/1 19/9	PN-W	YT8W		(14)A51: A9-588, Clarke.
PEA28/1 20/9	PN-W	PV5W		(14)A51: A9-588, Humphrey.
PEA15/5 14/10	PN-W	UN2W		(14)A51: A9-588, Humphrey.
PEA17/2 15/10	PN-W	JG4W		(14)A51: A9-588, Morley.
PEA36/2 24/10	PN-[W]	1RV[W]		(14)A51: A9-588, Morley.
PEA40/1 26/10	PN-W	QX6W		(14)A51: A9-588, Humphrey.
PEA47/2 29/10	PN-W	CX8W		(14)A51: A9-588, Humphrey.
PEA48/1 30/10	PN-W	PR7W		Replaced A9-438/PN-Y. (14)A51: Not recorded.
PEA1/1 31/10	PN-W	JG4W		(14)A51: A9-588, Ockenden.
PEA22/2 09/11	PN-W	UL5W		(14)A51: A9-588, Shakespear.
PEA8/1 28/11	PN-W	VG8W		(14)A51: A9-588, O'Driscoll.
PEA34/11 12/12	PN-Z	FW7Z		(14)A51: A9-588, Hall. Apparently replaced A9-590.
PEA34/12 12/12	PN-W	FW7W		(14)A51: A9-588, Humphrey.
PEA40/2 14/12	PN-W	CX8W		(14)A51: A9-588, Hall.
PEA44/2 16/12	PN-W	WM7W		(14)A51: A9-588, Humphrey.
PEA49/2 18/12	PN-W	JS5W		(14)A51: A9-588, Hall.
PEA8/2 21/12	PN-W	XB1W		(14)A51: A9-588, Halls.
PEA11/2 22/12	PN-W	LW4W		(14)A51: A9-588, Neilson.
PEA20/2 26/12	PN-W	4OXW		(14)A51: A9-588, Nielson.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA37/2 03/1	PN-W	FY5W		(14)A51: A9-588, Hall
PEA41/2 05/1	PN-W	2MNV		(14)A51: A9-588, Ockenden.
PEA2/1 10/1	PN-W	PR7W		(14)A51: A9-299, Hazelwood. Apparently replaced by A9-299/PN-T

Continued →

⁹¹ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-588 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

A9-588 (continued)

1945 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA3/2 10/1	PN-D	PR7D		(14)A51: A9-588, Neilson. Apparently replaced A9-331.
PEA13/2 14/1	PN-W	CX8W		(14)A51: A9-588, Humphrey.
PEA38/2 04/3	PN-W	MM9W		(14)A51: A9-588, Gay.
PEA40/2 05/3	PN-W	VP4W		(14)A51: A9-319, Grainger. Apparently replaced by A9-319/PN-R.
PEA43/1 07/3	PN-W	GA9W		(14)A51: A9-588, Hazelwood.

A9-588 was received by 17RSU on March 12th, 1945, for a 480-hourly and an engine change. It was next received by 7AD TOCUMWAL from 17RSU for storage on January 10th, 1946.⁹²

⁹² RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-588 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

Beaufort VIII
A9-590

Received by 5AD from DAP on February 18th, 1944, A9-590 had its E/E.88 annotated with the note that it could be issued without the incorporation of Beaufort Orders 107 and 109 (see also A9-586). On May 10th, 1944, it was received by 14SQN.⁹³

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
POT3/11 19/5	PN-R	RK8R		(14)A51: A9-590, Atherton.
PEA45/1 01/7	PN-Z	4JWZ		(14)A51: A9-590, Rees.
PEA48/3 01/7	PN-Z	4JWZ		(14)A51: A9-590, Fisher.
PEA2/3 03/7	PN-Z	YW3Z		(14)A51: A9-590, Morley.
PEA4/1 04/7	PN-Z	4QQZ		(14)A51: A9-590 Shakespeare.
PEA11/3 06/7	PN-Z	VF5Z		(14)A51: A9-275, Fisher. Apparently replaced by A9-275/PN-X.
PEA14/1 07/7	PN-Z	4AQZ		(14)A51: A9-590, Shakespeare.
PNJ49/2 05/9	PN-Z	WE9Z		[Pinjarra] (14)A51: A9-590, Dewar.
PNJ8/2 09/9	PN-Z	YX7Z		[Pinjarra] (14)A51: A9-590, Mahoney.
PNJ16/1 16/9	PN-Z	FY5Z		[Pinjarra] (14)A51: A9-590, Morley.
PEA33/2 21/9	PN-Z	JE3Z		(14)A51: A9-590, Ockenden.
PEA37/2 22/9	PN-Z	YS4Z		(14)A51: A9-590, Morley.
PEA40/1 23/9	PN-Z	LD6Z		(14)A51: A9-590, Mahoney.
PEA7/2 27/9	PN-Z	S22Z		(14)A51: A9-590, Mahoney.
PEA13/2 28/9	PN-Z	S22Z		(14)A51: A9-527, Fennell. Apparently replaced by A9-527/PN-N.
PEA24/6 30/9	PN-Z	JE3Z		(14)A51: A9-590, Mahoney.
PEA24/10 30/9	PN-Z	JE3Z		(14)A51: A9-590, O'Driscoll.
PEA27/3 01/10	PN-L	UA9L		(14)A51: A9-590, Humphrey. Apparently replaced A9-529.
PEA42/1 06/10	PN-Z	PR7Z		(14)A51: A9-590, Hodgson.
PEA46/1 08/10	PN-Z	ON2Z		(14)A51: A9-590, O'Driscoll.
PEA2/4 09/10	PN-Z	UA9Z		(14)A51: A9-590, Humphrey.
PEA24/2 10/11	PN-Z	Q17Z		(14)A51: A9-590, O'Driscoll.
PEA26/2 11/11	PN-Z	S22Z		RTB U/S. (14)A51: A9-590, Shakespear.
PEA30/2 13/11	PN-Z	HP4Z		(14)A51: A9-590, Shakespear.
PEA33/2 14/11	PN-Z	VG8Z		(14)A51: A9-590, Hodgson.
PEA38/5 16/11	PN-Z	PZ5Z		CANX due WX (14)A51: Not recorded.
PEA16/1 04/12	PN-Z	XB1Z		(14)A51: A9-590, Humphrey.
PEA20/1 06/12	PN-Z	YL8Z		DLA due WX, then CANX due WX. (14)A51: A9-590, Hall. CANX.
PEA24/1 08/12	PN-Z	YL8Z		(14)A51: A9-590, Ockenden.
PEA34/7 12/12	PN-Z	FW7Z		(14)A51: A9-590, Ockenden.
PEA34/11 12/12	PN-Z	FW7Z		(14)A51: A9-588, Hall. Apparently replaced by A9-588/PN-W.
PEA48/1 18/12	PN-Z	JS5Z		(14)A51: A9-590, Hodgson.
PEA21/3 26/12	PN-Z	4OXZ		(14)A51: A9-590, Humprey.
PEA25/2 28/12	PN-Z	YL8Z		(14)A51: A9-590, Ockenden.

⁹³ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-590 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

A9-590 (continued)

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA17/1 16/1	PN-Z	RK8Z		(14)A51: A9-590, Neilson.
PEA28/3 20/1	PN-Z	JG4Z		(14)A51: A9-590, Gay.
PEA30/4 21/1	PN-Z	H64Z		(14)A51: A9-590, Gay.
PEA39/1 05/3	PN-Z	VP4Z		(14)A51: A9-590, Gay.
PEA4/1 17/3	PN-Z	MM9Z		(14)A51: A9-590, Gay.
PEA40/1 16/4	PN-Z	QX6Z		(14)A51: A9-590, Grainger.
PEA3/1 25/4	PN-Z	YL8Z		(14)A51: A9-590, Gay.
PEA14/1 03/5	PN-Z	LZ1Z		(14)A51: Not recorded.
PEA15/1 04/5	PN-Z	HR3Z		(14)A51: A9-590, Hazelwood.
PEA18/4 06/5	PN-Z	PJ4Z		(14)A51: A9-590, Knott.
PEA25/1 11/5	PN-Z	SC9Z		(14)A51: A9-590, Knott.
PEA30/1 15/5	PN-Z	PJ4Z		(14)A51: A9-590, Hailey.
PEA7/1 03/6	PN-Z	H64Z		(14)A51: A9-590, Knott.
PEA10/1 08/6	PN-Z	FU8Z		(14)A51: A9-590, Grainger.

A9-590 was received by 17RSU on June 13th, 1945, for a 480-hourly and an engine change. They returned it to 14SQN on August 23rd. On August 28th, it suffered an engine failure (starboard engine) due to, according to the E/E.88 entry, carburettor failure; it was repaired by 14SQN. On October 8th, A9-590 was received by 7CU and, finally, on April 16th, 1946, it was received by CMU TOC (Care and Maintenance Unit TOCUMWAL) for storage.⁹⁴

⁹⁴ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-590 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

Beaufort VIII
A9-598

This machine was received by 5AD from DAP on February 23rd, 1944 and then by 14SQN on May 15th.⁹⁵

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA26/2 26/5	PN-U	RK8U		(14)A51: A9-598, Maynard.
PEA28/2 27/5		YS48 [sic]		(14)A51: A9-598, Maynard.
PEA29/1 28/5	PN-B	WV6B		(14)A51: A9-598, Maynard.
PNJ15/1 18/7	PN-B	VF5B		[Pinjarra] (14)A51: A9-598, Hodge.
PNJ19/4 19/7	PN-B	MI1B		[Pinjarra] CANX. (14)A51: Not recorded.
PEA33/5 02/10	PN-B	RP4B		(14)A51: A9-598, Knight.
PEA37/2 04/10	PN-B	UN2B		(14)A51: A9-598, Brady.
PEA25/2 19/10	PN-B	WM7B		(14)A51: A9-598, Bennetts.
PEA33/2 23/10	PN-B	WM7B		(14)A51: A9-598, Brady.
PEA3/1 01/11	PN-B	PA1B		(14)A51: A9-598, Caddy.
PEA8/2 03/11	PN-B	HP4B		(14)A51: A9-598, Fraser.
PEA31/3 13/11	PN-B	HP4B		(14)A51: A9-598, Caddy.
PEA37/2 16/11	PN-B	PZ5B		CANX due WX (14)A51: A9-598, Bennetts. CANX.
PEA44/2 19/11	PN-B	JS5B		(14)A51: A9-598, Damman.
PEA46/2 20/11	PN-B	3VYB		ACFT recalled and grounded. (14)A51: A9-598 Fraser.
PEA3/1 23/11	PN-B	3ZVB		(14)A51: A9-598, Damman.
PEA15/1 03/12	PN-B	J12B		(14)A51: A9-598, Brady.
PEA30/1 11/12	PN-B	CX8B		(14)A51: A9-598, Fennell.
PEA37/1 13/12	PN-B	XB1B		(14)A51: A9-358, Damman. Apparently replaced by A9-358/PN-Y.
PEA3/2 19/12	PN-K	CX8K		(14)A51: A9-598, O'Driscoll. Apparently replaced A9-236.

1945:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA9/2 13/1	PN-B	3[H]VB		(14)A51: A9-598, Bennetts.
PEA14/1 15/1	PN-B	FY5B		(14)A51: A9-598, Bennetts.
PEA20/2 17/1	PN-B	YS4B		(14)A51: A9-598, Filsell.

A9-598 was received by 4AD from 14SQN on January 24th, 1945, for a 240-hourly. It was issued to 12RSU RP on April 27th (date of receipt not recorded) and then received by 13ARD on May 6th, from 12RSU RP, for repairs to the fuel tanks and instruments. It was returned to 12RSU RP on May 13th then received by 100SQN on June 9th. On August 13th, it was, "*badly holed in port mainplane by own beam gun fire*", damaging the main-spar. This evidently was repaired as, by January 3rd, 1946, it was allotted to 7AD for storage.⁹⁶ On February 5th, 1946, A9-598 landed at COOKTOWN from FINCHAVEN for fuel and, when attempting to depart a few hours later for CAIRNS, failed to get airborne due to issues with its starboard engine. It finally departed for BUNDABERG on February 7th.⁹⁷ It was received by 2AD for storage from 100SQN on March 19th, 1946.⁹⁸

⁹⁵ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-598 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

⁹⁶ Ibid.

⁹⁷ Entries 1018 hours and 1440 hours 5.2.46 and entry 1047 hours 7.2.46, each entry records the aircraft as "Beaufort A9-598 PQN" ["PQN" being the last three characters of its commercial call sign, VMZPQN – VMZPQ was 100SQN and the suffix letter "N" shows that it was aircraft "N" i.e. QH-N] p317 Control Officers Watch Log Cooktown; AWM66, 22/1/5.

⁹⁸ RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-598 in Aircraft Status Cards Beaufort A9-500 to A9-599; NAA: A10297, BLOCK 72.

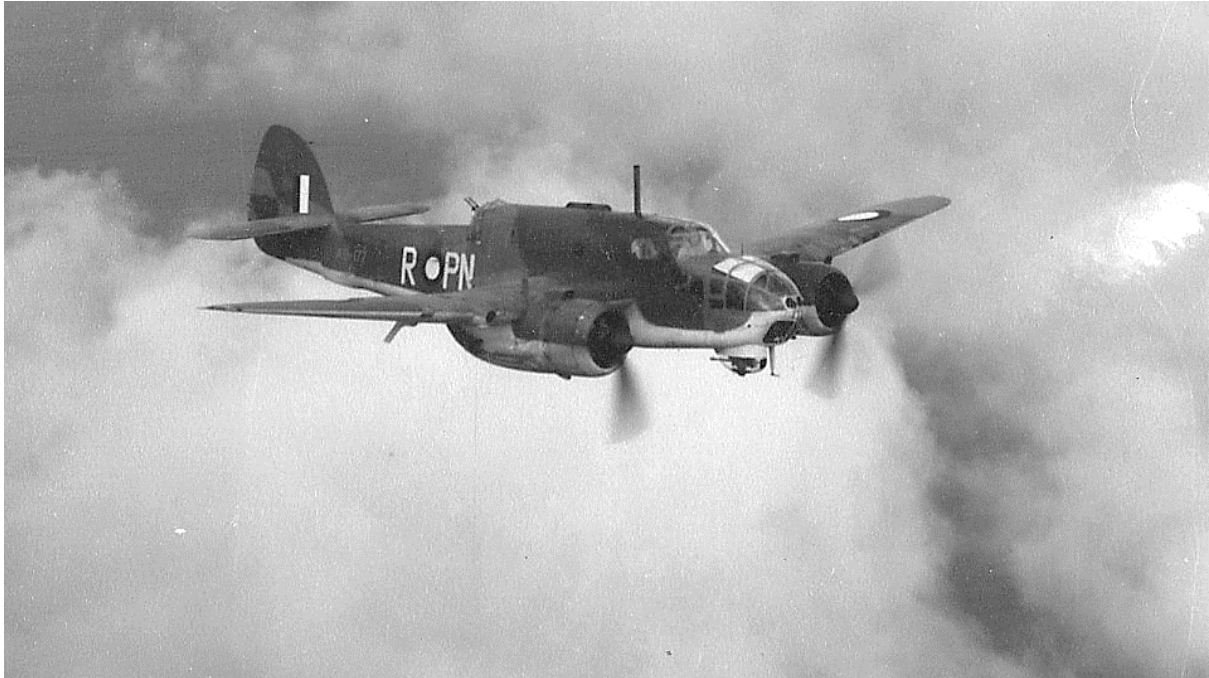
Unknown

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
PEA24/6 11/3	PN-B	4SAB		(14)A51: A9-299, Clarke. A9-346 apparently replaced by A9-299. NO, A9-346 already CR.

A Couple of Extra Piccies

The two aircraft pictured below served with 14SQN during the period prior to that covered by the operational documents used to compile this volume. I thought I'd include them anyway because these individual machines are easily identifiable from the images.



This is A9-177, PN-R. Standard RAAF FG/EB over SB camouflage, SB code letters and MSG serial. It looks like "177" has been repeated on the tip of the nose in black. Usual ASV aerial arrays – Search Array on the aft fuselage and Homing Array on the nose (transmitting "whisker" at the front and receiving "dog-leg" below the cockpit). Served with 14SQN from 10JAN43 to 18MAY43. [AHMWA image P010216 via *adf-serials*].



A9-237/PN-U at ONSLOW (?) after a collision with a gable marker which has damaged a couple of blades of the No.2 engines prop; an incident which seems not to have been recorded in the aircrafts E/E.88 or the units A50. This aircraft later crashed after landing at ONSLOW on 07NOV43 ending up on its back. [National Archives of Australia NAA: A14435, LA/111].

Summary Table

The assignment of individual identification letters to 14SQN Beaufort's from the end of 1943 looks like this:

PN-	Allocations			
	Nov/Dec 1943	Jan - Jun 1944	Jul - Dec 1944	1945
A	344	344	344 / 539 / 344	344
B	346	346 / 539 / 598	598	598
C				
D	331	331	331	331
E	333	333 / 484	484	
F	342			342
G	343	343	343	343
H		586	586	
I				348
J			209	209
K	236	236	236	236
L		529	529	529
M	340	340 / 588 / 340	340	340
N	385	385 / 527	527	527
O		349	349	349
P	348	348	348 / 358 / 539	539
Q	479	479	479	479
R	319	319 / 590 / 319	319	319
S	207	207	207	
T	299	299	299	299
U	481	481 / [598] /	481	
V	265	265 / 484 / 265	265	265
W			588	588
X	275	275	275	275
Y	438	438	438 / 358	358
Z			590	590
none				
unk		529 / N ?		

A9-265 was "PN-V" until replaced by A9-484. A9-484 relinquished the letter "V" and became "PN-E" when A9-265 returned to the Squadron during May, 1944.

Bibliography

Primary Sources

Australian War Memorial

Western Area Operations Room Record Nov 1943 Dec 1943. AWM66, 13/1/9.

Western Area Operations Room Record Jan 1944 Feb 1944. AWM66, 13/1/10.

Western Area Operations Room Record Mar 1944. AWM66, 13/1/11.

Western Area Operations Room Record April 44 May 1944 June 1944. AWM66, 13/1/12.

Western Area Operations Room Record JUL. to DEC 1944. AWM66, 13/1/13.

Western Area Operations Room Record JAN. to AUG. 1945. AWM66, 13/1/14.

National Archives of Australia

Air Force Confidential Orders – Series A and B – and Index, 1943. NAA: A7674, 3.

Aircraft Status Cards Beaufort A9-200 to A9-299. NAA: A10297, BLOCK 70.

Aircraft Status Cards Beaufort A9-300 to A9-399. NAA: A10297, BLOCK 70A.

Aircraft Status Cards Beaufort A9-400 to A9-499. NAA: A10297, BLOCK 71.

Aircraft Status Cards Beaufort A9-500 to A9-599. NAA: A10297, BLOCK 72.

Aircraft Status Cards Beaufort A9-600 to A9-699. NAA: A10297, BLOCK 73.

Aircraft Status Cards Beaufort A9-700 to A9-746, A9-1001, L4488. NAA: A10297, BLOCK 74.

Beaufort A9 Accidents Part 15. NAA: A9845, 255.

Beaufort A9 Accidents Part 19. NAA: A9845, 259.

Beaufort A9 Accidents Part 20. NAA: A9845, 260.

Beaufort A9 Accidents Part 21. NAA: A9845, 261.

Beaufort A9 Accidents Part 22. NAA: A9845, 262.

Beaufort A9-496 – Court of Inquiry re Accident at Pell Strip on 18.1.45. NAA: A705, 32/22/1056.

Fitting of ASV in Beaufort Aircraft. NAA: A705, 201/18/6 PART 2.

Intelligence Memorandum No.49 “Roger Points: Location, Description and Instructions for use”. NAA: AA1966/5, 439.

RAAF Command Headquarters – Recognition Markings on Allied Aircraft. NAA: A11093, 452/D2.

RAAF Command Headquarters South West Pacific Area Beaufort Aircraft A9. NAA: A11093, 452/A9 PART 1.

RAAF Unit History Sheets Number 14 Squadron Feb 39 – Oct 45. NAA: A9186, 36.