



ADF Serials Telegraph News

News for those interested in Australian Military Aircraft History and Serials

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Message Starts:

In this issue:

- **News Briefs**
- **Story: "The ones which returned";** The Story of the 21 Squadron Wirraways which returned to Australia from Malaya. *By Derek Buckmaster*
- **Story: "On 7th December 1941, the USAAF tries to hit back."** by *Gordon Birkett*
- **For others to live : Sacrifice by RANFAA Pilot of Gannet XA332** (fwd by *Dave Masterson*)
- **Vale :Tony Gaze**
- **Message Traffic Selections:** Please address any questions to: question@adf-serials.com.au in the meantime
- **Curtiss Corner : Ex-A29-695: P-40N-20 43-23198 #28 7th FS, 49thFG** by *Gordon Birkett*
- **Lockheed Corner: Captured Hudson US-T** by *Gordon Birkett*
- **Odd Shots: No 1 Sqn Hudson Pictures 1941** GRB Collection

Message Board – Current hot topics:

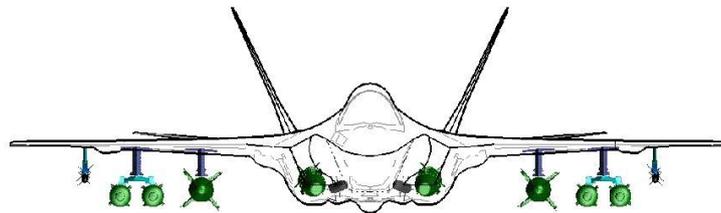
These boards can be accessed at: www.adf-messageboard.com.au/invboard/

News Briefs

- FRANCE, 6th August, 2013: Turkey's first A400M tactical transport has moved a step closer to delivery, with the aircraft having performed its first engine runs and taxi trials .Aircraft MSN9 is the first of 10 A400Ms on order for the Turkish air force, and the third production example of the type to have been completed, following two French air force examples. (Flt Inter)



- CANBERRA, 30th July, 2013 – Boeing Defence Australia (BDA), a local subsidiary of The Boeing Company [NYSE: BA], has taken over prime responsibility for supporting the Royal Australian Air Force E-7A Wedgetail Airborne Early Warning & Control (AEW&C) fleet from Boeing in the U.S. The move ensures a continued high level of readiness for the nation's command and control aircraft fleet. (APDR)
- Washington D.C., 30th July, 2013 – The U.S. Department of Defence and Lockheed Martin reached an agreement in principle for the next two F-35 Lightning II aircraft production contracts (Low-Rate Initial Production (LRIP) lots 6 and 7), which is expected to include 71 stealth fighter aircraft and continue a reduction in F-35 aircraft pricing. The contracting effort spanned six months from proposal to settlement. A decrease in F-35 LRIP 6-7 unit costs, coupled with negotiating lower prices on a number of other smaller contracts, will allow the Department to purchase all the aircraft originally planned, including those that were in jeopardy of being cut due to sequestration budget impacts. The new contracts will also include the first F-35s for Australia, Italy, Norway, and the fourth F-35 for the United Kingdom. In addition to procuring the air vehicles, these contracts also fund manufacturing-support equipment and ancillary mission equipment. Deliveries of 36 U.S. and partner nation aircraft in LRIP-6 will begin by mid-2014 and deliveries of 35 U.S. and partner nation aircraft in LRIP-7 will begin by mid-2015. (LM)



- New York USA, 4th July, 2013: The first of 24 Australian MH-60R Seahawk Romeo helicopters, "01" has successfully completed its first test flight. Project AIR 9000 Phase 8, the Seahawk Romeo helicopter program, reached a significant milestone on June 26, 2013. Carrying the tail number N48-001, Australia's first Seahawk Romeo completed its initial test flight at Sikorsky's production facility in Stratford, Connecticut, USA. The first two MH-60R helicopters are scheduled to be handed over to the Royal Australian Navy in December 2013.



- WASHINGTON, 2nd July, 2013 – The Defence Security Cooperation Agency notified Congress on July 1, 2013 of a possible Foreign Military Sale to Australia of up to 100 MK 54 All-Up-Round Torpedoes and associated equipment, parts, training and logistical support for an estimated cost of \$83 million. The Government of Australia has requested a possible sale

of 100 MK 54 All-Up-Round Torpedoes, 13 MK 54 Exercise Sections, 13 MK 54 Exercise Fuel Tanks, 5 Recoverable Exercise Torpedoes, support and test equipment for Maintenance Facility upgrade to MK 695 Mod 1 capability, spare and repair parts, technical data and publications, personnel training and training equipment, U.S. government and contractor engineering, technical and logistics support services, and other related elements of logistics support. Australia will use the MK 54 torpedo on its MH-60R helicopters and intends to use the torpedo on a planned purchase of the P-8A Increment 3 Maritime Patrol and Response aircraft. (DSCA)

- The first of 19 RAAF Orion's has been retired from active MR Service last year. The aircraft was not one of 18 upgraded to AP-3C status, but rather was used in testing, support and tactics. The remaining 18 will soldier on until the arrival of 8 anticipated P-8As and 7 UAVs in the next ten years.
- The first RAN legacy S-70B-2 Seahawk was retired from active FAA service late last year, leaving 15 current, as the service migrates to the MH-60R with Seahawk helicopter flying hours reducing over the forward years with the introduction. Another 3 will be retired this financial year.

“The ones which returned”

By Derek Buckmaster

The Story of the 21 Squadron Wirraways which returned to Australia from Malaya

Lacking any front-line fighters to aid in the defence of Singapore, eighteen CA-3 Wirraways were shipped to Malaya with 21 Squadron in August 1940. Of these aircraft only five made it back to Australia. This short piece looks at some of the surprising aspects of the “careers” of these aircraft after their return.

Following the unsuccessful attempt to repel the Japanese in their push south towards Singapore, 21 Squadron's Commanding Officer Squadron Leader W.F. Allshorn noted the following in his October 1941 Operations Record Book entry:

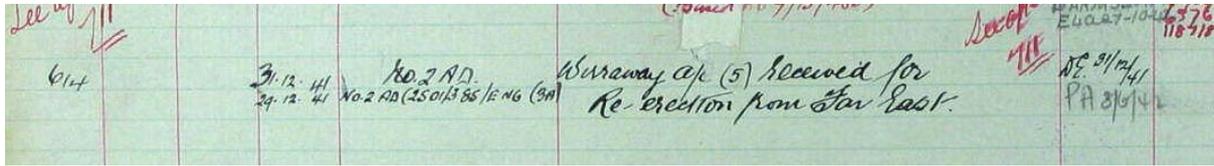
1/10/41 Received advice regarding disposal of Wirraways. Ten to be allotted to No. 151 Maintenance Unit Seletar for shipment to Australia, the remaining six to be allotted to Operational Training Unit, Kluang for training purposes within the command.

(The story of the six aircraft which flew to Kluang, Malaya on October 10th 1941 to join the RAF OTU there is another fascinating chapter in the story of the Wirraway, but that will not be covered in this brief essay).

The ten aircraft allotted for shipment to Australia were **A20-46, A20-47(GA-B), A20-51, A20-59, A20-61, A20-64, A20-84, A20-85, A20-86(GA-O) and A20-87.**

And of these ten aircraft, only the following five made it back to Australian shores: **A20-46, A20-51, A20-61, A20-84 and A20-85.**

These five aircraft had very varied, interesting and inter-connected existences after their Malayan experience. After departing Singapore aboard the S.S. Ormiston, they were unloaded in Sydney and arrived at No. 2 Aircraft Depot at Richmond on December 16th 1941.



Department of Air correspondence file entry for December 29th 1941: “No. 2 Aircraft Depot - Wirraway aircraft (5) received for re-erection from Far East”



The S.S. Ormiston, which returned the 5 Wirraways to Australia, photographed near Sydney.

After re-assembly and servicing at 2AD, the first two former 21 Squadron aircraft to be allotted to Squadron duties were A20-85 and A20-51, which went to 22 Squadron in January and March 1942 respectively.

The remaining three “returnees” were all allotted to 23 Squadron, with the first of the group, A20-46 arriving there in March 1942. Amazingly, for a short period in early June 1942 four of the five “returnees” were re-united on the strength of 23 Squadron.

Unfortunately A20-61 suffered a crash on May 29th, just three days before A20-51 and A20-84 arrived at 23 Squadron to complete the group. Prior to their arrival at 23 Squadron on June 1st, A20-51 had a brief stint at 22 Squadron and A20-84 had lingered at 2AD.

Surprisingly, two of these aircraft went on serve in Papua New Guinea with 4 Squadron (although not at the same time). Here is a summary of the lives of these aircraft after their return from Malaya:

A20-46

A20-46 was the first of the group to arrive at 23 Squadron, being issued from 2AD on March 23rd, 1942. It was also the last of the group to leave 23 Squadron, remaining until late June 1943 when 23 Squadron re-equipped with Vengeances. At the end of June 1942 the aircraft was taxied into an open underground tank, resulting in damage to the starboard wing tip and the airscrew.

In late September and early October 1942 the aircraft spent some time at 10 RSU, then in late October and early November the aircraft spent some time at No. 3 Aircraft Depot at Amberley.

On March 15th 1943 F/O L.A. Ley was flying the aircraft when the engine failed, due to a broken push-rod and cylinder. Ley managed a forced landing on the beach at Stradbroke Island. He was able to get the undercarriage down, and the aircraft landed safely on its wheels.

At the end of June 1943 the aircraft arrived at ANA Mascot for Dive Bomber modifications. ANA were one of 3 contractors carrying out these conversions on behalf of CAC. Work was finished by late July and the aircraft was delivered to No. 2 Aircraft Park at Bankstown.



Closest to the camera in this group of 23 Squadron Wirraways is A20-46 (NV-H).

From there the aircraft was issued to 7SFTS at Deniliquin, arriving on August 4th 1943 and the aircraft spent a year and a half in training duties there. With the reduced need for new pilots late in the war, 7SFTS was disbanded in December 1944, re-forming as the Advanced Flying and Refresher Unit (AFRU). In January 1945 A20-46 was surplus to flying needs and was paced into storage. In March 1945 the aircraft was transferred to storage at 5SFTS at Uranquinty. 5SFTS was also being disbanded and A20-46 was transferred to 8OTU at Parkes for continuing storage.

By December 1949 the aircraft had been selected for disposal, and approval was granted for its conversion to spare parts, with the residue to be disposed by the Department of Aircraft Production (DAP). The aircraft was officially written off on January 200th 1955.

A20-51

A20-51 arrived at 4 Squadron at Kingaroy on October 28th 1942 and was allocated to No. 3 flight. The squadron then made its way from xx to Port Moresby in two ground parties and four flights of aircraft. A20-51 arrived in the final flight on November 20th. It had a very short career with 4 Squadron, suffering a crash-landing near Manumu village in the Owen-Stanley ranges during a bombing attack mission against Japanese troop concentrations in the Buna area at approximately 1030 hours on December 11th.

Six Wirraways had set out on the mission however only four returned, with A20-51 and A20-485 both being lost over the Owen-Stanley Ranges. The pilot F/O A.K. Dineen and observer Sgt L.L. Winter became lost in cloud over the high ranges and decided to bail out when the aircraft ran low on fuel.

Dineen landed safely but saw nothing more of winter. Entirely without food save what palatable berries and roots he could find, he struggled through dense rainforest, following a mountain torrent downstream. On the third day, weak from hunger and fatigue, he attempted to shoot a duck with his service revolver, but slipped and the bullet passed through his right instep. Despite the wound he continued his tortuous journey until, on the fifth day, he reached a village where the natives cared for him for two days before carrying him to Nauro, whence he was brought back to Port Moresby.

A20-61

After returning from Malaya and being re-erected at No. 2 Aircraft Depot, the aircraft was issued to 23 Squadron on May 5th 1940.

After two years without incident, the aircraft crashed at Kingaroy on May 29th 1942 at 0955 hours. The pilot P/O C.W. Scott was slightly injured (abrasions to face and left elbow) and crew Sgt K.G. Smith 21580 was also slightly injured (contusions to shoulder). The aircraft was performing a circuit of the airfield and crashed from 800 feet altitude. The aircraft suffered extensive damage to port and starboard main planes, starboard elevator, tail plane, airscrew and the underside of engine cowling.

In mid-June the wreckage was received at No. 3 Air Depot at Amberley. The aircraft was officially recorded as converted to components and struck off charge on June 26th 1942

A20-84

A20-84 languished at No. 2 Aircraft Depot for a long period, being the last of the group to arrive at 23 Squadron on June 1st 1942. But then two weeks later the aircraft was transferred to 24 Squadron at Townsville.

Less than two weeks later the aircraft crashed at Mount Louisa, QLD, 2 miles from RAAF Station Townsville at 1508 hours on June 26th. Both the pilot P/O T.H. Gledhill 408838 and WAG Sgt C.R. Gould 210009 died in the crash.

A20-85

A20-85 was issued to 22 Squadron on February 9th 1942 after being re-erected at No. 2 Aircraft Depot. Then in mid-May it was transferred to 23 Squadron. In August it spent just over 2 weeks back at No. 2 Air Depot (from 9th to 24th) and in late September it was issued to CAC Fisherman's Bend for Dive Bomber Flap modifications. Upon completion of the work it returned to 23 Squadron on November 13th.

In early January 1943 the aircraft was issued to 4 Squadron, and suffered a taxiing accident damaging the port wing tip and airscrew the same day. After being allotted to 12 RSU for repairs it arrived at 4 Squadron on January 14th, just over a month after the demise of A20-51.

In mid-February the aircraft suffered a landing accident, causing damage to the starboard main plane and outer flap, the port main plane and port inner flap. It was sent to 15 RSU for repairs, arriving back at 4 Squadron on February 22nd.

Then in early March the aircraft suffered another landing accident at Berry, New Guinea, when aircraft developed a gradual swing to port and about 10 yards into thin scrub. The pilot was F/O J.M. Ifould.

In mid-June the aircraft was issued to No. 2 Aircraft Depot, arriving there on the 20th. Then on July 18th the aircraft was issued to No. 2 OTU at Mildura, arriving there the next day.* [See Editor's Notes](#)

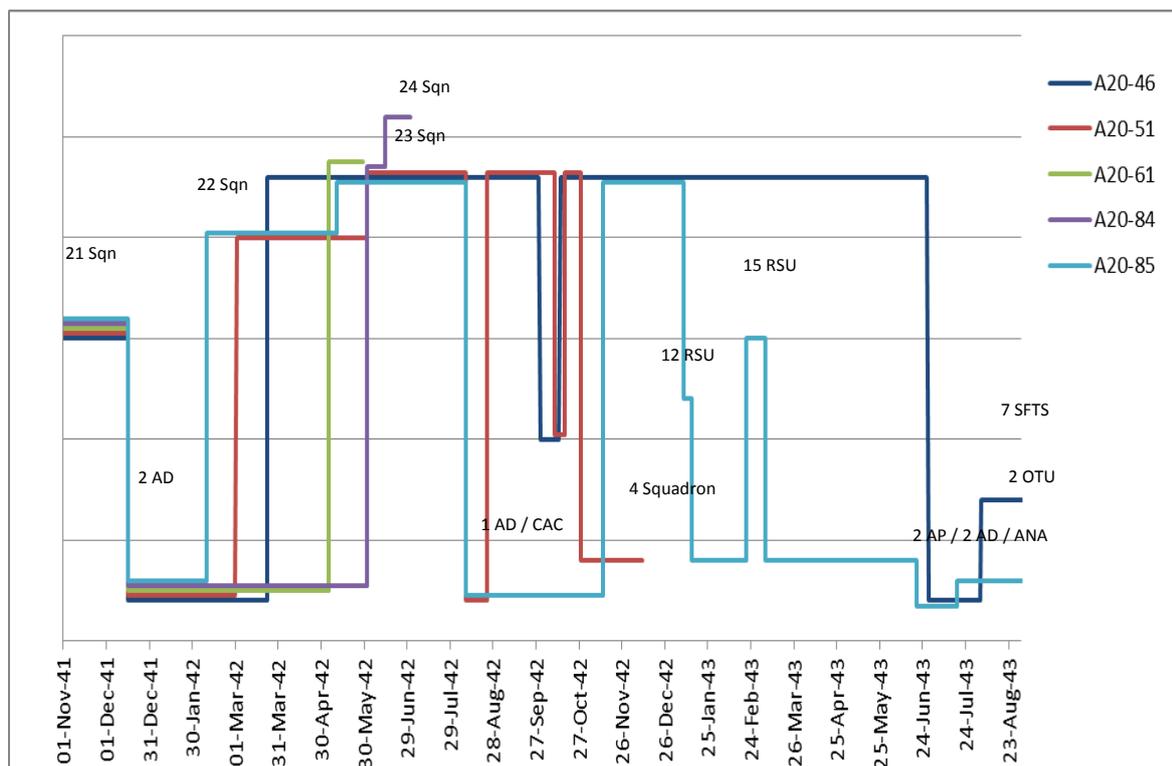
A year later the aircraft was issued to No. 8 OTU, arriving there on July 13th 1944. In late October the aircraft was allotted back to No. 2 OTU.

By mid-January 1946 the aircraft was surplus to requirements and was allotted to No. 7 Aircraft Depot at Tocumwal for storage in category "C"

In November 1949 No. 7 Aircraft Depot was renamed as No. 1 Aircraft Depot Detachment "B" and the aircraft was recorded as held there. At the end of October 1951 the aircraft was allotted to No. 1 Aircraft Depot for conversion to spare parts. It was transported by road, arriving at Laverton on November 12th, and officially written off on the same date.

A tangled timeline:

The timeline below shows the various allotments of the 5 "returnee" CA-3 Wirraways from 21 Squadron in Malaya for the 2 years after their return.



Below are the full movement histories (both before and after their Malayan adventure) for all five aircraft:

A20-46 (RAAF service of 14.95 years)

21/02/1940 Received at 1 AD from CAC with engine B20-45
10/04/1940 Issued to 3 Squadron ex 1 AD
23/05/1940 Allotted temporarily to 22 Squadron ex 3 Squadron
12/06/1940 Forced landing, no damage. Pilot was unable to locate Canberra due to unfavourable weather and fuel shortage and landed at Conjola, NSW at 1145 hours. Pilot A/C L.A. Keys unhurt. No damage to airframe or engine.
29/06/1940 Allotted 21 Squadron ex 22 Squadron
28/10/1941 Being packed for dispatch [to Australia] at 151 Maintenance Unit
16/12/1941 Received at 2 AD Richmond ex 21 Squadron (151 Maintenance Unit)
23/03/1942 Issued 23 Squadron ex 2 AD
30/06/1942 Accident when aircraft taxied into open underground tanks - damaged starboard wing tip and airscrew
30/09/1942 Received at 10 RSU ex 23 Squadron
14/10/1942 Received at 23 Squadron ex 10 RSU
26/10/1942 Received at 3 AD ex 23 Squadron
2/11/1942 Received at 23 Squadron ex 3 AD
15/03/1943 Forced landing at Stradbroke Island, broken push-rod and cylinder.
28/06/1943 Received at ANA Mascot ex 23 Squadron for Dive Bomber modifications
25/07/1943 Received at 2 AP ex ANA
4/08/1943 Received at 7 SFTS ex 2 AP
19/01/1945 Issued AFRU storage ex AFRU
19/03/1945 Received 5 SFTS stored reserve ex AFRU stored reserve
19/03/1945 Allotted 5 SFTS U/E ex S/R
27/03/1945 Transferred 5 SFTS S/R ex U/E
24/05/1945 Received at 8 OTU ex 5 SFTS
19/11/1945 Received 7 AD ex 8 OTU for storage
13/12/1949 Approved for conversion to spares and residue to be handed to DAP for disposal
20/01/1955 Written off

A20-51 (2.82 years)

18/03/1940 Received at 1 AD from CAC with engine B20-49
3/05/1940 Wirraway aircraft A20-47, 51, 56 and 57 with F/Lt R. Bradshaw in charge arrived Richmond from CAC
3/05/1940 Allotted to 21 Squadron ex 1 AD
23/10/1941 Being packed for dispatch [to Australia] at 151 Maintenance Unit
16/12/1941 Received at 2 AD Richmond ex 21 Squadron (151 Maintenance Unit)
2/03/1942 Received at 22 Squadron ex 2 AD
1/06/1942 Received at 23 Squadron ex 22 Squadron
9/08/1942 Received at 2 AD ex 23 Squadron
24/08/1942 Received at 23 Squadron ex 2 AD following engine change and 240 hourly service
10/10/1942 Received at 10 RSU ex 23 Squadron
17/10/1942 Received at 23 Squadron ex 10 RSU
28/10/1942 Received at 4 Squadron ex 23 Squadron

16/11/1942 Proceeded to Port Moresby, serviceable
11/12/1942 Aircraft listed as missing on air operations, while flying between Berry and Buna at 1030 hours. Crashed near Manumu village, PNG. Pilot F/O A.K. Dineen and crew Sgt L.L. Winter 2839 both bailed out. Dineen survived after battling through jungle for 8 days. No trace was found of Winter.
9/01/1943 Approval given for write-off

A20-61 (2.14 years)

6/05/1940 Received at 1 AD from CAC with engine B20-60
31/05/1940 Returned to CAC. Originally allotted to 12 Squadron, but this was cancelled.
26/06/1940 Received at 1 AD ex CAC
3/07/1940 Issued to 21 Squadron ex 1 AD
12/12/1940 Struck obstruction on aerodrome - undercarriage damaged
23/10/1941 Being packed for dispatch [to Australia] at 151 Maintenance Unit
16/12/1941 Received at 2 AD Richmond ex 21 Squadron (151 Maintenance Unit)
5/05/1942 Issued to 23 Squadron ex 2 AD
29/05/1942 Accident at Kingaroy aerodrome 0955 hours. Pilot P/O C.W. Scott slightly injured (abrasions to face and left elbow) and crew Sgt K.G. Smith 21580 also slightly injured (contusions to shoulder). Damage to port and starboard main plane, starboard elevator, tail plane, airscrew and underside of engine cowling.
18/06/1942 Received at 3 AD ex 23 Squadron
26/06/1942 Converted to components

A20-84 (2.05 years)

20/06/1940 Received at 1 AD from CAC with engine B20-73
3/07/1940 Issued to 21 Squadron ex 1 AD
8/07/1940 Serviceable at 21 Squadron ex 1 AD
23/10/1941 Being packed for dispatch [to Australia] at 151 Maintenance Unit
16/12/1941 Received at 2 AD Richmond ex 21 Squadron (151 Maintenance Unit)
1/06/1942 Received at 23 Squadron ex 2 AD
14/06/1942 Received at 24 Squadron ex 23 Squadron
26/06/1942 Aircraft crashed at Mount Louisa, QLD, 2 miles from RAAF Station Townsville at 1508 hours. Both crew members died in the crash, P/O T.H. Gledhill 408838 and Sgt C.R. Gould 210009.

A20-85 (11.50 years)

23/06/1940 Received at 1 AD from CAC with engine B20-75
3/07/1940 Issued to 21 Squadron ex 1 AD
8/07/1940 Serviceable at 21 Squadron ex 1 AD
14/10/1941 Received at 151 Maintenance Unit ex 21 Squadron
23/10/1941 Being packed for dispatch [to Australia] at 151 Maintenance Unit
16/12/1941 Received at 2 AD Richmond ex 21 Squadron (151 Maintenance Unit)
9/02/1942 Received at 22 Squadron ex 2 AD
11/05/1942 Issued to 23 Squadron ex 22 Squadron
22/06/1942 C check at 23 Squadron
9/08/1942 Received at 2 AD ex 23 Squadron
24/08/1942 Received at 23 Squadron ex 2 AD
22/09/1942 Issued to CAC ex 23 Squadron for Dive Bomber Flap modifications

13/11/1942 Received at 23 Squadron ex CAC
 8/01/1943 Issued to 4 Squadron ex 23 Squadron
 8/01/1943 Taxying accident, port wing tip and airscrew damaged
 8/01/1943 Allotted and held at 12 RSU ex 4 Squadron for repairs
 14/01/1943 Received at 4 Squadron ex 12 RSU
 16/02/1943 Landing accident, damage to starboard main plane and outer flap, port main plane and inner flap.
 19/02/1943 Reallotted to 4 Squadron ex 15 RSU on completion of repairs
 21/02/1943 Issued to 15 RSU ex 4 Squadron for repairs
 22/02/1943 Received at 15 RSU ex 4 Squadron
 6/03/1943 Landing accident at Berry, New Guinea, when aircraft developed a gradual swing to port and about 10 yards into thin scrub. Pilot was F/O J.M. Ifould.
 16/06/1943 Issued to 2 AD ex 4 Squadron
 20/06/1943 Received at 2 AD ex 4 Squadron
 18/07/1943 Issued to 2 OTU ex 2 AD
 19/07/1943 Received at 2 OTU ex 2 AD
 13/07/1944 Received at 8 OTU ex 2 OTU
 29/10/1944 Received at 2 OTU ex 8 OTU
 18/01/1946 Allotted 7 AD ex 2 OTU for storage in category "C"
 22/03/1946 Issued to CMU Tocumwal ex 2 OTU
 22/03/1946 Aircraft to be stored under cover Category "C"
 28/03/1946 Received at CMU Tocumwal ex 2 OTU
 17/08/1948 Required for post-war use. To be stored in category "C"
 31/01/1951 Held category "C" storage 1 AD Detachment "B"
 30/10/1951 Allotted to 1 AD ex 1 AD Detachment "B" for conversion to spares. Road transport.
 11/12/1951 Received at 1 AD ex 1 AD Detachment "B"

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- No. A10297, Control symbol Block 107, Barcode 3007860 Aircraft status cards - Wirraway A20-1 to A20-305

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*Editor's Notes:

Note #1 on the 22nd July 1943, this ex-Malaya Veteran aircraft was paired up with another ex-Malaya Veteran by name of F/lt F. Leigh Bower, formally a 453Sqn RAAF Fighter pilot, who flew Buffalos. He was evacuated to Australia from Palembang via Java after the 9th February 1942. He would fly in **A20-85** several times in his stay at 2OTU as an instructor, as late as March 1944. There is another connection for He was tested on arrival in Malaya on the 27th August 1941 in one of the five Malaya survivors, **A20-46**, before converting to Buffalos.

Note #2: Recently discovered that Y Sqn's ex 21 Sqn RAAF Wirraway **A20-83 was GA-X**, see Odd Shots

Note #3: Let's hope that Derek does a story on the 24 Sqn RAAF Rabaul Wirraways, and who knows, the Editor may have some pics of "after the invasion" Wirraway wrecks.

On 7th December 1941, the USAAF tries to hit back.

To quote a Japanese Naval Pilot: *“During the attack many of our pilots noted the brave efforts of American fliers to get planes off the ground. Though greatly outnumbered, they flew straight in to engage our craft. Their effect was negligible, but their courage commanded admiration.”*

What’s little known is the valiant effort to put up Army Air Force bombers up on that day, to seek and to find and bomb the Japanese Carrier Fleet. While the attack was still in progress, personnel at Hickam, Wheeler, and Bellows Fields began preparing available aircraft for search missions to locate the enemy's carriers.

The following is a table of Equipment listing made on the close of the 8th December, 1941 of the Hawaiian Air Defence Command.

STATUS OF AIRCRAFT ON OAHU, BEFORE AND AFTER THE ATTACK*				
On Hand Before Attack	Total	In	Destroyed During Attack	In Commission
	Held HAD	Commission		After Attack
B-17D	12	6	5	4@@
B-18	33	21	12	11
A-20A	12	5	2	9 @
P-40C	12	9	5	2
P-40B	87	55	37	25
P-36A	39	20	4	16
P-26A	8	7	5	2
P-26B	6	3	1	2
P-12A	3	1	0	1
A-12A	2	2	0	1
AT-6	4	3	1	2
OA-9	3	3	2	1
OA-8	1	1	0	1
0-47B	7	5	0	5
0-49	2	2	1	1
C-33#	2	2	0	0
B-24A	1	1	1	0
TOTALS	234	146	76	83
The aircraft were distributed around the island as follows:				
Hickam Field: 12 B-17Ds,32 B-18s,12 A-20As, 2 P-26As,2 A-12As,2 C-33s,and 1 B-24A. Wheeler Field: 12 P-40Cs, 87 P-40Bs, 39 P-36As, 6 P-26As, 6 P-26Bs, 3 A-12As, 4 AT-6s, 3 OA-9s, and 1 OA-8				
@ Air Force and congressional investigation records indicate five A-20s in commission after attack, while Colonel Eckhart's records claim nine were in commission and ready to fly.				
Bellows Field: Some 2 0-49s, 7 0-47Bs, and 1 B-18 temporary based there.				
@@ These figure do not include the in commission transit force of 8 B-17E/Cs of the 7th BG				

Since the Navy was responsible for the search, General Martin called Admiral Bellinger on the field phone which connected their two offices and asked "which direction to go to find the carriers"; however, the admiral had nothing on this. General Martin subsequently received information that a carrier might be 25 to 40 miles south of Barbers Point.

As soon as A-20A aircraft of the 58th Bombardment Squadron had been loaded with bombs, he gave them the mission of finding the carrier. The first flight of four light bombers, headed by Major Holzapfel, took off from Hickam Field at 1127hrs but found nothing.

A second flight of three A-20As became airborne at 1300hrs, led by 1st Lt Perry S. Cole, with TSgt O'Shea as bombardier and Rod House as gunner. They, too, were unsuccessful in their search for the Japanese carriers. Crew members did get a dramatic view of the damage caused by the attack, plus 20 to 30 holes in their aircraft from trigger-happy antiaircraft gunners.

A-20A's of the 58 th BS		
Group Number	Serial Number	Status as of 1845Hrs: 8/12/1941
#5	40-125	In Commission
#7	40-127	In Commission
#8	40-128	In Commission
#9	40-130	In Commission
#11	40-133	In Commission
#12	40-134	In Commission
#13	40-135	In Commission
#14	40-136	In Commission
#16	40-150	In Commission
#10	40-131	Repairable
#15	40-137	Destroyed
#17	40-151	Destroyed

Captain "Blondie" Saunders, who had been named provisional commander of all B-17s, led a three-plane formation of Flying Fortresses which also started off in search of the Japanese carrier force.

One aircraft, 11th BG's B-17D **40-3060**, had to abort, however, when its tail wheel started to vibrate and the co-pilot mistakenly grabbed the lever locking the elevators rather than the tail wheel.

This resulted in raising the tail of the B-17, ruining all four propellers. The two remaining B-17D aircraft, 11th BG's B-17Ds **40-3084** and **40-3090** piloted by Lt Saunders and Capt Brooke E. Allen, took off at 1140hrs, circled around Diamond Head, and were in the air for about seven hours, arriving back at Hickam around 1800hrs.

Allen reported being sent out with information that there were two Japanese carriers to the south, but he found very shortly after takeoff that there was only one American carrier to the south. Then, following his personal feeling that the Japanese would have come from the north, he put his compass on "N" and headed straight north. How close he ever came to the carrier task force, he

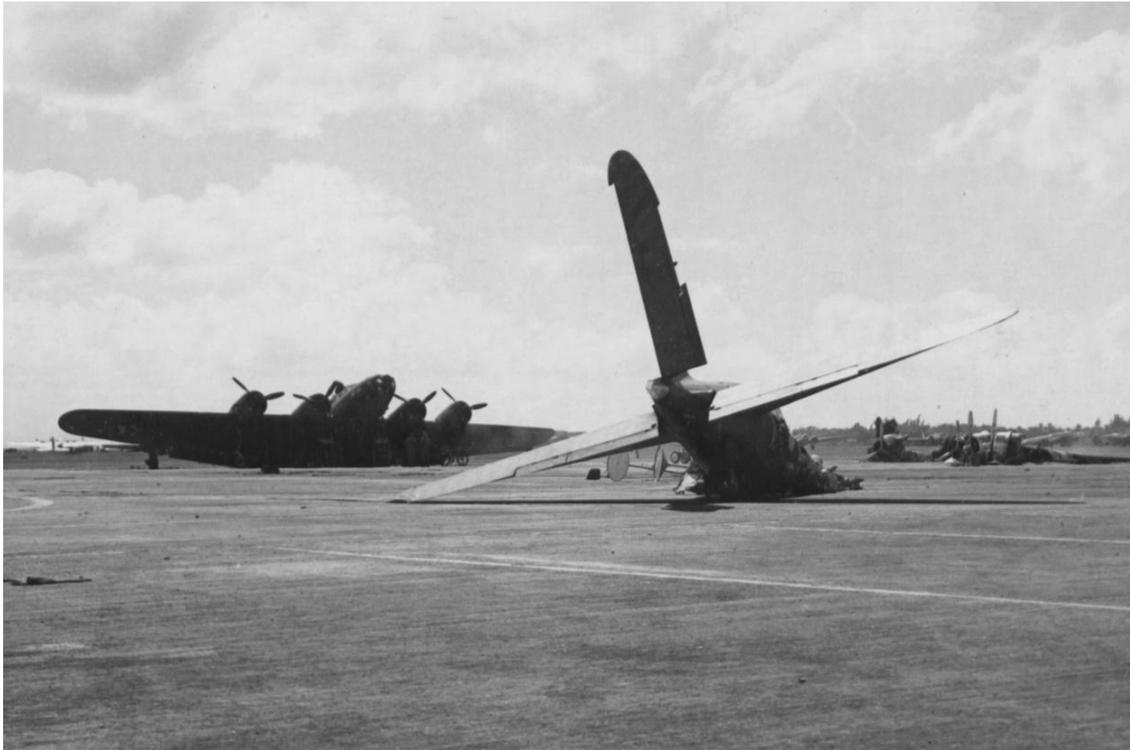
never knew but "returned with minimum fuel and a heart full ol' disgust that I had been unable to locate them."

Saunders recalled that "the military forces on Oahu had seen B-17s around the island for six months but they really let go at us, like we were public enemy number one. I thought we were going to be shot down by our own forces."

Captain Waldron, provisional commander of all four in commission B-18s, joined in the search with two aircraft, taking off at 1330hrs in a northwest direction. His B-18 carried six 100-pound bombs and two .30 calibre machine guns, and 31st Bomb Squadron personnel made up the crew.

USAAF Bomber Force available post Japanese raid, 8th December, 1941.

Serial and Model	Crew Captain and Unit	Landed/Based	Status 9th Dec 41
41-2429 (B-17E)	Capt Richard H. Carmichael 88th Reconnaissance Squadron	Haleiwa Aux Fld	In Commission
41-2430 (B-17E)	1st Lt Harold N. Chaffin 88th Reconnaissance Squadron	Haleiwa Aux Fld	In Commission
41-2416 (B-17E)	1st Lt Frank P. Bostrom 88th Reconnaissance Squadron	Kahuku Golf Crs	Repairable
41-2432 (B-17E)	1st Lt Robert E. Thacker 88th Reconnaissance Squadron	Hickam Field+	Repairable
41-2433 (B-17E)	1st Lt Harry N. Brandon 88th Reconnaissance Squadron	Hickam Field	In Commission
41-2434 (B-17E)	1st Lt David G. Rawls 88th Reconnaissance Squadron	Hickam Field	In Commission
41-2413 (B-17E)	Maj Truman H. Landon 38th Reconnaissance Squadron	Hickam Field	In Commission
41-2408 (B-17E)	1st Lt Karl T. Barthelmess 38th Reconnaissance Squadron	Hickam Field	In Commission
40-2074 (B-17C)	Capt Raymond T. Swenson 38th Reconnaissance Squadron	Hickam Field	Destroyed
40-2049 (B-17C)	1st Lt Robert H. Richards 38th Reconnaissance Squadron	Bellows Field	used as spares
40-2054 (B-17C)	1st Lt Earl J. Cooper 38th Reconnaissance Squadron	Hickam Field	In Commission
40-2063 (B-17C)	1st Lt Bruce G. Allen 38th Reconnaissance Squadron	Hickam Field	In Commission
40-3084(B-17D) #41	11th Bombardment Group (Hawaiian Based)	Hickam Field	In Commission
40-3060 (B-17D)#40	11th Bombardment Group : Change four props	Hickam Field	In Commission
40-3090(B-17D)#60	11th Bombardment Group:	Hickam Field	Repairable
40-3*** (B-17D)#61	11th Bombardment Group : Destroyed	Hickam Field	Destroyed
40-3077(B-17D)#80	11th Bombardment Group : Destroyed	Hickam Field	Destroyed
40-3083(B-17D)#81	11th Bombardment Group : Destroyed	Hickam Field	Destroyed
Shaded Blue are B-17Es that arrived in Australia in February 1942 and were then based in Townsville as the 435thBS (Kangaroo Sqn) after combining the 14thBS, 88thRCS and the 38RCS Survivors. RAAF Pilots and Navigators flew in this unit.			
36-327 (B-18) #50	11th Bombardment Group	Hickam Field	In Commission
36-336 (B-18)#52	11th Bombardment Group	Hickam Field	In Commission
37-20 (B-18)#53	11th Bombardment Group	Hickam Field	In Commission
37-5 (B-18)#94	11th Bombardment Group	Hickam Field	In Commission
Of the remaining B-18s of 11thBG: B-18s 36-328(#54),36-436(#77), 36-437(#78), 37-15(#79), 37-7(#4) and 37-6 (#93) were repairable, whilst those destroyed were 36-335(#51), 36-270(92) and 37-12(#95)			

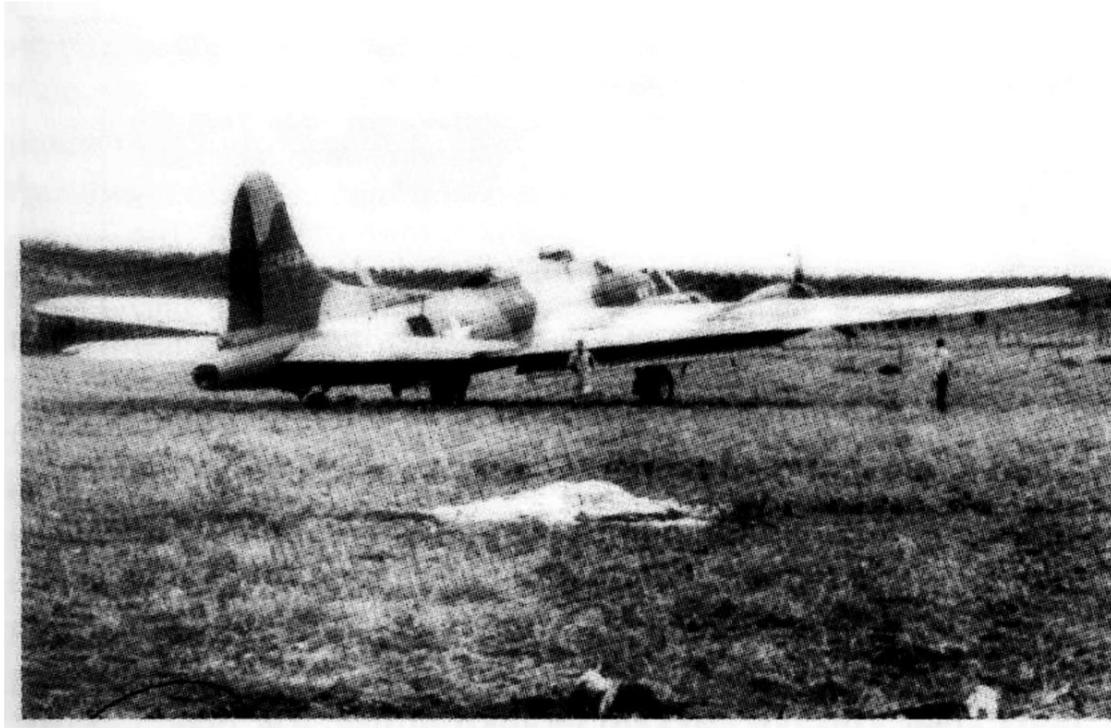


B-17D 40-3077 #80 after the raid.

The bombing capability of this obsolescent aircraft was the routine procedure; he finally got on the radio and said, *"This is Gatty, your friend! Please let me land!"* That went on for some time-45 minutes to an hour-before he finally got clearance to land.



7thBG's B-17E 41-2434 in NZ on delivery to Australia February 1942



7thBG's B-17E 41-2429 later at Cairns Airport Queensland, in April 1942



7thBG Unidentified B-17E at Hickam Field later after the last raid: Note Bendix Remote Turret

At Wheeler, as soon as available fighter aircraft could be patched together and serviced, they were sent up to patrol the skies. They, too, encountered heavy anti-aircraft artillery fire, especially over Pearl Harbor, then faced a barrage of rifle and machine gun fire when approaching Wheeler to land.



5th BG's B-18 36-270 #92 sits in its hanger after blast damage.



Other 5th BG B-18s, including 36-328(#54) lay damaged or destroyed, on Hickham's tarmac

One mission flown by an assortment of ten 15th Pursuit Group planes was at dusk escorting B-17s on a search north-northwest of Oahu, in a 200 mile sweep for one and one-half hours.

Another was a twilight scramble by Lieutenant Ahola and other 18th Pursuit Group pilots who took off from Wheeler to investigate a bogey (an unknown), with instructions to climb as high as they could and fly toward Diamond Head. The flight commander, 1st Lt Charles H MacDonald asked what they were supposed to be going after.

When control tower personnel told him it was reported there was a bright light over Diamond Head, he said, ***"Doesn't anybody know that Venus is bright out there this time of year?"***



A Sad sight, P-40B/Cs, destroyed at Wheeler Field being salvaged: note spinners are off.



A P-40C in mint condition on its first test flight at Buffalo NY, similar to the 15th Pursuit Group in Hawaii; this aircraft 41-13404, however went to the 32nd PG in Panama CZ. A mystified RAAF received one upgraded P-40G wing set in 1942 by accident, from the USA for this model!



A 15th Pursuit Group Commander's P-36 above Wheeler Field 1940. Lt Brown shot down a Zero in one of these.



An OA-47 Observation Plane; Ten of these aircraft would be sent out to Australia in February 1942

With that, they aborted the mission and returned to Wheeler Field, thus ending the last mission on the 7th December 1941. As Captain Waldron remembered after landing his B-18, *“As the cold and weary aircrew members from Hickam climbed stiffly out of their aircraft, fortunate as they were anxious, it was just now a matter to find something hot to eat”*

In all, USAAF A-20, B-17, B-18, P-40, P-36, and O-47 aircraft flew a total of 48 sorties in a fruitless search for the enemy's carriers on the 7th December, 1941. Tomorrow was another day.

Gordon R Birkett@2013

Sources: USAF AHRA: Microfilms 7thAAF Aircraft Status: Combat Diaries

For others to live: RANFAA Gannett XA332



RANFAA Gannet similar to the crashed aircraft



Lt Peter John Arnold, RANFAA

PILOT "GAVE LIFE TO SAVE CAMP"

SYDNEY, January 30 1959

A Royal Australian Navy pilot today manoeuvred his crashing aircraft past a crowded caravan park and a school at Miranda, 12 miles south of Sydney, and crashed to his death.

Rocked

Eyewitnesses to the crash are convinced the pilot gave his life to prevent a major tragedy.

The pilot was Lieut. Peter John Arnold, 26, married, with one child, of Huskisson, near Nowra.

The aircraft, an RAN Gannett anti-submarine type, was being flown from an aircraft factory at Bankstown to the RAN base at Nowra.

The aircraft broke up in mid-air before crashing to earth, with a terrific explosion, close to the caravan park, which houses 200 people.

Plane Blazes After Crash

The explosion rocked nearby houses.

The wreckage burst into flames and burned for more than an hour, while firemen fought the blaze. Thick black smoke rose hundreds of feet.

Two hours after the crash parts of the wreckage were still white-hot.

Campers in the caravan park fled terrified as the Gannett spun and then nose-dived towards the camp about 11 a.m.

As the aircraft came in, with pieces of fuselage breaking away, residents said they saw the pilot trying to pull back his cockpit canopy.

Police later took possession of the canopy, which was found at the back of a house 100 yards from the crash point.

Three of the campers in the caravan park collapsed from the shock of the crash and were taken to hospital. Three others collapsed and were treated by ambulance men on the spot.

Explosions

Mrs. G. Barraud, who lives in the caravan park, said:—

"We heard the plane scream overhead and then there was a series of explosions.

"Pieces started falling off the plane and then there was a big explosion as the tail fell off.

"People started screaming as the plane came in just above the treetops.

"It started to spin and wobble and then it nose-dived.

"We could see the pilot struggling with something. He was trying to avoid the park and the houses near it.

"He obviously killed himself rather than crash into the crowded caravan park.

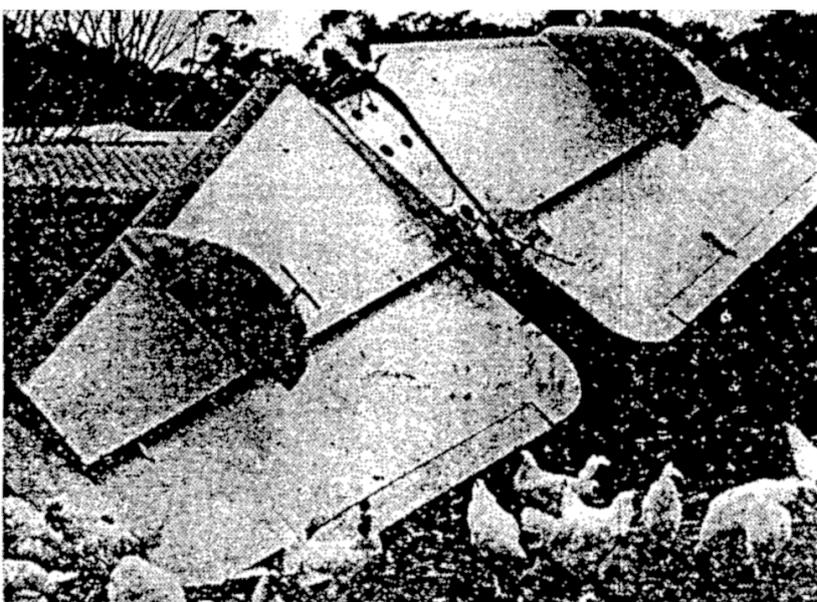
"The pilot looked as if he was trying to reach a market garden just across the street but he couldn't make it."

Streets for more than a mile around the scene of the crash were jammed with cars as hundreds drove to the scene.

The Minister for the Navy (Senator Gorton) has ordered an enquiry into the crash.



EXPERTS EXAMINE WRECKAGE



ABOVE: Naval experts examining of the Fairey Gannet anti-subr which crashed yesterday near a co Sylvania. The pilot, who guided plane away from the crowded par

BELOW LEFT: The tailplane, which from the plane into a nearby fowl; witnesses said the tail assembly begc tegrate four miles from the site of the official inquiry has been orde



Vale: Tony Gaze

Squadron Leader F.A.O Tony Gaze RAFVR OAM DFC and 2 Bars was a very distinguished, although largely unsung Australian, who was not only an Ace Fighter Pilot flying Spitfires throughout World War II, but who also was a well known and successful racing driver in the U.K, Europe and Australia in the years following the war.

Frederick Anthony Owen “Tony” Gaze was born on the 3rd February 1920 in Melbourne to Irvin and Freda Gaze. Irvin and Freda had both served in the First World War (1914-1918), Irvin as a pilot with 48 Squadron Royal Flying Corps flying Bristol Fighters over the Western Front, and Freda as a driver with the Royal Flying Corps in England.

Whilst studying at Cambridge, the war broke out and he joined the RAF Volunteer Reserve.

A Spitfire pilot in Britain from the age of 21, Gaze flew as Douglas Bader's wingman from March 1941. Tony won his first Distinguished Flying Cross (DFC) for shooting down 2 Messerschmitt 109's, while flying a Spitfire IIB, DW-G, with 610 Squadron during a dog fight on the 10th July 1941.

In June 1942 Tony was posted to 616 Squadron in Northamptonshire, as Flight Commander 'B' Flight, at the same time that the famous 'Johnnie' Johnson was commanding 'A' Flight. At that time the squadron was equipped with the high altitude Spitfire Mk.VI, which had been developed to counter enemy high altitude bombers and reconnaissance planes. Tony flew with 616 Squadron until the 29th August 1942, by which time he had 4 enemy planes destroyed and one probable.

Tony was subsequently promoted to Squadron Leader and became Commanding Officer of 64 Squadron RAF.

After serving briefly with 453 Squadron (RAAF) based at Hornchurch, Tony was then posted to 66 Squadron at RAF Kenley as commander of 'A' flight.

Following a short period of rest and recuperation and some other postings, Tony then re-joined 610 Squadron flying Spitfires from bases in England and later in Belgium, Holland and Germany as the Allied invasion of Europe progressed. Interestingly, Tony was also credited with becoming the first allied airman to land back on European soil (St Croix-Sur-Mer, France) after D-Day on the 10th June, 1944.

On the Saint Valentine's Day 1945, while flying Spitfire XIV DW-F, Tony became the first Australian pilot to shoot down a German Messerschmitt Me262 jet.

Posted to 41 Squadron before being later posted to 616 Squadron RAF, Tony became the first Australian fighter pilot to fly the new Meteor III jet operationally. During the last days of the war and just prior to the Unconditional German Surrender, Tony flew his Meteor to a stretch

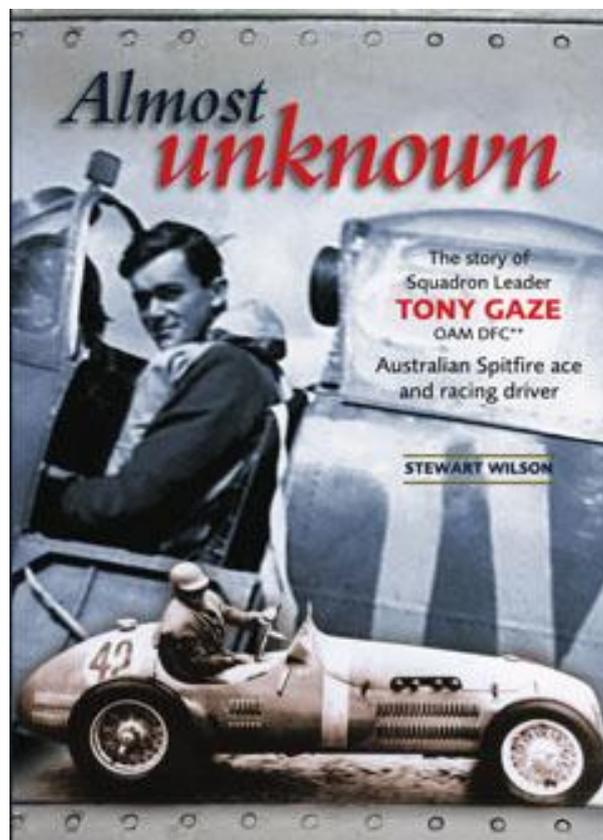
of autobahn where it was known Me 262's were parked, and landed there to meet with the German pilots. After looking over each other's aircraft, Tony flew back to his base having declined an invitation from the German pilots to attend a party being held that night.



Tony Gaze finished the war a double-Ace with 11 destroys and 3 shared, including a Me262 and Arado 234, 4 probables and one V1. He was the first Australian to destroy an enemy jet in combat and the first Australian to fly a jet in combat. Post war, he relinquished his RAF VR Commission and briefly joined the RAAF from 1947 to 1949.

More reading per his post Service record can be found on www.tonygaze.com

Sources:<http://www.tonygaze.com/> , 41Sqn RAF Assoc: <http://brew.clients.ch/raf41sqdn.htm>





Curtiss Corner: P-40N-20 ex-A29-695



One of 22 P-40N-20s issued to 5th AAF in July 1944 as part of a August 1942 P-40 Pool Agreement, whereby the RAAF and USAAF mutually exchanged replacement P-40 airframes as required.

Rec 13ARD Detachment Garbutt (DG), Townsville by Ship ex USA 02/02/44. Renumbered **A29-695** from Mac Air **A29-1264** 02/02/44. Rec 3AD ex 13ARD DG 07/04/44. Rec 5AD Storage ex 3AD 30/05/44. Rec 5AD ex 5AD Storage 31/07/44. Transferred to FEAF USAAF per request 27/07/44. Issued FEAF ex 5AD 04/08/44. Returned to original FY Serial: **43-23198**

The history thereafter is sketchy, but was received by 7th Fighter Squadron, 49th Fighter Group and given Group Number #28. When 7th FS re-equipped, the surviving P-40Ns were transferred to the 82nd Tactical Reconnaissance Squadron (82nd TRS), 71st Tactical Reconnaissance Group (71st TRG) later based at Lingayen PI where the above picture was taken in 1945 before converting to Mustangs. 82nd TRS locations: Biak, 16 Jul 1944; Morotai, 1 Oct-31 Dec 1944 (air echelon at Biak to 17th Oct 1944, at San Jose, Mindoro, 29th Dec 1944-17th Jan 1945, and at Lingayen, Luzon, after 17th Jan 1945); Lingayen, Luzon, 20th Jan 1945.

Sources: E/E-88 Card: USAF AHRA



Corner: Hudson US-T



Perhaps reported as one of the many Hudson aircraft destroyed on ground by enemy action from 9/12/41 at Kuantan, Malaya to Sembawang on the 15/02/42, with Ground Parties reporting all aircraft were torched and destroyed before scarping off. **Apparently not** as this is a Japanese Photograph of US-T, with a Decoy Hudson nearby, that shows otherwise.

The location, I'm inclined to believe, is Sembawang on Singapore as the Hudson decoys were used at the base. If anyone can expand on the location of the grounded Hudson's circa 15/02/42 it would be appreciated. One further Hudson was captured and made airworthy in Java. Picture of a mint condition no 1 Sqn Hudson below, in better days with spinners fitted, prior to December 1941.



Odd Shots: No 1 Squadron Hudson Aircraft



"Perhaps a push start will get her going?" No 1 Sqn Hudson and Groundies in *shortie* overalls.



A16-19 US-B on takeoff



No 8 Sqn A16-86 NN-A warming up, with **No1 Sqn A16-51 US-L** sitting, with **21Sqn RAAF Wirraway A20-83 GA-X**, behind with others.



A16-52 US-M being towed out to the tarmac.



A16-54 US-U cleaning up following take-off. Used as one of two Navigation Ships to escort some 11 Hurricane Fighters from P1 to Singapore on the 05/02/42. Captained by F/Lt Emerton. This aircraft also carried 6 spare Hurricane Pilots.



A16-19 US-B lands

Next Issue, the Summer 2013 edition, will be out circa late December 2013.