

Refugee, stranded and evacuated aircraft of the NEI Army Aviation Corps in Australia and British India

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Introduction

After the capitulation of the allied forces in Java, former Netherlands East Indies (NEI) on 8 March 1942 (effective the next day) quite a lot of aircraft of the NEI Militaire Luchtvaart KNIL (ML/KNIL, the Army Aviation Corps of the Royal NEI Army) and the Marineluchtvaartdienst (MLD, Dutch Naval Air Service) were flown to safety, the majority going to Australia. Also a huge logistic pipeline with transport ships sailing between the United States and the NEI was abruptly severed when Java capitulated. Many Dutch ships carrying war materials including aircraft were unloaded in Australia or Ceylon and British India. Aircraft were also ferried from the U.S.A. to the NEI. In case of the ML/KNIL North American Aviation (N.A.A.) B-25C medium-bombers were received in this way. Ferry detachments of the ML/KNIL had been flown to Australia and British India in February 1942 to accept these aircraft and fly them to Java. Although the first B-25Cs arrived before Java's capitulation the bombers could not be flown to Java anymore and were stranded. The delivery of B-25Cs in the U.S.A. continued for a few weeks and the final bomber arrived in Australia on 7 April 1942.

Research questions used for this paper were the following. 1. What kind of aircraft of the ML/KNIL in what quantities ended up in Australia and British India? 2. Were these aircraft in any way useful to the allied war effort after being transferred or sold to allied authorities?

Apart from the 62 ML/KNIL so-called refugee aircraft that reached Australia by ship from the U.S.A., eleven Lockheed 18 Lodestar transport aircraft and one Glenn Martin 139 (B-10) bomber of the ML/KNIL reached Australia from Java. Also 11 KNILM (Royal Netherlands Indies Airline) and KLM (Royal Dutch Airline) and Dutch Government owned aircraft seconded to the KNILM, which operated under military command of the ML/KNIL, were evacuated to Australia. A total of 24 N.A.A. B-25Cs were ferried for the Netherlands Purchasing Commission (NPC) to Australia of which 22 could be accepted by the ML/KNIL Detachment at Archerfield (Brisbane) and two crashed on arrival and were write offs. Another six were ferried to British India of which one crashed en route and five were accepted by the ML/KNIL Detachment at Bangalore. ML/KNIL aircraft that ended up in Ceylon and British India further comprised one Lockheed 212 escaped from Java to Ceylon and two

Lockheed 12As unloaded by the Dutch ship ms Kota Baroe at Karachi in British India in April. Apart from one KNILM Lockheed 14 and five of the B-25Cs in Australia all ML/KNIL refugee, evacuated and stranded ferried aircraft were taken over by the USAAF, RAAF and RAF. MLD aircraft are not a part of this study.



Lockheed 18 Lodestar No. LT9-23 of the Depot Vliegtuigafdeeling (D.VI.A., the air transport squadron of the ML/KNIL) photographed after the allied capitulation in Java at Pearce (Perth) in March 1942. It was employed at the time for the further evacuation of NEI military personnel and civilian evacuees from Perth to Melbourne (RAAF Museum, via Gordon Birkett).

Refugee cargo in Australia

Brewster 339 fighters, Curtiss P-40E fighters, Curtiss-Wright 22B advanced trainers and Lockheed 12A light transport aircraft of the ML/KNIL came to Australia on five Dutch ships in March and April 1942. Three of these ships also and another three ships exclusively transported aircraft for the MLD. The ships destined for the Netherlands East Indies carrying the mentioned aircraft were the following (aircraft for the MLD in parentheses).

Tabian: 3 Brewster 339s (and 7 NAF assembled Vought-Sikorsky OS2U-3s), arrived at Fremantle on 9 March, Melbourne c. 12 March, left Melbourne 18 April.

Mapia: 4 Brewster 339s (and 6 Douglas DB-7Bs plus 10 Vought-Sikorsky OS2U-3s), arrived Melbourne c. 25 March.

Sloterdijk: 10 Brewster 339s and 7 Curtiss-Wright 22Bs, arrived Fremantle (ex Tjilatjap) on 8 March, Melbourne 10 March, left Melbourne 19 April.

Tjibesar: 4 Brewster 339s and 14 Curtiss-Wright 22Bs, arrived Albany (ex Tjilatjap) c. 9 March, Melbourne c. 12 March.

Bantam: 18 Curtiss P-40Es, arrived Sydney 23 April.

Tarakan: 2 Lockheed 12As (and 5 Douglas DB-7Bs), arrived Sydney c. 31 March.

Weltevreden: (5 Douglas DB-7Bs and 7 Vought-Sikorsky OS2U-3s), arrived Sydney 2 April.

Tosari: (3 Douglas DB-7Bs), arrived Hobart 6 March 1942, Adelaide 13 March, Melbourne c. 21 March.

Tabinta: (3 Douglas DB-7Bs), arrived Sydney 1 April. [1]

All of the above mentioned ML/KNIL aircraft were taken over by the United States Army Forces in Australia (USAFIA) in a number of conferences with NEI and Allied authorities in March 1942. USAFIA was to arrange payment or substitution of the acquired aircraft for later to be delivered new ones as the majority of the NEI aircraft were to go to the USAAF in Australia. A number of the Curtiss P-40E and Brewster 339 aircraft were transferred to the RAAF, as were most of the MLD aircraft. [2]

Curtiss P-40E aircraft to the USAAF and RAAF

Eighteen P-40E fighters arrived at Sydney with ms Bantam on 23 April and were unloaded and received for assembly by 2 Air Depot (2 AD) of the RAAF three days later. They were allotted to the USAAF and the RAAF in initially a nine-nine fair split up. Fighters were still a scarce commodity in Australia at the time and the NEI aircraft were most needed by both the RAAF and the USAAF. [3] The USAAF had become responsible for the defence of Darwin and reformed for this task the fresh 49th Pursuit Group (49th PG, to become 49th Fighter Group, 49th FG on 15 May 1942) equipped with Curtiss P-40Es. The squadrons of the group arrived from the U.S.A. in February 1942. The 9th PS (later 9th FS) at Williamtown was stationed at Livingstone (NT) on 17 March 1942, followed by the transfer of the 7th PS (7th FS) from Bankstown to Strauss (NT) on 9 April and the 8th PS (8th FS) from Fairbairn (Canberra) to Batchelor (NT) on 17 April. The 49th FG was assisted by two RAAF early warning radar stations and spotting reports from a Royal Australian Navy warship on continuous patrol on the route Koepang-Darwin. It soon established an air superiority situation using tactics learned the hard way in the Philippines and in Java. [4]



Former ML/KNIL Curtiss P-40E 41-25180 when serving with the 9th Fighter Squadron, 49th Fighter Group in 1943. Initially allotted RAAF this aircraft was eventually delivered to the USAAF in May 1942 (collection Gordon Birkett).

The 49th FG was a very inexperienced unit on arrival. At the end of February of the total of 102 pilots, 86 had no flying time on fighters at all and nine had on average only 15 hours. Despite the posting of 15 experienced former 17th Pursuit Squadron (Provisional) pilots evacuated from Java, the high number of pilots that still had to be converted to the P-40E fighter caused a lot of headaches. [5] The training at Williamtown, Bankstown and Fairbairn generated lost and damaged P-40s due to pilot error at an alarming rate. The former NEI CW-22B trainers and Brewster 339 fighters were not yet available and the RAAF was unable to assist with trainers that could fill the gap between the N.A.A. AT-6 Texan the pilots had earned their military pilot license on and the Curtiss P-40E. When the move to the Darwin area started also the ferry route to the war bases in the Northern Territories soon was full of crashed and damaged P-40s. [6]

The aircraft reserve of the group was fully depleted when the squadrons were established at their war bases and USAAF P-40Es just arrived from the U.S.A. or en route were traded with the RAAF for P-40s already being assembled. The latter included a number of the former ML/KNIL aircraft and eventually 14 of the 18 P-40Es went to the 49th Fighter Group mid-May 1942. The squadrons of the group were transferred to airfields at Port Moresby in Papua New Guinea in September-October

1942, the 7th FS being transferred on 19 September, the 8th FS on the 25 September and the 9th FS on approximately 10 October 1942. [7] Eight of the 14 former ML/KNIL aircraft still flew in 1943 but all eight were expended in the course of that year. A few aircraft that went missing on operations or received major damage and were cannibalised were written off only in 1944, though. See the Appendices for a summary of individual aircraft histories and the transfers between RAAF and USAAF.

The RAAF used its four former NEI P-40Es and 20 of its own aircraft to equip the new 76 Squadron. This unit was established on 14 March 1942 and was forming up and training at Archerfield, Brisbane and from 15 April at Aitkenvale airfield in the Townsville area. In May the first operations were flown and in the next month it reached its statutory strength of 24 P-40E Kittyhawks. The unit moved to Milne Bay in Papua New Guinea in July. [8] Aircraft A29-93 and -92 became missing on 12 August, respectively on 1 September 1942. The A29-95 had a crash landing and was converted to components in 1943. Kittyhawk A29-94 later served with 75 Squadron RAAF but was also converted to components after a forced landing in 1944. See the Appendices for further details.

Both the USAAF and the RAAF had quickly put the ex ML/KNIL P-40Es in service, the aircraft having become available at a crucial time when additional fighter aircraft were in great demand.

Brewster 339 fighters and Curtiss-Wright 22B trainers to USAFIA

The four ships carrying the Brewster 339 fighters and Curtiss-Wright 22B advanced trainers of the ML/KNIL were all redirected to the Melbourne-Geelong area and unloaded there. Eighteen of the CW-22Bs and seven of the Brewster 339s (one model 339-18 with a 1,200 hp engine and six model 339-23s with a 1,000 hp engine) were erected at the so-called Geelong Erection Depot by Australian civilian personnel in civilian factory space hired through the Australian Department of Aircraft Production. The assembly of the aircraft was supervised by the Waga Waga based 4th Air Depot Group (4th ADG) USAAF. Fourteen Brewster 339s (all 339-23s) and three CW-22Bs (ex Sloterdijk and Mapia) were erected at Essendon (Melbourne) by Ansett Airways personnel in its own hangar 3 for the (Geelong based) 61st Service Squadron of the USAAF. [9]

Deliveries of erected aircraft started in April and were concluded in June 1942. After test flying the aircraft were initially collected at a reception office run by the 4th ADG at Essendon, from where the aircraft were assigned to units. Also the ML/KNIL aircraft escaped from Java were

transferred to the 4th ADG at Essendon and went to this reception office after inspection and repair as necessary with Ansett Airways. One of the Brewsters (the 3119, replaced by the 313 in June 1942) and one of the newly erected CW-22Bs (the 3763) remained assigned at Essendon as continuation trainer, respectively communications aircraft (hack) and were later based at Townsville (Garbutt) after the 4th ADG was transferred on 2 October 1942. [10] The only Brewster model 339-18 (the 3119), which was the first one ready in April, went to the Headquarters Squadron of the 35th FG at Mascot (Sydney) early June 1942. The 35th PG (35th FG per 15 May 1942) arrived in Australia in February, as the 49th PG, "fresh" from the U.S.A. Probably twelve Brewsters in total were allotted to the Group in April as operational trainers, together with nine of the former ML/KNIL CW-22B advanced trainers. The latter were in part assigned as transition trainers but a few were used as communications aircraft (hack). Six Brewsters released to the RAAF were intended as interim-equipment for the yet to be formed 1 Photographic Reconnaissance Unit (1 PRU). They were allotted on 2 June 1942 (see below). The remaining unassigned aircraft became reserves and were initially all held in depot by the 4th ADG. [11]

Curtiss-Wright CW-22B use

The 35th PG first received the nine assigned CW-22Bs in April. [12] The main operator of the type was a training unit at Waga Waga (NSW). [13] The 4th ADG established a maintenance and repair depot at that airfield on 30 March, when an advance party of the unit arrived. The



CW-22B 3766 photographed at Williamtown in June 1942 (collection Gordon Birkett).

depot also retrieved crashed aircraft and salvaged them for parts. It probably did part of the 2nd line maintenance for the training unit. Repairs on crashed or damaged CW-22Bs were probably all carried out by the 4th Depot Repair Squadron of the Group which was based at Tocumwal/McIntyre Field (NSW) in April. [14] A group of young pilots trained on the North American AT-6 in the U.S.A. but without any flying time on fighters started training on the CW-22B at Waga Waga in approximately mid-April.

The USAAF had learned from the debacle at the 49th Pursuit Group and apart from assigning 35 experienced fighter pilots to the squadrons of the 35th PG it had the group start up a fighter conversion training as soon as the CW-22Bs became available. [15] The nine CW-22Bs allotted to the 35th PG in April were assigned on 10th of that month. Actual delivery probably started on the same date. The final four of the nine were delivered on 16 and 17 April. Three of the CW-22Bs were written off after crashes in April but on 25 April three more CW-22Bs were assigned to the 35th PG. At least two of the crashes occurred at Waga Waga. As the ML/KNIL had found out earlier the CW-22 proved to be a tricky airplane to land. The Dutch had called the trainers “fighter trainers” during the conferences in March. They had been right; the CW-22B was well suited to that role. [16]



The CW-22B of probably the 41st Fighter Squadron loaded up for repairs by the 4th Depot Repair Squadron in July 1942 (USAAF photograph, via Edward Rogers).

Only approximately five aircraft were operated at Waga Waga and later Williamtown while the three Pursuit Squadrons as well as the Headquarters Squadron of the 35th PG probably each operated a CW-22B as a communications aircraft. [17] Four more CW-22Bs were written off in May 1942 but the units they were assigned to are unknown. Only

14 of the original 21 CW-22Bs remained in June 1942. [18] The USAAF had planned to start operational training at Waga Waga on the Brewster 339 fighters in the first half of May but that proved impossible. Although the first Brewsters were erected in April the Solar exhaust manifolds of the 20 model 339-23s were missing so they could not be flown.

Brewster 339 use with the USAAF

The one model 339-18 (the 3119) which arrived from Geelong at Essendon in April was the only serviceable Brewster in April-May 1942. It was flown as a hack among others by the Major in charge of the reception office until 1 June 1942. Nine of the 339-23 aircraft assembled at Essendon also had no armament installed (with no delivery date for the missing machineguns known yet) but that was obviously not considered all that serious for operational trainers. [19] On 9 May LtGen G.H. Brett, CG USAFIA, sent a telegram (through CG Army Air Force in Washington) to Mr Souzel of the Brewster Sales Department to inquire where the Solar exhaust manifolds for the 20 Brewster [339-23] fighters in Australia had gone. They had been delivered late by the manufacturer but finally became available in Australia late May. [20]



Brewster 3119 of the Headquarters Squadron of the 35th Fighter Group at Mascot in June-July 1942 (authors collection)

As far as is known the Headquarters Squadron of the 35th FG at Mascot, Sydney was the only USAAF Squadron in Australia that used the Brewster 339, but only one (the 3119) in June and July 1942. The Squadron also had a CW-22B for communications. The 41st FS of the Group based at Bankstown airfield near Sydney from 7 April was

equipped with an assortment of aircraft due to a shortage of Bell P-39/P-400 fighters. The two other squadrons of the 35th FG (the 39th FS and the 40th FS) were already equipped with Bell P-39/P-400s at that time and were based at Port Moresby (Papua New Guinea) on 2 June 1942. [21] In May the 41st FS embarked on a two month operational training on the Bell P-39/P-400 upon completion of which it was also stationed at Port Moresby per 20 July 1942. A part of the Headquarters Squadron at Mascot followed about a week later. Brewster 3119 became a hack with the 4th ADG. Also the CW-22Bs of the squadrons were returned to the 4th ADG. [22]

On 1 June the first of the Brewster 339s allotted to the 35th FG during April were actually assigned to Waga Waga and Mascot. The Brewster deliveries continued through June 1942. Apart from two reserves (of which one flew as a continuation trainer with the 4th ADG), one aircraft with the Headquarters Squadron 35th FG and six aircraft allotted to the RAAF on 2 June the Brewster 339 aircraft were probably all assigned to the training unit. The unit was transferred to Williamtown (NSW) in July 1942. This base had been used as a Fighter Training Pool by the USAAF from March 1942 (then by the 49th Fighter Group with P-40Es, training pilots and subsequently a pilot reserve for the operational squadrons of the group). The 35th FG lost one of the Brewsters (the 314) based at Waga Waga on 8 June 1942 but without casualties. One or two others went to the 4th ADG presumably for maintenance or repairs of which one did not return. [23] Brewster 304 crashed on 1 July 1942 at Mount Stanley (Vic) on a delivery flight from Geelong to Waga Waga, probably after maintenance or repairs. The 4th ADG test pilot 2Lt H.O. Null Jr was killed. [24]

Nine Brewsters expected to become redundant at Waga Waga were already offered to the RAAF on approximately 1 July 1942 and allotted on 14 August 1942 as interim-equipment for 25 Squadron RAAF (see below). Groups of newly trained pilots of the 35th FG had just been transferred from Williamtown to the 39th FS and the 40th FS (both returned to Australia on 26 July) and probably also the 41st FS at Port Moresby. Only four Brewsters remained on strength with the USAAF, two at Williamtown (the 303 and the 306) and two with the 4th ADG (the 3119 and the 313). The CW-22Bs had been withdrawn simultaneously with the introduction of the Brewster fighters and were reallocated for second line use as a light miscellaneous transport (hack). [25]

In August 1942 the training unit at Williamtown had become a more formal Fighter Pool i.e. a replacement training center for fighter pilots. It had been re-equipped with six P-40Es although its 11 assigned

Brewsters were initially kept on strength until nine were casted off to the RAAF on 14 August. [26] The CW-22Bs and Brewsters had made it possible to train a fighter pilot reserve at a time when fighters with a better performance than the Brewster 339 were in very short supply. The CW-22Bs had proven to be useful for the more general parts of the training such as X-country flying and the transfer from the CW-22B to the Brewster 339 fighter was relatively easy.



As far as is known only one CW-22B was lost because of enemy action. This unidentified aircraft of the 319th Bombardment Squadron of the 90th Bombardment Group (at the time seconded to the 380th BG for operations over occupied NEI territory), was hit in an air raid at Fenton (NT) on 30 June 1943 (USAAF photograph, via Edward Rogers)

The Fighter Pool was stationed at Charters Towers (near Townsville) on approximately 1 October 1942. [27] At Charters Towers the unit was officially named Fifth Air Force Fighter Pool. (The Fifth Air Force had been activated in September 1942, USAFIA being dissolved). The airfield Williamtown became the home of the Central Gunnery School (CGS) RAAF on 1 October. [28] Two left behind unserviceable Brewsters were taken over directly from the USAAF by the RAAF on 23 October (becoming A51-16 and -17, although administratively remaining USAAF aircraft) and used in the training of Vultee Vengeance pilots with 4 OTU (a part of the CGS, see below).

Final USAAF use of CW-22Bs and Brewster 339s



The CW-22B of the Headquarters Squadron of the 8th Fighter Group at Mareeba (Hoevet Field, Qld) in February 1943 (collection Gordon Birkett).

From approximately July 1942 the former ML/KNIL CW-22Bs were serving predominantly with squadrons of Air Depot Groups and Service Squadrons of Service Groups or Air Base Groups although operational squadrons are known to regularly have borrowed CW-22Bs of these units for communication flights. A few are known to have been attached to operational Fifth Air Force units. From February 1943 up to and including May 1943 the Headquarters Squadron of the 8th Fighter Group at Mareeba (Hoevet Field, Qld) used a CW-22B as a hack. The Headquarters Squadron of the 380th Bombardment Group at Manbulloo (NT) had one on strength from c. May 1943 until c. December 1943, while the 319th Bombardment Squadron of the 90th Bombardment Group at Fenton (NT) had a CW-22B as a hack from approximately December 1942 until it was lost on 30 June 1943 in an air raid at Fenton. One or two were possibly retained at the Fifth Air Force Fighter Pool for communications. Some ten CW-22Bs were still on strength early 1944. [29]

As there was no regular spares support and no spare engines were available for the type anymore, the aircraft were withdrawn from use and concentrated at Eagle Farm for salvage in the period of May 1944 up to and including August 1944. The aircraft type had been removed from the USAAF inventory and the surviving aircraft were written off on 31 August 1944. See the Appendices for a summary of individual aircraft histories (as far as is known). [30]

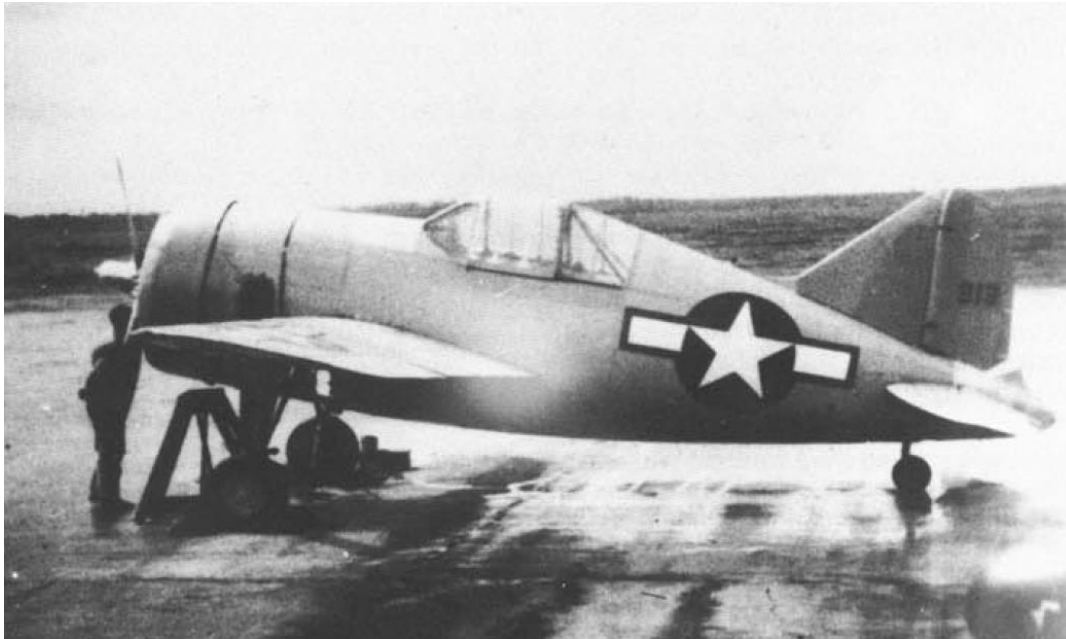


Aircraft of the 47th Service Squadron of the 35th Service Group at Townsville late 1943, with the CW-22B of the unit in the middle (collection Gordon Birkett).

The remaining two Brewsters with the USAAF (the 3119 and the 313) were both operated by squadrons of the 4th ADG at Townsville (Garbutt) as unarmed hacks. The 313 was in maintenance with CAC at Essendon in 1944 until reported ready on 29 April 1944. [31] It is likely that it was flown as a hack again for some time as it probably had gone through 300 hrs overhaul at CAC. The 3119 was repaired after a landing accident in July 1943 and went on loan to 24 Squadron RAAF at Bankstown in September or October 1943 (see below). [32] The RAAF returned its aircraft to the Fifth Air Force Fighter Pool at Charters Towers from July 1943. Part of the aircraft were kept with the Pool but most were ferried to the U.S. Depot at Eagle Farm for salvage in October and in November 1943. The few remaining were reported condemned in June 1944. [33]

As with the CW-22Bs there also was no regular spares supply for the Brewster 339s and scheduled maintenance and repairs became increasingly time-consuming and costly. Major overhaul and major repairs had to be done by Australian civilian companies and these too had problems in obtaining spare parts and replacement engines. With a sufficient number of more modern aircraft available the Brewsters were probably no longer considered useful and most were already reported salvaged on 6 November 1943 at Eagle Farm. All aircraft received at Eagle Farm probably had been close to their 300 hrs overhaul as they had flown on average between 250 and 300 hours. The final aircraft in operation probably was the 313 but its fate is unknown. As the Brewster

339 type was also removed from the USAAF aircraft type inventory it must have been written off on 31 August 1944 at the latest, however. See the Appendices for a summary of individual aircraft histories. [34]



Brewster 339 No. 313 of an unknown Squadron of the 4th Air Depot Group, probably photographed in the period of August 1943-December 1943, with spinner, armament, antenna mast and antenna wires removed and the rearmost cockpit windows painted over (collection Gordon Birkett).

Brewster 339s with the RAAF

The seven Brewsters assembled at Geelong were delivered fully operational with the normal armament installed and all had a modern N2A reflector gunsight. One went to the USAAF (the 3119) as mentioned. The six allotted to the RAAF were ferried from the aircraft collection center at Essendon to 1 Air Depot (1 AD) RAAF at Laverton, Melbourne, between 4 June and 15 June 1942 (becoming A51-1 to A51-6 incl.). They were delivered to the forming 1 PRU, also at Laverton, between 13 June and 21 June. [35] Although intended as interim-equipment, following a request by the Allied Air Force SWPA (AAF SWPA) Hq in July to deploy a PRU and due to the lack of aircraft with better performance, the RAAF retained the Brewsters as photographic reconnaissance aircraft. (The AAF SWPA Hq was formed as one of the subordinate Headquarters of the General Headquarters (GHQ) SWPA, activated in April 1942 after the arrival of General McArthur as Commander-in-Chief SWPA Area). [36]

The RAAF PRU was needed to augment the small number of available Republic P-43 Lancer reconnaissance aircraft of the USAAF. Instalment

of two F24 cameras and an auxiliary tank per aircraft plus some other modifications (including the removal of armament and armour) were carried out at Laverton with 1 AD during August. [37] In July 1942 one of the 1 PRU aircraft (A51-6) was seconded to the Special Duties Flight RAAF at Laverton for performance testing against a CAC CA-12 Boomerang fighter. [38]



Brewster Buffalo A51-1 of 1 PRU photographed during the initial training period of the unit in June-July 1942 when visiting Fairbairn, Canberra (collection Gordon Birkett).

On 12 August the unit started its move to Hughes (NT) where the Brewster 339s were operated by 1 PRU together with other aircraft types. In December 1942 the unit moved to Coomalie Creek (NT). Four of the Brewsters were lost in accidents or by enemy action. [39] The surviving A51-3 and A51-1 were transferred to 24 Squadron RAAF in June 1943, respectively the CGS in August 1943 (see below).

The RAAF also needed fighter aircraft for the re-equipment of 25 Squadron for the defence of Perth. Around 1 July 1942 nine redundant Brewsters at Williamstown were offered via the AAF Hq, as mentioned above. [40] The aircraft were allotted to the unit on 14 August as interim-equipment (becoming A51-7 to A51-15 incl.). A bit of a mistake, as it turned out, as the casted off aircraft were, of course, the nine unarmed ones. They were flown from Williamstown to Pearce by RAAF pilots and arrived on 15 and 18 August 1942. [41] The aircraft were fully equipped apart from the missing armament. However, the missing guns were

nowhere to be found, if in Australia at all. They weren't. The missing (NEI owned) .50 machineguns were factory delivered in the U.S.A. after 1 April 1942, requisitioned by U.S. authorities and given another destination. The model 339-23s had no .303 nose guns as the model 339-18 had but were equipped with four .50 guns. The .50s only became available in January 1943. [42]



The still unarmed A51-10 of 25 Squadron photographed at Pearce (Perth) in October 1942 (collection Gordon Birkett).

The nine fighter-Brewsters, all fully combat ready now, were transferred to 85 Squadron in February (eight) and March 1943 (the A51-14 after wing repairs by 17 RSU). No 85 squadron was forming at Guilford (Maylands) near Perth. The unit (on 30 April) also received 11 CAC Boomerangs but the Brewsters were retained. [43] Again the Brewsters were interim-equipment. In the period of 23 June up to and including 30 June 1943 four of the aircraft (plus the former 1 PRU Brewster but without its cameras and associated equipment) were transferred to 24 Squadron at Bankstown. Aircraft A51-13 was transferred to 17 RSU in April 1943 and did not return to the squadron. No 17 RSU returned it to the Fifth Air Force and ferried it to the Fighter Pool at Charters Towers in July 1943. The A51-15 was returned by 85 Squadron and was also ferried to Charters Towers in July 1943. The final Brewsters of 85 Squadron were used for training until they were ferried to Charters Towers in October 1943 (A51-8), November 1943 (A51-7), respectively in January 1944. [44] The final one (A51-9), also the final Brewster 339

in RAAF service, was ferried from Guilford to Eagle Farm for salvage on 14 January 1944 by Squadron Leader C.N. Daly. [45]



The A51-13 of 25 Squadron, fully armed and with re-mounted reflector gunsight, photographed in January 1943 (collection Gordon Birkett).

Three Brewsters (A51-16, A51-17 and A51-1) flew with the CGS of which the (de-modified) A51-1 replaced the A51-17 after a landing accident in August 1943. [46] The aircraft were used in the training of Vultee Vengeance pilots for 4 OTU, which was a part of the CGS, from late October 1942. This transition training on the Brewster was, in fact, pioneered at Williamtown as a transition from the CAC Wirraway straight onto the Vengeance was considered too big a step. In 1943 the aircraft were also flown by student gunnery instructors. [47] The three aircraft were returned to the Fifth Air Force Fighter Pool at Charters Towers in September 1943 (A51-1 and A51-17 after repairs), respectively November 1943 (A51-16). [48]

The five Brewsters of 24 Squadron mentioned above were also used in a pilot training course set up for the transition to the Vultee Vengeance. This to aid the transition to a tail wheel equipped aircraft with a high engine power, high propeller torque combination. The squadron operated a mix of CAC Wirraways, Bell P-39 Airacobras and the first delivered Vultee Vengeances in May 1943. The transition from the low-powered

Wirraway and the nose-wheel equipped P-39 to the Vengeance proved difficult and on 9 June 1943 1 PRU was ordered to despatch the A51-3 immediately to 24 Squadron. It was received (after de-modification) on 13 June for the initial instructor type conversion. [49]

Four of the Brewsters of the squadron (A51-3, A51-11, A51-12 and A51-14) were issued to the Fifth Air Force Fighter Pool at Charters Towers on 7 July 1943, one (A51-10) followed two days later. [50] The crews then embarking on the operational training on the Vengeance. On 30 August 1943 a large detachment and 18 of the Vengeances of the unit were transferred to Papua New Guinea. The training of crews at Bankstown continued, however. In September-October a number of newly posted pilots had to begin with the conversion training but there was no Brewster left to start with. The Americans were willing to help out and the squadron borrowed the 3119 from the 4th ADG. It was operated as a transition trainer from approximately October until December 1943 and ferried to the U.S. Depot at Eagle Farm for salvage on 3 January 1944. [51]

The A51-9 of 85 Squadron and the borrowed 3119 were the final Brewsters operated by the RAAF and were only returned in January 1944. As with the USAAF, the Brewsters with the RAAF had been useful interim-equipment flying as interim-fighters, reconnaissance aircraft and as transition trainers and gunnery trainers. See the Appendices for a summary of individual aircraft histories.

The ML/KNIL transport and communications aircraft and a Martin 139 (B-10) to the USAAF and RAF

Transport and communications aircraft were much in demand in Australia due to the vast distances that had to be covered and the many newly arrived units from the United States and newly established units of the RAAF that created a large additional air transport demand. The USAFIA Hq immediately tried to take over the 11 evacuated ML/KNIL transport aircraft of the so-called Depot Vliegtuigafdeeling (D.VI.A.) and late March also the two Lockheed 12A light transports from the refugee cargo. The sole Martin B-10 was not considered to be of any value apart from its engines which were interchangeable with those on the Lodestars and were needed as spares. Due to its obsolescent status it was bought for only U.S. Dollars 1,038 as agreed in a conference on 17 March, but the usefulness of this aircraft was soon reconsidered. [52]



Martin B-10 42-68358, former M585, photographed late 1943 when in use as a communications aircraft. Squadron leader stripes on the tail (via Gerard Casius).

As the number of available allied transport and communications aircraft was just a fraction of those considered necessary all available civilian transport aircraft including some very old Fokker tri-motors were contracted for charter flights. The B-10 was consequently impressed as a transport aircraft as well. The Martin arrived with a ML/KNIL crew at Essendon around 15 March and was transferred to the 4th ADG by personnel of the D.VI.A. some days later. [53] After inspection and some minor repairs at Ansett Airways at Essendon it left Melbourne for Archerfield. It was probably modified there in the period of April-May 1942 but initially only slightly. The remaining operational equipment such as ammunition boxes, flare dispensers and gun mountings were removed and a wooden floor was added in the bomb bay, as was done on Douglas B-18 bombers assigned to the transport role. [54] It was reported on strength with the 21st Transport Squadron at Archerfield as a "B-39" on 21 May but was no longer mentioned after May 1942. On 21 June 1942 it was reported as still On Hand in a USAFIA (LtGen Brett) telegram to the Army Air Force Hq in Washington as a B-10. It may not have been flyable at the latter date, though, as its engines (just overhauled and mounted on the aircraft when readied for its escape flight to Australia) were probably taken off to be put on a Lodestar. [55]



The nose of the B-10 was externally and internally modified with a passenger seat inside. Passenger accommodation was also created in the rear fuselage where the folding canopy aft glazing was faired over. The photograph was made late 1943 or early 1944 at Archerfield when the aircraft was attached to the Hq and Hq Squadron of the Fifth Air Force. The General who used the aircraft as a flying office called the plane "The flying Shithouse" but this name was sanitised into "Miss Latrine of 1930" (collection Gordon Birkett).

The aircraft seems to have become a (communications) hack in the period of June-September 1942. In the second half of 1943 it was operated much further modified and in natural metal finish with the national insignia applied in the typical way also seen on many CW-22Bs without the red border. The nose turret and bombardier station and the air gunner station in the aft cockpit had been removed. The aircraft was based at Archerfield as a staff transport in 1944 and flew for the Hq and Hq Squadron of the Fifth Air Force. The B-10 received FY serial 42-68358 under an official USAAF acquisition contract approved on 8 October 1942. Condemned to be salvaged in June 1944 it was finally (administratively) written off on 31 August 1944. [56]

The eleven Lodestars were sold to the USAAF as was agreed in the same conference on 17 March for a total of U.S. Dollar 1,028,962. The aircraft were to be delivered that same week before 22 March. The ML/KNIL crews ferried the aircraft from the D.VI.A. base Pearce (Perth)

and Laverton (two aircraft) to Essendon for transfer to the 4th ADG. Also the remaining spare parts taken along from Java were sold in a separate contract. The Lodestars then went to Ansett Airways for inspection and repair as necessary. [57] On 8 April 1942 USAFIA reported all L-18s in service. The aircraft were initially divided between the 21st Transport Squadron activated on 3 April (21st TS, per 5 July 1942 21st Troop Carrier Squadron, 21st TCS) at Archerfield, Brisbane and the 22nd TS (22nd TCS per 5 July 1942) activated on the same date at Essendon, Melbourne, but were concentrated in the 22nd TS in May 1942. Apart from a few in major repairs all were on strength with the 22nd TS on 20 May 1942. In March the USAAF also took over (as spare parts) the engine-less wreckage of aircraft LT9-22 and two damaged engines at Archerfield. The aircraft had been wrecked in a ground collision when parked in February 1942. It was salvaged by the 30th Service Squadron USAAF. [58]



Lodestar VHCAI, former LT9-23, photographed at Port Moresby in December 1942 (collection Gordon Birkett).

The Lodestars received FY serials 42-68347 to 42-68357 (incl.) under the official USAAF acquisition contract approved on 8 October 1942 which also legalised the B-10 acquisition. [59] The aircraft became C-56Bs in USAAF service but were initially addressed to as C-56s and identified by their ML serials as 907, 908 etc. or with a fake FY serial as 41-907, 41-908 etc. They received Directorate of Air Transport (DAT) call signs VHCAA to VHCAK in order of the serials in June or July 1942. The DAT belonged to the Allied Air Force SWPA organization and coordinated most military air transport in Australia from July 1942. [60]

The L-18s had already been intensively flown when in ML/KNIL service and were so in USAAF service in Australia. However, there were hardly any type specific spares and no spare engines at all while most engines

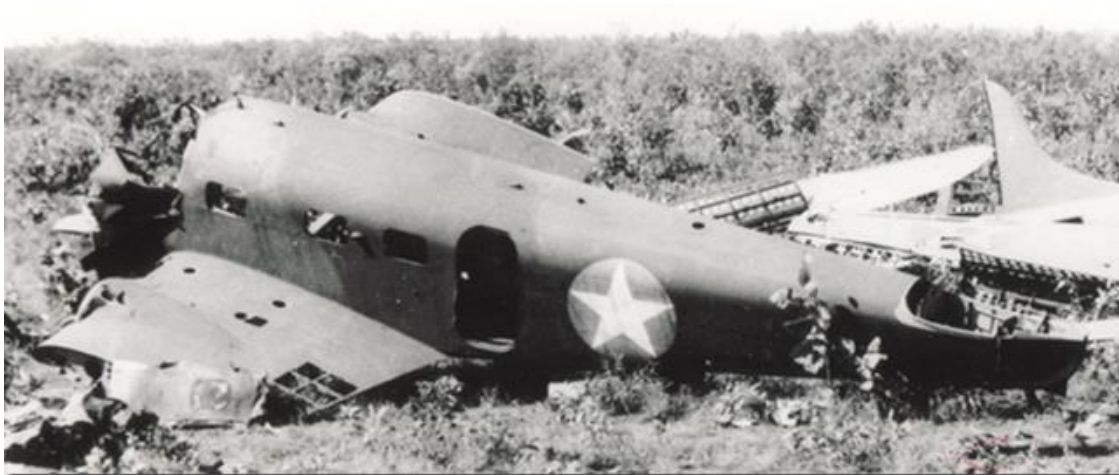
were close to periodic inspection or major overhaul. At the end of May 1942 only one of the aircraft was still serviceable, all others were awaiting parts for repairs or engine change. On 4 June USAFIA (LtGen Brett) repeated an earlier signal to the CG Army Air Force in Washington that 22 engines for 10 Lodestars were urgently needed. [61] A few engines and substitute engines of another subtype that could be installed without modification were received but at the end of July 1942 only five of the aircraft were serviceable and four (still) had no engines. This situation was not solved until August-September 1942 but some of the C-56s even then flew with one (plus an original engine) or two engines of another subtype probably taken from N.A.A. O-47B aircraft. [62]



Lodestar VHCAC, formerly LT9-09, when flying with Guinea Airways in 1943 (via Gerard Casius and Gordon Birkett).

From August 1942 the Lodestars were gradually casted off and transferred to the so-called DAT Pool which made them available to different Australian airlines for military flights ordered by the DAT. Although these airlines were responsible for daily maintenance and (at least initially) supplied all the Captains, the remainder of the crews (a 2nd pilot and a radio operator for each crew) were supplied by the RAAF. Five of the aircraft were lost in 1942 by the 22nd TCS and civilian operators and four more in 1943 and 1944 by civilian operators, in crashes and due to enemy action, leaving only two C-56Bs on VJ Day. Both were sold by the American Foreign Liquidation Commissioner (FLC) in Manila, Philippines to Australian customers. See the Appendices for a summary of the individual aircraft histories.

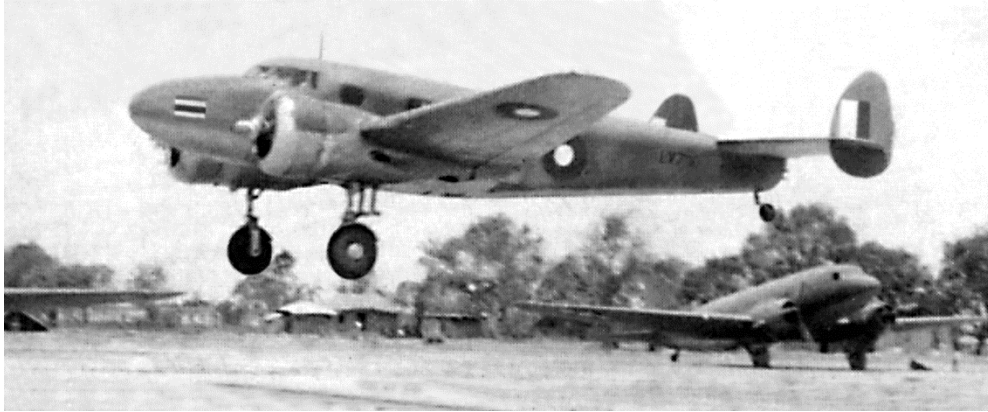
Allied air forces also took over a total of five ML/KNIL Lockheed 212 and L-12A aircraft, two L-12As from refugee cargo going to USAFIA in April 1942. Both arrived with ms Tarakan and were unloaded and received by 2 AD RAAF for erection on 3 April 1942. They were issued to USAFIA on 25 April. Aircraft L2-34 was received by the 3rd Bombardment Group (3rd BG) for use as a communications aircraft (hack) on 3 May 1942 then carrying as serial 302, the final three digits of the c/n. The L2-35 ("303") was picked up at 2 AD on 27 April and flown to Essendon. It had been assigned as a staff transport to Brigadier General H. H. George but was wrecked on 29 April at Batchelor (NT) on its first flight as such. The L-12A was hit by a taking off P-40E just after landing. The General, on his way to inspect the 49th FG, was deadly injured. [63] Aircraft L2-34 was flown in bare metal finish with the fake FY serial 21302 on the tail from 1943. It survived the war and was sold by the FLC in Manila to an Australian customer in March 1946 when stored at Eagle Farm. [64]



L-12A No. 303, the former L2-35, was hit by a taking-off P-40E on 29 April 1942 at Batchelor Field (NT). The aircraft still carries the two tone green ML/KNIL camouflage (USAAF photograph, via Gordon Birkett).

The Lockheed 212 No. L201 arrived in Ceylon from Java via Sumatra after a most adventurous flight on 11 March 1942. After some repairs it was flown on to Bangalore in British India for use with the ML/KNIL ferry detachment posted there, arriving on 11 April. It was given over to the RAF later in April. [65] Two new L-12As (L2-30 and L2-32) arrived with ms Kota Baroe on 11 March in Ceylon as well. The ship had been able to unload at Tjilatjap in the southern part of Java only partially and although also a part of the aircraft on board could be unloaded two of the four L-12As carried could not. They were not unloaded in Ceylon either but taken along to Karachi and unloaded early April. Maintenance Unit

personnel from the RAF assembled the aircraft which were then flown in by personnel from the ML/KNIL ferry detachment just transferred from Bangalore to Karachi mid-April. The aircraft were given over to the RAF together with the L201 late April and all three were administratively transferred to the RAF on 18 May 1942. [66]



The former L2-32 flew with the RAF in British India as LV760 (painted as LV700 on the aircraft). The photograph was taken on 8 May 1944 probably at Dum Dum (Aeroplane via Gerard Casius).

The RAF in British India also suffered from a scarcity of transport and communications aircraft and immediately put the L-12As and the L212 into service as communications aircraft and staff transports. They served initially with the Bengal Communications Unit (of Air Headquarters India) at Dum Dum (West Bengal). The L2-30 became LV761 and was used until written off on 31 August 1944 (details unknown). Aircraft L2-32 became LV760 (although this serial was wrongly painted on the aircraft as LV700) and was written off after a belly landing at Kanchrapara (West Bengal) on 3 March 1945. The L201 became LV762 and crashed on take-off from Willingdon (New Delhi, India) on 18 July 1944 sustaining major damage. It was eventually written off on 26 April 1945. [67]

The KNILM, KLM and Dutch Government transport aircraft chartered by and transferred to USAFIA

The six KNILM, four KLM and one Dutch Government owned aircraft in Australia were released from ML/KNIL operational command per 19 March 1942, the KNILM in effect becoming a civilian charter company that was fully contracted by USAFIA for the transport of supplies and men to airfields in the Northern Territories. An initial contract had already been concluded on 27 February to be able to use excess capacity on four DC-3s and two L-14s operating in Australia under ML/KNIL operational command, for charter flights on the route Sydney-Broome.

The ML/KNIL was not amused when it found out later. USAFIA preferred the purchase of the 11 evacuated aircraft, however, and in two conferences on 18 March between KNILM/KLM representatives and RAAF/USAAF representatives not only the charter details were agreed to but also the conditions of sale for the 11 aircraft were discussed. The U.S. War Department agreed to the conditions on 25 March apart from a crucial one. There could not be any priority delivery of already ordered new transport aircraft. [68]

On 18 March the seven aircraft at the KNILM base Mascot (Sydney), two DC-3s, two DC-2s and four Lockheed 14s, already took off with destination Brisbane to take on loads there. One of the DC-5s operated by the airline was with Ansett Airways at Essendon for repairs but was ready on the same day to proceed to Brisbane as well. The remaining three aircraft would follow within three days. The aircraft flew their loads to Batchelor Field (NT), a flight of some 12 hours from Archerfield excluding the time needed for refuelling and crew rest stops. [69]

The aircraft were hardly serviceable, many flew on with temporary repairs of war damage sustained in the NEI and some with “extensions” as their engines were due for overhaul. The supply of spare parts with the Technical Service of the airline at Mascot dwindled fast. A large amount of spare parts had been ordered timely and although some orders arrived as refugee cargo on Dutch ships in April 1942, apart from those unloaded in Bombay (British India) all were sold to the Hq U.S. Army Air Service Melbourne via the NEI Government Department of Import Procurement, to prevent requisitioning. Spare parts factory delivered after 1 April were requisitioned and given another destination by the U.S. Government.

There were also no spare engines. At least three flights to the North had to return to Archerfield with engine trouble. On 26 March the Lockheed 14 PK-AFM further had to make an emergency landing with engine problems near Katherine River and became a write off. The wreckage was found after four days but the crew was rescued unharmed. [70]

A new conference on 28 March between Pan American Airways (representing the U.S. War Department) and KNILM representatives led to a charter contract with the U.S. War Department per 1 May 1942 but this was never effectuated. [71] The charter work continued, however, with apart from Batchelor also flights to destinations such as Townsville and Charters Towers until the end of the temporary charter contract of 19 March on 30 April. The technical state of the remaining 10 aircraft



L-14 VHCXI, former PK-AFN, photographed after a take-off accident on 13 February 1944 at Alice Springs (collection Gordon Birkett).

deteriorated further eventually leading to protests by the crews. On 23 April the flying personnel demanded better working conditions in a letter to KNILM director W.C.J. Versteegh. [72] Four days later the KNILM board of directors agreed to sell the fleet to USAFIA. During March the Dutch Government-in-exile in London had refused the sale of the five KLM and Dutch Government owned aircraft but (unknown to the KNILM) the NEI provisional Government-in-exile in Melbourne had supported USAFIA in its efforts to purchase all the aircraft. The KNILM ground personnel at Mascot were needed for the formation of the N.A.A. B-25C equipped 18 Squadron NEI RAAF at Fairbairn, Canberra and a MLD Consolidated Catalina Squadron forming with the RAF in Ceylon. [73]

After the Dutch Government-in-exile in London had finally agreed to the sale of the five KLM and Dutch Government owned aircraft the ten remaining L-14s, DC-2s, DC-3s and DC-5s were sold for a total sum of U.S. Dollar 493,683 and transferred to the USAAF at Mascot in the period of 15 up to and including 18 May 1942. The remaining spare parts and the available tools were sold for U.S. Dollar 40,000. USAAF pilots made one acceptance flight with each aircraft (combined with some training as the aircraft types were in part unfamiliar) after which all airplanes were directly delivered to the 21st TS at Archerfield (nine) and the 22nd TS at Essendon (one L-14). [74] All aircraft initially received fake FY serials based on their c/n like the former ML/KNIL L-18s received in March-April. For example 41-1375 was assigned as a temporary serial to

the DC-2 PK-AFK. Only on 14 June 1944 normal FY serials (44-82326 to 44-82335 incl.) were allotted to the ten aircraft, as it was called, for administrative purposes. Some had already been lost by then. [75]

As had happened to the former ML/KNIL L-18s the technical condition of the former KNILM operated airplanes quickly became a problem and at the end of July only five aircraft were still serviceable with one more becoming so on 1 August 1942, while two had no engines. [76] It took until October-November 1942 before the situation improved somewhat. In November the first aircraft were also allotted to the DAT Pool and issued to Australian civilian airlines. The aircraft were flown by (at least initially) civilian Captains and 2nd pilots and radio operators of the RAAF. Eventually all airplanes were airline operated. Only three survived the war of which one was sold as spares in October 1943 but restored to flying status by Australian National Airways and flown as a civilian airliner from January 1944. A DC-3 and a DC-5 were sold in May, respectively July 1946 by the FLC in Manila to Australian customers. A summary of the individual histories of the two Douglas DC-2s, two DC-3s, three DC-5s and four Lockheed 14s evacuated from Java can be found in the Appendices.

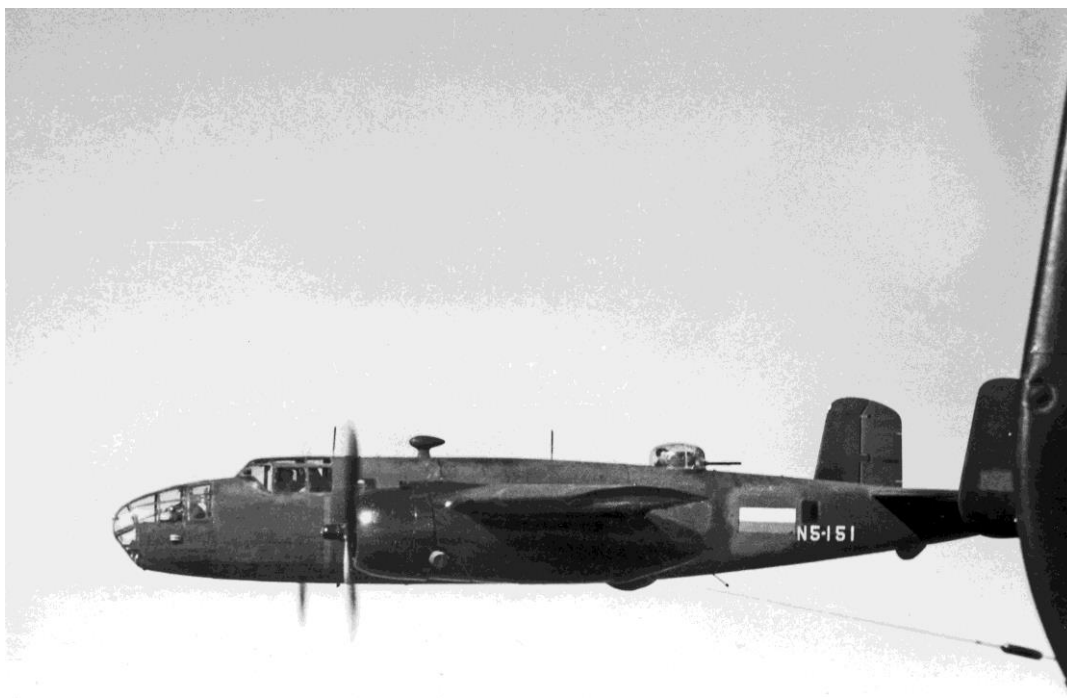


Seven Mile Aerodrome, Port Moresby (Papua New Guinea), 17 August 1942, just after an air raid. In the back the burning DC-5 VHCXA, the former PK-ADB and in front DC-3 VHCXD, the former PK-ALT (USAAF photograph, via Nico Geldhof).

ML/KNIL North American B-25Cs on loan to the USAAF

In January 1942 the NEI received a U.S. Defence Aid allocation of 60 USAAF N.A.A. B-25C-NAs of which only the first 30 were ferried by Consolidated Flight and Training Department and RAF Ferry Command crews to Australia (Archerfield) and British India (Bangalore) in February, March and April 1942. The first four aircraft arrived at Archerfield on 3, 4 and 5 March 1942, followed by 16 more in the period of 18 March up to and including 29 March of which one crashed on arrival on 25 March and was a write off. On 28 March the destination of the aircraft was switched to Amberley, although the ML/KNIL ferry detachment remained stationed at Archerfield. Deliveries to the NEI in the U.S.A. were stopped on approximately 1 April but those B-25Cs already accepted by the NPC were still ferried to Australia. A part of the remaining 30 were also ferried to Australia but with destination USAAF. On 2 April, 6 April and 7 April 1942 the final, respectively one, two and one ML/KNIL Mitchells arrived. Again one crashed on arrival at Amberley on 6 April and was a write off. Training of ML/KNIL personnel at Archerfield started (with assistance of the USAAF) on 6 March.

Twelve of the aircraft at Archerfield were to go on loan to USAFIA to be able to partly equip the 3rd Bombardment Group which arrived in Australia without aircraft. This was agreed in principle on 23 March



Mitchell N5-151 of 18 Squadron NEI RAAF on a training flight from Canberra in June 1942 (J. Schellekens, via G.J. Casius).

between MajGen L.H. van Oyen, the CG ML/KNIL and LtGen Brett the CG USAFIA. An “understanding” about the transfer was finalized two days later and on approximately 28 March Van Oyen agreed to the transfer on loan of six more of his B-25Cs. The 17 aircraft that eventually went to the 3rd BG (the 18th aircraft to be transferred crashed on arrival) left Archerfield for the 3rd BG base Charters Towers on 29 March, 30 March and 3 April. The five B-25Cs remaining in NEI hands at Archerfield formed the initial complement of 18 Squadron NEI RAAF and arrived at Fairbairn, Canberra in the period of 1 April up to and including 21 April. The NEI Squadron was formally established on 4 April 1942. It received a sixth B-25C on approximately 21 June which aircraft was, in fact, an ML/KNIL B-25C returned by the USAAF after major repairs in Brisbane. On 1 September 1942 all six B-25Cs were transferred to the USAAF in exchange for 18 new Mitchells. [77]

The bombers transferred to the 3rd BG in March and early April 1942 were put into service almost immediately and the unit flew its first operational mission with B-25s on 5 April. Losses were high, however, and in 1942 alone the unit lost 11 of the former ML/KNIL aircraft, the majority in combat. The survivors were gradually passed on to other units in 1943.



Former ML/KNIL Mitchell 41-12485 of the 3rd BG photographed at Seven Mile Aerodrome, Port Moresby (Papua New Guinea) in a makeshift revetment in approximately January 1943 (USAAF photograph, via Kenn C. Rust).

On VJ Day just one of the former NEI aircraft, by now a communications hack, remained. See the Appendices for further details. [78]

Six B-25C-NAs were received by a ML/KNIL detachment that was present in Bangalore, British India from 1 March 1942. The aircraft arrived on 8 March (one), 9 March (one), 14 March (two) and 16 or 17 March (one). A sixth Mitchell had crashed on the ferry flight and was a write off. On approximately 4 April the RAF in concert with the Dutch Government-in-exile in London decided to employ the Mitchells and its NEI personnel for long range reconnaissance in a PRU. There was a great shortage of long range reconnaissance aircraft to keep track of Japanese troop and air unit movements in Burma. The RAF established 5 PRU on 11 April 1942 to operate the Mitchells. On the next day both the five B-25Cs and the ML/KNIL personnel were (verbally) transferred when Squadron Leader A.C. Pearson of the RAF (the CO of 5 PRU) came over to Bangalore to take command. About a week later it was concluded that sufficient numbers of RAF personnel were available to crew and maintain the aircraft, however.

Arrangements for the modification of the five Mitchells into photo reconnaissance aircraft were made in the mean time and the ML/KNIL crews ferried four of the aircraft in the period of 13 April up to and including 15 April 1942 to Karachi and delivered them to a Maintenance



Mitchell N5-144 of the ML/KNIL Detachment Bangalore in April 1942 (F. Pelder, via G.J. Tornij).

Unit of the RAF. One B-25 was already there (from 7 April) for turret maintenance and training of ML personnel and was handed over in the same period. The gun turrets were removed as was all armament and armour. The upper turret opening was faired over while the opening left by the lower turret was modified for camera operation. In the bomb bay the fuel tank used on the ferry flight was remounted. Unnecessary equipment was removed, a British camera was installed and some ballast was put in the tail section before Kap R.W.C.G.A. Wittert van Hoogland Esq, LL.M. (the ML/KNIL Detachment CO) flight tested the airplanes. At Karachi the ML/KNIL personnel trained the RAF 5 PRU personnel on the B-25. Between 18 April and 1 May 1942, while the training of the RAF personnel was completed, the aircraft were subsequently delivered to 5 PRU, then at Calcutta. Wittert van Hoogland personally delivered the final aircraft on 1 May after the initial transition training was completed.

No 5 PRU was renumbered 3 PRU on 28 May 1942 when the original unit of that name was absorbed. The ML/KNIL personnel left for Australia on 30 April already to strengthen 18 Squadron NEI in Canberra, with only Wittert van Hoogland and Elt P.C. André de la Porte remaining behind as instructors at 5 PRU. Both made some interesting test flights to check the attainable altitude (and circled the top of Mount Everest) and maximum speed (slightly above 280 knots). Both pilots also flew some high level reconnaissance missions with RAF co-pilots and crew members during May and June 1942 (mainly from Pandaveswar) before leaving for the United States. They were posted as flying instructor at the (soon to become Royal) Netherlands Military Flying School in Jackson (Miss.). The detachment CO also took care of the formal administrative transfer of all ML/KNIL aircraft to the RAF on 18 May 1942 which would lead to the sale of the L212 and the two L-12As, while the five B-25Cs (initially given on loan) eventually became Lend-Lease to the RAF. The Mitchells were well used as long range reconnaissance aircraft with the RAF, the remaining two serving with 684 Squadron. One of the aircraft, perhaps both, of the unit survived the war. See the Appendices for further details. [79]

Conclusion

The former ML/KNIL aircraft escaped from Java, arrived as refugee cargo or stranded with ML/KNIL ferry detachments indeed proved useful to its new operators. A sizable number of aircraft, 104 in total including 11 medium transport aircraft and five light transport (communications)

aircraft, 39 fighters and 27 medium-bombers, arrived or were accepted by the ML/KNIL in Australia and British India. Another 11 transport aircraft evacuated from Java to Australia had operated under military operational command of the ML/KNIL but were aircraft of the KNILM and seconded aircraft from KLM and the Dutch Government. Apart from five B-25Cs in Australia and one KNILM Lockheed 14 all were transferred, sold or loaned to the USAFIA and the RAF. Although there were a fair number of early write offs due to crashes and enemy action the transport and communications aircraft were operated intensively during the entire war period. The B-10, the CW-22Bs, Brewster 339s and P-40Es were used for some two years and in principle until their first major overhaul apart from those written off earlier due to crashes and enemy action. The final aircraft in use were written off on 31 August 1944. The former NEI and seconded Dutch aircraft, nevertheless, had made a difference in the crucial period in 1942 after the fall of Java when the defence of Australia and British India had to be organized and further Japanese advances had to be stopped.

Appendices: summaries of individual aircraft histories former ML/KNIL, KNILM and KNILM operated KLM and Dutch Government owned aircraft in Australia and British India.

(all dates day, month, (last two digits of) year or month, (last two digits of) year; xxxx-xxxx=xxxx up to and including xxxx).

ex ML/KNIL Curtiss P-40Es with the USAAF and RAAF

(mentioned are USAAF FY serial, RAAF serial if applicable, details on use)

41-25163 initially allotted RAAF (A29-94) allotted 2 OTU 260442 but 280442 allotment cancelled and delivered to USAAF, 0542 to 49th FG, 9th FS, crashed 011242 and written off.

41-25164 initially allotted RAAF (A29-92) but allotment cancelled and delivered to USAAF, 0542 to 49th FG, 9th FS, shot down 261242 (Papua New Guinea).

41-25165 0542 to 49th FG, condemned 291143, scrapped 291243.

41-25166 became (the second) **A29-92** RAAF, 130542 allotted 76 Sq, 140542 issued, 010942 missing; written off.

41-25167 initially allotted RAAF (A29-98) but allotment cancelled and delivered to USAAF, 0542 to 49th FG, 9th FS, later 8th FS, lost enemy action 110443, condemned 090644.

41-25168 became (the second) **A29-93** RAAF, 130542 allotted 76 Sq, 180542 received 76 Sq, missing 120842 and written off 120942.

41-25169 0542 to 49th FG, 8th FS, landing accident Archerfield 181043, written off.

41-25170 0542 to 49th FG, 9th FS, lost 150743 at Gonotu Point (Papua New Guinea) due to engine overheating, written off.

41-25174 initially allotted RAAF (A29-97) but allotment cancelled and delivered to USAAF, 0542 to 49th FG, 8th FS, lost 241043, written off 030544.

41-25175 0542 to 49th FG, 8th FS, lost 170843 Gonotu Point (Papua New Guinea) and written off.

41-25176 became (the second) **A29-94** RAAF, 130542 allotted 76 Sq, 180542 received 76 Sq; later with 75 Sq, 0244 forced landing Taren Point (NSW); 210344 conversion to components approved.

41-25177 initially allotted RAAF (A29-99) but allotment cancelled and delivered USAAF, re-allotted to RAAF 0542 (**A29-95**), 130542 allotted 76 Sq, 180542 received 76 Sq, 081142 crashed Milne Bay (Papua New Guinea); 050243 received 3 AD ex 15 RSU and converted to components.

41-25178 0542 to 49th FG, 8th FS, forced landing Kokoda area (Papua New Guinea) 081142 and written off.

41-25179 0542 to 49th FG, 9th FS; condemned 131243, details unknown.

41-25180 initially allotted RAAF (A29-93) but 280442 allotment cancelled and delivered USAAF, 0542 to 49th FG, 9th FS, missing 110843 Milne Bay area (Papua New Guinea, wreckage and remains of the pilot found back 1967 in dense rain forest), written off 180844.

41-25181 initially allotted RAAF (A29-96) but 280442 allotment cancelled and delivered USAAF, 0542 to 49th FG, 8th FS, 130642 shot down over Gun Point (NT) and written off.

41-25184 initially allotted RAAF (A29-100) but 260442 allotment cancelled and delivered USAAF, 0542 to 49th FG, fate unknown, probably an early non-combat loss in 1942.

41-25185 initially allotted RAAF (A29-95) but allotment cancelled and delivered USAAF, 0542 to 49th FG, 8th FS, 220742 crashed short of Livingstone strip (NT), burnt.

Remarks. 1. The above aircraft had ML/KNIL serials C3-187 to -204 (incl.) assigned but the link between the ML/KNIL serials and the USAAF FY serials is unknown. 2. The histories of the RAAF aircraft can be found on the ac status cards E/E88 of these aircraft which are available on line at the ANA site (key words: Kittyhawk A29-1 to A29-99 [3 cm]).

Sources: E-mail Gordon Birkett to author 10 September 2013 (his research into the 49th FG aircraft and the fate of ex NEI P-40s); USAAF ac record cards (Smithsonian/NASM); RAAF ac status cards E/E88 (ANA); <http://www.aviationarchaeology.com>; Letter United States Army Forces in the Far East, Office of the General Purchasing Agent to The Secretary Department of Air, 7 June 1944; Letter Secretary Department of Air to the Office of the General Purchasing Agent, 26 July 1944 (ANA).

ex ML/KNIL CW-22Bs with USAFIA/Fifth Air Force (as far as is known)
(mentioned are ML/KNIL serial, c/n=USAAF serial, details on use)

CF4-102, 3756 assigned 35th PG 250442.

CF4-104, 3758 assigned 35th PG 250442.

CF4-106, 3760 assigned 35th PG 100442; accident Waga Waga 0442, written off.

CF4-107, 3761 assigned 35th PG 100442; delivered 160442.

CF4-108, 3762 assigned 35th PG 100442.

CF4-109, 3763 hack 4th ADG, Essendon 0542-0642; late 1943-early 1944 4th ADG, Garbutt.

CF4-110, 3764 no details known.

CF4-111, 3765 assigned 35th PG 100442; accident Waga Waga 0442, written off.

CF4-112, 3766 assigned 35th PG 250442.

CF4-113, 3767 assigned 35th PG 100442.

CF4-114, 3768 assigned 35th PG 100442; delivered 170442; written off 0442.

CF4-115, 3769 no details known.

CF4-116, 3770 assigned 35th PG 100442; delivered 170442; early 1943 81st ADG Eagle Farm.

CF4-117, 3771 1042-0143 hack with 4th Depot Repair Squadron of 4th ADG, Garbutt, belly landing on beach near Townsville 290143 (undetermined loss of power), reparable; 051243 crashed into the sea near Townsville, ac assigned to Hq Sq 45th Service Group at that date.

CF4-118, 3772 no details known.

CF4-119, 3773 no details known.

CF4-120, 3774 assigned 35th PG 100442; delivered 160442.

CF4-121, 3775 no details known.

CF4-122, 3776 assigned 35th PG 100442.

CF4-123, 3777 4th ADG, Garbutt 1944; at Eagle Farm, Depot 1 in 1944 (possibly for scrapping).

CF4-124, 3778 no details known.

Remarks. 1. No aircraft record cards could be retrieved if any ever existed. 2. Aircraft assigned to operational squadrons, squadrons of Depot Groups, Service Groups or Air Base Groups but unknown by the serial included:

unknown 60th ADG 0344 (Port Moresby, Papua New Guinea), unit had one CW-22B on strength at the time (squadron unknown).

unknown 43rd Service Squadron 1142 (in repair at Pell, NT, following an in-flight fire that occurred on landing), still on strength early 1943. 43rd Service Squadron, based at Adelaide River, had one CW-22B on strength from at least 1142.

unknown Hq Sq of 380th BG, Manbulloo (NT), c. 0543-c. 1243; squadron had one ac on strength in the mentioned period. Ac possibly came along to Long Strip with the squadron 1243.

unknown 319th BS of 90th BG, Fenton (NT), c. 1242-300643; lost 300643 in an air raid at Fenton; squadron had one CW-22B on strength in the mentioned period.

unknown 47th Service Squadron of 35th Service Group, Townsville, late 1943-early 1944; unit had one CW-22B on strength until at least early 1944.

unknown Hq Sq of 8th FG, Mareeba (Qld), 0243-0543; squadron had one CW-22B on strength in this period.

unknown salvaged main fuselage next to hangar at Eagle Farm in period of 5 August 1944-28 Sept 1944.

3. Aircraft assigned 35th PG 100442, 160442 and 170442 were all ex Geelong Erection Depot.

Sources: 35th FG CW-22B assignments April 1942 (AFHRA, Maxwell AFB); aircraft accidents reports (3771 and unknown ac of 43rd Service Squadron, via Gordon Birkett); Class & Aircraft Depot status reports (AFHRA, Maxwell AFB); dated photographs (via Gordon Birkett and Edward Rogers); e-mails Edward Rogers to author 11-12 September 2018; see also <http://www.aviationarchaeology.com> for the accident with the 3771; interview with A.G. Ekels (see [29]).

ex ML/KNIL Brewster 339s with USAFIA/Fifth Air Force

(mentioned are ML/KNIL serial, USAAF serial = Ansett Airways erection number apart from 3119, RAAF serial if applicable, details on use)

B3119, 3119 0442 Geelong Erection Depot to Essendon; 4th ADG Essendon 0442-0542 (continuation trainer); 010642 to Hq Sq 35th FG Mascot, Sydney; 0742 to 4th ADG; 1943 unarmed hack 4th ADG

Townsville (Garbutt), 0743 landing accident; c. 1043 borrowed from 4th ADG by 24 Squadron RAAF for use at Bankstown as a transition trainer; returned USAAF and flown to Depot 1 Eagle Farm 030144; reported salvaged 040144.

B3167, 310, 0642 to 35th FG Waga Waga, later based Williamtown; 140842 allotted RAAF (became **A51-13**); 0842 issued 25 Squadron; 0243 transferred to 85 Squadron; returned USAAF and flown to Fighter Pool Charters Towers 080743; received Depot 1 Eagle Farm 271043; salvaged 061143.

B3168, 309, 0642 to 35th FG Waga Waga, later based Williamtown; 140842 allotted RAAF (became **A51-12**); 0842 issued 25 Squadron; 0243 transferred to 85 Squadron; 0643 transferred to 24 Squadron; returned USAAF and flown to Fighter Pool Charters Towers 070743; received Depot 1 Eagle Farm 271043, salvaged 061143.

B3169, 314, 0642 to 35th FG Waga Waga; crashed 080642 and written off.

B3170, 313, 0642 to 4th ADG Essendon (continuation trainer); 4th ADG Townsville 1142 (unarmed hack); unknown Sq of 4th ADG c. 1243 (hack); 290444 reported ready after maintenance by CAC Essendon; probably 4th ADG (hack) 0544 until written off 310844.

B3171, 020642 allotted RAAF (became **A51-1**); 0642 issued 1 PRU; 0843 transferred to CGS; returned USAAF and flown to Fighter Pool Charters Towers 210943; received Depot 1 Eagle Farm 271043, salvaged 061143.

B3172, 301, 0642 to 35th FG Waga Waga, later based Williamtown; 140842 allotted RAAF (became **A51-7**); 0842 issued 25 Squadron; 0243 transferred to 85 Squadron; returned USAAF and flown to Fighter Pool Charters Towers 131143; 0644 reported condemned.

B3173, 303, 0642 to 35th FG Waga Waga, later based Williamtown; 231042 transferred directly USAAF to CGS RAAF in u/s condition at Williamtown (became **A51-16**); 261042 reported serviceable; returned USAAF and flown to Fighter Pool Charters Towers 051143; received Depot 1 Eagle Farm 081143; salvaged 081143.

B3174, 311, 0642 to 35th FG Waga Waga, later based Williamtown; 140842 allotted RAAF (became **A51-14**); 0842 issued 25 Squadron; 0343 transferred to 85 Squadron; 0643 transferred to 24 Squadron; returned USAAF and flown to Fighter Pool Charters Towers 070743; received Depot 1 Eagle Farm 271043; salvaged 061143.

B3175, 020642 allotted RAAF (became **A51-2**); 0642 issued 1 PRU; crashed 080742; 050842 written off.

B3176, 305, 0642 to 35th FG Waga Waga, later based Williamtown; 140842 allotted RAAF (became **A51-9**); 0842 issued 25 Squadron; 0243

transferred to 85 Squadron; returned USAAF and flown to Depot 1 Eagle Farm 140144; received Eagle Farm 160144; salvaged 180144.

B3177, 020642 allotted RAAF (became **A51-3**); 0642 issued 1 PRU; 0643 transferred to 24 Squadron; returned USAAF and flown to Fighter Pool Charters Towers 070743; 0644 reported condemned.

B3178, **307**, 0642 to 35th FG Waga Waga, later based Williamtown; 140842 allotted RAAF (became **A51-10**); 0842 issued 25 Squadron; 0243 transferred to 85 Squadron; 0643 transferred to 24 Squadron; returned USAAF and flown to Fighter Pool Charters Towers 090743; 0644 reported condemned.

B3179, **308**, 0642 to 35th FG Waga Waga, later based Williamtown; 140842 allotted RAAF (became **A51-11**); 0842 issued 25 Squadron; 0243 transferred to 85 Squadron; 0643 to 24 Squadron; returned USAAF and flown to Fighter Pool Charters Towers 070743; received Depot 1 Eagle Farm 271043; salvaged 061143.

B3180, **304**, 0642 to 35th FG Waga Waga; 010742 crashed on a flight from Geelong to Waga Waga, ac was probably returned by 4th ADG after maintenance or repairs; written off.

B3181, **302**, 0642 to 35th FG Waga Waga, later based Williamtown; 140842 allotted RAAF (became **A51-8**); 0842 issued 25 Squadron; 0243 transferred to 85 Squadron; returned USAAF and flown to Fighter Pool Charters Towers 201043; received Depot 1 Eagle Farm 291043; salvaged 061143.

B3182, **306**, 0642 to 35th FG Waga Waga, later based Williamtown; 231042 transferred directly USAAF to CGS RAAF in u/s condition at Williamtown (became **A51-17**); 261042 reported serviceable; 030843 landing accident; returned USAAF and flown to Fighter Pool Charters Towers after repairs 210943; received Depot 1 Eagle Farm 291043; 061143 salvaged.

B3183, **312**, 0642 to 35th FG Waga Waga, later based Williamtown; 140842 allotted RAAF (became **A51-15**); 0842 issued 25 Squadron; 0243 transferred to 85 Squadron; returned USAAF and flown to Fighter Pool Charters Towers 150743; 0644 reported condemned.

B3184, 020642 allotted RAAF (became **A51-4**); 0642 issued 1 PRU; crashed 160642 at Laverton (Vic) and written off.

B3185, 020642 allotted RAAF (became **A51-5**); 0642 issued 1 PRU; crashed 250942 at Derby (WA); 191042 written off.

B3186, 020642 allotted RAAF (became **A51-6**); 0642 issued 1 PRU; 291042 lost in air raid at Hughes (NT) and written off.

Remark. The histories of the Brewster 339 aircraft in RAAF use can be found on the status cards E/E88 of the aircraft. These can be studied on line at the ANA site (key words: Brewster Buffalo A51-1 to A51-17).

Sources: USAAF ac record cards (Smithsonian/NASM, reel ACR-11, reader is advised that some of these cards show an incorrect serial, probably caused by copying errors; also three cards are missing); Index of serial numbers assigned to aircraft on active Air Force contracts, Reports Section, Programmed Procurement Branch, Procurement Division, MCPPSR (via AFHRA, Maxwell AFB, reader is advised that this Index, as the ac record cards, mentions a B3159, very likely a miswriting for B3119, with Australia in the Funding column, confirming this ac was seen as a RAAF used ac for which user costs had to be paid; the B3159 has a known history and was lost in the NEI); RAAF ac status cards E/E88 (ANA); Unit History Sheets CGS, 1 PRU, 25 Squadron, 85 Squadron, 24 Squadron (RAAF Forms A50/51, ANA); Fifth Air Force non-combat (weekly) status reports and related telegrams on accidents (AFHRA, Maxwell AFB); Class & Aircraft Depot status reports (AFHRA, Maxwell AFB); Letter Headquarters Far East Air Service Command, Office of the Commanding General to Commanding Officer, Forward Echelon, RAAF Headquarters, 18 June 1944 (ANA, reader is advised that the Appendix to this letter does contain a number of writing errors and evidence of sloppy administration. For example incorrect NEI No's and some incorrect dates of Returned USAAC in the final column); Secretary Department of Air to The Office of the General Purchasing Agent United States Army Forces Far East, 26 June 1944 (ANA, reader is advised that the Appendix to this letter incorrectly mentions that A51-16 and -17 were found on a scrap heap); United States Army Forces in the Far East, Office of the General Purchasing Agent to the Secretary Department of Air, 14 September 1944 (ANA).

ex ML/KNIL Lockheed C-56B (L-18) Lodestars with USAFIA/Fifth Air Force/DAT

(mentioned are ML/KNIL serial, USAAF FY serial, DAT call sign, details on use)

LT9-07 42-68347 VHCAA 0442 issued to 22nd TS; to DAT Pool, 051142 issued Qantas, 200544 returned USAAF; c. 0944 leased to Qantas for civilian operations; 0546 sold by FLC, Manila (Philippines) to Australian customer.

LT9-08 42-68348 VHCAB 0342 allotted 21st TS, 0542 transferred to 22nd TS; to DAT Pool, 1142 allotted Qantas (operated per 010143); 261143 crashed Wards strip, Port Moresby (Papua New Guinea), 310844 written off.

LT9-09 42-68349 VHCAC 0442 issued 22nd TS; to DAT Pool, 1042 issued Guinea Airways; 0244 modified into a C-60 (by changing engines); 180945 returned USAAF; 1045 sold by FLC Manila (Philippines) to Australian customer (aircraft stored at Archerfield, Brisbane).

LT9-14 42-68350 VHCAD 0342 allotted 22nd TS; 140742 missing between Townsville and Cooktown, found crashed Tennant Creek; written off.

LT9-16 42-68351 VHCAE 0342 allotted 21st TS; 0542 transferred to 22nd TS but unserviceable; 0542-0742 Ansett Airways (no engines for engine change); c. 0842 delivered 22nd TCS; 111042 damaged at Archerfield in ground collision on landing (major damage and written off).

LT9-17 42-68352 VHCAF 0342 allotted 21st TS, 0542 transferred to 22nd TS but unserviceable; 0642 delivered 22nd TS; to DAT Pool, 1242 allotted Qantas; 0643 transferred to Australian National Airways, 220444 crashed Archerfield; 100544 (administratively) returned USAAF, written off 310844.

LT9-19 42-68353 VHCAG 0342 allotted 22nd TS; to DAT Pool, 0842 issued Australian National Airways, 170842 lost in enemy air raid at Seven Mile Aerodrome, Port Moresby (Papua New Guinea); 310844 written off.

LT9-21 42-68354 VHCAH 0342 allotted 21st TS, 0542 transferred to 22nd TS; to DAT Pool, 1142 issued Australian National Airways, 301142 lost due to enemy action at Dobodura, Buna (Papua New Guinea, ac was hit by enemy machine gun fire during an air raid and crash landed at the strip); written off 310844.

LT9-23 42-68355 VHCAI 0342 allotted 21st TS; 0442 allotted 22nd TS; 170842 lost in enemy air raid at Seven Mile Aerodrome, Port Moresby (Papua New Guinea); written off 310844.

LT9-24 42-68356 VHCAJ 0342 allotted 22nd TS; to DAT Pool, 1142 allotted Australian National Airways; 260243 damaged in ground loop Townsville (Garbutt); converted to components; 310844 written off.

LT9-25 42-68357 VHCAK 0342 allotted 21st TS, 0542 transferred to 22nd TS but in repair 30th Service Squadron Archerfield (change of left wing and engine mount) 0542-0642; 0742 delivered 22nd TCS; to DAT Pool, 1042 allotted Qantas; 150344 reported lost Bundaberg; 0544 (administratively) returned USAAF, 310844 written off.

Sources: www.adastron.com/lockheed/lodestar/lodelist.htm ; USAAF ac record cards (Smithsonian/NASM); telegrams USAFIA/Fifth Air Force (accidents and reported losses, AFHRA, Maxwell AFB); data from the Australian civilian registry (ANA); transport aircraft status summaries

period 8 April 1942 up to and including 29 July 1942 (AFHRA, Maxwell AFB); e-mail 30 May 2014 Edward Rogers to author (repairs of LT925).

ex KNILM/KLM/Dutch Government transport aircraft with USAFIA/Fifth Air Force/DAT

(mentioned are NEI civilian registration, c/n, DAT call sign if applicable, ML/KNIL serial if applicable, details on use)

Lockheed 14s (C-111s)

PK-AFM 1411, 260342 emergency landing near Katharine River (NT) during charter flight for USAFIA; 0442 declared damaged beyond repair and written off; probably call sign VHCXH had been reserved for this ac.

PK-AFN 1414, VHCXI 0542 to 22nd TS; 1142 being rebuilt 4th ADG; to DAT Pool, 0443 to Guinea Airways; 130244 crashed on take-off from Alice Springs (NT) and written off (140644 serial 44-83233 allotted).

PK-AFP 1442, VHCXJ 0542 to 21st TS; to DAT Pool but 081042 damaged Cooktown, 1142 being rebuilt; 1242 to Guinea Airways; 0244 re-engined with engines of C-56 VHCAC; 140644 serial 44-83234 allotted; from 0744 limited use for pilot training at Parafield only; 0345 returned to USAAF but condemned; salvaged at Parafield, 1945.

PK-AFQ 1443, VHCXK 0542 to 21st TS; 081042 crashed and burned Rockhampton; written off but only formally listed as withdrawn from use on 100246 (serial 44-83235 allotted 140644).

Douglas DC-2 (C-32As)

PK-AFK 1375, VHCXF 0542 to 21st TS; was to go to ANA as a DAT Pool ac but 230642 sustained major damage in a crash at Charters Towers; 290742 reported disassembled; 1142 already written off but formally listed as withdrawn from use only on 100246 (140644 serial 44-83226 allotted).

PK-AFL 1376, VHCXG 0542 to 21st TS; 170842 damaged in air raid at Seven Mile Aerodrome, Port Moresby (Papua New Guinea), to be rebuilt at Essendon but written off by USAAF and 211043 sold ANA for spares; rebuilt and re-engined by ANA; 270144 entered civil registry as VH-ADZ and further operated as a civilian aircraft during WWII (140644 serial 44-83227 allotted).

Douglas DC-3 (C-49Hs)

PK-ALT 1941, VHCXD 0542 to 21st TS; to DAT Pool but damaged Cooktown 230942, 1142 being rebuilt by 61st Service Squadron; 1142 issued ANA; 050545 crashed Higgins Field (Qld) and written off (serial 44-83228 allotted 140644).

PK-ALW 1944, VHCXE 0542 to 21st TS; per 0742 personal aircraft of General McArthur; 0942 transferred for staff transport to GHQ SWPA (Hq and Hq Squadron Fifth Air Force); 140543 received CAC, Melbourne

for modifications; 120843 work completed, DAT call sign became VHCXL and returned USAAF; to DAT Pool; 150843 on loan to 36 Squadron RAAF; 230444 returned USAAF; 250444 to ANA, Essendon; 44-83229 per 140644; 220546 sold FLC, Manila (Philippines) to ANA.

Douglas DC-5 (C-110s)

PK-ADB 428, VHCXA **D905** 0542 to 21st TS; 170842 destroyed in air raid at Seven Mile Aerodrome, Port Moresby (Papua New Guinea), burnt and written off (serial 44-83230 allotted 140644).

PK-ADC 424, VHCXB 0542 to 21st TS; was to go to ANA 1142 as a DAT Pool ac but 061142 forced landing 30 miles east of Charleville (Qld), written off (serial 44-83231 allotted 140644).

PK-ADD 426, VHCXC 0542 to 21st TS; to DAT Pool, 1242 to ANA after overhaul and engine change at Archerfield; 300444 handed back to USAAF; 0544 leased to ANA; serial 44-83232 allotted per 140644; 0546 sold FLC, Manila (Philippines) to ANA.

Remark. The two DC-3s were KLM owned as were two of the three DC-5s. DC-5 PK-ADB was owned by the Government of the Netherlands (bought from KLM for use in the NEI by the ML/KNIL with funds of the Colonies Dept. but operated by the KNILM). All other aircraft owned KNILM. [80]

Sources: www.goodall.com.au/australian-aviation/dc-5/douglas-dc-5.htm (DC-5s), www.astradon.com/lockheed/electra/electra-14.htm (L-14s), www.astradon.com/dc-3/ozcensus.htm (DC-3s); aircraft status summaries transport squadrons period 21 May 1942 up to and including 29 July 1942 (AFHRA, Maxwell AFB); telegrams USAFIA/Fifth Air Force (accidents and reported losses, AFHRA, Maxwell AFB); data from the Australian civil registry (ANA); Aircraft assigned to air transport 374th TCG since January 26, 1942 (AFHRA, Maxwell AFB, reader is advised that this document shows several typing errors, some details on aircraft losses are typed on the wrong line); USAAF ac record cards (Smithsonian/NASM); e-mail Ronald Dijkstra to author 31 October 2018.

ML/KNIL North American B-25Cs crashed on the ferry to Australia, loaned to USAAF or retained for 18 Squadron NEI RAAF
(mentioned are ML/KNIL serial, USAAF FY serial, place and date received by ML/KNIL, details on use)

N5-123 41-12442 rec. Archerfield 210342; 250342 transferred to USAAF on loan; 3rd BG 1942-1943; 301143 transferred to 345 BG, transport ac (hack) from c. 0244; 1044 accident at Tadjji airfield (Aitape, Papua New Guinea) and abandoned; 041144 condemned.

N5-124 41-12444 rec. Archerfield 040342; 250342 transferred to USAAF on loan; 3rd BG, probably lost 240442 on a transit flight from Charters Towers to Port Moresby.

N5-126 41-12462 rec. Archerfield 180342; 250342 damaged in take-off accident but transferred to USAAF on same day; 030442 ferried to Charters Towers after repairs; 3rd BG, 230542 shot down at Lae (Papua New Guinea).

N5-129 41-12476 060442 damaged beyond repair on arrival at Amberley; transfer to USAAF on loan cancelled; ac left to the Dutch, initially considered reparable but salvaged by 30th Service Squadron; 0442 written off at the expense of the NEI.

N5-131 41-12481 250342 damaged beyond repair on arrival at Archerfield.

N5-132 41-12437 rec. Archerfield 170342 or 180342; 0442 to 18 Sq NEI RAAF Canberra; c. 210642 renumbered N5-122; 010942 transferred to USAAF.

N5-133 41-12455 rec. Archerfield 210342; 250342 transferred to USAAF on loan; 3rd BG, 210442 crashed Mt. Bartle Frere (Qld) and written off.

N5-134 41-12464 rec. Archerfield 040342; arrived Canberra 010442, to 18 Sq NEI Canberra; c. 210642 renumbered N5-123; 010942 transferred to USAAF.

N5-135 41-12466 rec. Archerfield 050342; 250342 transferred to USAAF on loan; 3rd BG, 250542, missing after combat at Lae (Papua New Guinea); condemned.

N5-136 41-12439 rec. Archerfield 030342; 0442 to 18 Sq NEI RAAF Canberra; c.210642 renumbered N5-124; 010942 transferred to USAAF.

N5-137 41-12443 rec. Amberley 280342; c. 290342 transferred to USAAF on loan; 3rd BG 1942-1943; was used as a transport ac (hack) 1945, unit unknown; condemned 230147, scrapped at Manila, Philippines.

N5-138 41-12472 rec. Archerfield 250342; 250342 transferred to USAAF on loan; 3rd BG, 040942 missing in combat, crashed into the sea between Hood Point and Kepple Point (Papua New Guinea); condemned.

N5-146 41-12494 rec. Archerfield 210342; transferred to USAAF on loan 250342; 3rd BG, 300342 major damage in landing accident Charters Towers on arrival from Archerfield; repaired to flying status and ferried to Brisbane wheels down for major repairs; c. 210642 to 18 Sq NEI RAAF Canberra on completion of repairs; c. 210642 renumbered N5-127; 010942 transferred to USAAF.

N5-147 41-12496 rec. Archerfield 210342; 250342 transferred to USAAF on loan; 3rd BG, 030543 lost in non-combat accident; 030543 condemned.

N5-? 41-12480 rec. Amberley 020442; 030442 transferred to USAAF on loan; 3rd BG, 070942 condemned, details unknown.

N5-151 41-12482 rec. Amberley 290342; to ML/KNIL Det Archerfield; 0442 to 18 Sq NEI RAAF; c. 210642 renumbered N5-125; 010942 transferred to USAAF.

N5-? 41-12483 rec. Archerfield 250342; 250342 transferred to USAAF on loan; 3rd BG, 070143 missing on flight from Charters Towers to Port Moresby.

N5-? 41-12511 rec. Archerfield 210342; 250342 transferred to USAAF on loan; 3rd BG, 100542 crash landed on a coral reef off Samurai; 261142 condemned.

N5-? 41-12441 rec. Amberley 290342; 300342 transferred to USAAF on loan; 3rd BG, 250542 shot down at Lae (Papua New Guinea).

N5-? 41-12498 rec. Archerfield 250342; 250342 transferred to USAAF on loan; 3rd BG, 250542 ditched after attack by fighters at Lae (Papua New Guinea).

N5-? 41-12499 rec. Amberley 060442; 060442 transferred to USAAF on loan; 3rd BG, 250842 missing on flight from Port Moresby to Milne Bay; condemned 270842.

N5-? 41-12485 rec. Amberley 070442; 070442 transferred to USAAF on loan; 080143 missing Mt. Strong (Papua New Guinea).

N5-161 41-12501 rec. Archerfield 250342; to 18 Sq NEI RAAF, arrived Canberra period 100442-210442; c. 210642 renumbered N5-126; 010942 transferred to USAAF.

N5-166 41-12514 rec. Archerfield 240342; 250342 transferred to USAAF on loan; 3rd BG, 300342 damaged beyond repair on arrival at Charters Towers.

Sources: <https://www.pacificwrecks.com/aircraft/b-25/index.html> ; USAAF ac record cards (Smithsonian/NASM); e-mail correspondence Edward Rogers to author 2017-18; P.C. Boer, "Early NAA B-25C Mitchells of the ML/KNIL, February 1942-June 1942", version August 2016, published on line at www.academia.edu (search Peter Boer, military history).

ML/KNIL B-25Cs lost on ferry to British India or transferred to RAF in British India

(mentioned are ML/KNIL serial, USAAF FY serial, place and date received ML/KNIL Detachment, details on use)

N5-139 41-12507 rec. Bangalore 140342; 070442 to Karachi for turret maintenance and training; 120442 transferred to 5 PRU; c. 130442 into modification at Karachi; delivered 5 PRU Calcutta c. 180442; unit

renamed 3 PRU per 28 May 1942; 0143 crash landed Dum Dum; 0743 written off.

N5-140 41-12468 0342 crashed Accra en route to Bangalore, total loss.

N5-143 41-12445 rec. Bangalore period 080342-170342; 120442 transferred to 5 PRU at Bangalore; to Karachi for modifications period 130442-150442; delivered 5 PRU Calcutta period 180442-010542; unit renamed 3 PRU per 28 May 1942; 280642 engine fire and ditched Ajay River, Pandaveswar; 0742 written off.

N5-144 41-12495 rec. Bangalore period 080342-170342; 120442 transferred to 5 PRU at Bangalore; to Karachi for modifications period 130442-150442; delivered 5 PRU Calcutta period 180442-010542; unit renamed 3 PRU per 280542 (becoming 681 Sq per 250143); 011143 to 684 Sq Dum Dum; 010544 became courier ac with 684 Sq Alipore; no further info, probably written off 1945.

N5-145 41-12509 rec. Bangalore 140342; 120442 transferred to 5 PRU at Bangalore; to Karachi for modifications 150442; delivered 5 PRU Calcutta period 180442-010542; unit renamed 3 PRU per 280542 (becoming 681 Sq per 250143); 011143 to 684 Sq Dum Dum; 190945 to 162 RSU for salvage.

N5-148 41-12508 rec. Bangalore period 080342-170342; 120442 transferred to 5 PRU at Bangalore; to Karachi for modifications period 130442-150442; delivered 5 PRU Calcutta period 180442-010542; unit renamed 3 PRU per 280542 (becoming 681 Sq per 250143); 130243 missing Birma coast near Rangoon.

Remarks. 1. The above ac did not receive RAF serials during their career with the RAF; the RAF used the ML/KNIL serials. 2. No 3 PRU and No 5 PRU were combined into one unit under the name 3 PRU (the larger 5 PRU absorbing 3 PRU evacuated from Burma) per 28 May 1942.

Sources: Air Ministry Forms 78 (aircraft movements cards, AHB); unit Operations Record Books (AHB); diary R.W.C.G.A. Wittert van Hoogland Esq, LL.M.; P.C. Boer, "Early NAA B-25C Mitchells of the ML/KNIL, February 1942-June 1942", August 2016 version, published on line at www.academia.edu (search Peter Boer, military history).

Endnotes

[1] Shipping data (AMH, via J.L. Horsthuis, MSc and L. von Münching, 1986), the arrival dates are those of the ship entering the actual harbour to unload. Reader is warned that several official documents in ANA contain arrival date listings which are actually a mixture of dates of arrival

at the roadstead, dates of entering the harbour and dates reported unloaded.

[2] Payments were made by crediting the account of the Netherlands Purchasing Commission in New York used for aircraft purchases. Initially all MLD aircraft were to go to the RAAF but after complaints by the U.S. Navy, which urgently needed patrol aircraft at Noumea, three OS2U-3s assembled by the 4th ADG for the RAAF and three OS2U-3s assembled by the RAAF itself were transferred to the U.S. Navy. The NPC later sold the six to the U.S. Navy as they were cash paid in advance.

[3] Form A50 2 AD (ANA); Letter United States Army Forces in the Far East, Office of the General Purchasing Agent to The Secretary Department of Air, 7 June 1944 (ANA); Letter of Secretary Department of Air to General Purchasing Agent, United States Army Forces Far East, 26 June 1944 (ANA).

[4] S.W. Ferguson and William K. Pescalis, *Protect and Avenge, the 49th Fighter Group in World War II* (1995); Maurer and Maurer (ed.), *Combat Squadrons of the Air Force World War II* (USAF Historical Division, Air University, Dep. of the Air Force, 1969, hereafter Maurer), pp. 43, 47, 52.

[5] William H. Bartsch, *Every Day a Nightmare* (2010, hereafter Bartsch), pp. 340-41; correspondence author with Kenn C. Rust, 1975.

[6] *Ibid.*

[7] Correspondence author with Kenn C. Rust, 1975; Maurer, pp. 43, 47, 52.

[8] Form A50 76 Squadron (ANA).

[9] Letter United States Army Forces in the Far East, Office of the General Purchasing Agent to the Secretary Department of Air, 14 September 1944 (ANA).

[10] Telephone interview author with Ronald J. Noakes, October 1990 (Noakes was working with Ansett Airways at Essendon at the time).

[11] U.S. Army Air Services S.W. Pacific Area/V Air Service Area Command/Far East Air Service Command (P) telegrams (AFHRA, Maxwell AFB); correspondence author with Kenn C. Rust, 1975.

[12] *Ibid.*

[13] Correspondence author with Kenn C. Rust, 1975. The training unit seems to have had no official name at the time as in different documents and telegrams it was addressed to under different names.

[14] Unit history sheets 4th ADG (AFHRA, Maxwell AFB).

[15] Cf [13]; Bartsch, p. 341.

[16] U.S. Army Air Services S.W. Pacific Area/V Air Service Area Command/Far East Air Service Command (P) telegrams (AFHRA, Maxwell AFB).

[17] Cf [13]; information received from William A. Sheppard, 1974 (at the time as a 1Lt and Capt with the Headquarters Squadron 35th FG); e-

mails 17 July 2018 from Edward Rogers to author (information on the posting dates of William A. Sheppard and from the diary of Col. Richard A. Legg, who flew a CW-22B on 5 June 1942). The 39th FS and the 40th FS of the 35th FG may each have operated a CW-22B as a communications aircraft when based at Woodstock, respectively Antil Plains, both near Townsville, in April (from 20 April, respectively 17 April) and May 1942. The 41st FS and the Headquarters Squadron of the 35th FG each had a CW-22B on strength in the period May-July 1942.

[18] Cf [16].

[19] Cf [10]; Telegram USAFIA/Brett, 9 May 1942 (AFHRA, Maxwell AFB); P.C. Boer, Aircraft of the Netherlands East Indies Army Aviation Corps in crisis and war times, February 1937-June 1942 (2016, hereafter Boer, Aircraft), pp. 290-91 (unfortunately only mentions that nine aircraft due to urgency were accepted without exhaust manifolds and armament. This is correct, but although the other 11 model 339-23s were accepted after test flying and with armament they were delivered without and shipped without exhaust manifolds).

[20] Cf [16].

[21] Unit history sheets (AFHRA, Maxwell AFB); information received by author from William A. Sheppard, 1974; photograph of 41st FS aircraft (collection Gordon Birkett). The 41st FS initially operated, apart from one CW-22B, at least four Curtiss P-40Es and its first few Bell P-39s and/or P-400s at Bankstown, while awaiting the arrival of additional personnel for its ground staff and the delivery of further P-39/P-400s.

[22] Cf [13].

[23] Cf [16]; correspondence author with Dr. James V. Sanders, 1975.

[24] Cf [13]; e-mail Michael Clairingbould to author 14 July 2018.

[25] Cf [13]; Agendum No 37/1942 Advisory War Counsel, 8 July 1942, secret (ANA).

[26] E-mail correspondence author with Gordon Birkett, July 2018.

[27] No formal transfer date could be found but on 2 October 1942 only a rear detachment of the USAAF remained while the base facilities were transferred to the CGS on 1 October 1942.

[28] Fifth Air Force telegrams (AFHRA, Maxwell AFB); Form A50 CGS (ANA).

[29] Cf [16]; interview with A.G. Ekels (via G. van Messel, undated, probably c. 1947 after Ekels had joined KLM). Ekels (former KNILM and a pilot navigator with 18 Squadron NEI RAAF at the time) was seconded to the 319th BS at Fenton in the period of early March to early May 1943 to brief the American crews at the base on the meteorological conditions in the NEI and instruct the pilots and navigators how to navigate above the large sea area's and between the many islands. He also assisted the Operations Officer of the 319th BS at Fenton with the preparations for a

number of raids to targets in the occupied NEI and flew regularly on the B-24s on operations to instruct navigators in practise, also making some hours in the 2nd pilot seat. He acted as lead navigator on a mission to Soerabaja in Java and on another one to Fak Fak in Dutch New Guinea. No 319th BS arrived as first of the B-24 squadrons at Fenton (in December 1942) and was the first that started flying missions to the occupied NEI. It was followed by two squadrons of the 380th BG (which arrived in April-May 1943 at the base). Ekels was returned to Batchelor Field by means of the CW-22B of the 319th BS. This ac still showed its Dutch ancestry with lettering in Dutch in the cockpit and some metric instruments. Ekels later also visited the 380th BG at Manbulloo a couple of times to give navigation instruction and briefings on meteorological conditions in the NEI. Also at Manbulloo he noted a former ML/KNIL CW-22B. See also O.G. Ward, *De Militaire Luchtvaart van het KNIL in de jaren 1942-1945* (1985), p. 212.

[30] Cf [13].

[31] Class & Aircraft Depot status report, 29 April 1944 (AFHRA, Maxwell AFB); data from B.M.H. Palmer (former Flying Officer 24 Squadron) on operations of 24 Squadron RAAF at Bankstown period September-December 1943, via A. Palmer and René Wittert, October 1974, refers to a Brewster borrowed from the U.S. Depot at Townsville which was returned early January 1944, see also the letter mentioned in endnote [9], Appendix, which mentions the return of the 3119 on 3 January 1944.

[32] U.S. Army Air Services S.W. Pacific Area telegram (AFHRA, Maxwell AFB, reporting of landing accident, July 1943, day hardly readable but probably 18 or 19).

[33] Cf [9], Appendix. It should be noted that the RAAF operated Brewsters 303 (A51-16) and 306 (A51-17) were administratively kept “on the books” by the USAAF and were also mentioned in the weekly non-combat status reports of the Fifth Air Force (AFHRA, Maxwell AFB) causing some confusion when the aircraft were returned by the RAAF. According to the non-combat status reports the final Brewsters “On Hand” were moved to the column “Lost Accident” (which usually meant off the active strength because of repairs or overhaul, however) in the week report of 21 November 1942 (week of 14-20 November 1942; probably the 303 or the 306 used by the RAAF, which were both reported unserviceable on 2 November 1942 but reported serviceable again on 23 November 1942, the 303, respectively on 24 November 1942, the 306), the week report of 24 July 1943 (probably the 3119 after its landing accident in July 1943, see [32]), the week report of 31 July 1943 (probably the 313, details unknown), the week report of 7 August 1943 (probably the 306 in use with the RAAF, after a landing accident on 3 August 1943) and the week report of 6 November 1943 (probably the

306 as well; this ac was received at Eagle Farm on 29 October 1943 and very likely was the ac that surfaced out of the blue in the “On Hand” column of the 30 October 1943 week report but was moved to the “Lost Accident” column on 6 November 1943, which corresponds with the date the 306 was reported salvaged). Readers planning to use these reports are warned!

[34] Cf [9], pt. b; correspondence author with Kenn C. Rust, 1975 (an original small print of the natural metal finish 313 was found at the USAF museum in Dayton, Ohio in the early seventies with December 1943 written on the back. The national insignia on the fuselage was of the type introduced on 14 August 1943).

[35] Aircraft status cards E/E88 (ANA). The aircraft name Buffalo was used by the RAAF in Singapore but in Australia the aircraft were often addressed to as just Brewsters as the ML/KNIL had done. The USAAF used “B-3” as a type indicator.

[36] Agendum No 37/1942 Advisory War Counsel, 8 July 1942, secret (ANA).

[37] Aircraft status cards E/E88 (ANA).

[38] Council for Scientific and Industrial Research, Division of Aeronautics, Report No. F.7 on Boomerang Aircraft-Model C.A.12, secret, 12 July 1942 (ANA, via Gordon Birkett).

[39] Form A50s (ANA).

[40] Cf [36].

[41] Aircraft status cards E/E88 (ANA); Form A50s (ANA).

[42] Information from NPC records (AMH, via J.L. Horsthuis, MSc).

[43] Aircraft status cards E/E88 (ANA).

[44] Aircraft status cards E/E88 (ANA); Form A50s (ANA).

[45] Ibid.

[46] Aircraft status cards E/E88 (ANA). See the remark in the first sentences of [33].

[47] Data from B.M.H. Palmer (former Flying Officer 24 Squadron) on operations of 24 Squadron RAAF at Bankstown period September-December 1943, via A. Palmer and René Wittert, October 1974, Palmer referred to the pioneering at the CGS.

[48] Aircraft status cards E/E88 (ANA). Reader is advised that the A51-16 and -17 were not recovered from a scrap heap as is often written. They were taken over in unserviceable condition but were reported serviceable just three days later, so not much amiss with these aircraft. The first time this myth was spread was in the Appendix to the letter of the Secretary of the Department of Air to the General Purchasing Agent United States Army Forces Far East of 26 June 1944 (ANA).

[49] Data from B.M.H. Palmer (former Flying Officer 24 Squadron) on operations of 24 Squadron RAAF at Bankstown period September-

December 1943, via A. Palmer and René Wittert, October 1974; aircraft status cards E/E88 (ANA); Form A50 24 Squadron (ANA). The training of pilots on the Brewster Buffalo is not mentioned in the A50 Forms of the squadron. Mentioned are only test flights and a few local training flights made by experienced pilots of the unit who already flew the Vengeance. The arrival of aircraft A51-3 is also not mentioned in the A50s while the arrival of the other four Buffalo's is mentioned but on 24 June which does not agree with the data on the aircraft status cards. The author considers the latter as correct.

[50] Aircraft status cards E/E88 (ANA).

[51] Data from B.M.H. Palmer (former Flying Officer 24 Squadron) on operations of 24 Squadron RAAF at Bankstown period September-December 1943, via A. Palmer and René Wittert, October 1974 (refers to a Brewster borrowed from the U.S. Depot at Townsville which was returned early January 1944); Appendix to letter 14 September 1944 U.S. Army Forces in the Far East, Office of the General Purchasing Agent to the Secretary of Department of Air (ANA). The Appendix mentions the 3119 as received from the RAAF at Eagle Farm on 3 January 1944. The status of this aircraft gave some administrative problems, though, as the 3119 obviously was borrowed by 24 Squadron without notifying any higher-up RAAF Headquarter (the RAAF consequently, at least initially, refusing to pay for the use of this ac). The administrative problems seem to have been caused by the fact that 24 Squadron was almost completely transferred to Papua New Guinea, leaving only a very small training detachment behind. The administration of the squadron in this period shows large gaps (including gaps in the A50 Forms).

[52] Report on a conference held on the 17th. March, 1942, between Lieutenant General Brett, Dr. Van Mook, Mr. Hoogstraten (director of Economic Affairs), Colonel Giebel, Major Roos, Group Captain Gatty and Colonel Perrin (AFHRA, Maxwell AFB); interview author with B.J. Fiedeldij. See for the history of the Depot Vliegtuigafdeeling Dr. P.C. Boer, "The Depot Squadron of the KNIL Army Aviation Corps and the Java-Australia airlift in the period February-March 1942" published online at www.academia.edu (search Peter Boer, military history).

[53] USAFIA (Brett) telegrams to CG AAF in Washington about transfers of NEI aircraft, for example the one of 21 June 1942 citing one B-10 on hand (AFHRA, Maxwell AFB). Personnel of 18 Squadron NEI RAAF first saw the aircraft flying as a communications aircraft in September 1942.

[54] Telephone interview author with Ronald J. Noakes (then working with Ansett Airways at Essendon), October 1990.

[55] Aircraft status reports 21st TS and 22nd TS as per week report 21 May 1942; USAFIA (Brett) telegram to CG AAF in Washington,

concerning transfers of NEI aircraft, 21 June 1942 (AFHRA, Maxwell AFB); interview author with A.B. Wolff.

[56] Interview author with A.B. Wolff (ML/KNIL liaison officer at AAF SWPA Hq at the time and one of the pilots who flew the ac to Australia in March 1942); aircraft record card B-10 42-68358 (Smithsonian/NASM).

[57] Report on a conference held on the 17th March, 1942, between Lieutenant General Brett, Dr. Van Mook, Mr. Hoogstraten (director of Economic Affairs), Colonel Giebel, Major Roos, Group Captain Gatty and Colonel Perrin (AFHRA, Maxwell AFB); Boer, Aircraft, p. 264.

[58] Aircraft status reports 21st TS and 22nd TS (AFHRA, Maxwell AFB); e-mail Edward Rogers to author, 30 May 2014; Boer, Aircraft, pp. 252, 266.

[59] Data received from G.J. Casius (his research in the U.S. National Archives in the seventies).

[60] Major William H. Carleton, U.S.A.A.F., "History of the Directorate of Air Transport Allied Air Force South West Pacific Area and the 322nd Troop Carrier Wing" (AFHRA, Maxwell AFB), also available at <https://www.ozatwar.com> with explanatory inserts (July 2018). It is noted that the DAT Pool aircraft were not operated by mixed Australian/USAAF crews as intended. Due to personnel shortages with the USAAF and the need for additional off-combat postings for flying personnel with the RAAF, the 2nd pilots and radio operators in the crews were supplied by the RAAF instead of the USAAF.

[61] Telegram Air 950 from HQ USAFIA to CG AAF, Washington, June 4, 1942 (AFHRA, Maxwell AFB).

[62] Transport aircraft status report, 29 July 1942 (AFHRA, Maxwell AFB).

[63] A50 Form 2 AD; data on aircraft L2-34 received from G.J. Casius; <https://www.ozatwar.com/ozcrashes/nt105.htm> ; photographs of the crashed aircraft (via Gordon Birkett). Two others standing next to the General were struck as well and killed.

[64] Photograph of the aircraft made at Townsville, 1943.

[65] Diary R.W.C.G.A. Wittert van Hoogland Esq, LL.M. (via René Wittert); interview author with F. Pelder.

[66] Ibid.; interview author with A.D.M. Moorrees; see also Boer, Aircraft, pp. 84, 101 (it should be noted that on p. 84 the c/n of L2-46 is wrongly mentioned as 1304 instead of 1314).

[67] Air Ministry Forms 78 (aircraft movements cards, via AHB RAF).

[68] Report on conference held on March 18th, at 12.00 hours, between Mr. Berts and Mr. Versteegh, K.N.I.L.M., Group Captain Gatty and Colonel Perrin (AFHRA, Maxwell AFB); interview author with G. van Messel; data received from Jan Hagens; G.J. Hagens, De KNILM vloog door...(1972, hereafter Hagens), pp. 198-99. It should be noted that the

NEI representatives in the conference did not realise at the time that one of the DC-5s was Dutch Government owned but assumed it was also KLM owned. See Dr. P.C. Boer, "The Depot Squadron of the KNIL Army Aviation Corps and the Java-Australia airlift in the period February-March 1942", published on-line at www.academia.edu (search Peter Boer, military history), for the operations of the KNILM in the framework of the Java-Australia airlift. Five DC-3s and three L-14s were already evacuated from Java to Australia in the night of 19 to 20 February 1942. [69] Ibid.

[70] Memorandum voor den Raad van Bestuur der KNILM inzake de activiteit der KNILM na het verlaten van Java in Februari 1942, Kort Verslag aan Aandeelhouders van de NV Koninklijke Nederlands-Indische Luchtvaart Maatschappij and attached memorandi (National Archive of the Netherlands, Regeringscommissarissen van het Ministerie van Kolonien 1904-1952, Inv. Nr. 143, via Ronald Dijkstra); interview author with G. van Messel; data received from Jan Hagens; Hagens, pp. 199-202. The KNILM assumed that the spare parts which were factory delivered after 1 April 1942 (and were en route in May 1942) would be delivered in Australia and asked Hq AAF SWPA permission for the sale of these to the USAAF. This permission was granted and the KNILM consequently expected payment. However, nobody ever checked whether these spare parts actually came to Australia or not. When this issue was sorted out in 1946-47 neither delivery by ship to Australia nor to the USAAF in Australia could be traced or proven.

[71] Interview author with G. van Messel; data received from Jan Hagens; Hagens, p. 202.

[72] Ibid.; telegram to AGWAR Washington, Arnold from Brett 10/4/42, by Adjutant General Colonel A.G.D. Fitch (AFHRA, Maxwell AFB).

[73] Ibid.; interview author with B.J. Fiedeldij.

[74] Hagens, p. 204; interview author with G. van Messel.

[75] Order AC6838: allotment of type designation and serial number (approval of Purchase Order 44068, U.S. National Archives, via G.J. Casius). At least a part of the aircraft initially flew with the c/n on the vertical stabilizer in May 1942. For example former PK-ADD flew with 426 on the fin.

[76] Transport aircraft status report 29 July 1942 (AFHRA, Maxwell AFB).

[77] P.C. Boer, "Early NAA B-25C Mitchells of the ML/KNIL, February 1942-June 1942", published on line at www.academia.edu (search Peter Boer, military history).

[78] Ibid.; History of the 3rd Bomb Group (Light) AAF (AFHRA, Maxwell AFB). See Appendices for a summary of individual aircraft histories.

[79] Cf. [77]; Diary R.W.C.G.A. Wittert van Hoogland Esq, LL.M. parts A to H incl. (via René Wittert).

[80] Boer, Aircraft, pp. 145-46. On p. 145 it is incorrectly stated that four DC-5 aircraft belonged to the Netherlands Government. One or two were delivered before the occupation of the Netherlands and the first two delivered were KLM owned. The two that went to the NEI were sold by KLM to the Netherlands Government for use in the NEI and arrived in Soerabaja, Java late August 1940 (with thanks to Ronald Dijkstra). Further research has also shown that the D904 did not receive a military camouflage in September 1940; it remained natural metal until December 1941 (p.146, with thanks to Gerard Casius).

Abbreviations

AAF	Allied Air Force (in Australia), Army Air Force (in Washington)
Ac	Aircraft
AD	Air Depot
ADG	Air Depot Group
AFB	Air Force Base
AFHRA	Air Force Historical Research Agency (Maxwell AFB)
AHB	Air Historical Branch (RAF)
AMH	Afdeling Maritieme Historie (Maritime History Department, presently a part of the Netherlands Institute for Military History)
ANA	Australian National Archives, Australian National Airways
BG	Bombardment Group (of USAAF)
C.	Circa
CAC	Commonwealth Aircraft Corporation
CG	Commanding General
CGS	Central Gunnery School (RAAF)
C/n	Construction number (manufacturer serial number)
DAT	Directorate of Air Transport (of AAF SWPA)
Det	Detachment
D.VI.A.	Depot Vliegtuigafdeeling (Depot Squadron of ML/KNIL)
FG	Fighter Group (of USAAF)
FLC	Foreign Liquidation Commissioner (of the U.S. State Department)
FS	Fighter Squadron (of USAAF)
FY	Fiscal Year
Hq	Headquarters
KLM	Royal Dutch Airline
KNILM	Royal Netherlands Indies Airline
MLD	Marineluchtvaartdienst (Naval Air Service of the Netherlands)
ML/KNIL	Militaire Luchtvaart/Koninklijk Nederlands-Indisch Leger (Army Aviation Corps/Royal NEI Army)
NAA	North American Aviation

NAF	Naval Aircraft Factory
NEI	Netherlands East Indies
OTU	Operational Training Unit
PG	Pursuit Group (of USAAF)
PRU	Photographic Reconnaissance Unit
PS	Pursuit Squadron (of USAAF)
RAAF	Royal Australian Air Force
RAF	Royal Air Force
Rec.	Received
RSU	Repair and Service Unit (of RAAF)
Sq	Squadron
SWPA	South West Pacific Area
TCG	Troop Carrier Group
TCS	Troop Carrier Squadron
TS	Transport Squadron
USAAF	United States Army Air Force
USAFIA	U.S. Army Forces in Australia
VJ	Victory Japan

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