

NEI AIRCRAFT IN AUSTRALIA

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With the Japanese invasion of the Netherlands East Indies (NEI) in February and March 1942, a large number of aircraft owned by, or en-route destined for the NEI, were diverted to Australia and used by the RAAF or US services based in Australia. These involved aircraft of the Militaire Luchtvaart – Koninklijk Nederlandsch Indisch Leger (ML-KNIL), the Marine Luchtvaart Dienst (MLD) as well as the Koninklijke Nederlandsch Indische Luchtvaart Maatschappij (KNILM).

The history of these aircraft has been scattered over many reference sources. Some of these sources are solid and reliable whilst others started off as honest 'assumptions' which over time have been misquoted as 'facts', giving rise to conflicts that may never be resolved. Finally some data has not yet been recovered and may well have been lost permanently with the passing of time.

The following article summarises data that the author has found in published reference sources (books and websites) as well as data provided by correspondents (e-mails). It does not contain newly researched data although the 'side-by-side comparison' of data has allowed some outstanding queries to be resolved. The primary purpose of publishing the article is to draw out additional information and photos and/or corrections. ***Additions and corrections are invited and should be forwarded to josheyman@hotmail.com.***

Information on the fate of aircraft after their transfer to the RAAF, USAAF etc has been summarised, especially where such details are readily available on, for instance, the ADF Serials website.

Whilst, after the capitulation, the NEI was keen to remain in control of the aircraft it owned and had on order, the rule imposed by the US was that all aircraft arriving in Australia after 9 March 1942 were to be transferred to the USAAF 5th Air Force in Australia, the RAAF or the US Navy. Aircraft which had not been delivered (meaning 'shipped from the US') by 16 March 1942, were impressed in the US and were not shipped.

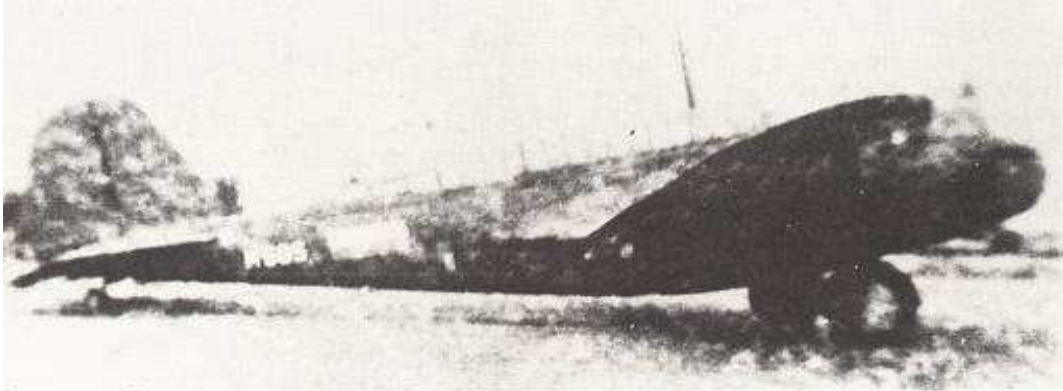
The ships which had carried the NEI aircraft from the US were the Kota Baroe (arrived in Tjilatjap on 27 February 1942 where it was unloaded), Zaandam (arrived in Tjilatjap in February 1942 but redirected to Fremantle where it arrived on 6 March 1942 and was probably unloaded), the Sloterdijk (arrived in Tjilatjap on 2 March 1942 but redirected to Fremantle where it arrived on 8 March 1942 and was probably unloaded), the Tossair (unloaded in Melbourne after arrival on 3 March 1942), the Tjibesar (probably unloaded in Albany after arrival on 4 March 1942), the Tarakan (unloaded in Sydney after arrival on 1 April 1942), the Tabian (probably unloaded in Fremantle after arrival on 9 March 1942), the Tjinegara (unloaded in Sydney after arrival on 10 March 1942), the Mapia (probably unloaded in Melbourne after arrival on 3 April 1942), the Weltevreden (unloaded in Sydney after arrival on 3 April 1942), the Tabinta (unloaded in Sydney after arrival on 5 April 1942) and the Bantam (unloaded in Sydney after arrival on 23 April 1942). It should be noted that some of these ships may have called at other Australian ports at an earlier or later date.

The US continued to recognise a 'debt' to the NEI and in due course supplied replacement aircraft as part of Lend-Lease arrangements. These aircraft, mainly Mitchell bombers, P-40N fighters and Lodestar transports, are not included in this discussion.

ML-KNIL aircraft

Martin 139WH-3A

On 8 March 1942 a Martin 139WH-3A delivered to the ML-KNIL sometime in 1939, was flown from Andir to Australia where it was transferred to the USAAF. It was aircraft M-585 (c/n 843) and was formally transferred on 8 April 1942 when it received serial 42-68358 and was designated as RB-10. The fate of the aircraft is not clear. Some reference sources state that it remained in use until August 1944, whilst other sources state that it was used for spares, in particular its engines which were similar to those fitted on Lodestars.



Martin 139WH-3A M-585

Lockheed L-12

A number of Lockheed L-12s destined for the ML-KNIL had been shipped from the United States to the NEI on the freighter Tarakan and were diverted to Australia. Although some reference sources have suggested that there were five aircraft on this ship (with serials L2-27, L2-31, L2-33, L2-34 and L2-35), it now seems evident from shipping records held in The Netherlands that the Tarakan carried only two aircraft, ie L2-34 and L2-31 or L2-33, with the others having been delivered to the NEI at an earlier date.

L2-34 (c/n 1302) went to the USAAF with locally applied serial 42-1302 and flew with the 3rd Bomb Group. There is no evidence to suggest that this aircraft, or for that matter the other aircraft, received a formal designation and serial or an Australian radio call sign. After the war it appeared on the civilian register as VH-ASG and eventually ended up in Malaysia as 9M-AMK. It crashed on 26 October 1966 at Bukit Besi, West Malaysia.

L2-31 (c/n 1299) or L2-33 (c/n 1301) went to 21st Squadron of the USAAF although some reference sources have suggested it was transferred to the US Navy in Australia. Other sources have suggested that this aircraft crashed end April 1942. The other aircraft (L2-31 or L2-33) is believed to have fallen into Japanese hands, probably after it was rendered inoperable by the ML-KNIL prior to the surrender.

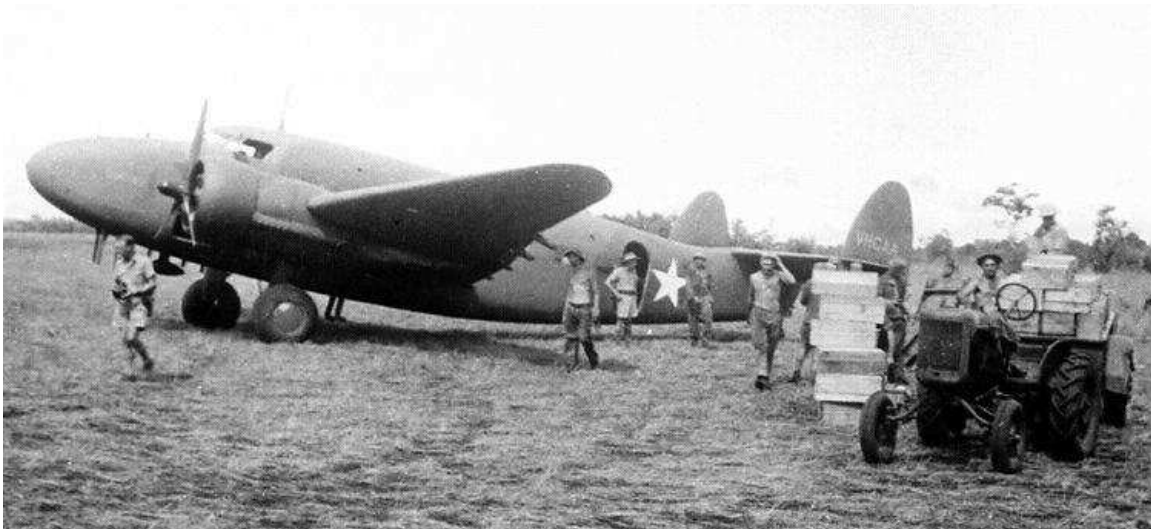
Until recently it was thought that L2-35 (c/n 1303) was used by the ML-KNIL in Australia headquarters in Laverton where it flew with Australian radio call sign VHRDO. New information at hand, based on logbooks and documents of the 120th Squadron after its arrival in Soerabaja in April 1946 as well as letters and interviews undertaken by researchers in The Netherlands, now indicates that L2-35 was delivered via Tjilatjap in late February 1942. It was abandoned during the capitulation and was recovered by the Japanese. It is thought it was given to an Indonesian Technical School and when recovered by the ML-KNIL in 1946 it still carried the original Dutch paint scheme with red-white-blue flags, except that the blue had been painted out. It was returned to flying condition again within two weeks. Eventually the aircraft was transferred to the Indonesian air force in June 1950 as T-307.

Some reference sources have suggested that L2-27 (c/n 1295) was transferred to Australia and was then shipped to the United Kingdom where it arrived on 6 August 1942 on board of the Norwegian ship Hindanger.

It is, however, more likely that the aircraft, which had arrived at Andir in December 1941, was lost during a Japanese attack on Andir on 19 February 1942. The aircraft that arrived on the Hindanger, is believed to be a Lockheed L-12 (c/n 1275) formerly registered as NC18977 and owned by Pittsburgh Steel. It served with Dutch forces in the United Kingdom there and carried RAF serial NF753. Eventually it became T-5 of the Dutch air force and was written off in August 1949.

Lockheed Lodestar

In February 1942 the Depot Vliegtuig Afdeling of the ML-KNIL was formally transferred from NEI to Australia along with its aircraft. From that date its Lockheed Lodestars operated from there. Eleven aircraft were purchased by the US on 8 April 1942 and assigned to ADAT. They received Australian call signs as well as USAAF serials. Their designation was C-56B for 42-68347/68357. Photographic evidence, in particular Lodestar VHCAA and VHCAF, indicates that the assigned serials were not displayed prominently visible on the aircraft.



Lodestar VHCAA

Known details are:

- LT9-07 (c/n 18-2102), radio call sign VHCAA, went to the USAAF as 42-68347 and was operated by Qantas. It served in Australia and New Zealand after the war before going to the USA where it was current in 2004 as N796G.
- LT9-08 (c/n 18-2103), radio call sign VHCAB, went to the USAAF as 42-68348 and was operated by Qantas. It was written off on 26 November 1943 at Port Moresby.
- LT9-09 (c/n 18-2104), radio call sign VHCAC, went to the USAAF as 42-68349 and was operated by Guinea Airways. It served in Australia and New Zealand after the war and was written off on 10 February 1947 at Palmerston, New Zealand.
- LT9-14 (c/n 18-2109), radio call sign VHCAD, went to the USAAF as 42-68350. It was written off either on 14 July 1942 or in January 1944 at Tennant Creek.
- LT9-15 (c/n 18-2110) was withdrawn from use in Darwin in March 1942 whilst still in ML-KNIL service.
- LT9-16 (c/n 18-2120), radio call sign VHCAE, went to the USAAF as 42-68351 and was operated by Ansett. It was written off on 11 October 1942 at Archerfield.

- LT9-17 (c/n 18-2121), radio call sign VHCAF, went to the USAAF as 42-68352 and was operated by ANA. It was written off on 23 April 1944 at Archerfield.
- LT9-18 (c/n 18-2122) was written off on 3 March 1942 at Broome whilst still in ML-KNIL service.
- LT9-19 (c/n 18-2123), radio call sign VHCAG, went to the USAAF as 42-68353 and was operated by ANA(?). It was written off on 17 August 1942 at Maple.
- LT9-21 (c/n 18-2125), radio call sign VHCAH, went to the USAAF as 42-68354 and was operated by ANA. It was written off on 30 November 1942 at Dobodura, New Guinea.
- LT9-22 (c/n 18-2126) was written off on 15 February 1942 at Brisbane whilst still in ML-KNIL service.
- LT9-23 (c/n 18-2127), radio call sign VHCAI, went to USAAF as 42-68355. It was written off on 17 August 1942 at Maple. Sometimes reported as current as N7001 but that aircraft is c/n 2427.
- LT9-24 (c/n 18-2128), radio call sign VHCAJ, went to the USAAF as 42-68356 and was operated by ANA. It was written off on 26 February 1943 at Garbutt.
- LT9-25 (c/n 18-2129), radio call sign VHCAK, went to the USAAF as 42-68357 and was operated by Qantas. It was written off on 15 May 1944 at Bundaberg.

Serials LT-926/934 refer to another 9 Lockheed Lodestars which were not delivered in time and were impressed in the US for USAAF as C-60 with serials 42-108787/108792 and the US Navy as R5O-5 with serials 30149/30150.

North American B-25C

On 30 June 1941 the ML-KNIL ordered 163 North American B-25C Mitchells with first deliveries scheduled for March 1942. The ML-KNIL serials N5-122 to N5-283 were reserved for these aircraft that were eventually impressed by the USAAF as 42-53332/53493.

To replace them, and also reflecting the changed urgencies of the time, the US diverted 60 B-25Cs from other orders to the ML-KNIL in January 1942. These aircraft were part of the 41-12434/13038 production batch.

By early March 1942 five reached Bangalore where they were operated by the ML-KNIL in cooperation with the RAF. The aircraft never reached the NEI or Australia.

Another fifteen had been ferried from California to Australia where they were delivered to the ML-KNIL in early March 1942 but were repossessed by US forces in Australia on 22 March 1942 using their former USAAF serial again.



Mitchell N5-124

It is believed the serials of these aircraft were N5-122 (c/n 82-5129, 41-12494), N5-123 (c/n 82-5078, 41-12443), N5-124 (c/n 82-5090, 41-12455), N5-125 (c/n 82-5101, 41-12466), N5-126 (c/n 82-5097, 41-12462), N5-127 (c/n 82-5146, 41-12511), N5-128 (c/n 82-5115, 41-12480), N5-129 (c/n 82-5118, 41-12483), N5-130 (c/n 82-5133, 41-12498), N5-132 (c/n 82-5136, 41-12501), N5-134 (c/n 82-5074, 41-12439), N5-136 (c/n 82-5072, 41-12437), N5-149 (c/n 82-5073, 41-12438), N5-151 (c/n 82-5099, 41-12464) and N5-161 (c/n 82-5117, 41-12482). Some references have suggested that, on arrival, some of the first nine aircraft (ie N5-122 to N5-130) carried other serials within the N5-122 to N5-161 range and that they were locally reseried in the sequential order.

A number of other aircraft were retained by the USAAF with most of them, as far as can be ascertained, used in the south Pacific theatre of war.

Eventually the ML-KNIL forces in Australia, by then established as the 18th Squadron, RAAF, received B-25s from subsequent production batches, the first of these, N5-128 (41-12935), being delivered in August 1942. These aircraft were seried in the N5-128 to N5-266 range but their discussion is outside the scope of this paper.

Curtiss Wright CW-22

The ML-KNIL had ordered 61 CW-22B Falcons of which 35 had been delivered to the NEI before the outbreak of hostilities. Another 21 were en-route to the NEI on board of the Sloterdijk (7) and the Tjibesar (14). The Sloterdijk sailed into Tjilatjap but did not unload and left for Fremantle on 2 March 1942. The Tjibesar was diverted to Australia whilst en-route. On arrival in Australia all 21 CW-22s were handed over to the USAAF.

Twelve were assigned to the 35th Pursuit Group of the USAAF and were probably flown with their construction numbers as serials. Eleven of the aircraft concerned were CF-4100 (c/n 3758), CF-4102 (c/n 3760), CF-4103 (c/n 3761), CF-4104 (c/n 3762), CF-4107 (c/n 3765), CF-4108 (c/n 3766), CF-4109 (c/n 3767), CF-4110 (c/n 3768), CF-4112 (c/n 3770), CF-4116 (c/n 3774) and CF-4118 (c/n 3776). The twelfth aircraft is believed to have been CF-499 (c/n 3536) although there is some doubt about the accuracy of the c/n which is probably should have been c/n 3736. However, ML-KNIL flight logs also indicate that CF-499 was flown by trainee pilots in the NEI in 1941, casting doubt over the suggestion that it went to the USAAF.

At least one remained in use in March 1944 with the 60th Depot Group in Post Moresby.

The fate of the remaining nine aircraft is not clear but they may have been used for spares. These were CF-4101 (c/n 3759), CF-4105 (c/n 3763), CF-4106 (c/n 3764), CF-4111 (c/n 3769), CF-4113 (c/n 3771), CF-4114 (c/n 3772), CF-4115 (c/n 3773), CF-4117 (c/n 3775) and CF-4119 (c/n 3777).

A final five ML-KNIL aircraft (CF-4120/4124) never left the US and were transferred to the US Navy with serials 32987/32991. They were designated as SNC-1.

Curtiss P-40E

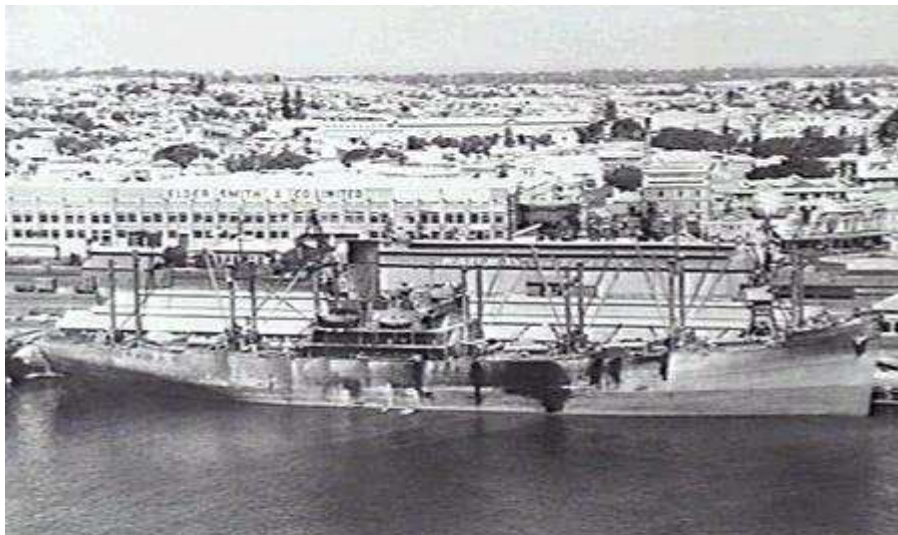
The ML-KNIL had ordered 140 Curtiss P-40Es. The construction numbers and ML-KNIL serials for the P-40Es are not known but it is possible they would be in the C-32xx range if indeed serials were ever reserved for them. However, there is no documentary evidence to support this assumption. None had been delivered prior to the Japanese invasion.

As the aircraft had already been paid for and the situation in the NEI was worsening, US authorities took several steps to speed up the delivery of P-40Es to the NEI by diverting aircraft from other production batches.

One of these steps was to send aircraft already in Australia to the NEI for use by the ML-KNIL and other forces which were operating in NEI.

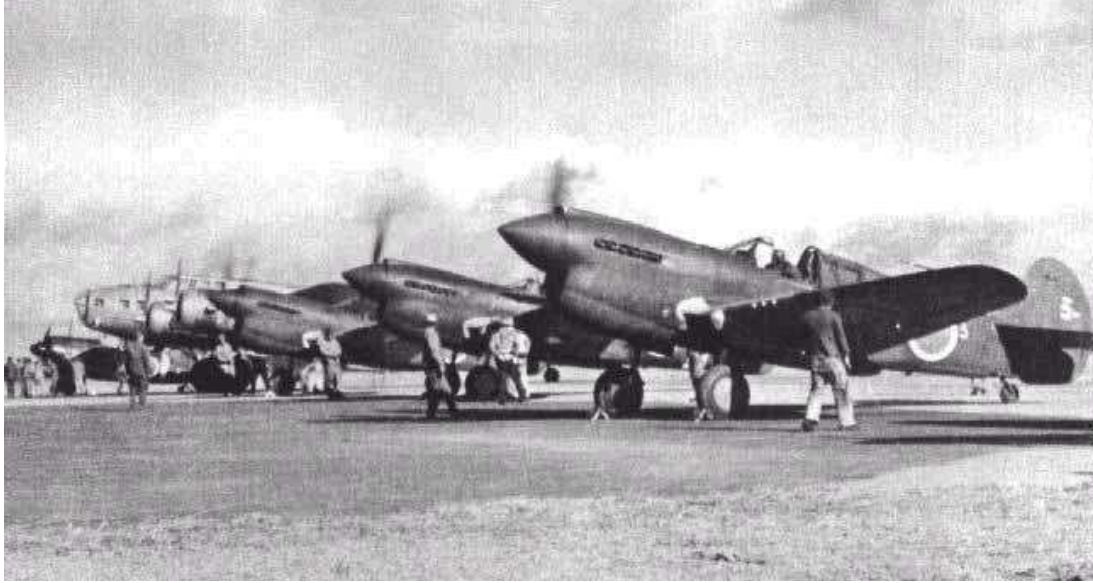
The first shipment consisted of 27 Curtiss P-40Es, broken down into major components and crated, which were loaded on the ship *Sea Witch* in Adelaide. The *Sea Witch* arrived in Tjilatjap on 28 February 1942 and unloaded the crated aircraft. Of these aircraft 15 were transported by train to Andir and 12 to Tasikmalaja. The latter aircraft were to be flown by the RAF. As none of these aircraft were originally intended for the ML-KNIL, the service never assigned any serials to them.

The USAAF serials of the 27 aircraft were 40-607 (c/n 13482), 41-5512 (c/n 16504), 41-5556 (c/n 16548), 41-5561 (c/n 16553), 41-5566 (c/n 16558), 41-5569 (c/n 16561), 41-5587 (c/n 16579), 41-5601 (c/n 16593), 41-5604 (c/n 16596), 41-5605 (c/n 16597), 41-5608 (c/n 16600), 41-5623 (c/n 16615), 41-5625 (c/n 16617), 41-5626 (c/n 16618), 41-5627 (c/n 16619), 41-5629 (c/n 16621), 41-5630 (c/n 16622), 41-5631 (c/n 16632), 41-5637 (c/n 16629), 41-5639 (c/n 16631), 41-5640 (c/n 16632), 41-24812 (c/n 18831 or 19323), 41-24833 (c/n 18833), 41-24836 (c/n 18855), 41-24837 (c/n 18856), 41-24839 (c/n 18858) and 41-24841 (c/n 18860).



SeaWitch in Fremantle (Source: AWM via Gordon Birkett)

Three were assembled at Andir and the first one was flown on 7 March 1942. Of these three, two were flown to Pameungpeuk whilst the third one returned to Andir for repairs to its engine. It appears that they may have carried a simple number on the rudder, with the number '3' being known. This particular aircraft was later captured by the Japanese and flown with this number applied on the fuselage. It has also been suggested that the aircraft at Tasikmalaja were assembled although it seems none were ready for flight. On 8 March 1942, as part of the capitulation, all the aircraft were rendered unusable by damaging the undercarriage and the control surfaces. Some reference sources have suggested that up to four of these aircraft may have been captured and repaired by the Japanese.



Captured P-40E with serial '3'

Some reference sources seem to draw the incorrect conclusion that a shipment of P-40Es on the USS Langley was intended for the ML-KNIL. Instead these were intended for two squadrons of the which operated from a base at Tjisaok. This shipment had started off as 43 P-40Es of the 49th Pursuit Group in Australia which had been flown from Amberley and Bankstown to Maylands (Perth) of which only 34 reached Maylands. One was damaged in the landing at Maylands and was eventually transferred to the RAAF. The remaining 33 aircraft were checked by mechanics of ANA airlines at Maylands and on the night of 21-22 February 1942 they were towed along main roads to the port of Fremantle. Of these, 32 were loaded on the USS Langley, which was all it could take – planners had forgotten that the former aircraft carrier no longer had a full length deck. The final aircraft was flown back to Bankstown.

The Langley then sailed for Java with these aircraft but on 27 February 1942 the Langley was attacked south of Tjilatjap by Japanese aircraft and was so badly damaged it had to be torpedoed by an escort and sank 100 km south of Tjilatjap.

A batch of 18 Lend-Lease P-40Es which had been shipped from the US on the Bantam, was earmarked for the ML-KNIL. These had USAAF serials 41-25163/25170, 41-25174/25181 and 41-25184/25185. After arrival in Australia in April 1942 they were diverted to the RAAF and USAAF. The ML-KNIL serials, if any, are not known. These aircraft were not part of the original order placed by the ML-KNIL.

Known details of the aircraft concerned are:

- c/n 19674 (USAAF 41-25163) went to the RAAF as A29-94 on 26 April 1942 but returned to USAAF two days later and was supplied to the 49th Pursuit Group. It was written off on 1 December 1942 at 17 Mile Drome.
- c/n 19675 (USAAF 41-25164) went to the RAAF as A29-92 on 26 April 1942 but returned to USAAF two days later and was supplied to the 49th Pursuit Group. It was written off on 27 December 1942.
- c/n 19676 (USAAF 41-25165) went to the USAAF 49th Pursuit Group. It was withdrawn from use on 29 December 1943.
- c/n 19677 (USAAF 41-25166) went to the RAAF as A29-92 on 13 May 1942. It was written off on 27 August 1942 at Townsville.
- c/n 19678 (USAAF 41-25167) went to the USAAF 49th Pursuit Group. It was shipped back to the US and was withdrawn from use on 9 June 1944.
- c/n 19679 (USAAF 41-25168) went to the RAAF as A29-93 on 13 May 1942. It was written off on 12 August 1942 at Milne Bay.

- c/n 19680 (USAAF 41-25169) went to the USAAF 49th Pursuit Group. It was shipped back to the US and was withdrawn from use.
- c/n 19681 (USAAF 41-25170) went to the USAAF 49th Pursuit Group. It was written off on 15 July 1943.
- c/n 19685 (USAAF 41-25174) went to the RAAF as A29-97 on 26 April 1942 but returned to USAAF two days later and was supplied to the 49th Pursuit Group. It was written off on 24 October 1943.
- c/n 19686 (USAAF 41-25175) went to the USAAF 49th Pursuit Group. It was written off on 17 August 1943 at Gonotu Point.
- c/n 19687 (USAAF 41-25176) went to the RAAF as A29-94 on 13 May 1942. It was written off in February 1944 at Taren Point.
- c/n 19688 (USAAF 41-25177) went to the USAAF or, alternatively went to the RAAF as A29-99 on 26 April 1942 but returned to USAAF two days later. It was transferred again to RAAF as A29-95 in May 1942 and was written off on 8 November 1942 at Milne Bay.
- c/n 19689 (USAAF 41-25178) went to the USAAF 49th Pursuit Group. It was written off on 8 November 1942 at Kokoda.
- c/n 19690 (USAAF 41-25179) went to the USAAF 49th Pursuit Group. It was shipped back to the US and was withdrawn from use.
- c/n 19691 (USAAF 41-25180) went to the RAAF as A29-93 on 26 April 1942 but returned to USAAF two days later and was supplied to the 49th Pursuit Group. It was withdrawn from use on 18 August 1944.
- c/n 19692 (USAAF 41-25181) went to the RAAF as A29-96 on 26 April 1942 but returned to USAAF two days later and was supplied to the 49th Pursuit Group. It was written off on 13 June 1942 at Gun Point.
- c/n 19695 (USAAF 41-25184) went to the RAAF as A29-100 on 26 April 1942 but returned to USAAF two days later and was supplied to the 49th Pursuit Group. Its fate is not known.
- c/n 19696 (USAAF 41-25185) went to the RAAF as A29-95 on 26 April 1942 but returned to USAAF two days later and was supplied to the 49th Pursuit Group. It was written off on 22 July 1942 at Livingston Strip.

Note that some of the RAAF serials of those aircraft transferred to USAAF were re-used.

Later during the war, and still recognising that the ML-KNIL had actually purchased P-40s, a number of P-40Ns were diverted to the Dutch forces in Australia. However, discussion of these aircraft is outside the scope of this paper.

Brewster Buffalo

To supplement their stock of Brewster Buffaloes ordered and delivered earlier, the ML-KNIL had ordered 20 of the 339-23 version for which it reserved the serials B-3167/B-3186. Their construction numbers are not known. These had not been delivered before the war broke out. In addition, six aircraft of the earlier 339D version, with serials B-3119 (c/n 314) and B-3162/3166 (probably c/n 384/388) had not yet been delivered. This makes a total of 26 aircraft that had not yet been delivered, although some reference sources suggest that only 21 aircraft had not yet been delivered.

The '26 argument' is based on the suggestion that five crated Buffaloes had arrived in Tjilatjap on the Zaandam in the final days of the war. As the port of Tjilatjap was full, the cargo could not be unloaded and the Zaandam, after taking on 892 refugees, sailed on to Fremantle. However, according to the shipping manifest, the load consisted mainly of scrap iron, thereby casting doubt on the suggestion that these aircraft were delivered. Moreover, it seems that B-3162/3166 were still in the US on 1 April 1942. It is possible that these aircraft had been kept in the US by the Dutch for possible deployment with Dutch forces in Suriname, a plan that never materialised. There is no evidence either to support their deployment in Australia and their fate is not known. The remaining 21 aircraft were en-route on the Mapia (4), Sloterdijk (10), Tabian (3) and Tjibesar (4) and were diverted to Australia.

In Australia they were initially diverted to the USAAF and by March 1942, eight had been assembled by the USAAF 4th Air Force Geelong. Of these six were transferred to the RAAF as A51-1 to A51-6 and were converted as photo reconnaissance aircraft. These were B-3171 (A51-1), B-3175 (A51-2), B-3177 (A51-3), B-3184 (A51-4), B-3185 (A51-6) and B-3186 (A51-5). The other two remained with the USAAF, including former B-3119.

The other thirteen Buffaloes were assembled for the USAAF by Ansett Airways at Essendon and were put into service with locally applied serials in the 301 to 313 series (in some reference sources referred to as 'Ansett erection number', although this seems to be a post-war term). Some of these were subsequently transferred to the RAAF with serials in the A51-7 to A51-15 range.

It has not been possible to match aircraft with USAAF serials 304 and 313 to a ML-KNIL aircraft whilst the fate of ML-KNIL aircraft B-3169, B-3170 and B-3173 cannot be traced. They could have been broken up for parts – in particular their engines although there is photographic evidence of 313 having flown.



Brewster Buffalo USAAF 313

Known details of the aircraft concerned are:

- B-3119 went to the USAAF as 3119. It had earlier flown with that serial in the US. Its fate in Australia is not known.
- B-3167 went to the USAAF as 310. Later it went to the RAAF as A51-13 and was withdrawn from use after November 1943.
- B-3168 went to the USAAF as 309. Later it went to the RAAF as A51-12 and was withdrawn from use after July 1943.
- B-3169 of which its fate in Australia is not known.
- B-3170 of which its fate in Australia is not known.
- B-3171 went to the USAAF without a serial. Later it went to the RAAF as A51-1 and was withdrawn from use after September 1943.
- B-3172 went to the USAAF as 301. Later it went to the RAAF as A51-7 and was withdrawn from use after November 1943.
- B-3173 of which its fate in Australia is not known.
- B-3174 went to the USAAF as 311. Later it went to the RAAF as A51-14. Some references have this aircraft withdrawn from use after June 1943 whilst others references have suggested it crashed south west of Derby where it was found in 1980. The remnants then went to the USA, via Sydney, eventually arriving at the Aviodrome collection in The Netherlands.

- B-3175 went to the USAAF without a serial. Later it went to the RAAF as A51-2 and was written off on 8 July 1942 at Tallarook.
- B-3176 went to the USAAF as 305. Later it went to the RAAF as A51-9 and was withdrawn from use after January 1944.
- B-3177 went to the USAAF without a serial. Later it went to the RAAF as A51-3 and was withdrawn from use after June 1943.
- B-3178 went to the USAAF as 307. Later it went to the RAAF as A51-10 and was withdrawn from use after July 1943.
- B-3179 went to the USAAF as 308. Later it went to the RAAF as A51-11 and was withdrawn from use after July 1943. The remnants then went to the USA, via Sydney, eventually arriving at the Aviodrome collection in The Netherlands.
- B-3180 went to the USAAF as 303. Later it went to the RAAF as A51-16 and was withdrawn from use after November 1943.
- B-3181 went to the USAAF as 302. Later it went to the RAAF as A51-8 and was withdrawn from use after October 1943.
- B-3182 went to the USAAF as 306. Later went to the RAAF as A51-17 and was withdrawn from use after September 1943.
- B-3183 went to the USAAF as 312. Later went to the RAAF as A51-15 and was withdrawn from use after June 1943.
- B-3184 went to the USAAF without a serial. Later it went to the RAAF as A51-4 and was written off on 16 June 1942 at Laverton.
- B-3185 went to the USAAF without a serial. Later it went to the RAAF as A51-6 and was written off on 29 October 1942 at Darwin
- B-3186 went to the USAAF without a serial. Later it went to the RAAF as A51-5 and was written off on 25 September 1942 at Derby.

The link between the ML-KNIL serial and the USAAF/RAAF serial cannot be confirmed with certainty in some cases, due to lack of documentary evidence.

In addition to the parts of B-3174 and B-3178, the Aviodrome in The Netherlands has parts of an ex USAAF aircraft identified as '304'. It is intended to use the parts of the three aircraft to rebuild a Buffalo, using a replica fuselage.

MLD aircraft

Dornier Do-24K

On 19 February 1942 the MLD flew Dornier Do-24Ks with serials X-5, X-7, X-8, X-9, X-10 and X-24 to Australia where all of them, except X-24, were transferred to the RAAF. X-24 was retained by the MLD until October 1943 when it was also transferred to the RAAF.



Dornier Do-24 A49-3 (Source: RAAF)

The details are:

- X-5 (c/n 765) went to the RAAF as A49-1 on 29 April 1942. It was withdrawn from use on 20 December 1944.
- X-7 (c/n 767) went to the RAAF as A49-2 on 29 April 1942. It was withdrawn from use in 1944.
- X-8 (c/n 768) went to the RAAF as A49-3 on 29 April 1942. It was withdrawn from use on 20 December 1944.
- X-9 (c/n 769) went to the RAAF as A49-4 on 29 April 1942. It was withdrawn from use on 20 December 1944.
- X-10 (c/n 770) went to the RAAF as A49-5 on 29 April 1942. It was withdrawn from use on 11 March 1944 at Darwin.
- X-24 (c/n 785) remained with the MLD until it went to the RAAF as A49-6 in October 1943. It was withdrawn from use on 20 December 1944.

Ryan STM

The Ryan STM was the standard trainer for the MLD which was used with and without floats at Perak and Morokrempangan. On 19 February 1942 the MLD managed to ship 36 Ryan STMs to Australia on the ship Tjinegara where they arrived in Sydney on 10 March 1942. Initially it was intended to establish a flying school in Australia but with the establishment of the Royal Netherlands Military Flying School in Jackson, Mississippi, the Ryan STMs became surplus. The aircraft were sold to the RAAF and, after assembly by Qantas at Rose Bay, were delivered between June 1942 and August 1942. The RAAF used the aircraft for a variety of purposes.



Ryan A50-12 (Source: RAAF)

Details of 35 aircraft are:

- S-14 (c/n 450) went to the RAAF as A50-7 on 26 June 1942. It was withdrawn from use on 20 March 1945 and eventually became VH-AHF.
- S-16 (c/n 452) was possibly stored with RAAF but did not receive a RAAF serial. It became VR-HDY in 1947 and eventually found its way to the Netherlands where it is on display.
- S-17 (c/n 453) went to the RAAF as A50-24 on 4 August 1942. It was written off on 7 April 1945 at Evans Head.
- S-18 (c/n 454) went to the RAAF as A50-27 on 17 August 1942. It was withdrawn from use on 21 January 1945 and eventually became VH-AGU.
- S-19 (c/n 455) went to the RAAF as A50-25 on 17 August 1942. It was written off on 7 April 1945 at Evans Head.
- S-21 (c/n 457) went to the RAAF as A50-30 on 27 August 1942. It was withdrawn from use on 7 April 1945 and eventually became VH-BBJ.
- S-22 (c/n 458) went to the RAAF as A50-17 on 10 June 1942. It was withdrawn from use on 19 April 1945 and eventually became VH-AGV.
- S-23 (c/n 459) went to the RAAF as A50-11 on 20 June 1942. It was withdrawn from use on 5 April 1945 and eventually became VH-AGD.
- S-24 (c/n 460) went to the RAAF as A50-15 on 10 June 1942. It was withdrawn from use on 16 November 1943.
- S-25 (c/n 461) went to the RAAF as A50-33 on 27 August 1942. It was withdrawn from use on 20 March 1945.
- S-26 (c/n 462) went to the RAAF as A50-21 on 4 August 1942. It was withdrawn from use on 12 November 1942.
- S-27 (c/n 463) went to the RAAF as A50-12 on 10 June 1942. It was written off on 18 May 1944 at Sale.
- S-28 (c/n 464) went to the RAAF as A50-4 on 13 July 1942. It was withdrawn from use on 12 June 1944 and eventually became VH-ARR.
- S-29 (c/n 465) went to the RAAF as A50-22 on 4 August 1942. It was withdrawn from use on 19 April 1945 and eventually became VH-AGW.
- S-30 (c/n 466) went to the RAAF as A50-18 on 28 August 1942. It was withdrawn from use on 19 April 1945 and eventually became VH-AGR.
- S-31 (c/n 467) went to the RAAF as A50-2 on 21 July 1942. It was withdrawn from use on 16 October 1946 and eventually became VH-ARS.
- S-33 (c/n 469) went to the RAAF as A50-34 on 27 August 1942. It was withdrawn from use on 7 April 1945 and eventually became VH-AHD.
- S-35 (c/n 471) went to the RAAF as A50-23 on 10 June 1942. It was withdrawn from use on 19 April 1945 and eventually became VH-DBD.
- S-37 (c/n 473) went to the RAAF as A50-1 on 21 July 1942. It was withdrawn from use on 28 August 1945 and eventually became VH-AGQ.

- S-39 (c/n 475) went to the RAAF as A50-9 on 26 June 1942. It was withdrawn from use on 3 July 1944 and eventually became VH-AGR.
- S-40 (c/n 476) went to the RAAF as A50-31 on 27 August 1942. It was withdrawn from use on 18 April 1945 and eventually became VH-AGZ.
- S-41 (c/n 477) went to the RAAF as A50-10 on 20 June 1942. It was written off on 26 April 1943 at Charters Towers.
- S-45 (c/n 481) went to the RAAF as A50-32 on 27 August 1942. It was withdrawn from use on 23 January 1945 and eventually became VH-AHA.
- S-46 (c/n 482) went to the RAAF as A50-19 on 10 June 1942. It was withdrawn from use on 24 September 1944.
- S-47 (c/n 483) went to the RAAF as A50-5 on 13 July 1942. It was withdrawn from use on 5 April 1945 and eventually became VH-ARG.
- S-48 (c/n 484) went to the RAAF as A50-28 on 17 August 1942. It was withdrawn from use on 20 March 1945.
- S-49 (c/n 485) went to the RAAF as A50-14 on 10 June 1942. It was written off on 7 April 1945 at Evans Head.
- S-50 (c/n 486) went to the RAAF as A50-16 on 10 June 1942. It was written off on 9 December 1943.
- S-51 (c/n 487) went to the RAAF as A50-8 on 26 June 1942. It was withdrawn from use on 28 March 1945.
- S-53 (c/n 489) went to the RAAF as A50-13 on 10 June 1942. It was withdrawn from use on 23 March 1945 and eventually became VH-AGS.
- S-54 (c/n 490) went to the RAAF as A50-26 on 10 August 1942. It was withdrawn from use on 23 March 1945 and eventually became VH-AGX.
- S-55 (c/n 491) went to the RAAF as A50-20 on 10 June 1942. It was withdrawn from use on 9 February 1944.
- S-56 (c/n 492) went to the RAAF as A50-29 on 27 August 1942. It was withdrawn from use on 7 April 1945 and eventually became VH-AHC.
- S-57 (c/n 493) went to the RAAF as A50-6 on 13 July 1942. It was withdrawn from use on 16 April 1945 and eventually became VH-AGB.
- S-58 (c/n 494) went to the RAAF as A50-3 on 13 July 1942. It was withdrawn from use on 16 April 1945 and eventually became VH-AHG.

No details are known of the 36th aircraft but it was probably used for spares.

De Havilland Tiger Moth

On 19 February 1942 the MLD shipped 6 De Havilland Tiger Moths to Australia on board of the Tjinegara along with the Ryan STMs as described separately. They were former Vrijwillig Vlieger Corps aircraft that had been loaned to, but not formally impressed by, the MLD although this has not been confirmed. Note that the MLD had serials S-1 to S-10 reserved for impressed aircraft but these may not have been used for the Tiger Moths.

After being unshipped in Sydney, the aircraft were supplied to the RAAF.

The following details of these aircraft are known.

- PK-VVQ (c/n DHA453) went to the RAAF as A17-621. Eventually it was withdrawn from use and became VH-BKH.
- PK-VVR (c/n DHA464) went to the RAAF as A17-622. Eventually it was withdrawn from use and became VH-EVS.
- PK-VVS (c/n DHA465) went to the RAAF as A17-623. It was written off on 25 July 1945.
- PK-VVT (c/n DHA466) went to the RAAF as A17-624. Eventually it was withdrawn from use and became VH-AMH.
- PK-VVU (c/n DHA467) went to the RAAF as A17-625. Eventually it was withdrawn from use and became VH-WFF.

- PK-VVW (c/n DHA468) went to the RAAF as A17-626. Eventually it was withdrawn from use in 1954 and became VH-GWB.

Douglas DB-7B

On 16 October 1941 the MLD had ordered 48 DB-7Cs which would probably have received MLD serials D-47 to D-94. The aircraft had c/n 6265 to 6312 and were, for reasons not clear, serialied by Douglas as DO-101 to DO-148. Although it is known that DO-104 was tested by the US Navy, the other aircraft were repossessed and eventually delivered to Russia. Their ultimate fate or serials is not known.

To meet the immediate need in NEI, and in-lieu of the order for 48 DB-7Cs, US authorities assigned 32 DB-7Bs from an English orders to go to the Netherlands East Indies. The assignment took place on 24 December 1941. The MLD serials D-95 to D-126 were reserved for these. As they had been part of a direct order by the RAF, none of these aircraft received USAAF serials.

The first six aircraft arrived on 27 February 1942 in the port of Tjilatjap on the MS Kota Baroe. Their MLD serials are not known but it is assumed to have been D-95 to D-100. The RAF serials were AL359 (c/n 2740), AL360 (c/n 2741), AL903 (c/n 3835), AL904 (c/n 3836), AL905 (c/n 3837) and AL906 (c/n 3838) (although AL903 might have been AL901 (c/n 3833) due to a record mix-up). One unidentified aircraft was assembled and flown to Tasikmalaja on 5 March 1942 (the main road behind the port facilities at Tjilatjap had been widened to serve as a runway). Tasikmalaja was used as a central point from which salvageable equipment would be packed and transported to Australia. The aircraft was intended for Andir but, because of lack of 100 octane fuel, could not be flown to Andir and was instead, set on fire during the capitulation. A second, partially assembled aircraft, AL904, was captured by the Japanese and was repaired and eventually flown in Japan with serial J-D-A-1. The remaining four aircraft were railed to Bandoeng for assembly but were captured, unassembled, by the Japanese.



DB-7B captured by Japan

At the time another 22 DB-7Bs were on their way to Java on the Mapia (6), Tabinta (3), Tarakan (5), Tossair (3) and Weltevreden (5) but were diverted to Australia where they arrived in March and April 1942. As the aircraft concerned were originally part of an RAF order, they had been given British serials. Their intended MLD serials are not known. Subsequently they were transferred to the RAAF with serials A28-1 to A28-22. A number of these (viz. A28-4, -5, -8, -9, -11, -12, -15, -16, -18 and -22) were actually first delivered to the 18th (NEI) Squadron (ie the ML-KNIL) however, it has not been possible to determine the assigned ML-KNIL serial, if indeed such assignment ever took place.

The known details of these aircraft are:

- RAF AL890 (c/n 3822) went to the RAAF as A28-1. It was written off on 4 July 1944 at Kiriwina.
- RAF AL347 (c/n 2728) went to the RAAF as A28-2. It was written off on 19 May 1942 at Richmond.
- RAF AL887 (c/n 3819) went to the RAAF as A28-3. It was written off on 18 March 1943 at Salamaua.
- RAF AL893 (c/n 3825) went to the RAAF as A28-4. It was written off on 7 January 1943 at Port Moresby.
- RAF AL895 (c/n 3827) went to the RAAF as A28-5. It was written off on 22 January 1944.
- RAF AL897 (c/n 3829) went to the RAAF as A28-6. It was written off on 22 November 1944 at Morotai.
- RAF AL899 (c/n 3831) went to the RAAF as A28-7. It was written off on June 1944 at Milne Bay.
- RAF AL907 (c/n 3839) went to the RAAF as A28-8. Displayed in RAAF Museum, Pt Cook.
- RAF AL891 (c/n 3823) went to the RAAF as A28-9. It was written off on 14 December 1942 at Membari River.
- RAF AL358 (c/n 2739) went to the RAAF as A28-10. It was written off on 22 November 1944 at Morotai.
- RAF AL364 (c/n 2745) went to the RAAF as A28-11. It was withdrawn from use in February 1945.
- RAF AL365 (c/n 2746) went to the RAAF as A28-12. It was written off on 10 November 1942 at Port Moresby.
- RAF AL367 (c/n 2748) went to the RAAF as A28-13. It was written off on 1 January 1943 at Hood Point.
- RAF AL892 (c/n 3824) went to the RAAF as A28-14. It was written off on 9 February 1943 at Malahang.
- RAF AL361 (c/n 2742) went to the RAAF as A28-15. It was written off on 12 September 1943 at Gasmata Island.
- RAF AL362 (c/n 2743) went to the RAAF as A28-16. It was written off on 12 September 1943 at Gasmata Island.
- RAF AL363 (c/n 2744) went to the RAAF as A28-17. It was written off on 18 May 1942 at Richmond.
- RAF AL366 (c/n 2747) went to the RAAF as A28-18. It was written off on 18 September 1943 at Rockhampton.
- RAF AL368 (c/n 2749) went to the RAAF as A28-19. It was written off on 9 October 1942 at Woodford.
- RAF AL369 (c/n 2750) went to the RAAF as A28-20. It was written off on 29 November 1942 at Gona Mission.
- RAF AL894 (c/n 3826) went to the RAAF as A28-21. It was written off on 6 February 1943 at Salamaua.
- RAF AL898 (c/n 3830) went to the RAAF as A28-22. It was written off on 26 November 1942 at Buna.

The final four aircraft remained in the United States and were transferred to the USAAF. No serials are known.

Vought-Sikorsky Kingfisher

In November 1941 the MLD ordered 24 Vought-Sikorsky Kingfishers. They were ordered through the US Navy as OS2U-3 with serials 5966/5989. When the war broke out, the 24 aircraft were en-route to NEI on the Mapia (10), Tabian (7) and Weltevreden (7) and were diverted to Australia where they arrived in March and April 1942. Of these 18 were transferred to the RAAF for use with 107 Squadron. The other six aircraft, presumably with the MLD serials V-1 to V-6, were

diverted to the US Navy at Noumea where they probably flew with their original serials 5966/5971.



Vought A48-15 (Source: RAAF)

The known details of each aircraft are:

- V-7 (USN 5972) went to the RAAF as A48-8 on 6 May 1942. It was written off on 14 January 1943, off Sydney.
- V-8 (USN 5973) went to the RAAF as A48-9 on 6 May 1942. It was withdrawn from use on 21 January 1953.
- V-9 (USN 5974) went to the RAAF as A48-10 on 6 May 1942. It was written off on 4 October 1944 off Jervis Bay.
- V-10 (USN 5975) went to the RAAF as A48-11 on 6 May 1942. It was withdrawn from use on 6 September 1945.
- V-11 (USN 5976) went to the RAAF as A48-12 on 6 May 1942. It was withdrawn from use on 21 August 1945.
- V-12 (USN 5977) went to the RAAF as A48-13 on 6 May 1942. It was withdrawn from use on 21 January 1953.
- V-13 (USN 5978) went to the RAAF as A48-14 on 6 May 1942. It was withdrawn from use on 21 August 1945.
- V-14 (USN 5979) went to the RAAF as A48-15 on 6 May 1942. It was withdrawn from use on 2 April 1951.
- V-15 (USN 5980) went to the RAAF as A48-16 on 6 May 1942. It was withdrawn from use on 26 September 1943.
- V-16 (USN 5981) went to the RAAF as A48-17 on 6 May 1942. It was withdrawn from use on 20 March 1946.
- V-17 (USN 5982) went to the RAAF as A48-7 on 22 April 1942. It was withdrawn from use on 21 December 1943.
- V-18 (USN 5983) went to the RAAF as A48-18 on 6 May 1942. It was withdrawn from use on 29 August 1945.
- V-19 (USN 5984) went to the RAAF as A48-1 on 22 April 1942. It was withdrawn from use on 22 May 1945.
- V-20 (USN 5985) went to the RAAF as A48-2 on 22 April 1942. It was withdrawn from use on 22 August 1945.
- V-21 (USN 5986) went to the RAAF as A48-3 on 22 April 1942. It was withdrawn from use on 22 August 1945.
- V-22 (USN 5987) went to the RAAF as A48-4 on 22 April 1942. It was withdrawn from use on 22 August 1945.
- V-23 (USN 5988) went to the RAAF as A48-5 on 22 April 1942. It was withdrawn from use on 19 August 1945.

- V-24 (USN 5989) went to the RAAF as A48-6 on 22 April 1942. It was withdrawn from use on 21 August 1943

Consolidated Catalina

Throughout February and March 1942 Catalina flying boats of the MLD were flown out of the NEI. On 10 March 1942 five of them were at Rathmines. They were Y-45, Y-49, Y-62, Y-69 and Y-71. The aircraft were not transferred to Australian or US authorities and remained under the control of the MLD. In May 1942 they were flown to Ceylon to join up with other MLD Catalinas to serve as a Dutch detachment to RAF units there.



Catalina Y-69 (Source: Afd. Mar. Hist. – MLD)

Five aircraft had been transferred to the US Navy's VP-22 squadron in January 1942 in which service they flew with locally applied markings 22-P-41/45 (other aircraft in that squadron carried similar markings in as 22-P-xx format). The possible MLD aircraft concerned were Y-39, Y-41, Y-42, Y-43, Y-46 and Y-50 although one of these had been bombed at Morokrembangan at an earlier date. VP-22 had arrived in Ambon on 11 January 1942 but was equipped with earlier Catalinas without self-sealing tanks and armor. On 5 February 1942 the squadron flew to Darwin and by 25 February 1942 had lost all but three of its aircraft. These were diverted to Soerabaja on that day where they stayed until 1 March 1942 when the squadron moved to Perth. All the former MLD aircraft had, however, been lost before 5 February 1942.

VP-22 also operated a Catalina with locally applied marking 22-P-46 which, according to references, was built up from MLD aircraft Y-42 and US Navy aircraft 22-P-12. It was pressed into service on 28 February 1942 and was flown to Australia. Its subsequent fate is not known.

In addition VP-22 had abandoned a Catalina with marking 22-P-3 at Tjilatjap on 2 March 1942. This aircraft was repaired by MLD mechanics, given the serial Y-3 and flown to Australia, where it was handed back to the US Navy on 7 March 1942.

Civilian aircraft

Douglas DC-2

Two Douglas DC-2-115Gs owned by KNILM, PK-AFK and PK-AFL, were flown to Australia on 28 February 1942. Between 15 and 18 May 1942 they were purchased by ADAT and received Australian radio call signs.

PK-AFK (c/n 1375) received radio call sign VHCXH and was also given the locally applied USAAF serial 41-1375. On 14 June 1944 it received the formal serial 44-83226 and was

designated as C-32A. Its fate is not clear. One report suggests it was destroyed at Charters Towers, Qld, on 23 June 1942, whilst flying for the 21st Troop Carrier Squadron, whilst another report suggests that, after having been damaged several times, it was eventually withdrawn from service in 1946 and scrapped at Essendon.

PK-AFL (c/n 1376) received radio call sign VHCXG and was also given the locally applied USAAF serial 41-1376. On 14 June 1944 it became formally 44-83227 and was designated as C-32A. After the war it was sold to ANA as VH-ADZ on 27 January 1944 and later as VH-CDZ of Marshall Airlines. Eventually this aircraft became N8486D and was reported with the Confederate Air Force in February 1983. Its subsequent fate is not known. The registration VH-CDZ has also been associated with former RAAF A30-9 (c/n 1292) which has been put on display in Darwin's Aviation Heritage Centre.

Some reference sources have suggested that a third aircraft, PK-AFJ (c/n 1374) was also flown to Australia but this aircraft crashed in December 1941 at Darmo (Surabaya).

Douglas DC-3

Two Douglas DC-3-194Bs owned by KNILM were flown to Australia on 28 February 1942 (PK-ALT) and 6 March 1942 (PK-ALW). Between 15 and 18 May 1942 they were transferred to ADAT and received Australian radio call signs.

PK-ALT (c/n 1941) received radio call sign VHCXD and was also given the locally applied USAAF serial 41-1941. On 14 June 1944 it was serialized as 44-83228 and designated as C-49H. It eventually crashed at Higgins Field on 5 May 1945.



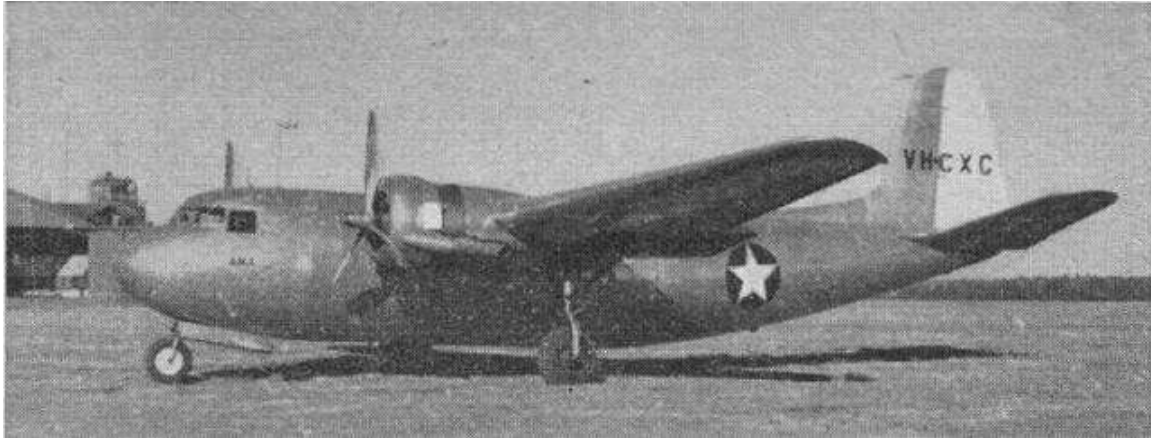
Douglas DC-3 VHCXE (Source: McArthur Memorial Archives)

PK-ALW (c/n 1944) received radio call sign VXCXE and was also given the locally applied USAF serial 41-1944. It received the serial 44-83229 on 14 June 1944, when it was also designated as C-49H. It was used as General McArthur's aircraft in 1942/43 before being transferred to the RAAF as VHCXL. On 1 April 1944 the aircraft was purchased by Australian National Airways and was registered as VH-ANR. The aircraft is displayed in the Queensland Air Museum at Caloundra.

Douglas DC-5

Three Douglas DC-5-511s, PK-ADB, PK-ADC and PK-ADD, owned by KNILM were flown to Australia on 28 February 1942. Between 15 and 18 May 1942 they were transferred to ADAT and received Australian radio call signs.

PK-ADB (c/n 428), with radio call sign VHCXA, received locally applied USAAF serial 41-428. On 20 June 1944 it was formally serialized as 44-83230 and was designated as C-110. Before that, it had crashed at Lurnea Siding on 6 November 1942.



Douglas DC-5 VHCXC

PK-ADC (c/n 426), with radio call sign VHCXC, may have received the locally applied USAAF serial 41-426. On 20 June 1944 it was serialized as 44-83232 and was designated as C-110. It was sold to Australian National Airways in December 1945 and was registered as VH-ARD. It eventually went to Israel where it was broken up.

PK-ADD (c/n 424), with radio call sign VHCXB, received locally applied USAAF serial 41-424. It was serialized 44-83231 on 20 June 1944. Like the two other aircraft, it was designated as C-110. Before that it had been destroyed by enemy fire at Port Moresby on 18 August 1942.

The fourth KNILM DC-5, PK-ADA (c/n 430) was not in a flight ready state at the time of evacuation and was eventually captured by the Japanese forces, repaired and flown to Japan for tests.

Lockheed L-14

Three Lockheed L-14-WF62s (PK-AFN, PK-AFP and PK-AFQ) owned by KNILM were flown to Australia on 28 February 1942 where they were used by KNILM under charter to the military. Between 15 and 18 May 1942 they were transferred to ADAT where they served with the 21st Troop Carrier Squadron. They received Australian radio call signs.

PK-AFN (c/n 1414), radio call sign VHCXI, received locally applied USAAF serial 41-1414. On 20 June 1944 it received the formal serial 44-83233 and was designated as C-111. Earlier it had crashed near Alice Springs on 14 February 1944.

PK-AFP (c/n 1442), radio call sign VHCXJ, received locally applied USAAF serial 41-1442. On 20 June 1944 it received the formal serial 44-83234 and was designated as C-111. It flew until 16 May 1944 when it was withdrawn from use by ADAT. It seems to have remained in limited use until March 1945 and was eventually broken up in 1975.

PK-AFQ (c/n 1443), radio call sign VHCXK, received locally applied USAAF serial 41-1443. On 20 June 1944 it received the formal serial 44-83235 and was designated as C-111. Before that it had crashed near Cooktown on 8 October 1942.

A fourth Lockheed L-14, PK-AFM (c/n 1411), has also been flown to Australia on 28 February 1942 but was written off on 26 March 1942 near Katherine. At that time it was still operated by KNILM.

Note on the USAAF serials

As stated, the former KNILM aircraft (the DC-2s, DC-3s, DC-5 and L-14s) were assigned Australian radio call signs as well as locally applied USAAF serials based on the aircraft's construction numbers. Photographic evidence, in particular DC-5 VHCXC and DC-3 VHCXE, indicates that the locally applied serials were not carried on the aircraft tails or in other visible positions. It is possible that these serials were only used to make locally kept records conform to some USAAF administrative standard. At worst, these serials are a post-war invention by some misguided 'historian'.

The USAAF serials 44-83226/83235 for the former KNILM aircraft, were assigned on 14 June 1944, at which time some of the aircraft concerned no longer existed. It is believed these were merely accounting entries spurned by, for instance, the 2 March 1944 offer by Australian National Airlines to purchase some of these aircraft, none of which were formally recorded in the USAAF books. From an accounting point of view it would have been impossible to sell these aircraft if they had never been acquired.

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