

*The Identification  
of  
Various Aircraft*

being, in this case,

Beaufort Mk VIII  
Aircraft

of

Number 6 Squadron, RAAF

during

October, 1943.

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# Introduction

This is a supplement to *The Identification of Various Aircraft Volume 5: 1SQN and 2SQN Beauforts* and is offered so as to present individual identification letter to serial number associations for Number 6 Squadron (6SQN) Beaufort aircraft during their first month of operations with that aircraft type. With the exception of a brief summary table, it only contains the tables of evidence and does not include any “Notes Regarding” or other ancillary information. Readers are requested to refer to Volume 5 for acknowledgments, volume introduction and details on how to read the Tables of Evidence.

The tables presented herein are not and should not be taken as being a comprehensive record of every individual operation undertaken by any particular aircraft.

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

As with the other volumes, the purpose of this supplement is to fill a gap in that portion of the historical record relating to the alphanumeric identification of certain aircraft of the Royal Australian Air Force during the 1939 to 1945 war and to correct inaccuracies and distortions that have inevitably crept in to that record.

I hope you find the information contained herein useful and interesting.

**Beaufort VIII  
A9-387**

A9-387 was received by 6SQN from 1AD on August 25<sup>th</sup>, 1943.<sup>1</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR23/5 01/10	FX-A	3HNA		20/2/1: A9-387, 3HNA. A51: A9-387, Bailey, TUR23.
TUR60/3 02/10	FX-A	UA9A		20/2/1: A9-387, UA9A. A51: A9-387, Wade, TUR60.
TUR25/7 03/10	FX-A	JE3A		20/2/1: A9-387, JE3A. A51: A9-387, Lennon, TUR25.
TUR29/6 04/10	FX-A	3HNA		20/2/1: A9-387, 3HNA. A51: A9-387, Wade, TUR29.
TUR73/3 06/10	FX-A	ML8A		20/2/1: A9-387, ML8A. A50/A51: Not recorded.
TUR32/7 06/10	FX-A	ML8A		20/2/1: A9-387, ML8A. A51: A9-387, Renouf, TUR32.
TUR43/4 12/10	FX-A	ML8A		20/2/1: A9-387, ML8A. A50/A51: Not recorded.
TUR44/4 13/10	FX-A	YZ1A		20/2/1: A9-387, YZ1A. A51: A9-387, Hooker, TUR44.
TUR99/1 14/10	FX-A	ZN4A		20/2/1: A9-387, ZN4A. A51: A9-387, Lennon, TUR99.
TUR53/2 15/10	FX-A	XF1A		20/2/1: A9-387, XF1A. A51: A9-387, Hooker, TUR53.
TUR5/6 16/10	FX-A	WQ4A		20/2/1: A9-387, WQ4A. A51: A9-387, Wade, TUR5.
TUR9/3 18/10	FX-A	3HNA		20/2/1: A9-387, 3HNA. A51: A9-387, Renouf, TUR9.
TUR62/2 19/10	FX-K	3XAK		20/2/1: A9-402, 3XAK. A51: A9-387, Burrigge, TUR62. Apparently replaced A9-402.
TUR10/5 20/10	FX-L	UA9L		20/2/1: A9-403, UA9L. A51: A9-387, Wade, TUR10. Apparently replaced A9-403.
TUR67/1 21/10	FX-A	MS6A		20/2/1: A9-387, MS6A. A51: A9-387, Lennon, TUR67.
TUR12/6 23/10	FX-A	3BKA		20/2/1: A9-387, 3BKA. A51: A9-387, Morton, TUR12.
TUR78/2 24/10	FX-A	VV1A		20/2/1: A9-387, VV1A. A51: A9-387, Hales, TUR78.
TUR15/5 25/10	FX-A	1PVA		20/2/1: A9-387, 1PVA. A51: A9-387, Lennon, TUR15.
TUR84/1 26/10	FX-A	GD9A		20/2/1: A9-387, GD9A. A51: A9-387, Lorimer, TUR84.
TUR95/2 29/10	FX-A	FO5A		20/2/1: A9-398, FO5A. A51: A9-387, Hooker, TUR95.
TUR98/2 30/10	FX-A	4DWA		20/2/1: A9-387, 4DWA. A51: A9-387, Burrigge, TUR98.

On December 12<sup>th</sup>, it was received by 10RSU for a 240-hourly and handed back to 6SQN on the 18<sup>th</sup>. On January 20<sup>th</sup>, 1944, it suffered an engine failure and successfully ditched at sea between KIRAWINA and VIVIGANI.<sup>2</sup>

<sup>1</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-387 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

<sup>2</sup> Ibid.

**Beaufort VIII  
A9-390**

This machine was received by 6SQN from 1AD on August 25<sup>th</sup>, 1943.<sup>3</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR39/9 10/10	<i>FX-B</i>	LW4B		20/2/1: A9-390, LW4B. A51: A9-390, Oates, TUR39.
TUR4/6 15/10	<i>FX-B</i>	XF1B		20/2/1: A9-390, XF1B. A51: A9-390, Hales, TUR4.
TUR56/3 16/10	<i>FX-B</i>	WQ4B		20/2/1: A9-390, WQ4B. A51: A9-390, Buckley, TUR56.
TUR7/6 17/10	<i>FX-B</i>	MS6B		20/2/1: A9-390, MS6B. A51: A9-390, McRae-Wood, TUR7.
TUR10/3 20/10	<i>FX-B</i>	UA9B		20/2/1: A9-390, UA9B. A51: A9-390, Olive, TUR10.
TUR72/3 22/10	<i>FX-B</i>	PB2B		20/2/1: A9-390, PB2B. A51: A9-390, McKenzie, TUR72.
TUR75/4 23/10	<i>FX-B</i>	3BKB		20/2/1: A9-390, 3BKB. A51: A9-390, Kitchen, TUR75.
TUR19/7 28/10	<i>FX-B</i>	1SDB		20/2/1: A9-390, 1SDB. A51: A9-390, Hoskins, TUR19.

On August 28<sup>th</sup>, 1944, it suffered an engine failure and belly landed on the airstrip and HOLLANDIA. The wreck was formally received by 22RSU on September 22<sup>nd</sup> and the aircraft was broken down into spare parts.<sup>4</sup>



This is A9-390, FX-B. It seems to still be wearing its original RAAF Foliage Green (K3/177) and RAAF Earth Brown (K3/178) disruptive pattern camouflage but its original RAAF Sky Blue (K3/195) undersides appear to have been painted black – presumably Night Black (K3/179). Code letters would be Sky Blue and serial Medium Sea Grey (K3/183). [Public domain].

<sup>3</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-390 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

<sup>4</sup> Ibid.

**Beaufort VIII**  
**A9-394**

This aircraft was handed over to 6SQN from 2AD on September 18<sup>th</sup>, 1943. A few days later, it was damaged whilst taxiing at WARDS Strip and was allotted to 15ARD for repairs. It seems these repairs were actually performed by 6SQN and its transfer to 15ARD would have to wait a couple of weeks.<sup>5</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR23/4 01/10	<i>FX-E</i>	3HNE		20/2/1: A9-394, 3HNE. A51: A9-394, Barr, TUR23.
TUR27/8 03/10	<i>FX-E</i>	JE3E		20/2/1: A9-394, JE3E. A51: A9-394, Hales, TUR27.
TUR80/2 08/10	<i>FX-E</i>	3AYE		20/2/1: A9-394, 3AYE. A51: A9-394, Barr, TUR80.

Reportedly damaged by Japanese fighter aircraft during mission TUR80 on October 8<sup>th</sup>. The damage was not extensive but, as it was noted as being beyond the capacity of 6SQN, it was accordingly received by 15ARD on October 15<sup>th</sup>. After repairs and an engine change, it was sent to 100SQN who received A9-394 on December 23<sup>rd</sup>, 1943.<sup>6</sup>

<sup>5</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-394 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

<sup>6</sup> Ibid.

**Beaufort VIII**  
**A9-396**

A9-396 was received by 2AD from DAP on July 23<sup>rd</sup>, 1943 and then, on its way to 6SQN, by 12RSU on September 9<sup>th</sup>. 6SQN received it on September 16<sup>th</sup>.<sup>7</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR57/3 01/10	FX-F	3HNF		20/2/1: A9-396, 3HNF. A51: A9-396, Olive, TUR57.
TUR59/2 02/10	FX-F	UA9F		20/2/1: A9-396, UA9F. A51: A9-396, McRae-Wood, TUR59.
TUR64/4 03/10	FX-F	JE3F		20/2/1: A9-396, JE3F. A51: A9-396, Russell, TUR64.
TUR33/5 07/10	FX-F	PB2F		20/2/1: A9-396, PB2F. A51: A9-386 [sic], McRae-Wood, TUR33.
TUR79/1 08/10	FX-F	3AYF		20/2/1: A9-396, 3AYF. A51: A9-396, Scaife, TUR79.
TUR39/8 10/10	FX-F	LW4F		20/2/1: A9-396, LW4F. A51: A9-396, McRae-Wood, TUR39.
TUR91/2 11/10	FX-F	DU3F		20/2/1: A9-396, DU3F. A51: A9-396, Hales, TUR91.
TUR97/2 13/10	FX-F	YZ1F		20/2/1: A9-396, YZ1F. A51: A9-396, McRae-Wood, TUR97.
TUR52/1 15/10	FX-M	XF1M		20/2/1: A9-396 [sic – 404], XF1M. A51: A9-396, Scaife, TUR52. Presumably A9-404 originally allocated this job, but the change was made to A9-396 which was reflected in the serial number but not the call sign.
TUR7/7 17/10	FX-F	MS6F		20/2/1: A9-396, MS6F. A51: A9-410, Kitchen, TUR7. Apparently replaced by A9-410.
Travel 21/10	FX-F	MS6F VMZCMF		20/2/1: A9-396, MS6F, VMZCMF. A51: A9-396, McRae-Wood. Travel TUR-KIR.
TUR17/4 26/10	FX-F	GD9F		20/2/1: A9-396, GD9F. A51: A9-396, McKenzie, TUR17.
TUR19/6 28/10	FX-F	1SDF		20/2/1: A9-396, 1SDF. A51: A9-396, McRae-Wood, TUR19.
TUR97/1 30/10	FX-F	4DWF		20/2/1: A9-396, 4DWF. A51: A9-396, Butler, TUR97.

It was received by 10RSU for a 240-hourly on December 19<sup>th</sup> and returned to 6SQN on February 24<sup>th</sup>, 1944. Later, it was received by 5AD on September 11<sup>th</sup>, 1944 and they eventually handed it over to 3CU on April 26<sup>th</sup>, 1945.<sup>8</sup>

<sup>7</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-396 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

<sup>8</sup> Ibid.

**Beaufort VIII**  
**A9-398**

Received by 2AD on July 29<sup>th</sup>, 1943, from DAP, it was then received by 6SQN on September 10<sup>th</sup>.<sup>9</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR27/11 03/10	FX-G	JE3G		20/2/1: A9-398, JE3G. A51: A9-398, Morton, TUR27.
TUR81/3 08/10	FX-G	3AYG		20/2/1: A9-398, 3AYG. A51: A9-398, Morton, TUR81.
TUR65/1 20/10	FX-G	UA9G		20/2/1: A9-398, UA9G. A51: A9-398, Morton, TUR65.
TUR83/4 25/10	FX-G	1PVG		20/2/1: A9-398, 1PVG. A51: A9-398, Morton, TUR83.
TUR18/4 27/10	FX-G	UG3G		20/2/1: A9-398, UG3G. A51: A9-398, Morton, TUR18.

A9-398 was damaged by A-A fire during TUR18 of 27 October and was received by 10RSU on the 29<sup>th</sup> for repairs. On November 13<sup>th</sup>, 6SQN received it back again. On May 15<sup>th</sup>, 1944, it was received by 26RSU for an engine change and they passed it on to 100SQN who took charge of it on June 2<sup>nd</sup>. By July 24<sup>th</sup>, it was in the hands of 15ARD for the incorporation of Beaufort Order 73 and, in time, they handed it over to 6SQN who got A9-398 back for a second tour on November 2<sup>nd</sup>, 1944. With a 240-hourly due, it was sent back to 15ARD on January 15<sup>th</sup>, 1945. On October 1<sup>st</sup> it was modified for DDT spraying and was issued to 100SQN around mid-February, 1946 (although the date of receipt wasn't noted on A9-398s E/E.88). On May 22<sup>nd</sup>, 1946, it was received by CMU TOCUMWAL from 100SQN for storage.<sup>10</sup>



I can't be certain, but I think this might be A9-398 – 2<sup>nd</sup> tour. Foliage Green (FG) overall, Medium Sea Grey (MSG) codes and serial, Yagi ASV aerials. [[adf-serials.com.au](http://adf-serials.com.au) image P027739].

<sup>9</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-398 in Aircraft Status Cards Beaufort A9-300 to A9-399; NAA: A10297, BLOCK 70A.

<sup>10</sup> Ibid.

**Beaufort VIII  
A9-400**

A9-400 was received by 2AD from DAP on July 29<sup>th</sup>, 1943. It was received by 6SQN on September 16<sup>th</sup>.<sup>11</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR25/5 03/10	FX-J	JE3J		20/2/1: A9-400, JE3J. A51: A9-400, Lorimer, TUR25.
TUR70/3 05/10	FX-J	WN8J		20/2/1: A9-400, WN8J. A51: A9-400, Lorimer, TUR70.
TUR71/1 06/10	FX-J	ML8J		20/2/1: A9-400, ML8J. A50/A51: Not recorded.
TUR75/1 07/10	FX-J	PB2J		20/2/1: A9-400, PB2J. A51: A9-400, Wade, TUR75.
TUR87/2 10/10	FX-J	LW4J		20/2/1: A9-400, LW4J. A51: A9-400, Lorimer, TUR87.
TUR90/1 11/10	FX-J	DU3J		20/2/1: A9-400, DU3J. A51: A9-400, Wade, TUR90.
TUR54/1 16/10	FX-T	WQ4T		20/2/1: A9-400 [sic – 419], WQ4T. A51: A9-418, Renouf, TUR54. The notation "A9-400" was presumably an error intended to read "A9-419".
TUR64/4 19/10	FX-J	3XAJ		20/2/1: A9-400, 3XAJ. A51: A9-400, Hales, TUR64.
Travel 21/10	FX-J	MS6J VMZCMJ		20/2/1: A9-400, MS6J, VMZCMJ. A51: A9-400, Bailey, Travel TUR-KIR.
TUR71/2 22/10	FX-J	PB2J		20/2/1: A9-400, PB2J. A51: A9-400, Wade, TUR71.
TUR12/8 23/10	FX-J	3BKJ		20/2/1: A9-400, 3BKJ. A51: A9-400, Lorimer, TUR12.
TUR74/3 23/10	FX-J	3BKJ		20/2/1: A9-400, 3BKJ. A51: A9-400, Burridge, TUR74.
TUR18/5 27/10	FX-J	UG3J		20/2/1: A9-400, UG3J. A51: A9-400, Wade, TUR18.
TUR19/5 28/10	FX-J	1SDJ		20/2/1: A9-400, 1SDJ. A51: A9-400, Lorimer, TUR19.

A9-400 continued on with 6SQN until ditching in shallow water on April 5<sup>th</sup>, 1945, after the left-hand engine caught fire.<sup>12</sup>

<sup>11</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-400 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>12</sup> Ibid.

**Beaufort VIII  
A9-401**

Received by 1AD from DAP on August 13<sup>th</sup>, 1943, A9-401 was then received by 15ARD on September 9<sup>th</sup> and by 6SQN on the 24<sup>th</sup>.<sup>13</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR27/9 03/10	<i>FX-P</i>	JE3P		20/2/1: A9-401, JE3P. A51: A9-401, McRae-Wood, TUR27.
TUR28/5 04/10	<i>FX-P</i>	3HNP		20/2/1: A9-401, 3HNP. A51: A9-401, Scaife, TUR28.

On landing from Turnbull-28, A9-401 ran off the end of the runway and was damaged. It was received by 10RSU on the 7<sup>th</sup> for repairs. Despite a buckled centre section, 10RSU were able to return the aircraft to 6SQN on October 21<sup>st</sup>.<sup>14</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR14/2 23/10	<i>FX-P</i>	3BKP		20/2/1: A9-401, 3BKP. A51: A9-401, McRae-Wood, TUR14.

This aircraft continued its tour with 6SQN until it was received by 5AD on November 4<sup>th</sup>, 1944. It was noted on February 13<sup>th</sup>, 1945, that it was allotted to 93SQN and to be fitted with dual controls. On July 28<sup>th</sup>, it was finally received by 93SQN and served as "SK- $\bar{A}$ " ["A" overscore] until being wrecked in a take-off accident on August 19<sup>th</sup>, 1945.<sup>15</sup>

<sup>13</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-401 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>14</sup> Ibid.

<sup>15</sup> Ibid.

**Beaufort VIII  
A9-402**

From DAP, this aircraft was received by 2AD on August [7<sup>th</sup>?] and then by 6SQN on September 18<sup>th</sup>, 1943.<sup>16</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR56/2 01/10	FX-K	3HNK		20/2/1: A9-402, 3HNK. A51: A9-402, Lennon, TUR56.
TUR61/1 03/10	FX-K	JE3K		20/2/1: A9-402, JE3K. A51: A9-402, Hooker, TUR61.
TUR68/1 05/10	FX-K	WN8K		20/2/1: A9-402, WN8K. A51: A9-402, Lennon, TUR68.
TUR72/2 06/10	FX-K	ML8K		20/2/1: A9-402, ML8K. A50/A51: Not recorded.
TUR76/2 07/10	FX-K	PB2K		20/2/1: A9-402, PB2K. A51: A9-402, Tuttleby, TUR76.
TUR36/9 08/10	FX-K	3AYK		20/2/1: A9-402, 3AYK. A51: A9-402, Wade, TUR36.
TUR37/6 10/10	FX-K	LW4K		20/2/1: A9-402, LW4K. A51: A9-402, Hooker, TUR37.
TUR46/6 13/10	FX-K	YZ1K		20/2/1: A9-402, YZ1K. A50/A51: Not recorded.
TUR58/2 17/10	FX-K	MS6K		20/2/1: A9-402, MS6K. A51: A9-402, Lorimer, TUR58.
TUR62/2 19/10	FX-K	3XAK		20/2/1: A9-402, 3XAK. A51: A9-387, Burr ridge, TUR62. Apparently replaced by A9-387.
TUR10/4 20/10	FX-K	UA9K		20/2/1: A9-402, UA9K. A51: A9-402, Hooker, TUR10.
TUR86/3 26/10	FX-K	GD9K		20/2/1: A9-402, GD9K. A51: A9-402, Hooker, TUR86.
TUR90/1 28/10	FX-K	1SDK		20/2/1: A9-402, 1SDK. A51: A9-402, Bailey, TUR90.

A9-402 continued to serve with 6SQN until it was received by 26RSU on January 28<sup>th</sup>, 1944, to repair damage caused by a fire in the Port engine which occurred at VIVIGANI on January 22<sup>nd</sup> whilst running up the engine. A9-402 was converted to components.<sup>17</sup>

<sup>16</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-402 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

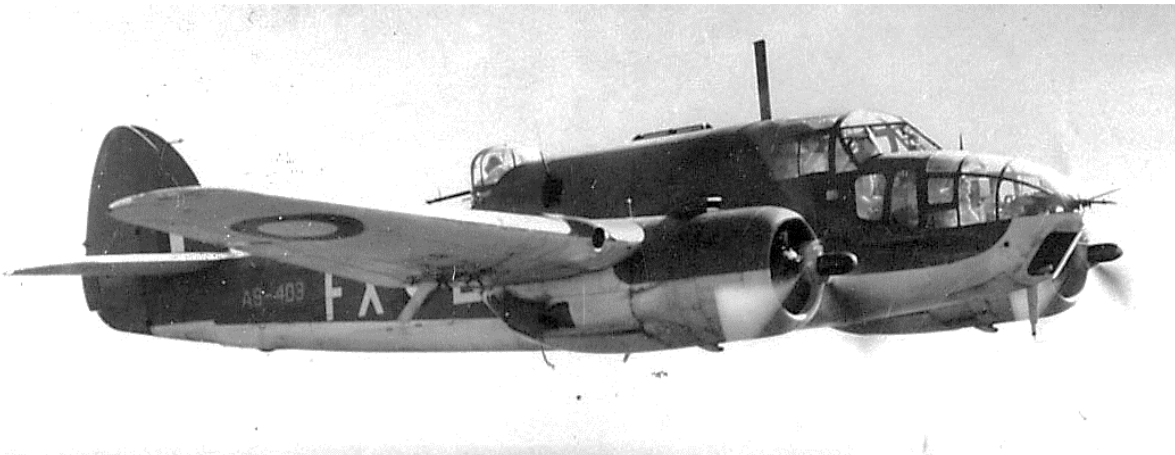
<sup>17</sup> Ibid.

**Beaufort VIII  
A9-403**

E/E.88 for A9-403 not found in the NAA collection titled, "Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71".

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR27/10 03/10	FX-L	JE3L		20/2/1: A9-403, JE3L. A51: A9-403, Wade, TUR27.
TUR35/8 08/10	FX-L	3AYL		20/2/1: A9-403, 3AYL. A51: A9-403, Hooker, TUR35.
TUR42/8 11/10	FX-L	DU3L		20/2/1: A9-403, DU3L. A51: A9-403, Burridge, TUR42.
TUR94/2 12/10	FX-L	ML8L		20/2/1: A9-403, ML8L. A51: A9-403, Buckley, TUR94.
TUR98/3 13/10	FX-L	YZ1L		20/2/1: A9-403, YZ1L. A51: A9-403, Burridge, TUR98.
TUR48/3 14/10	FX-L	ZN4L		20/2/1: A9-403, ZN4L. A51: A9-403, Renouf, TUR48.
TUR4/7 15/10	FX-L	XF1L		20/2/1: A9-403, XF1L. A51: A9-403, Burridge, TUR4.
TUR10/5 20/10	FX-L	UA9L		20/2/1: A9-403, UA9L. A51: A9-387, Wade, TUR10. Apparently replaced by A9-387.
TUR99/1 31/10	FX-L	WS2L		20/2/1: A9-403, WS2L. A51: A9-403, Hooker, TUR99.
TUR92/3 29/10	FX-L	1SDL		20/2/1: A9-403, 1SDL. A51: A9-403, Burridge, TUR92.



**A9-403, FX-L as it would have appeared during the period covered by the table, above; wearing FG and RAAF Earth Brown (EB) over RAAF Sky Blue (SB). SB code letters and MSG serial number. [adf-serials.com.au image P003280].**

**Beaufort VIII  
A9-404**

A9-404 was received by 1AD from DAP on July 30<sup>th</sup>, 1943 and was received by 6SQN on September 6<sup>th</sup>.<sup>18</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR34/4 02/10	<i>FX-M</i>	UA9M		20/2/1: A9-404, UA9M. A51: A9-404, Oates, TUR62
TUR67/3 04/10	<i>FX-M</i>	3HNM		20/2/1: A9-404, 3HNM. A51: A9-404, Barr, TUR67.
TUR78/4 07/10	<i>FX-M</i>	PB2M		20/2/1: A9-404, PB2M. A51: A9-420, Russell, TUR78. Apparently replaced by A9-420.
TUR33/6 07/10	<i>FX-M</i>	PB2M		20/2/1: A9-404, PB2M. A51: A9-404, Buckley, TUR33.
TUR89/4 10/10	<i>FX-M</i>	LW4M		20/2/1: A9-404, LW4M. A51: A9-404, McKenzie, TUR89.
TUR41/4 11/10	<i>FX-M</i>	DU3M		20/2/1: A9-404, DU3M. A51: Duty not recorded.
TUR42/9 11/10	<i>FX-M</i>	DU3M		20/2/1: A9-404, DU3M. A51: A9-404, Scaife, TUR42.
TUR95/ 12/10				A51: A9-404, Renouf, TUR95.
TUR45/8 13/10	<i>FX-M</i>	YZ1M		20/2/1: A9-404, YZ1M. A51: A9-404, Russell, TUR45.
TUR51/2 14/10	<i>FX-M</i>	ZN4M		20/2/1: A9-404, ZN4M. A51: A9-404, Oates, TUR51.
TUR5/5 16/10	<i>FX-M</i>	WQ4M		20/2/1: A9-404, WQ4M. A51: A9-404, Butler, TUR5.
Travel 21/10	<i>FX-M</i>	MS6M VMZCMM		20/2/1: A9-404, MS6M, VMZCMM. A51: A9-404, Barr, Travel TUR-KIR.
TUR70/1 22/10	<i>FX-M</i>	PB2M		20/2/1: A9-404, PB2M. A51: A9-404, Olive, TUR70.
TUR12/7 23/10	<i>FX-M</i>	3BKM		20/2/1: A9-404, 3BKM. A51: A9-404, Butler, TUR12.
TUR79/3 24/10	<i>FX-M</i>	VV1M		20/2/1: A9-404, VV1M. A51: A9-404, Hoskins, TUR79.
TUR81/2 25/10	<i>FX-M</i>	1PVM		20/2/1: A9-404, 1PVM. A51: A9-404, Scaife, TUR81.
TUR87/1 27/10	<i>FX-M</i>	UG3M		20/2/1: A9-404, UG3M. A51: A9-404, Buckley, TUR87.

The next change of unit for A9-404 was recorded as being on April 16<sup>th</sup>, 1944, when it was received by 26RSU for an engine change. The starboard engine had failed during a test flight which was being conducted after the fuel system had been flushed and a new carburettor fitted. A9-404 was returned to 6SQN on April 28<sup>th</sup> but later crashed on take-off from VIVIGANI Strip on August 19<sup>th</sup> and was converted to components.<sup>19</sup>

<sup>18</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-404 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>19</sup> Ibid.

**Beaufort VIII  
A9-408**

Received by 2AD from DAP on August 3<sup>rd</sup>, 1943, A9-408 was received by 6SQN on September 22<sup>nd</sup>.<sup>20</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR63/3 03/10	<i>FX-N</i>	JE3N		20/2/1: A9-408, JE3N. A51: A9-408, Renouf, TUR63.
TUR66/2 04/10	<i>FX-N</i>	3HNN		20/2/1: A9-408, 3HNN. A51: A9-408, Bailey, TUR66.
TUR34/4 08/10	<i>FX-N</i>	3AYN		20/2/1: A9-408, 3AYN. A51: A9-408, Bailey, TUR34.
TUR88/3 10/10	<i>FX-N</i>	LW4N		20/2/1: A9-408, LW4N. A51: A9-408, Buckley, TUR88.
TUR5/4 16/10	<i>FX-N</i>	WQ4N		20/2/1: A9-408, WQ4N. A51: A9-408, Bailey, TUR5.
TUR6/3 17/10	<i>FX-N</i>	MS6N		20/2/1: A9-408, MS6N. A51: A9-408, Lennon, TUR6.
TUR68/2 21/10	<i>FX-N</i>	MS6N		20/2/1: A9-408, MS6N. A51: A9-408, Lorimer, TUR68.

It was involved in a taxiing accident at VIVIGANI on January 22<sup>nd</sup>, 1944 and was sent to 26RSU for repairs. 26RSU returned A9-408 to 6SQN on February 11<sup>th</sup>. On March 4<sup>th</sup>, it ditched after a double engine failure.<sup>21</sup>

<sup>20</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-408 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>21</sup> Ibid.

**Beaufort VIII  
A9-410**

E/E.88 for A9-410 not found in the NAA collection titled, "Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71".

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR22/12 30/9	<i>FX-O</i>	Z5WO		20/2/1: A9-410, Z5WO. A51: A9-410, Kitchen, TUR22.
TUR22/ 04/10				A51: A9-410, Kitchen, TUR22.
TUR22/ 05/10				A51: A9-410, Kitchen, TUR22.
TUR22/ 05/10				A51: A9-410, Kitchen, TUR22 (second evolution).
TUR22/ 06/10				A51: A9-410, Kitchen, TUR22.
TUR22/ 06/10				A51: A9-410, Kitchen, TUR22 (second evolution).
TUR22/ 07/10				A51: A9-410, Kitchen, TUR22.
TUR3/4 15/10	<i>FX-O</i>	XF10		20/2/1: A9-410, XF10. A51: A9-410, McRae-Wood, TUR3.
TUR7/7 17/10	<i>FX-F</i>	MS6F		20/2/1: A9-396, MS6F. A51: A9-410, Kitchen, TUR7. Apparently replaced A9-396.
TUR11/6 20/10	<i>FX-O</i>	UA9O		20/2/1: A9-410, UA9O. A51: A9-410, Butler, TUR11.
TUR82/3 25/10	<i>FX-O</i>	1PVO		20/2/1: A9-410, 1PVO. A51: A9-410, Kitchen, TUR82.
TUR93/4 29/10	<i>FX-O</i>	1SDO		20/2/1: A9-410, 1SDO. A51: A9-410, Kitchen, TUR93.

**Beaufort VIII  
A9-414**

A9-414 was received by 2AD from DAP on August 9<sup>th</sup>, 1943 and was received by 6SQN on September 22<sup>nd</sup>.<sup>22</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR30/5 06/10	<i>FX-Q</i>	ML8Q		20/2/1: A9-414, ML8Q. A51: A9-
TUR95/3 12/10	<i>FX-Q</i>	ML8Q		20/2/1: A9-414, ML8Q. A51: A9-
TUR2/3 15/10	<i>FX-Q</i>	XF1Q		20/2/1: A9-414, XF1Q. A51: A9-414, Lorimer, TUR2.
TUR6/5 17/10	<i>FX-Q</i>	MS6Q		20/2/1: A9-414, MS6Q. A51: A9-414, Hooker, TUR6.
Travel 19/10	<i>FX-Q</i>	VMZCMQ		20/2/1: A9-414, VMZCMQ. A51: A9-414, Buckley, Travel.
Travel 21/10	<i>FX-Q</i>	MS6Q VMZCMQ		20/2/1: A9-414, MS6Q, VMZCMQ. A51: A9-414, Renouf, Travel TUR-KIR.
TUR73/4 22/10	<i>FX-Q</i>	PB2Q		20/2/1: A9-414, PB2Q. A51: A9-414, Hooker, TUR73.
TUR76/5 23/10	<i>FX-Q</i>	3BKQ		20/2/1: A9-414, 3BKQ. A51: A9-414, Bailey, TUR76.
TUR80/1 25/10	<i>FX-Q</i>	1PVQ		20/2/1: A9-414, 1PVQ. A51: A9-414, Renouf, TUR80.
TUR18/6 27/10	<i>FX-Q</i>	UG3Q		20/2/1: A9-414, UG3Q. A51: A9-414, Renouf, TUR18.

It received battle damage from A/A fire on December 18<sup>th</sup> – if the aircraft was allotted away for repairs, then the departure and subsequent return wasn't recorded. On March 17<sup>th</sup>, 1944, it was received by 10RSU for a 240-hourly and returned to 6SQN 10-days later. Then, on May 30<sup>th</sup>, it forced landed at VIVIGANI after an engine failure. 26RSU took the machine from June 3<sup>rd</sup> for repairs and then handed it over to 8SQN on June 19<sup>th</sup>. On October 13<sup>th</sup>, it crashed on take-off from TADJI and was converted to components by 12RSU.<sup>23</sup>

<sup>22</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-414 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>23</sup> Ibid.

**Beaufort VIII  
A9-416**

A9-416 went from DAP to 2AD on August 19<sup>th</sup>, 1943, then to 6SQN on September 22<sup>nd</sup>.<sup>24</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR26/6 03/10	<i>FX-R</i>	JE3R		20/2/1: A9-416, JE3R. A51: A9-416, Butler, TUR26.
TUR77/3 07/10	<i>FX-R</i>	PB2R		20/2/1: A9-416, PB2R. A51: A9-416, Oates, TUR77.
TUR40/11 10/10	<i>FX-R</i>	LW4R		20/2/1: A9-416, LW4R. A51: A9-416, Barr, TUR40.
TUR41/6 11/10	<i>FX-R</i>	DU3R		20/2/1: A9-416, DU3R. A51: A9-416, Buckley, TUR41.
TUR46/5 13/10	<i>FX-R</i>	YZ1R		20/2/1: A9-416, YZ1R. A51: A9-416, Barr, TUR46.
TUR55/2 16/10	<i>FX-R</i>	WQ4R		20/2/1: A9-416, WQ4R. A51: A9-416, Russell, TUR55.
TUR60/2 18/10	<i>FX-R</i>	3HNR		20/2/1: A9-416, 3HNR. A51: A9-416, Barr, TUR60.
Travel 21/10	<i>FX-R</i>	MS6R VMZCMR		20/2/1: A9-416, MS6R, VMZCMR. A51: A9-416, Russell, Travel TUR-KIR.
TUR77/1 24/10	<i>FX-R</i>	VV1R		20/2/1: A9-416, VV1R. A51: A9-416, Barr, TUR77.
TUR88/2 27/10	<i>FX-R</i>	UG3R		20/2/1: A9-416, UG3R. A51: A9-416, Oates, TUR88.
TUR91/2 28/10	<i>FX-R</i>	1SDR		20/2/1: A9-416, 1SDR. A51: A9-416, Russell, TUR91.
TUR96/3 29/10	<i>FX-R</i>	FO5R		20/2/1: A9-416, FO5R. A51: A9-416, Olive, TUR96.

10RSU had the machine from February 13<sup>th</sup>, 1944, for a 240-hourly. On April 2<sup>nd</sup>, whilst still under the care of 10RSU, it crashed on take-off from GURNEY and was thereafter reduced to spare parts.<sup>25</sup>

<sup>24</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-416 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>25</sup> Ibid.

**Beaufort VIII  
A9-418**

2AD received this aircraft from DAP on August 18<sup>th</sup>, 1943 and they sent it to 6SQN who received it on September 24<sup>th</sup>.<sup>26</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR58/1 02/10	FX-S	UA9S		20/2/1: A9-418, UA9S. A51: A9-418, Tuttleby, TUR58.
TUR28/4 04/10	FX-S	3HNS		20/2/1: A9-418, 3HNS. A51: A9-418, Tuttleby, TUR28.
TUR34/[6] 08/10	FX-S	3AYS		20/2/1: A9-418, 3AYS. A51: A9-418, Lennon, TUR34.
TUR37/5 10/10	FX-S	LW4S		20/2/1: A9-418, LW4S. A51: A9-418, Renouf, TUR37.
TUR39/10 10/10	FX-S	LW4S		20/2/1: A9-418, LW4S. A51: A9-418, Lennon, TUR39.
TUR92/3 11/10	FX-S	DU3S		20/2/1: A9-418, DU3S. A51: A9-418, Bailey, TUR92.
TUR54/1 16/10	FX-T	WQ4T		20/2/1: A9-400 [sic – 419], WQ4T. A51: A9-418, Renouf, TUR54. The notation “A9-400” was presumably an error intended to read “A9-419”. In any event, A9-419 apparently replaced by A9-418.
Travel 21/10	FX-S	MS6S VMZCMS		20/2/1: A9-418, MS6S, VMZCMS. A51: A9-418, Hales, Travel TUR-KIR.
TUR18/7 27/10	FX-S	UG3S		20/2/1: A9-418, UG3S. A51: A9-418, Lennon, TUR18.
TUR20/4 29/10	FX-S	FO5S		20/2/1: A9-418, FO5S. A51: Not recorded.

A9-418 suffered brake failure after landing on November 9<sup>th</sup> and ended up in the overrun causing damage to the undercarriage and propellers. 26RSU took charge of it the next day for repairs and they handed the aircraft over to 100SQN on November 28<sup>th</sup>. On May 2<sup>nd</sup>, 1944, 100SQN passed the aircraft to 10RSU for an engine change and, when that was completed, it was supposed to have gone to 8SQN. However, that plan was changed and it was instead allotted to 6SQN who received it again on July 21<sup>st</sup>. On December 19<sup>th</sup>, 1944, it was received by 5AD for a 480-hourly and an engine change with the aircraft eventually being placed in storage at 5AD on November 14<sup>th</sup>, 1945.<sup>27</sup>

<sup>26</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-418 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>27</sup> Ibid.

**Beaufort VIII  
A9-419**

The E/E.88 for A9-419 records that it was received by 2AD from the USA (!) on August 22<sup>nd</sup>, 1943 – no doubt an error which was meant to read “DAP”. In any event, it was then received by 6SQN on September 24<sup>th</sup>.<sup>28</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR23/6 01/10	<i>FX-T</i>	3HNT		20/2/1: A9-419, 3HNT. A51: A9-419, Scaife, TUR23.
TUR34/6 08/10	<i>FX-T</i>	3AYT		20/2/1: A9-419, 3AYT. A51: A9-419, Hales, TUR34.
TUR38/7 10/10	<i>FX-T</i>	LW4T		20/2/1: A9-419, LW4T. A51: A9-419, Russell, TUR38.
TUR54/1 16/10	<i>FX-T</i>	WQ4T		20/2/1: A9-400 [sic – 419], WQ4T. A51: A9-418, Renouf, TUR54. The notation “A9-400” was presumably an error intended to read “A9-419”. In any event, A9-419 apparently replaced by A9-418.
TUR57/1 17/10	<i>FX-T</i>	MS6T		20/2/1: A9-419, MS6T. A51: A9-419, Oates, TUR57.
TUR59/1 18/10	<i>FX-T</i>	3HNT		20/2/1: A9-419, 3HNT. A51: A9-419, Buckley, TUR59.
TUR61/1 19/10	<i>FX-T</i>	3XAT		20/2/1: A9-419, 3XAT. A51: A9-419, McKenzie, TUR61.
TUR66/2 20/10	<i>FX-T</i>	UA9T		20/2/1: A9-419, UA9T. A51: A9-419, Kitchen, TUR66.
TUR69/3 21/10	<i>FX-T</i>	MS6T		20/2/1: A9-419, MS6T. A51: A9-419, Scaife, TUR69.
TUR13/9 23/10	<i>FX-T</i>	3BKT		20/2/1: A9-419, 3BKT. A51: A9-419, Russell, TUR13.
TUR85/2 26/10	<i>FX-T</i>	GD9T		20/2/1: A9-419, GD9T. A51: A9-419, Olive, TUR85.

26RSU received A9-419 on February 27<sup>th</sup>, 1944, from 6SQN and had it for a few weeks before handing it back on March 13<sup>th</sup>. It was next received by 5AD on December 4<sup>th</sup> and, whilst with that unit suffered an engine failure and forced landing at LAKE BURRA BURRA (January 3<sup>rd</sup>, 1945). 2CRD took responsibility for the machine from January 23<sup>rd</sup> and reduced it to components.<sup>29</sup>

<sup>28</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport & Marine Craft for A9-419 in Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71.

<sup>29</sup> Ibid.

**Beaufort VIII  
A9-420**

E/E.88 for A9-420 not found in the NAA collection titled, "Aircraft Status Cards Beaufort A9-400 to A9-499; NAA: A10297, BLOCK 71".

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
TUR55/1 01/10	<i>FX-U</i>	3HNU		20/2/1: A9-420, 3HNU. A51: A9-420, Butler, TUR55.
TUR65/1 04/10	<i>FX-U</i>	3HNU		20/2/1: A9-420, 3HNU. A51: A9-420, Olive, TUR65.
Speci 04/10				A51: A9-420, Russell, Special Mission.
TUR69/2 05/10	<i>FX-U</i>	WN8U		20/2/1: A9-420, WN8U. A51: A9-420, Butler, TUR69.
TUR74/4 06/10	<i>FX-U</i>	ML8U		20/2/1: A9-420, ML8U. A50/A51: Not recorded.
TUR78/4 07/10	<i>FX-M</i>	PB2M		20/2/1: A9-404, PB2M. A51: A9-420, Russell, TUR78. Apparently replaced A9-404.
TUR35/7 08/10	<i>FX-U</i>	3AYU		20/2/1: A9-420, 3AYU. A51: A9-420, Olive, TUR35.
TUR86/1 10/10	<i>FX-U</i>	LW4U		20/2/1: A9-420, LW4U. A51: A9-420, Butler, TUR86.
TUR42/7 11/10	<i>FX-U</i>	DU3U		20/2/1: A9-420, DU3U. A51: A9-420, Olive, TUR42.
TUR93/1 12/10	<i>FX-U</i>	ML8U		20/2/1: A9-420, ML8U. A51: A9-420, McKenzie, TUR93.
TUR96/1 13/10	<i>FX-U</i>	YZ1U		20/2/1: A9-420, YZ1U. A51: A9-420, Butler, TUR96.
TUR6/4 17/10	<i>FX-U</i>	MS6U		20/2/1: A9-420, MS6U. A51: A9-420, Hales, TUR6.
TUR63/3 19/10	<i>FX-U</i>	3XAU		20/2/1: A9-420, 3XAU. A51: A9-420, Hoskins, TUR63.
Travel 21/10	<i>FX-U</i>	MS6U VMZCMU		20/2/1: A9-420, MS6U, VMZCMU. A51: A9-420, Oates, Travel TUR-KIR.
TUR14/1 23/10	<i>FX-U</i>	3BKU		20/2/1: A9-420, 3BKU. A51: A9-420, Oates, TUR14.
TUR89/3 27/10	<i>FX-U</i>	UG3U		20/2/1: A9-420, UG3U. A51: A9-420, Butler, TUR89.
TUR94/1 29/10	<i>FX-U</i>	FO5U		20/2/1: A9-420, FO5U. A51: A9-420, Scaife, TUR94.
TUR51/2 31/10	<i>FX-U</i>	WS2U		20/2/1: A9-420, WS2U. A51: A9-420, Scaife, TUR51.

# Summary Table

The assignment of individual identification letters to 6SQN Beaufort's during October, 1943, looks like this:

FX-	Oct 1943
A	387
B	390
C	
D	[391]
E	394
F	396
G	398
H	
I	
J	400
K	402
L	403
M	404
N	408
O	410
P	401
Q	414
R	416
S	418
T	419
U	420
V	
W	
X	
Y	
Z	
none	

Below, is a snippet of extra information from a mission that occurred 9-months after the period covered by this supplement. It shows that A9-400 and -401 were still FX-J and -P and that A9-391, which otherwise wouldn't have made any appearance whatsoever here, was FX-D.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
VIV40/ 28/6	FX-P			18/2/14: VIV/MR3/28 Jun, VIV40 A9-401 P 280207Z VIV.
VIV40/ 28/6	FX-J			18/2/14: VIV/MR4/27 Jun, VIV40 A9-400 J RTB due WX.
VIV40/ 28/6	FX-D			18/2/14: VIV/MR3/27 Jun, VIV40 A9-391 D RTB due WX.

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

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

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

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

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

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

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

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

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

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