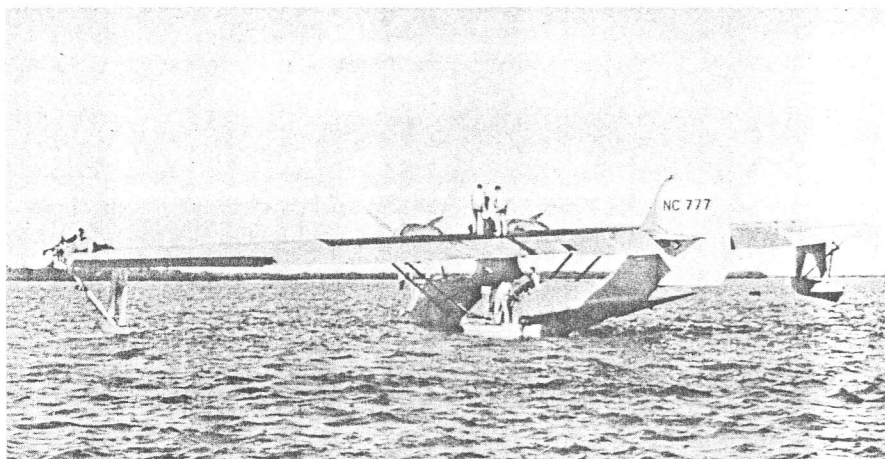


CATALINAS IN THE SOUTH PACIFIC



Data compiled by ALLAN BOVELT of
Pacific Islands Aviation Society

GUBA II was the first of the many Catalina Flying Boats to come to the South Pacific Ocean, beginning an era which was to last for almost thirty years. (Photographs — Mervyn W. Prime)

The Consolidated Catalina flying boat, if not designed especially for the South Pacific Ocean, fitted to the requirements of long-distance over water flight as no other airplane would have. It was partly because the airplane, though slow, was also the only type available in the necessary quantity at the time and place when needed. And for a long time after the end of World War Two, when the Catalina was in its most useful period of service, a significant number of them were operated between the far-flung islands and territorial centers until new and modern landplane facilities could be built.

The first Catalina to come to the area was Dr. Richard Archbold's, carrying him on an exploration trip throughout New Guinea and the surrounding islands for the American Museum of Natural History. GUBA I and GUBA II were both issued registrations NC777, and the second, a Model 28-3, was the one flown to New Guinea, where the Museum had been in operation with a Fairchild 91 since early 1936. GUBA II stayed in the area for eleven months until it was flown to Sydney in May 1939 for the return journey to the United States. (See *JOURNAL*, Spring 1971, page 30). GUBA, of course, entered wartime service and flew, under the banner of the newly formed British Overseas Airways Corporation, on the route from London to West Africa in 1941.¹

Then came the War. Catalina flying boats were built under various letter contracts for England, Canada, Australia and the Netherlands and for which the designations stood as follows:

Model	Quantity	Country	Delivery Range
28-5ME	106	England	11-23-40 to 11-7-41
28-5MA	18	Australia	2-6-41 to 10-7-41
28-5MN	36	Netherlands	8-13-41 to 10-31-41
28-5MC	36	Canada	8-22-41 to 11-4-41
28-5AMC	14	Canada	11-11-41 to 12-31-41
28-5AMN	12	Netherlands	8-1-42 to 8-18-42

In the above, "M" meant Military while "A" was for the amphibian version. In the tables below, the 18 for Australia and the 48 for Netherlands East Indies can be identified en bloc; the rest came to Australian and New Zealand forces piecemeal from England and Canada.

Arrivals of the first of the Catalinas to Australia commenced in early February 1941 and lasted until late November, just prior to the launching of Japan's onslaught. The U.S. Navy was then operating Patrol Wing Ten in the Western Pacific and as small increments of Allied forces escaped to comparative safety of Australia, two of Patwing Ten's PBY's were pressed into service of the Royal Australian Air Force in June and July 1942. The nine Catalinas

WINTER 1971

from the Royal Canadian Air Force came in the months of March and April 1942.

Available evidence of the Netherlands Catalinas is sketchy; the flying boats came to Java in the late months of 1941 and almost immediately were caught up in the Japanese advance. Numbers of them escaped and went to RAC squadrons, while others were again caught in Australia and destroyed except one which was impressed in RAAF as A24-28.

The air route from the British Isles to Australia was cut finally in early 1942. Malaya was overrun within two months of Pearl Harbor day, Singapore fell to the Japanese on 15 February 1942, and the last of the BOAC Empire flying boats on the Far East route were destroyed at anchor at Broome in West Australia. The interruption of the air route was to last for over a year. As allied forces reconquered North Africa and the airways to India were established or reestablished, the link between England and Australia became vital, and Qantas Empire Airways, which was responsible for the Australian end of the Empire route took on lease from the Australian government five of the Catalinas and in mid-1943 began what is still one of the longest over-water routes, from Perth, on the southwestern corner of Australia, to Colombo, Ceylon.²

The account of these five flying boats, the VEGA, ALTAIR, RIGEL, ANTARES, and APICA STAR's was given in the *JOURNAL*, Volume 6, page 51, and another interesting view is printed here from *Merchant Airmen*, published in 1946 by HM Stationery Office:

The strengthening of the air routes which followed the happier circumstances of the war after the African victories was particularly marked on the old Empire route connecting Britain with the Middle East and with India . . . From Britain, the West Africa detour was no longer necessary; the trunk route which would have to be strengthened ran from England, with stops at either Lisbon or Gibraltar and somewhere on the Tunisian or Tripolitanian coasts, to Cairo, then through Iraq to Karachi . . .

What is more, the one important link in the Empire chain which had been broken had been repaired again. Although the Japanese still held Burma, Siam, Malaya and the East Indies, the airmen of Australia had once more linked their country to India . . . From the moment when their Empire chain had been cut, Qantas Empire Airways had hankered to re-knit it. They thought it not good enough for Australia to be connected to Britain by air only eastabout: across the Pacific, the Americas and the Atlantic. Westwards, there were only two possible routes. Long-range aircraft could fly from Western Australia across the southern waters of the

Indian Ocean to East Africa; or they could strike out north-west to Ceylon. The latter was chosen. It entailed a non-stop ocean flight of more than 3,000 miles.

No long-range land-planes were available. The best, indeed the only, aircraft with sufficient range which could be offered were some Catalina flying-boats, seconded from military duties with the R.A.F. Part of their cabin space was filled with extra petrol-tanks, and into what remained could just be fitted three chairs and two canvas bunks. By this conversion it was found possible to carry 1,000 kilos of pay-load over the distance involved. The Catalinas were flown from Britain by crews of British Overseas Airways and handed into the charge of an R.A.F. squadron at the flying-boat station of Kegalla, in Ceylon . . .

An R.A.F. squadron flew the first seven experimental flights in the Catalinas between Ceylon and Perth, Western Australia. But there was no attempt to set up a regular service; the flights always awaited weather forecasts in which the wind-strengths in different directions over different sections of the journey cancelled each other out for the whole flight. That often meant delays of several weeks. No passengers were carried.

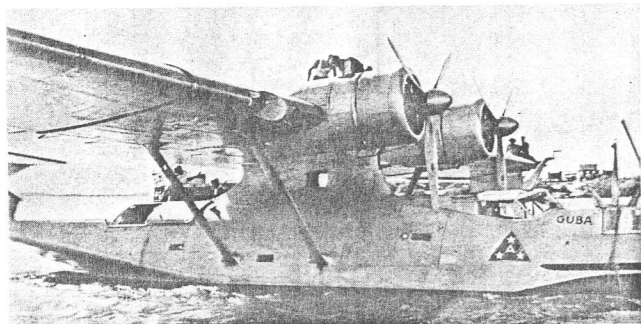
In the middle of 1943 the route was handed over to British Overseas Airways, with Qantas acting as their operating agents. Captain W.H. Crowther, the Qantas pilot who had done much planning for the route, was placed in charge of undertaking.

The first southbound Catalina service, Captain R.B. Tapp, took off from Kegalla at 01.50 hours G.M.T. on July 18th, 1943, alighting at Perth, Western Australia, after a non-stop flight of 27 hours 50 minutes. A passenger was to have been carried, but his trip was cancelled at the last moment, and the aircraft took only 52 lb. of diplomatic and troop mail. Tapp arrived at Perth with 400 gallons of fuel to spare.

The second southbound trip, on July 21st-22nd, took 28 hours 32 minutes, carrying one passenger, diplomatic mail and airgraph. The third, a week later, carried two passengers; it was later found possible, in suitable weather, to carry three.

The Catalina is no air liner. Her quarters are cramped and her speed slow. In the early days it was necessary for the passengers to stand in a forward compartment for take-off, acting as ballast to trim the overladen flying-boat, and to remain there for some hours until sufficient petrol had been used to allow them to go aft to sit down. The only space aboard where a man can stretch his legs is the gun-deck aft, between the two big semi-spherical perspex blisters. The noise of the two engines is harsh and does not relent. Only sandwich meals are possible on this journey of more than a day, and, with two big fuel tanks stuck in the cabin, nobody may smoke. For the captain, navigation is the problem, for if that fails he will exhaust his fuel, and there are no alighting areas in which he can find haven in emergency.

There was a little more speeding-up to be done. The main purpose of this Ceylon-Australia service was to carry vital official despatches with the greatest speed between London



and Australia — the passengers, although important, were incidental. On the earlier flights there was a delay of three days getting the official mail from Ceylon to the north of India. To remedy this, Qantas extended their Catalina service from Ceylon direct to Karachi, in one overnight hop — the east coast of India is unsuitable for flying-boat alighting during the monsoon periods. Thus official despatches reached Karachi from Australia in two jumps, and went straight to London.

It is fitting that this account of the work of British merchant airmen during the war should end with Catalina service between Australia and Ceylon. For not only was that service a considerable feat of airmanship, it was also a symbol of the courage and endurance with which the merchant airmen have kept the air routes open despite all the difficulties and dangers of war . . . Yet with aircraft by no means the most suitable, the Australians nevertheless repaired that line across more than 3,000 miles of ocean. So that, by 1944, not only were all the countries of the British Commonwealth linked as firmly as ever through the air, not only were there new British air services to all the major allies of the United Nations, not only were merchant aircraft plying on all the supply routes to the battlefronts; but any man whose work was demed by the Government of sufficient importance to the war could circumnavigate the globe by air, from London back to London, and travel every mile of the way, save the stretch of the Pacific between New Zealand and the western shores of the Americas, with a British merchant captain in the cockpit. (End quote.)

Following the War, numbers of the Catalina found their way into civil service, most of which are in the accompanying table. The experiences of pilots and crewmen of these have not been told, and await only the enterprising pen of some researcher to bring to life. Some of them probably will never be written; at least one of the operators managed to stay only a half-jump ahead of his creditors, and there was no time for reminiscing. Only the barest glimpse is given in this listing, portions of which were taken from *BALUS NA NIU GUINEA* (The aeroplane in New Guinea), compiled by the Pacific Islands Aviation Society.³

Although one of the last flights of Catalinas by a scheduled airline, Qantas, was related in the *JOURNAL* (Volume 6, page 51). This took place in 1958. Almost six years later, another last flight, this time of T.A.A. (Trans-Australia Airlines), from Samari, on 3 January 1966. It was the last of the Catalina flights to the furthestmost eastern tip of Papua and return to Port Moresby, via Kikori, New Guinea, and was accompanied by the usual farewells of residents and the thanks of the Anglican Bishop of New Guinea, David Hand. Two T.A.A. Captains, John Simler and Bob Fisher, shared the flying as POSEIDON, a Catalina taken on charge four years before, made the last voyage. As POSEIDON took off a new airstrip was being completed nearby Samari which would accommodate, first, Beach Queen Air's, and then DC-3's when the strip was long enough. The end of the Catalina in scheduled airline service in the Pacific had come.⁴

*It was not yet the final act. In a forthcoming article by Dr. Douglas H. Robinson the *JOURNAL* will tell the story of yet another airline which found great use for the Catalinas, Antilles Air Boats, in the Caribbean Sea. Editor.

REFERENCES:

1. Letter, T.E. Scott-Chard, B.O.A.C., to Capt. W.E. Scarborough, dtd 2 April 1971.
2. Davies, R.E.G. *A History of the World's Airlines*. London: Oxford University Press, 1964.
3. Pacific Island Aviation Society, in care of Allan Bovelt, P.O. Box 1401, Lae, New Guinea. *Balus Na Niu Guinea* is a compilation of the aircraft and companies in operation in the South Pacific areas as far back as research can determine.
4. Port Moresby *Times Courier*, Jan. 6, 1966.

Catalinas in the South Pacific

RAAF Serial	c/n	USN Serial	SODN Codes	REMARKS	RAAF Serial	c/n	RAF Serial	USN Serial	REMARKS	RAAF Serial	c/n	RAF Serial	USN Serial	REMARKS
A24-83	1708	48346		Sold 1/48 to Kingsford-Smith Av. Serv., b.u.	A24-200	61133	JX617	44227	Sold 5/53 to Air-motive Supply, b.u.	A24-360	61200	JZ841	44294	Same as A24-360
A24-84	1707	48345	RB-Y	Same as A24-83	A24-201	61124	JX612	44218	Same as A24-200	A24-361	61167	JX643	44261	Sold 9/46, M. Bridgewater, to W.R. Carpenter 6/47 as VH-BDQ, to QANTAS 11/49 WFS 11/52
A24-85	1713	48351		Sold 1/1/47 to J.E. Wood, Lake Boga, b.u.	A24-202	61132	JX616	44226	Sold 10/46 to Butler Air Transport	A24-362	61194	JZ835	44288	OX-V, Sold 10/46 to Butler Air Transport, b.u.
A24-86	1718	48356	RB-T		A24-203	61131	JX615	44225	FTR 3-7-45, Pesadores Area	A24-363	61153	JX629	44247	Sold 5/53 to Butler Air Transport, b.u.
A24-87	1710	48348	RB-R	Sold 3/47 to Herald Flying Service	A24-204	61125	JX613	44219	FTR 1-29-45, Laber Straits	A24-364	61197	JZ838	44291	Sold 1/1 to Barrier Reef Airways as VH-BRB, WFS 1/53
A24-88	1714	48352		Sold 11/47 to Kingsford-Smith Av. Serv., b.u.	A24-205	61130	JX614	44224	CR on t.o.	A24-365	61162	JX638	44256	CR 10-10-45 nr Mindanao
A24-89	1716	48354		Sold 11/47 to Barrier Reef Airways	A24-206	61123	JX611	44217	Sank 11-22-45, Darwin	A24-366	61170	JX646	44264	Sold 12/46 to M. Jackaman, b.u.
A24-90	1717	48355		FTR 10-15-44 Makassar Dest by Fire 6-14-45, Morotal	A24-300	61135	JX619	44229	Sold 10/46 to QANTAS	A24-367	61198	JZ839	44292	Sold 10/46 to QANTAS
A24-91	1852	46488		See Note 5.	A24-301	61140	JX624	44234	Sank on landing, Jimmaoe Is.	A24-368	61160	JX636	44254	Sold 5/53 to Air-motive Supply, b.u.
A24-92	1855	46491		See Note 5.	A24-302	61136	JX620	44230	Sold 5/53 to Air-motive supply, b.u.	A24-369	61193	JZ834	44287	Sold 10/46 to Barrier Reef Airways as VH-BRA, WFS 5/53
A24-93	1715	48353		Sold 1-48 to Kingsford-Smith Av. Serv., b.u.	A24-303	61137	JX621	44231	Sold 1/48 to Asian Airlines, to QANTAS as VH-EBB crew trainer, b.u. 2/51	A24-370	61152	JX628	44246	FK-G, Cr 8-18-45 @ Labuan, RTS
A24-94	1853	46489		DEA 9-22-44, Tiworo Str	A24-304	61143	JX627	44237	Sold 10/46 to Barrier Reef Airways	A24-371	61165	JX641	44259	Loaned 7/49 QANTAS as VH-EBD, sold 9/52 QANTAS, b.u. 11/58
A24-95	1854	46490		Sold 11/47 to Herald Flying Service	A24-305	61134	JX618	44228	Sold 12/46 to QANTAS, RTS 7/53	A24-372	61186	JX662	44280	Loaned 2/49 to QANTAS as VH-EAX wrecked 6-23-49 @ Lord Howe Is
A24-96	1896	46532	RK-E	DEA 1-14-45, Soerabaya	A24-306	61139	JX633	44233	Sold 12/46 to QANTAS	A24-373	61155	JX631	44249	Sold 5/53 to Air-motive Supply, b.u.
A24-97	1897	46533		Sold 11/47 to C.K. Campbell, Asian Airlines, b.u.	A24-307	61138	JX622	44232	Sold 5/53 to Air-motive Supply, b.u.	A24-374	61164	JX640	44258	Same as A24-373
A24-98	1898	46534		Dest on landing 7-1-45, Balikpapan	A24-308	61141	JX625	44235	Dam 7-22-45, Timor, TRS 9/45	A24-375	61176	JX652	44270	Same as A24-373
A24-99	1899	46535		To N.E.I. as P.224.	A24-309	61142	JX626	44236	Sold 12/46 to QANTAS	A24-376	61161	JX637	44255	Sold 10/46 to Butler Air Trans., b.u.
A24-100	1961	46576	RK-L	See Note 5.	A24-350	61185	JX661	44279	Sold to Capt. Taylor Hunter, to Carpenter as VH-ALN, to QANTAS as VH-EBC 4/49, b.u. 11/58	A24-377	61196	JZ837	44290	Sold 5/53 to Air-motive Supply, b.u.
A24-101	1962	46577	RK-E	DEA 10-12-44, over Makassar	A24-351	61192	JZ833	44286	Sold 12/46, M. Jackaman, b.u.	A24-378	61159	JX635	44253	Loaned 6/49 QANTAS, later sold, as VH-EAW, dest by time bomb @ Rose Bay 8-27-49
A24-102	1942	46578		Bay 7-3-45, RTS	A24-352	61184	JX660	44278	Sold 5/53 to Air-motive Supply, b.u.	A24-379	61166	JX642	44260	Sold 10/46 to QANTAS
A24-103	1943	46579		Sold 11/47 to C.K. Campbell, Asian Airlines, b.u.	A24-353	61187	JZ828	44281	Sold 3/49 to Australian Aluminum Co., b.u.	A24-380	61189	JZ830	44283	Sold 5/53 to Air-motive Supply, b.u.
A24-104	1959	46594		Sold 10/46 to A.N.A., b.u. To N.E.I. as P.220.	A24-354	61188	JZ829	44282	Sold 12/46 to QANTAS as VH-ALN, to W.R. Carpenter	A24-381	61163	JX639	44257	Cr 9-28-48 Lord Howe Is.
A24-105	1944	46580		See Note 5.	A24-355	61195	JZ826	44289	Sold 12/46 to QANTAS	A24-382	61156	JX632	44250	Sold 5/53 to Air-motive Supply, b.u.
A24-106	1970	46605		Cr @ Georgetown	A24-356	61191	JZ832	44285	Sold 10/46 to QANTAS	A24-383	61169	JX645	44263	Same as A24-382
A24-107	1971	46606		Sank off Balikpapan	A24-357	61171	JZ831	44284	Sold 10/46 to QANTAS	A24-384	61199	JZ840	44293	Sold 10/46 to Capt. Taylor
A24-108	1972	46607		Cr on t.o., 3-25-45	A24-358	61172	JX648	44266	OX-H, FK-G, Sold 10/46 to Capt. P.G. Taylor	A24-385	61153			Note 5. Presented to Netherlands East Indies as gift by Australia, 5-13-53.
A24-109	1973	46608		Malje Island	A24-359	61190	JZ835	44288	Sold 5/53 to Air-motive Supply, b.u.					Note 6. Legal owner for Barrier Reef Airways was S.C. Middlemiss
A24-110	1984	46619		Sold 5/53 to Air-motive Supply, b.u.										Note 7. Legal owner for Island Airways was W.R. Carpenter operating as Island Airways.
A24-111	1985	46620		To N.E.I. as P.222.										
A24-112	1986	46621		See Note 5.										
A24-113	1987	46622		To N.E.I. as P.225.										
A24-114	1988	46623		See Note 5.										

Dates are in the order of month and year when connected by "slash", or diagonal, or are in order of month, day and year when connected by hyphen.

A24-385	61154	JX630	44248	Sold 8/50 to P.G. Taylor as VH-AGB-1, then VH-ASA, WFS 3/52	RNZAF Serial	c/n	USN/RAF	SODN Codes	REMARKS	REGIST. c/n	EX	REMARKS
A24-386	61158	JX634	44252	Sold 5/53 to Air-motive Supply, b.u.								
44-34054	1608	CONSOLIDATED OA-10A		Sold 3/50 to M. Fitzgibbon, Stenmore, b.u.								

CATALINAS of the RNZAF CONSOLIDATED PBV-5

RNZAF Serial	c/n	USN/RAF	SODN Codes	REMARKS
NZ4001	1194	08280	XX-A	W.O. 8/45, Laulhala Bay
NZ4002	1324	JX232	XX-B	Cr 9-23-43 @ Laulhala Bay
NZ4003	1336	JX234	XX-C	Cr 10-13-43 @ Segond Channel
NZ4004	1297	08373	XX-D	To instructional airframe 120
NZ4005	1335	JX233	XX-E	Sold 11/50, b.u.
NZ4006	1338	JX236	None	
NZ4007	1339	JX237	XX-F	Note 8.
NZ4008	1332	JX230	XX-J	Note 8.
NZ4009	1333	JX231	XX-K	Note 8.
NZ4010	1251	JX228	XX-L	Note 8.
NZ4011	1337	JX235	XX-M	Note 8.
NZ4012	1384	08450	XX-N	Note 8.
NZ4013	1402	08468	XX-O	Dam, sank, 10-11-44
NZ4014	1398	08464	XX-P	Note 8.
NZ4015	1387	08453	XX-R	Note 8.
NZ4016	1400	08466	XX-S	Note 8.
NZ4017	1401	08467	XX-T	Note 8.
NZ4018	1432	08488	XX-U	Note 8.
NZ4019	1372	08438	XX-V	Note 8.
NZ4020	1369	08435	XX-W	Cr 5-28-45
NZ4021	1431	08487	XX-X	Note 8.
NZ4022	1470	08516	XX-Y	Cr 1-27-45 @ Beqa

BOEING PB2B-1

NZ4023	28086	72997	GF-A	Note 8.
NZ4024	28088	72999	GF-B	Note 8.
NZ4025	28089	73000	GF-C	Note 8.
NZ4026	28102	73013	GF-D	Note 8.
NZ4027	28104	73015	GF-E	Note 8.
NZ4028	28119	73030	GF-F	Note 8.
NZ4029	28086	72998	PA-A	Note 8.
NZ4030	28105	73016	PA-B	Note 8.
NZ4031	28120	73031	PA-C	Cr on t.o., 4-13-45
NZ4032	28121	73032	PA-D	Note 8.
NZ4033	28132	73034	PA-E	Broken up 1949
NZ4034	28133	73044	PA-F	Note 8.
NZ4035	28134	73045	PA-G	To T.E.A.L. as ZK-AMI 7/47, b.u. 11/48
NZ4036	28135	73046	PA-H	Note 8.
NZ4037	28136	73047	PA-I, KNB	Sold as scrap, 12/56

AUSTRALIAN CIVIL CATALINAS "VH" REGISTERED

REGIST. c/n	EX	REMARKS
VH-359	11055	Adastra Airways, WFR 5/66 Model 28-5MC. Was CF-GKI
VH-BDY 146	2357	Asian Airlines, WFS 5/66 Model PBV-5.
VH-BRI 1735	48373	Ansett Flying Boat Service, sank 7-8-62
VH-EBU 61167	44261	Qantas Empire Airways, WFS 11/52
VH-SBV 592	44-34081	Trans Australia Airways, WFS 5/66. Was VR-HDH.
VH-UWS 1649	48287	Selco Exploration, WFR 10/64, previously was CF-JWS
VH-WWB 1830	46466	Aust. Petroleum Co., Cr 6-16-57
VH-WWC 1859	46495	Aust. Petroleum Co., was N68766, Cr 4-26-62

SOUTH PACIFIC AREA CIVIL CATALINAS

REGIST. c/n	EX	REMARKS
F-BBCB 420	9747	T.R.A.P.A.S., 28-5AMC, to HS-POD, VT-DID, XT1401
F-BCJG 916	08097	T.R.A.P.A.S., PBV-5A, Est in hurricane 3-14-48
F-BCJH 933	08114	T.R.A.P.A.S., PBV-5A, To B.825

F-BDRN 55	AH540/9879	T.R.A.P.A.S., 28-5ME, To B.831
F-OAVV 1296	08372	R.A.I., PBV-5, Cr @ Uturor, 2-19-58
F-OAYD 1685	48323	R.A.I., PBV-5, WFS, 11/62 due to heavy landing
G-AGEL 808	FP221	QANTAS, 28-5ME, VEGA STAR
G-AGFM 811	FP224	QANTAS, 28-5ME, ALTAIR STAR
G-AGID 2374	JX575	QANTAS, PBV-5, RIGEL STAR
G-AGIE 2375	JX577	QANTAS, PBV-5, ANTARES STAR
G-AGKS 28022	JX287	QANTAS, PBV-5, SPICA STAR
JZ-POA		Note 11.
PD-AKC		B.P.M., PBV-5A, cr 1947 at Bangka
PD-AKR		Shell Oil, PBV-5A, To JZ-POA
PK-AKS		Shell Oil, PBV-5A, To JZ-POD
PK-AKT		Shell Oil, PBV-5A, To JZ-POD
PK-CPA		28-5MC, MABOMA, Note 12.
PK-CPB		28-5MC, BUL
PK-CPC		28-5MC, CERAM
PK-CPD		28-5MC, DJORONGA
PK-CPE		28-5MC, ENA
PK-CTA	9796	KNILM, ALOH
PK-CTB	9812	KNILM, COPA FLONDA
PK-CTC	9766	KNILM, Cr 3-8-48 @ Paso, Celebes
PK-CTD	9760	KNILM, OAMAR
NC777		Dr. R. Archbold, To RAF as AM258, to B.O.A.C. as G-AGBJ.
N31232	1682	Trust Territory A.S., PBV-5A
N31233	1797	Trust Territory A.S., PBV-5A
N31234	1810	Trust Territory A.S., PBV-5A

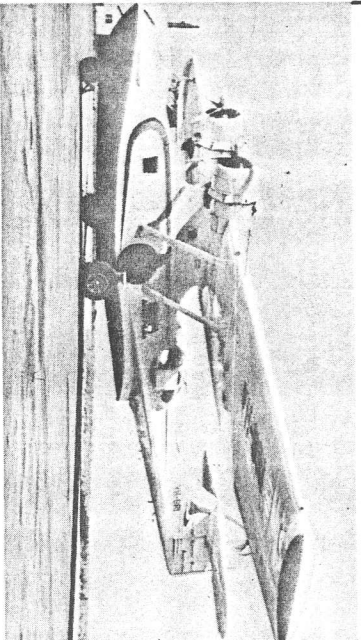
Catalinas in the South Pacific

REGIST. c/n	EX.	REMARKS
N31235	1788	48426 Trust Territory A.S., PBY-5A
N4938V	1843	46479 World Wide A.S., PBY-5A, operated from Port Moresby
N5590V	1768	48406 Catalina Enterprise, PBY-5A, TIARE TAHITI
N68740	407	9742 Freeport Indonesia, 28-5AMC, Currently operating from Darwin
R1-006	292	9711 J. Fleming, captured by Dutch and added to M.L.D. fleet. Note 9.
CC-CLD		
ZK-AMP	28137	73048/ N24038 scrapped 5/52
JX275	28010	JX275 P.G. Taylor, PBY-5, FRIGATE BIRD I

NETHERLANDS EAST INDIES CATALINAS

N.E.I. Serial	c/n	REMARKS	N.E.I. Serial	c/n	REMARKS
Y3			Y70	378	
Y37	232	EX U.S. Navy First delivered with Y38 on 9-5-41 Delivered 9-5-41	Y71	381	
Y38	241		Y72	385	
Y39	249		Y73	388	
Y40	260		Y74	837	To 321 sqn
Y41	266		Y75	838	
Y42	266		Y76	839	Call sign PM-PGF
Y43	276		Y77	840	
Y44	293	Cr 12-6-41 @ Tandjong-Pandan	Y78	841	
Y45	298		Y79	842	
Y46	301		Y80	843	
Y47	303		Y81	844	
Y48	306	Cr 2-23-42 on landing after dam @ Tandjong-Prick	Y82	845	
Y49	308	Cr 2-24-42 @ Sumatra To Australia 2-19-42, to 321 Sqdn.	Y83	846	
Y50	311	WO 3-1-42 as unrepairable	Y84	847	
Y51	315	DEA 1-21-42 @ Borneo	Y85	848	
Y52	320	To Singapore 12-7-41, to 205 Sqdn RAF	Y86	849	
Y53	326	To Singapore 12-10-41, to 205 Sqdn RAF	Y87	850	

Left, Catalina VH-BRI of Ansett-ANA.
(Photo - Mervyn W. Prime)



ABBREVIATIONS

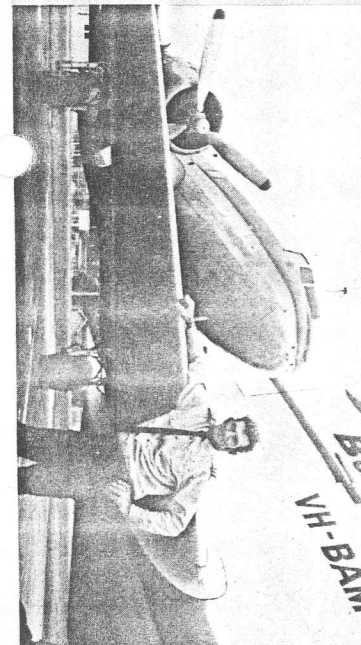
Cr	Crashed
del'd	delivered
D.U.	Broken up
DEA	Destroyed by enemy action
FTR	Failed To Return
L.O.	takeoff
Dest.	Destroyed
dam	damaged by enemy action
RTS	Reduced to Spares
NEIAF	Netherlands East Indies Air Force
AN.A.	Australian National Airways
WFR	Withdrawn From Register
WFS	Withdrawn From Service
nr	near
TE.A.L.	Written Off
T.R.A.P.A.S.	Tasman Empire Airways Ltd (now Air New Zealand)
R.A.I.	Societe Francaise de Transports Aerie du Pacific Sud, New Caledonia.
B.P.M.	Reseau Aerien Interinsulaire, Papeete, Tahiti.
KNILM	Bataafse Petroleum Maatschappij (later Shell Oil Co.)
	N.V. Koninklijke Luchtvaart Maatschappij voor Nederland en Kolonien

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THE AUTHOR
 Allan Bovelt, pilot for T.A.A. and Chief Historian of the Pacific Islands Aviation Society, has spent much time and effort in laying the groundwork for determining the extent of aviation history in the far-flung Pacific Ocean Islands to the north of Australia. In addition to the comprehensive BALUS NA NIU GUINEA mentioned above, much work has been done in locating wrecked aircraft of WWII.

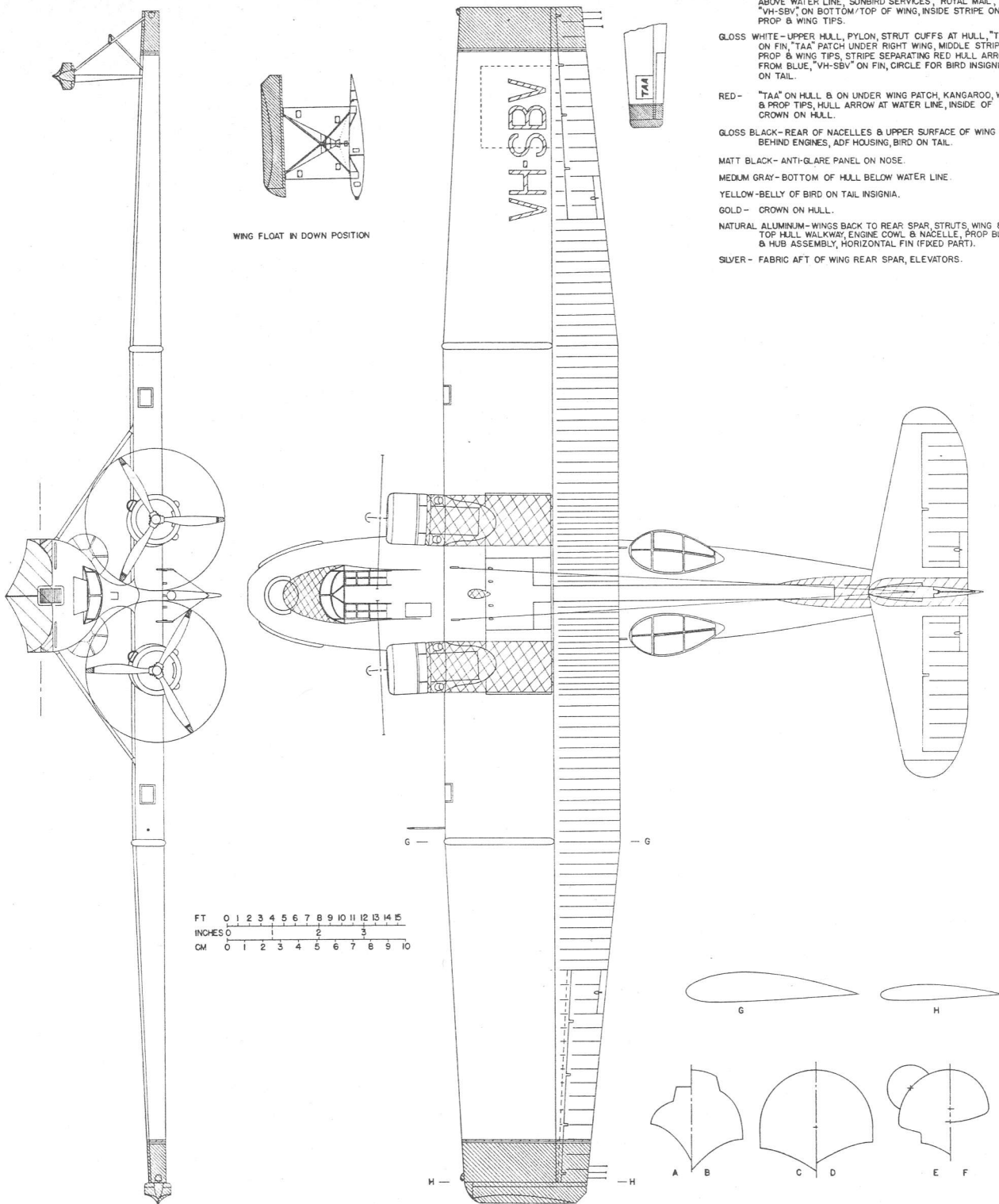
Research Project 7030 - Records of A.D.A.T. (Allied Directorate of Air Transport). Need data on organization of combined Australian, Dutch, and U.S. transport aircraft operated with "VH" call sign registrations in Australia and South Pacific during World War Two. Photos, clippings, information of any kind will be appreciated, carefully handled and returned if requested. Allan Bovelt, P.O. Box 1401, Lae, New Guinea.



COLOR SCHEME

- DEEP BLUE-VERTICAL TAIL, CENTER OF HORIZONTAL TAIL, HULL STRIPE ABOVE WATER LINE, "SUNBIRD SERVICES", "ROYAL MAIL", "VH-SBV" ON BOTTOM/TOP OF WING, INSIDE STRIPE ON PROP & WING TIPS.
- GLOSS WHITE-UPPER HULL, PYLON, STRUT CUFFS AT HULL, "TAA" ON FIN, "TAA" PATCH UNDER RIGHT WING, MIDDLE STRIPE ON PROP & WING TIPS, STRIPE SEPARATING RED HULL ARROW & FROM BLUE, "VH-SBV" ON FIN, CIRCLE FOR BIRD INSIGNIA ON TAIL.
- RED-"TAA" ON HULL & ON UNDER WING PATCH, KANGAROO, WING & PROP TIPS, HULL ARROW AT WATER LINE, INSIDE OF CROWN ON HULL.
- GLOSS BLACK-REAR OF NACELLES & UPPER SURFACE OF WING BEHIND ENGINES, ADF HOUSING, BIRD ON TAIL.
- MATT BLACK-ANTI-GLARE PANEL ON NOSE.
- MEDIUM GRAY-BOTTOM OF HULL BELOW WATER LINE.
- YELLOW-BELLY OF BIRD ON TAIL INSIGNIA.
- GOLD-CROWN ON HULL.
- NATURAL ALUMINUM-WINGS BACK TO REAR SPAR, STRUTS, WING & TOP HULL WALKWAY, ENGINE COWL & NACELLE, PROP BLADE & HUB ASSEMBLY, HORIZONTAL FIN (FIXED PART).
- SILVER-FABRIC AFT OF WING REAR SPAR, ELEVATORS.

WING FLOAT IN DOWN POSITION



SPECS

- SPAN - 104'
- LENGTH - 63' 10"
- HEIGHT - 18' 11"
- ENGINES - P & W R-1830-B2
- 1050 HP

AMERICAN AVIATION HISTORICAL SOCIETY
 DRAWN BY: W.A. EBERSPACHER
 DATE: 1 NOV 1971
 CONSOLIDATED PBY-5
 CATALINA

WINTER 1971