

Erratum *Aircraft of the Netherlands East Indies Army Air Corps in crisis and war times, February 1937-June 1942* (Bataafsche Leeuw/Batavian Lion, Berlin/Amsterdam, 2016) -preliminary version-

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**Aircraft of the Netherlands East Indies Army Air Corps
in crisis and war times,
February 1937 – June 1942**



The unknown allied air force in south-east Asia
during its build-up and the initial stages of the Pacific war
with detailed service and individual aircraft histories
for each of the aircraft types used

Batavian Lion International

My 2016 book mentioned above is the first ever that brings together in a structured format information on contracts and deliveries, detailed descriptions on use, as well as individual aircraft histories (as far as known) and paint schemes of all aircraft used by the NEI Army Aviation Corps in the period of February 1937-June 1942. Despite all my efforts to be as accurate as possible some errors were bound to remain, especially in view of the limited number of primary sources available on some of the aircraft types, the quality of many war time documents that did survive and the limitations of the interview material I used to fill in the blanks. This Erratum describes the errors I (and others) have discovered so far, including those small errors I failed to notice during proof reading. Also some explanations are added here and there, as well as some additions to the original text (including an analysis of Fokker C.IV losses and Piper Cub Coupé impressments) and a few photographs. Readers who have found other errors, please contact me through www.academia.edu (search Peter Boer, military history). Comments are appreciated.

Introduction to Part 1

p. 17 Final paragraph, 6th line. “15 hours” should be “approximately 20 hours”.

Chapter 1.2 Curtiss-Wright CW-22B Falcon

p. 26 Caption of the photograph. “Richmond, Australia” should be “Williamtown, Australia” (with thanks to Gordon Birkett).

For the use and fate of the aircraft taken over by the USAAF in Australia see my paper “Refugee, stranded and evacuated aircraft of the NEI Army Aviation Corps in Australia and British India” published on line at www.academia.edu, search Peter Boer (military history).

Chapter 1.4 Fokker C.Vd and C.Ve

p. 33 *Serials and construction numbers*, 5th line. “0840” should be “0940”.

P.33 *Remarks*, third paragraph, final sentence. Delete “at least one and probably” (there were two d-cel sets taken over from the MLD orders).

p. 34 first paragraph, 5th line. The serial “F.C.v.d.427” should be “F.C.v.e.439” (photographs of the wreck, see also Endnotes Chapter 1.4 endnote 3, below).

p. 36 Second paragraph, 1st line. “During 1936...” should be: “During 1935..”.

p. 36 Second paragraph. It is remarked that already in the period of February-April 1936 the strength of the VS was two C.Vd’s (both with Conqueror engine) and three C.Ve’s.

p. 36 Fourth paragraph, middle. Pieters was a Sgt student pilot at the time.

p. 36 Fourth paragraph, final sentence. It is remarked that the F.C.v.d.445 was probably only equipped with a Napier Lion engine during 1936. See the photograph below showing the two C.Vd



Inspection at the Flying School in the period of February-April 1936, the students lined up in front of (left to right) two C.Vd’s both with a Conqueror engine and three C.Ve’s (official LA photograph, via Jan Grisnich and Gerard Casius).

aircraft in the strength of the Flying School, one of them probably the F.C.v.d.445.

p. 36 Fifth paragraph, middle. Oostindiën parachuted from an unknown C.Ve (not the C.Vd 443; ac is identified as a C.Ve in several newspaper

reports, with thanks to Jan Grisnich). Please change C.Vd into C.Ve and delete the text in parentheses.

p. 37 Final paragraph, 1st line. “C.Ve’s” should be “C.Vd’s and C.Ve’s”.

p. 39-40 *Summary of individual aircraft histories...* All notations “c. 0737-1237” should be “c. 0637-1237”.

p. 39 **F.C.v.e.431** add probably after the serial (the assignment to 2-VA is not entirely certain).

p. 40 **F.C.v.e.439** should be **F.C.v.d.427** (due to a misidentification of the ac which crashed on 5 February 1935, see Endnotes Chapter 1.4 endnote 3 below, serials F.C.v.d.427 and F.C.v.e.439 were mixed up, the text with F.C.v.e.439 being incorrect). Please delete **F.C.v.e.439** and the full text “0137 TD reserve....written off” and replace by (to be added on p. 39):

F.C.v.d.427 probably 0137 VS Andir; probably written off period c. 0637-1237.

p. 40 **F.C.v.d.443** Text 2nd line from “190537 crash” up to and incl. 4th line up to “...emergency landing)” to be deleted and to be replaced by the following: “; probably VS until 1237; probably written off 1237”.

To add after the text of **F.C.v.d.449**. Remark. Of the aircraft written off in the period of c.0637-1237 one C.Ve crashed 190537 (after a bail out near Andir by Elt H.A.J. Oostindiën due to engine problems and fog preventing an emergency landing) and was probably written off the next month.

p. 40 *Paint schemes*. Final paragraph, 3rd line. “Approximately in August 1940....”. should be: “Approximately in September 1940...”.

Chapter 1.5 Fokker C.X

p. 41 *Serials and construction numbers*. Final sentence. “...although ac FCx461 became FC461 as ... c. March 1941.” should be: “...although ac FCx461 remained FC461 after the x was painted out in the serial of all active aircraft c. 0940.” (see below, p.53).

p. 52 It is remarked that the C.Xs found by the Japanese at Klaten were flown to Djocjakarta in the second half of April and in May 1942 after an

“airfield ground troops detachment” had made a runway operational and could offer some servicing mid-April 1942. Some C.Xs were later flown for communications, some others were obviously not considered useful and used for target practise.

p. 52-53 *Summary of individual aircraft...* **FCx460/FX460** delete “201036 emergency landing...Stephan)”. The former is mentioned with the wrong aircraft, see below (photographic evidence, with thanks to Jan Grisnich).

FCx462/FX462 to add after 0536 issued 3-VA: “201036 emergency landing...Stephan)”.

p. 53 Second line from below. The x from the serial FCx461 was actually not painted out at Maospati but earlier at Andir when the ac was attached to the D.VI.A. This was also done with the serials of the FCx460, 462 and 463, all in the period of September-October 1940, as an interim measure. The serials of the FC460, 462 and 463 were further adapted to FX serials in February-March 1941 but the serial of the FC461 remained as it was, as its original paint scheme. Also a number of C.Xs in storage kept their original paint scheme.

Chapter 1.6 Fokker F-VIIb-3m

p. 58 *Paint Schemes*. I forgot to mention that both aircraft also had the cabin roof painted in an aluminium coloured varnish (the edge just visible in the picture on p. 56).

Chapter 1.7 Koolhoven FK.51

p. 76 Second paragraph, last sentence. It is remarked that the new L212/L12A transition training also included some hours on the CW-22.

p. 77 Third paragraph, 4th line. This crash course was to earn a rating as 1st pilot (twin-engine bombers) and also included c. 15 hours of Glenn Martin 139 WH-1 training.

p. 77 Fifth paragraph, 8th line. The crash course consisted of c. 25 hours L212 and c. 15 hours Glenn Martin 139 WH-1.

p. 81 **K131** fate of the aircraft should read completely burnt (not severely damaged, partly burnt).

Chapter 1.8 Lockheed L212A and L12A

p. 84 *Serials and construction numbers*. L2-46 (c/n 1304) should be L2-46 (c/n 1314).

p.87 First paragraph, 5th line. “fifteen flying hours” should be “20 flying hours”.

p. 87 First paragraph, 7th line. “8 to 12” should be “10 to 12”.

p. 87 First paragraph, 9th to final line to be deleted and replaced by the following: “..load training flight, and about three hours of solo general flying, plus approximately six hours of navigational training. The students pilot-observer from the 2 January 1940 and later courses flew the approximately three hours of solo general flying (apart from an initial short solo flight) and six hours of cross-country flying during their observer course at the Observer School. The about six hours of L212 navigational training consisted of circa three and a half hours of dual flying with an instructor, visiting most of the airfields in Java the student had not yet seen as part of his pilot training (usually in one flight) and circa two and a half hours of solo cross-country training (usually two flights). At the Observer School these flights were followed by a few longer trips of three and a half to four hours each with another student as 2nd pilot, the students to switch places half way. One of these standard trips was: Kalidjati-Djocjakarta-Malang (switch of places), Malang-Soerabaja-Kalidjati. As the student pilot-observers had not finished the pilot training when transferred to the Observer School, they did receive both their pilot license and observer license after completing the observer training”.

p. 88 Second paragraph, final sentence. It should be noted that the 25 to 30 hours L212 flown when at the WS is including the approx. nine hours that belonged to the pilot training.

p. 88 Third paragraph, final sentence. The non-pilot students of the 3 January 1941 observer course each flew approximately 40-50 hours L212 (not 60-70 hours). The standard course total was 100-110 flying hours, but usually some 120 hours were flown.

p. 92 Second paragraph, 7th line, “15 hours” should be “approximately 20 hours”.

p. 92 *Restart of the L212 training*. At the end of the first paragraph the following should be added. The approximately 25 hours of L212 training plus approximately 15 hours of Glenn Martin 139 training replaced the former GMO, Glenn Martin transition training. The Glenn Martin 139 cross-country training from the GMO was now flown on the L212.

p. 95 Second paragraph, 6th to 10th line. The group of five plus Sgt Schalk left on the ms Abbekerk on 27 February (not on 1 March).

p. 101 **L2-30** and **L2-32** the flying in of these aircraft was done from Karachi to which airfield the ML Detachment had just been transferred.

Chapter 1.9 Ryan STM-E2 and ST-3

p. 104 First paragraph, 6th line. "Sld Mesdag", should be "Res Tlt J.G. Mesland".

p. 107 Second paragraph. It should be noted that apart from the students who started on 1 August 1941 also a part of the 1 July 1941 course reported in on 1 June 1941 (the so-called Vooropkomst--Preliminary reporting in) as a measure to spread the large number of students (185 in total) in this course.

p. 113 **R017** "Sld Mesdag, initials unknown" should be "Res Tlt J.G. Mesland".

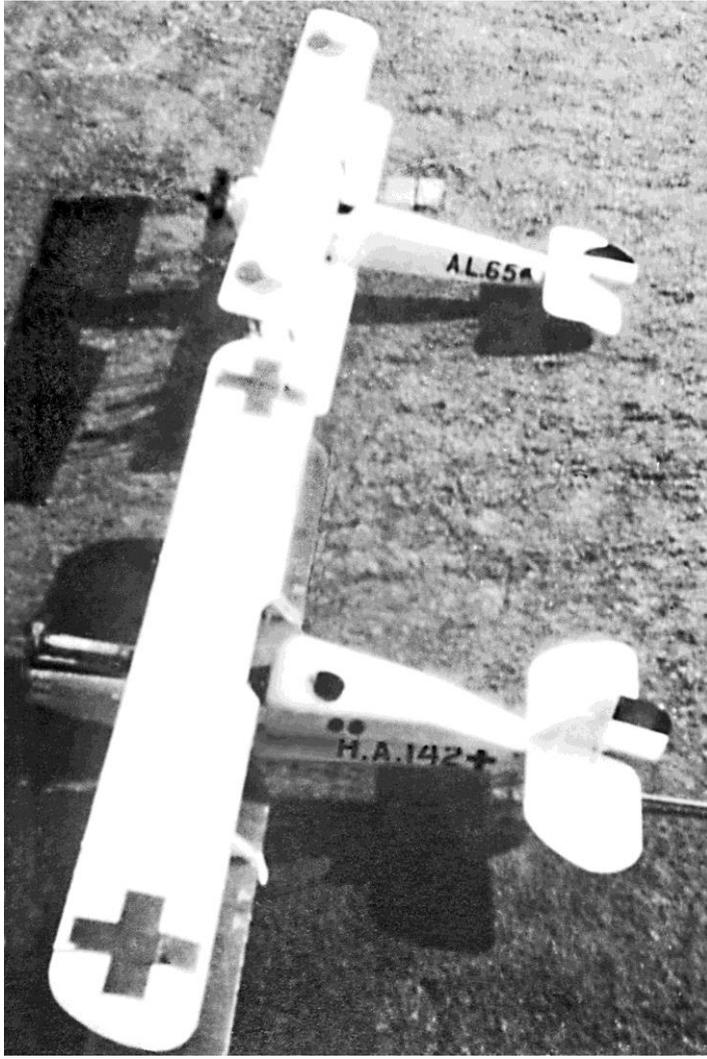
Chapter 1.10 Technische Dienst LA "AL" (Avro 504K copy)

p. 116 *Home built Avro's*, 5th line, "L.W. Walraven" should be "L.E. Walraven".

Chapter 1.11 Technische Dienst LA "HL" (De Havilland DH-9 copy)

p. 121 *Home built De Havillands*. Fourth line, "L.W. Walraven" should be "L.E. Walraven".

Several readers asked me if there is any photographic evidence that the ambulance HL aircraft also carried a H.A. serial instead of the original A added to the serial it carried for a short period of time. There is, see the photograph below (Collection C.C. Küpfer, via Gerard Casius, with thanks to Gerard Casius). This is said to be a photograph made by LA pilot Kap Küpfer himself, one of his last, made shortly before he retired on 3 May 1934.



Introduction to Part 2

p. 126 Final paragraph, 6th line. “1939” should be “1940”.

Chapter 2.3 Douglas DB7B and A-20A

p. 136 *The Bostons at Tjilatjap*, 2nd paragraph, 3rd line, “L.W. Walraven” should be “L.E. Walraven”.

Chapter 2.4 Douglas DC-5

In this small chapter some corrections I made in the final draft were, mistakenly, not included in the version finalised by the editor before printing. Also the corrections in the first two endnotes were mistakenly not included (see later).

p. 145 *Serials and construction numbers*. “D-904” and “D-905” should be “D904” an “D905”.

p. 145 *Assignment ... aircraft*, 1st sentence, delete the part: “that belonged to the Netherlands Government and”. The statement that the four aircraft belonged to the Netherlands Government is incorrect. The first two aircraft delivered were KLM owned and were delivered to KLM in the West Indies (later transferred to the NEI for operation by the KNILM). The two that went to the NEI first were bought from KLM by the Netherlands Government (with funds from the Colonies Department) for use in the NEI by the ML/KNIL.

p. 145 *Assignment ... aircraft*, 3rd line, “after” should be: “around the time of”. It is remarked that at least one and possibly two aircraft were delivered before the Netherlands were occupied, so not all after the occupation (with thanks to Ronald Dijkstra).

p. 145 *Assignment ... aircraft*, 6th line. “24 July 1940” should be: “25 July 1940” (Shipping records for ms Hoegh Silvercloud, Norwegian National Archives, with thanks to Ronald Dijkstra).

pp. 145-46 Final, resp. first sentence, “September 1940” should be: “28 August 1940”, “Darmo (Tandjong Perak airfield)” should be: “Tandjong Perak airfield”. To be added: Both aircraft were flown to Andir on 13 September 1940 and to Kemajoran, Batavia approximately two days later for a press show. (Information received from Ronald Dijkstra; interviews author with R.W.C.G.A. Wittert van Hoogland Esq, LL.M. and G. van Messel).

p.146 Second line, delete: “upon which ...1940”. (The D904 did not receive a military paint scheme in September 1940, as a careful study of photographs of the aircraft shows, although both R.W.C.G.A. Wittert van Hoogland Esq, LL.M and G. van Messel claimed it was. With thanks to Gerard Casius).

p. 146 Third to 5th line to be replaced by the following text: “The D904 (as D905 ML/KNIL owned but not yet formally taken up into the fleet) was flown back to Andir later in September. It was shortly test flown by a mixed ML/KNILM crew with ML test pilot Res Elt Th.G.J. van der Schroeff and pilot G. van Messel and flight engineer J. Gijzemijter of the KNILM (both, by then, trained on the DC-5 by a company pilot and flight engineer sent out to the NEI to aid the initial crew conversion). Also some personnel from the Technical Service of the ML attended these

mandatory flights to formally accept the DC-5 type into the fleet”.
(Information received from Ronald Dijkstra; interview with Th.G.J. van der Schroeff by LKol B.E. de Smalen, c. 1968, via Gerrit Zwanenburg, deceased 2016; interview by author with R.W.C.G.A. Wittert van Hoogland Esq, LL.M.).

p. 146 Sixth line. “... in October 1940”, should be: “... already on approx. 14 September 1940 at Andir”.

p. 146 Seventh to 8th line. “... also in October 1940”, should be: “... in September 1940”.

p.146 *Paint schemes*. The first two sentences to be replaced by the following: “The D904 was test flown at Andir in natural metal finish with the NEI civilian PK-ADA registration and the D-serial very small below the horizontal tail plane. In October 1940 the aircraft already was active with the KNILM at Kemajoran in the same paint scheme”.

For the use and fate of the DC-5 aircraft taken over by the USAAF in Australia see my paper “Refugee, stranded and evacuated aircraft of the NEI Army Aviation Corps in Australia and British India” published on line at www.academia.edu, search Peter Boer (military history).

Chapter 2.5 Fokker C.IV

p. 147 *Write offs before 1 February 1937*. This section, unfortunately, has proven to be largely incorrect. I did some additional research after it was pointed out to me by several readers that the aircraft which crashed on 14 April 1936 possibly was not the F.C.417T. This crashed aircraft is mentioned in official publications as the F.C.417T, however. The serial was first published in M. van Haselen (ed.), *25 Jaar Militaire Luchtvaart in Nederlands-Indië 1914-1939* (Batavia, 1939, hereafter *25 Jaar*) which also shows a photograph of a C.IV wreck. Clearly visible in this picture (see below) is that the crashed aircraft still carries the old style very large serial on the fuselage from before late 1932-early 1933, while there is a photograph of F.C.417T with the later applied (after major repairs or inspection) small size serial (see the photograph on p. 12, with thanks to Jan Grisnich). The photograph in the book, therefore, cannot depict the F.C.417T, as has been suggested. Further analysis of the photograph shows that the first two digits of the serial are 42 (the flat upper side of

the tip of the four and the top of the rounded upper part of the two are visible) which means that the crashed aircraft actually is the F.C.420T.



The picture of the crashed C.IV from the *25 Jaar* book (official LA photograph No 1807).

The figures are distorted but the second digit cannot be a one. Comparison with photographs of Koolhoven FK.51 trainers and student pilots photographed at Kalidjati show that the location of the crash is Kalidjati airfield. This airfield is located far from Tjililin where the F.C.417T crashed according to newspaper and official accounts. But is it possible that the serial of the crashed aircraft was quoted incorrectly as F.C.417T? I think not.

At the time of the crash there were four C.IV's on strength, the F.C.411T, 412T, 414T and 417T. The F.C.411T and the F.C.412T were still active late 1938 (interview by author with B.J. Fiedeldij, who made a few flights on both and noted they were the same aircraft he trained on before their modification when a student at the Observer School, and P.F. Langenberg, who regularly flew C.IV for communication and confirmed both serials). The only other aircraft that could have been the crash victim of 1936 is the F.C.414T, therefore. This aircraft was last mentioned in a newspaper report in November 1935.

Having known the meticulous Kol (ret.) Van Haselen, I almost certainly know that he carefully read the final draft text of the *25 Jaar* book before publication. As he also flew on the C.IV himself at the time he would

certainly have noticed an incorrect serial. Although it has been suggested that the photograph of the crashed C.IV in the book depicts the F.C.417T I don't think this is very likely. This aircraft came down in a spin resulting in two casualties and two severely wounded survivors of which one died in the hospital shortly after. It must have been a bloody mess looking far worse than F.C.420T.

The identification of the crashed aircraft in the photograph

The photograph of the crashed aircraft cannot depict an early crash victim from before the introduction of the small serials in late 1932 or early 1933, that was rebuilt after the crash. The photograph certainly



Fokker C.IV No F.C.417T. pictured in the period of 1933-36, location unknown (collection Tropenmuseum, via J.M. Grisnich).

shows a C.IV modified as a C.IVT (in view of the location of the pilot cockpit and the unique pilot head rest lying next to the wreck) but the wreck shows without a doubt a total loss. As there was no press coverage at all there could not have been a loss of lives, however.

Although it was long thought that there were only four C.IVTs built this was far from certain. The only solid facts are: in 1934 there were four C.IVs left in the LA inventory which at that time were all modified into

C.IVTs (periodical *Luchtvaart*, May 1934, article “20 Jaar LA”) and three C.IVTs left early February 1937 (official strength report LA). Even apart from the identification of the overturned wreck the conclusion is inevitable. This was a fifth C.IVT as the aircraft can neither have been the F.C.411T, 412T, 414T or 417T mentioned above, nor can it have been the F.C.413, F.C.415 or F.C.418. Aircraft F.C.413 became a DC.I in 1929 (Letter C.R. Patist to J.W.T. Bosch, RNLAH History Section, 26 December 1973, quoted source logbook C.C. Küpfer; Wetenschappelijk Jaarbericht 1929), while the F.C.415 and F.C.418 became photo reconnaissance, respectively radio test aircraft and later also photo reconnaissance aircraft (Wetenschappelijke Jaarbericht 1928, Ibid. 1929; photographs F.C.415F and F.C.418R; interview by author with J.F.A. Gravenberch). That leaves only two candidates for such a fatal crash: the F.C.419 and the F.C.420. With the identification of the crashed aircraft as the F.C.420T, the F.C.419 may have been one of two C.IVs modified into a DC.I fighter-reconnaissance aircraft in 1929-30 (see later).

The F.C.420T must have been crashed in the period of 1930 to 31 December 1931. The latter date because the wreck was photographed at Kalidjati which airfield was closed on 31 December 1931. The attentive reader may suggest that one can make a crash or emergency landing on a closed airfield. Of course, but the grass has been mowed on the photograph and this was no longer done after closure; the grass growing close to ones knees in about a month during the monsoon season (correspondence author with J. Staal). Also the clear sky and the sharp shadows visible in the photograph do not suggest it was taken in the monsoon season (c. November to March).

The dating of the photograph of the crashed aircraft can be narrowed down somewhat further as we know the LA negative number is 1807, while LA negatives 2154 to 2165 are of the so-called Wapenschouw Andir, which was on 29 April 1932 and LA negative 1299 was an aerial photograph of Tandjoeng Priok, a print of which in the collection of J.F.A. Gravenberch is dated October 1930. With some 850 negative numbers in around 18-19 months this leads to an approximate date of November 1931 with an even spread of some 46 negatives per month. As more photographs were made in the dry season than in the wet season the

crash date is probably a few months earlier, somewhere between April 1931 and October 1931, but certainly in 1931 (with thanks to Gerard Casius for his listings of LA negative and photograph numbers).

Is there any confirmation in a primary source of this dating? Just a little support in the Wetenschappelijk Jaarbericht 1931, which says: “.. .. kwamen bij de L.A. geen ernstige ongevallen voor. Wel kwamen een 5-tal kleinere ongevallen voor, Bestuurders en passagiers bleven daarbij ongedeerd; alleen materiële schade viel te betreuren” (no serious accidents [=accidents with loss of life] occurred with the L.A. in this year. But there were five less serious accidents...pilots and passengers remained unharmed and there only was material damage to deplore). A number of these lesser accidents were not covered in any newspaper report. The use of the word “passagiers” is a bit unusual. Normally passengers are described using their job title, for example mechanic or assistant mechanic, or simply as observer because they flew along in the observer cockpit in a trainer or reconnaissance aircraft. It does fit a C.IVT accident, though. The Wetenschappelijk Jaarbericht of 1930 only mentions two serious accidents with a total of three casualties.

It is remarked that the F.C.420T was actually the third transport conversion built (delivered in 1930). At the end of 1929 there were only two transport conversions according to the 1928 and 1929 Wetenschappelijk Jaarbericht. These were the F.C.417T (mentioned regularly in newspaper reports from January 1929) and the F.C.414T (NEI periodical *Luchtvaart*, 1 June 1929, mentions that two Fokker C.IVs were transformed into transport aircraft; F.C.414T was first mentioned as a transport aircraft in a newspaper report in October 1929; with thanks to Gerard Casius and Jan Grisnich). The crop dusting aircraft is unidentified, however. According to the Wetenschappelijk Jaarbericht 1929 it had: “... zijn taak volbracht en zal een andere bestemming krijgen” (completed its assignment and will get another destination). The wording suggests it was not yet de-modified and given another task in 1929 but this may be too strict a reading. The crop dusting experiments with the C.IV were completed on 12 September 1928 and already taken over by the KNILM (Royal Netherlands Indies Airline) with a Fokker F-VIIb-3m aircraft in approximately October 1928 (with thanks to Jan Grisnich and Jan Hagens). The aircraft probably was the F.C.413 which

was modified into a DC.I in 1929 (but may have been the F.C.419 or F.C.420). The F.C.419 was probably rebuilt in the same period as the third transport aircraft (delivered 1930) but into a DC.I, as the LA still had an afdeeling in part equipped with DC.Is in 1930.

p. 146 *Remarks*, 1st sentence: "...the seven remaining.." should read "... the nine...".

p. 147 First four lines to be replaced by the following text: "Five were rebuilt into light transport aircraft (becoming F.C.411T, F.C.412T, F.C.414T, F.C.417T and F.C.420T), probably two were modified into a DC.I fighter-reconnaissance aircraft (F.C.413 and probably F.C.419, becoming F.D.413 and F.D.419), one was used as a radio trials aircraft (becoming F.C.418R), after...".

p. 147 *Write offs before 1 February 1937*. First sentence to be deleted and replaced by: "The F.C.420T crashed in the period of c. 0431-c. 1031 at Kalidjati and was written off (overturned after an emergency landing, probably made downwind, pilot and passengers unknown but no casualties)". The following is remarked. Of the F.C.419 very little is known. It did have an incident in 1927 but with some light damage only as a result. The information that F.C.420 overturned and was severely damaged in a landing accident in 1926 proved to be incorrect.

p. 147 *Introduction*, 6th line "...four C.IVs..." should read "... five C.IVs...".

p. 147 Second paragraph, 1st and 2nd line. "Four" should be "five"; "... on 20 August 1928 ..." should be: "... in August 1928 ...". The date of 20 August 1928 actually concerned demonstration flights above Andir with two KNIL Generals as passengers. The first test flight was earlier in August 1928, exact date unknown (with thanks to Jan Grisnich). It is remarked that the rebuilding of the F.C.417 took six months.

p. 147 Second paragraph, 9th line. The sentence "Both aircraft were...(see below)", should have read: "One more C.IV (F.C.420) was modified into a transport aircraft in 1930 while two others were used as trainers from at least 1929 until also converted into transports (see below)".

p. 147 Final sentence. Delete text and replace by: “Apart from probably two converted into DC.I fighter-reconnaissance aircraft all converted aircraft were unarmed”.

Chapter 2.7 Glenn Martin 139 WH-1, -2, -3 and -3A

p. 162 First sentence. It is remarked that afdeeling 1-VI.G.II had eight 2nd pilot-air gunners (administratively) in its strength of which, however, four were to go to the mobilizable 2-VI.G.II in case of a mobilization.

p. 165 Photograph caption. “G. Sandberg” should be “B. Sandberg Esq”.

p. 182 Second paragraph, 12th line. It is remarked that after the Palembang airbases were turned over to the RAF also the Curtiss Hawk fighter afdeeling 1-VI.G.IV remained behind for a couple of days.

p. 190 Fifth line. “...some fifteen hours...” should be “...some seventeen to twenty hours...” (three of these pilots had not flown the final about two and a half hours of solo cross-country training but did receive their pilot wing, nevertheless, on 30 December 1941).

p.190 Second paragraph, 6th and 7th lines. “... on 1 December 1941” should be “... on 1 December and 9 December 1941”.

p. 200 Second line. “G. Hagers” should be “A. Hagers”.

p. 201 The photograph of the M5121 “2” was taken in April 1942 instead of approx. May 1942.

p. 202 Final paragraph, 4th line. The sentence: “In January 1942 a number of ...” should be: “In December 1941 and January 1942 a number of ...”.

p. 206 *Photograph caption*. Aircraft M324 flew with 3-VI.G.III at the time of the emergency landing (not 2-VI.G.III).

p. 213 **M505**, final two lines. The observer/bombardier on this flight was not Vdg J.M.A. Stock but is unknown.

p. 229 *Paint schemes*. It is remarked that before the main camouflage effort started in May 1940 the TD organised a camouflage trial with three WH-1 and -2s that were to be delivered to the Flying School after major repairs or overhaul in approximately February-March 1940. These

aircraft were sprayed camouflage green (with the lower side of wings and horizontal tail plane initially remaining yellow) to check the time needed for such an effort. At least one of the three was flight tested to check the effect of the additional weight and the mat finish on aircraft performance (indeed some loss of speed, although waxing the camouflage paint gave some improvement). The results were used to fine tune a plan for camouflaging the Glenn Martin fleet made up late 1939-early 1940. The camouflaging of the Glenn Martins (initially fully camouflage green) started early May 1940, followed by an all-out effort to complete the camouflage effort as quickly as possible from approximately 16 May 1940 (interview by author with C.W.A. Oyens, M.Sc.).

Chapter 2.8 Incorporated and Impressed private aircraft

p. 232 *Serials of above aircraft*. “MT928” should be “MET928 (?)”; “and P008 (?)” should be deleted.

p. 232 Paragraph *Remark*. The text of this paragraph is incorrect and the complete remark should be deleted.

I have misinterpreted the data I collected on the three civilian Piper Cub Coupé's in the NEI and the De Havilland (Australia) Tiger Moth PK-PAL. The RAF indeed asked the ML to requisition the Cup Coupé PK-ZSV as well as the Tiger Moth PK-PAL of the Zuid-Sumatra Vliegclub-South Sumatra Flying Club on approximately 5 February 1942 (pp. 234-235). Before the RAF could take the aircraft into service or, perhaps, before it could be requisitioned, the PK-ZSV was lost in a Japanese air raid on 7 February 1942 (as Flt Lt J.C. Plenty of “A” Flight MAAF reported. E-mail Chris Shores to author 16 December 2018; his *Bloody Shambles*, Vol. 2, pp. 60, 64). I incorrectly wrote that the PK-PAL was the aircraft lost in the air raid of 7 February (p. 235). The source of this information, erroneously not mentioned in endnote 7, was a post war statement of a former club member. However, it now seems that this source has mixed up the Cup Coupé and the Tiger Moth as the report of the ML liaison officer at Palembang for 7 February only mentions the loss of “one civilian trainer” apart from the RAF aircraft specified (Reports Dutch liaison officer Palembang, Cleuver, 2-7, via AMH c. 1986 and same information via Nico Geldhof, deceased 2018). With only one loss and the identification of the aircraft lost by Flt Lt Plenty I conclude that this

aircraft must have been the Cub Coupé instead of the Tiger Moth. I also conclude that the Tiger Moth PK-PAL may well have been requisitioned after all by the ML to accommodate the RAF.

At the time of the loss of the PK-ZSV the ML (on approximately 6 February) had incorporated at least one and possibly both Pipers of the NILF based with the Flying Clubs at Batavia and Soerabaja and had it, or them, flown over to Andir. (I mentioned correctly that these two aircraft were used in exercises of the LBD during the second half of 1941, p. 232, but they saw, very likely, no military service until approximately 6 February 1942). One of the NILF Pipers must have been detached to Palembang I and loaned to the RAF for use with the MVAF Flight at that airbase as a replacement for PK-ZSV. The Piper Cub Coupé which fell into Japanese hands at PI later, see the photograph on p. 235, can be no other than one of the two NILF aircraft given the loss of PK-ZSV and the fact that there were only three Cub Coupé's in the NEI. Also, the impressed and incorporated civilian aircraft of the D.VI.A. at Andir were not allowed to make flights outside Java (interview author with S. de Mul, 1967 and J.P.G.F. Corsmit, 1984). The aircraft found at PI by the Japanese cannot, therefore, have been a visitor from Java caught at the wrong place at the wrong time.

Aircraft PK-ZSV had been used earlier by the D.VI.A. detachment at PI as mentioned on p. 234-35 but in its civilian paint scheme as it never was formally impressed (interviews author with H. Creutzberg, LL.M., 1975 and J.P.G.F. Corsmit, 1984; both saw the ac in its civilian paint scheme only, while according to Corsmit the ac was returned to its owner at the end of January 1942 when the Lodestars based at PI were withdrawn). It is my opinion that P.R. Jolly, who thought he had seen a camouflaged Piper at PI (see endnote 6), must have been mistaken. He may have seen one on a later date at Semplak as the communication aircraft of the D.VI.A. regularly visited this airbase because it was used as a dispersal airfield for Lockheed L18s in February 1942. If the PK-ZSV had had a military paint scheme on 4-5 February 1942 Flt Lt Plenty would certainly have noticed this and would not have contacted the Flying Club about using it but the military authorities.

p. 233 Second paragraph, 1st sentence. It is remarked that both Meeuwenoord and Rous were first trained as 2nd pilot-air gunner on the

Glenn Martin 139 in the period from 2 January 1941 to 28 February 1941.

p. 233 Second paragraph, final sentence. “MT928” should be “MT928 or MET928”, probably the latter as an extra factory letter was added (letter I not to be used to prevent confusion) whenever a single letter could mean more than one factory (in this case M also stood for Martin, interview author with B.J. Fiedeldij, 1975).

p. 233 *Service with the D.VI.A.*, 3rd line. “MT928” should be: “(probably) MET928”.

p. 233 Final sentence. According to B.J. Fiedeldij (interview by author, 1975) the factory letter could not be W as this already meant Waco, so an additional letter had to be added, W becoming WA for Walraven.

p. 234 Third paragraph, 2nd line. “MT928” should be: “(probably) MET928”.

pp. 234-35 *Additional private aircraft incorporated*, all three paragraphs to be deleted and to be replaced by the following three paragraphs.

On or around 6 February 1942 probably five further private aircraft were impressed or incorporated. In southern Sumatra the RAF asked the ML to commandeer two private aircraft for military use from the Zuid-Sumatra Vliegclub--South Sumatra Flying Club at Palembang I and in Java two or three more airplanes were impressed or incorporated for use by the D.VI.A. at Andir. One of the aircraft in southern Sumatra was a Piper Cub Coupé (PK-ZSV) which had been used as a communications aircraft, with verbal permission of the owner only (and in its civilian paint scheme), occasionally in December 1941 and more regularly in January 1942. It was mostly used for flights between PI and Palembang II (PII) and flown by D.VI.A. Lockheed Lodestar pilots and sometimes by Kap C. Terluin, the Commandant Luchtstrijdkrachten—(local) Air Officer Commanding (CL) at Palembang and base commander of PI and PII until 22 January. The Piper was returned to its owner on or around 31 January 1942 when the D.VI.A. detachment was withdrawn.

The RAF requested requisitioning of the aircraft around 5 February, the airplane to be used for river patrol work by a Flight of the Malayan Volunteer Air Force (MVAF) which was based at PI on 4 February. The

Cub Coupé was lost on 7 February in a Japanese air raid on PI, however, before it could be taken into use or, perhaps, before it could be formally requisitioned. [6] The second aircraft requested by the RAF for use by the MVAF Flight at PI was a De Havilland (Australia) Tiger Moth (PK-PAL) also owned by the Zuid-Sumatra Vliegclub. The PK-PAL probably was requisitioned around 7 February and could very well have seen RAF service for a short period of time although its fate is unknown. [7]

In Java two or three more private aircraft were impressed or incorporated, one or two Piper Cub Coupé's owned by the Nederlands-Indisch Luchtvaart Fonds—Netherlands Indies Aviation Fund (NILF) and a Bellanca 14-9 light transport (3-4 seat) aircraft of the Khouw family, which also owned the Walraven W-2, mentioned above. The Bellanca PK-KRS was flown from Soerabaja to Andir on 9 February 1942 but was forced to make an emergency landing in the environs of Indramajoe. As the landing gear had been damaged the aircraft was recovered by the ML and taken to Andir for repairs. The Pipers PK-SCA (in use with the Flying Club Soerabaja) and the PK-SCB (Flying Club Batavia) were possibly both incorporated and flown to Andir for use with the D.VI.A. One of the aircraft certainly was impressed as it was loaned to the RAF and detached to Palembang I as a replacement for the PK-ZSV. It was used by the MVAF Flight at PI and fell in Japanese hands at PI on 16 February 1942 still in ML camouflage but without a serial on the fuselage. The second Piper, if impressed, possibly was destroyed at Andir on 19 February 1942 in an air raid when serving with the D.VI.A. [8]

p.235 *Photograph caption*, "...commandeered from the South Sumatra Flying Club..." should be changed into "...used by the MVAF on loan from the ML/KNIL".

p. 235 *Losses due to air raids*. Third line, "MT928" should be: "(probably) MET928".

p. 236 To be included after the third sentence. A Piper Cub Coupé was possibly damaged beyond repair on 19 February.

p. 236 Final paragraph, final sentence, "MT928" should be: "(probably) MET928".

p. 236 *Summary of individual aircraft histories ...* "MT928" should be: "(probably) MET928".

p. 237 **P008 (?)** Delete serial and full text and replace by: **Unknown** Piper Cub Coupé PK-ZSV (c/n 1553) of Zuid-Sumatra Flying Club; either not yet actually requisitioned, although the RAF had requested this with the KNIL c. 050242, or 070242 just requisitioned but not yet actually taken into use by the MVAF Flight of the RAF at PI, as it was lost 070242 in an air raid on PI.

p. 237 **Unknown** Text of 2nd to 4th line to be replaced by: "Aircraft probably requisitioned c. 070242 at the request of the RAF for use by a MVAF Flight at PI; fate unknown but possibly lost before 160242".

To be added:

Unknown Piper Cub Coupé PK-SCA (c/n 4-1549) or PK-SCB (c/n 4-1550) of the NILF in use with Flying Club Soerabaja, respectively Batavia, approximately 060242 incorporated and based with the D.VI.A. at Andir; c. 090242 loaned to the RAF at Palembang I for use with a MVAF Flight as a replacement for PK-ZSV, 160242 into Japanese hands at Palembang I, possibly in flyable condition; fate unknown.

Unknown Piper Cub Coupé PK-SCB (c/n 4-1550) or PK-SCA (c/n 4-1549) of the NILF in use with Flying Club Batavia, respectively Soerabaja, possibly on approximately 060242 incorporated and based with the D.VI.A. at Andir; if incorporated, possibly 190242 total loss in a Japanese air raid on Andir.

p. 237 *Paint schemes*, sixth line. "MT928" should be: "(probably) MET928".

Chapter 2.9 Lockheed L18-40 Lodestar

p. 238 *Introduction into service and engine problems*, 1st paragraph, 2nd sentence. "(Darmo)" should be deleted. The L18s were assembled at the civilian airfield Tandjong Perak.

p. 256 First paragraph, 1st sentence. The sentence "The three L18s left the following morning..." is incorrect. Only the LT917 (crew Arens) left in the morning of 2 March and first flew to Lho Nga, the other two aircraft (LT925 of crew Mulder and LT909 of crew Jansen) left in the early

morning of 3 March at 07:00 hrs MJT (LT925), respectively 07:55 hrs MJT (LT909) and first flew to Colombo and from there to Lho Nga.

Reader is advised that J. van Doorn, aviation wireless operator in the LT925, incorrectly noted in his logbook 1 March for the flights from Bangalore to Colombo and Colombo to Lho Nga, which date he later changed in pencil to 2 March. Knowing this, I discovered (rather late, I must admit) that different times had been used, local, GMT and MJT, in the various correspondence, logbooks and telegrams about the flights. Reworking all dates and times to MJT, Arens proved to have dated his flights correctly in his correspondence, as had Jansen in his logbook. R.W.C.G.A. Wittert van Hoogland Esq, LL.M. in his diary, pp. 5-6, via René Wittert, however, says that Mulder and Jansen left in the night of 3 March but telegram exchanges with Colombo confirm landing times of Mulder and Jansen in the morning of 3 March, MJT. Also, leaving Bangalore in the night of 3 March or the night of 3 and 4 March would make it impossible for LT925 to arrive at Perth on 5 March, which date is confirmed in the A50 Form of RAAF Station Pearce. Unfortunately, the above and especially several misdatings by J. van Doorn in his logbook makes necessary several corrections to the text of the chapter.

p. 256 First paragraph, final five lines. Arens reached Lho Nga in the evening of 2 March and landed at Andir on 3 March at approx. 05:00 hrs. Mulder and Jansen arrived at Lho Nga on 3 March respectively at 17:30 hrs (MJT) and 18:47 hrs (MJT) to leave that same evening. Mulder flew straight to Andir where he landed on 4 March at 05:00 hrs (MJT). Res Elt Jansen arrived at Medan (which airfield had runway lighting) in the very early hours of 4 March at 00:37 hrs (MJT) to leave again for Java at 01:30 hrs MJT. Due to his late arrival over Java he was directed to Tasikmalaja where he landed at 07:47 hrs (MJT). Jansen flew his aircraft to the Boeabatoeweg in the early morning of 5 March (not on 4 March).

p. 258 First Paragraph, 3rd and 4th lines. Of the ten ML pilots among the passengers nine were to go to Archerfield (not all ten) and one flying instructor to the Flying School in Adelaide. It is remarked that there were also two MLD flying instructors on board (who had been temporarily posted at RecGroup and were posted back to the MLD Flying School by now also in Australia). The personnel for Archerfield that left on ms Zaandam included three pilots, not four.

p. 258 Final paragraph, 2nd sentence. “Sixteen” (passengers) should be “seventeen”.

p. 259 Fourth line from below. The Lockheed 14 left with only six of the Government members and senior civil servants, not all seven.

p. 260 First paragraph, 5th line. The part of the sentence “...to return to Port Hedland the next day for another such flight to Perth”. Should be deleted. This flight was not made by Winckel. Final four lines should read as follows: “...while Kap De Mul who arrived at Port Hedland on 5 March (see below) also came to Perth. The ML pilots Welter and Veenstra had first organized, among others, shuttle flights with the available L18s and a KNILM L14 between Port Hedland and Broome before returning to Perth”.

p. 260 Third paragraph, 1st sentence. “In the night of 3 and 4 March 1942 and on the following night...” should read: “In the night of 4 and 5 March 1942...”. Mulders flight is wrongly dated; the LT925 arrived at 05:00 hrs and took off at 23:30 hrs (MJT) but on 4 March (not 3 March; see my remarks with p. 256, the logbook of aviation wireless operator Sgt J. van Doorn shows an incorrect date for the flights). All three L18s flew to Australia in the night of 4 and 5 March.

p. 260 Final line and first line p. 261. Delete “...and Res Tlt Smits van Burgst of the D.VI.A.”. Smits van Burgst was a passenger of Res Tlt Winckel and already arrived at Broome on 3 March 1942.

p. 261 Second paragraph, 1st sentence. Delete “... and were almost immediately employed on the shuttle to Broome to pick up evacuees” and replace by: “... and flew on to Perth via Geraldton after a short rest”. Next two sentences to be replaced by: “Res Tlt Smits van Burgst had taken over aircraft LT923 (replacing Elt Welter in its crew on 4 March) and was sent to Broome as well. The remaining Lodestars made several shuttle flights before flying full loads of passengers from Port Hedland to Perth on 5 March (LT923), respectively 6 March (LT907, crew De Jongh)”. To be deleted the final two sentences : “Aircraft LT925....on 28 February”. This is incorrect information. The LT925 made a flight to Onslow after arrival in Perth (this flight, unfortunately, was also incorrectly dated by J. van Doorn in his logbook).

p. 261 Third paragraph, sentence “His passengers....that same day”. Should be replaced by the following: “His passengers flew to Perth by RAAF Hudson bomber and Lodestar LT925 (crew Mulder) on 7 March”.

p. 262 First paragraph. The 1st sentence is incorrect. LT917 returned from Bangalore on 3 March and LT909 on 4 March. In the 2nd sentence “... in the night of 3 and 4 March and the following night) ...” should be “... in the night of 4 and 5 March) ...”.

p. 262 Second paragraph, 4th and 5th line. “...among them the remaining family members of the D.VI.A. personnel (apart from two, see below)”, should be “among them family members of Vliegschool (Flying School) personnel and ML personnel already in Australia”. In the final three lines, the first sentence “L18s flew the crew....to Perth on 6 and 7 March”. should be: “L18s and an L14 flew the crew...on 6, 7 and 8 March”.

p. 263 Paragraph above the photograph, 7th line from below. “Including” should be “excluding”.

p. 265 *Summary of individual aircraft histories...*

LT909 Third line. “Returned at Tasikmalaja 040342” should read: “returned 030342, landed at Tasikmalaja 040342”.

p. 266 **LT917** Second line. “Returned Andir 020342”, should read: “returned 020342, landed at Andir 030342”.

p. 266 **LT925** Third line and 1st line on p. 267. “Returned Andir 030342” should read: “returned 030342 and landed at Andir 040342”. Further: “left night of 030342 and 040342”, should be: “left night of 040342 and 050342”.

Readers who are interested in the use and fate of the aircraft taken over by the USAAF in Australia, see my paper “Refugee, stranded and evacuated aircraft of the NEI Army Aviation Corps in Australia and British India” published on line at www.academia.edu, search Peter Boer (military history). For the names of evacuees on board of the Lodestars and DC-3s (from 2 March) see “The Depot Squadron of the Netherlands East Indies Army Aviation Corps and the Java-Australia airlift and evacuation flights in the period February-March 1942” also published on line at www.academia.edu, search Peter Boer (military history).

Chapter 2.10 North American B-25C Mitchell

p. 276 Final paragraph, 10th line. The B-25Cs were modified at Karachi where the final aircraft arrived from Bangalore on 15 April. Between 18 April and 1 May 1942 the aircraft were subsequently delivered to 5 PRU, then at Calcutta.

p. 282 N5-125 FY serial is 41-12457 (not 41-12557).

p. 285 12514 N5-163? should be 12514 N5-166 (with thanks to Edward Rogers).

For the use and fate of the aircraft taken over by the USAAF and RAF see my paper "Refugee, stranded and evacuated aircraft of the NEI Army Aviation Corps in Australia and British India" published on line at www.academia.edu, search Peter Boer (military history).

Chapter 3.1 Brewster 339C (339-16), 339D (339-18) and 339-23

p. 290-91 It is mentioned that nine aircraft due to urgency were accepted without exhaust manifolds and armament. This is correct, but although the other 11 model 339-23s were accepted after test flying and with armament they were delivered without and shipped without exhaust manifolds (Telegram USAFIA/Brett, 9 May 1942, AFHRA, Maxwell AFB).

pp. 320-339 A photograph by the late Susumu Tomomatsu published by the Asahi Shimbun in November 2018 made me recheck which aircraft were assigned to which pilots during air combat on 19, 21 and 24 February 1942. I found that a very hard to read copy on thin paper of a combat report and errors made in that original report, plus a typing error by myself, makes necessary the following text changes.

p. 320 Second paragraph, 10th line, the three new aircraft were B3116, B3156 and B3157 (not B3116, B3157 and B3158). Crew schedule middle of page, Illrd Patrol Res Elt De Haas was allocated the B3156 (not B3158).

p. 321 Crew schedule middle of page, Illrd Patrol Sgt Mannesse flew the B3158 (not B3156).

p. 325 Second paragraph, 2nd line, the B3156 should be B3158.

p. 331 Crew schedule middle of page, IInd Patrol Res Elt De Haas flew B3156 (not B3158).

p. 335 First paragraph, 3rd line. De Haas at that time flew aircraft B3139 (possibly B3138) not B3158 (C.A. Vonck noted in a c. 1946 interview that the aircraft he ferried from Samarinda II was lost during the air battle of 19 February, with thanks to Guus van Oorschot).



The scrap yard of the Technical Service at Andir, showing four Brewster 339s, the B397, B3156 and two without visible serial, pictured after the Japanese test unit at Andir had moved all damaged aircraft and parts of aircraft which were irreparable or not to be repaired to the scrap yard. In front a MAAF Miles Whitney Straight which had been with the TD after a heavy landing at Andir c. 20 February 1942 and the tail of (probably) Glenn Martin M568 which went to the TD for wing repairs on 2 March but was hit, as was the Whitney Straight, in an air raid the next day. (Photographed by Japanese Imperial Army photographer Sosumu Tomomatsu, deceased January 2018, via the Asahi Shimbun, with thanks to Mark Haselden).

p. 336 Crew schedule, middle of page. Serials of aircraft flown by Simons and Adam are (also in the original schedule from the Dutch short operations report by P.G. Tideman I copied) exchanged, Simons flew B397 and Adam B3104 (and not vice versa). Vonck flew B3156 instead of B3139 (possibly B3138). The latter aircraft was lost on 19 February (I misread the serial in the very faint report copy and did not know at the time that Vonck had mentioned in the c. 1946 interview that the aircraft

he picked up at Samarinda II was lost during the air battle of 19 February, with thanks to Guus van Oorschot). Sgt Adam in his 27 February 1942 report on the accident of 21 February noted that the serial of his aircraft was B397 (possibly he used the operations report after his return to check the serial). This, however, is impossible as the B397 was photographed on the scrap heap of Andir by Sosumu Tomomatsu showing the national markings introduced late February 1942. As the other serials in the schedule of Tideman are confirmed by other sources, I have concluded that Tideman must have accidentally switched the two serials. See the photograph above.

p. 338 Second paragraph, 7th line. The sentence: “The Brewster...” should read: “The Brewster (B3156) sustained major damage as did the Glenn Martin bomber”.

p. 339 First paragraph, 7th line, “(B3104)” should be “(B397)”.

p. 345 *The Brewster fighters during the battle of the Java Sea*, third paragraph. The first and third sentences are not fully correct. After an hour’s flying the formation passed two lines of war ships, exchanging fire. Close by, some 18 to 36 kilometres further to the northwest, the Japanese transport fleet with its escorts were found. Having located the invasion fleet, the first 10 fighters (including five Brewsters) took up station to protect the CSF. Passing directly over the battling war fleets the fighters were above the Japanese line at approximately 16:30 hrs (MJT) and past the CSF line at approximately 16:38 hrs (MJT). (See for more details my paper “The direct air support during the battle of the Java Sea, as seen from the allied side, 27-28 February 1942”, published on line at www.academia.edu, search for Peter Boer, military history).

p. 346 Third paragraph, 7th line. The fighters actually started the withdrawal at approximately 17:30 hrs (MJT), leaving flight by flight with the last aircraft gone at approximately 17:40 hrs (MJT).

p. 346 Third paragraph. It is remarked that a total of six Japanese cruiser float planes were in the air, one of which is thought to have loitered at Soerabaja for harbour surveillance duties.

p. 361 Final paragraph, 5th line, “(the B3104)” should be “(the B3102)”.

p. 364 Final paragraph before *Summary ...* , 3rd line: delete the word probably.

Summary of Individual aircraft histories..., pp. 365-366, 369, 371, 373.

Below the text for aircraft B3-97, -102, -104, -139, -156 and -158 as it should have been (text that has been added or changed in yellow), plus correction of a typing error in the text of B3-126 and B3-127.

B3-97 0341 delivered; 300641 issued 2-V Semplak; 0941 or 1041 to TD Andir (into reserve); 021241 issued to 3-IV Maospati; 161241 transferred to Andir; c. 201241 landing accident Andir (Sgt H.W. Huys); to TD Andir for repairs; c. 060142 issued to 3-V; 160242 transferred to 1-V; 210242 air battle near Bandoeng (Res Elt H.H.J. Simons) light damage; 240242 air battle near Bandoeng (Sgt P. Compaan) shots through wing tank and emergency landing Pameungpeuk, c. 260242 returned Andir with emergency repairs and to TD; 090342 into Japanese hands when still with TD.

B3-102 0341 delivered; 150641 to 2-V i.o.; 300641 issued 2-V Semplak; 110741 to TD Andir, returned c. 210741; 0941 or 1041 to TD Andir (into reserve); 021241 issued 3-IV Maospati; 161241 to Andir; 030142 transferred to 3-V Andir; 160242 transferred to 1-V Andir; air battle 190242 (Sgt A. Bergamin) undamaged; air battle 210242 (Bergamin) moderate damage, to TD for repairs; 270242 diverted to Semplak during test flight because of air raid alert at Andir, 270242 damaged in Japanese air raid Semplak; c. 010342 ferried to Andir after temporary repairs; reissued 1-V c. 040342; 070342 to TD for repairs (carburettor fire during start-up); 090342 into Japanese hands at Andir (still at TD with engine removed; slight fire damage to forward fuselage around the engine mounts); initially not repaired by the Japanese, but repaired after 150442 when a few repaired Cyclone G105 engines became available; 0442 test flown as "4"; c. 0642-0742 tested at Tachikawa, Japan as "4".

B3-104 0341 delivered; 0341 acceptance test flights by Kap H.A. Maurenbrecher; 0641-c. 010741 ground instruction aircraft with TD Andir (initially with serial B404); 300641 issued 2-V Semplak (ferried to Semplak early 0741); 0941 or 1041 to TD Andir (into reserve); 021241 issued 3-IV Maospati; 161241 to Andir; 030142 transferred to 3-V Andir; 160242 transferred to 1-V Andir; 190242 air battle near Bandoeng (Kap

A.A.M. van Rest) slight damage; 210242 air battle near Bandoeng (Sgt J.P. Adam), crashed due to mid-air with Ki-43, pilot baled out safely, ac written off.

B3-126 0541 delivered; 0841 issued 1-V Semplak; 251141 to Singkawang II (Vdg J. Dekeling); 251241 to Palembang I; 080142 to Semplak (Dekeling); 11-120142 to Samarinda II (Dekeling); 260142 seconded 2-V; 280142 total loss due to strafing attack Navy Os Samarinda II.

B3-127 0541 delivered; 0841 issued 1-V Semplak; 251141 to Samarinda II (Vdg G. Olsen); 191241 escort mission Miri (Olsen); 221241 to Tarakan (Olsen); 281241 air battle Tarakan (Olsen), shot down, pilot killed; ac written off 0142.

B3-139 0541 delivered; 0941 issued 1-IV Maospati; c. 031241 to TD Maospati (into reserve); from 161241 used by 3-IV detachment Maospati; c. 231241 issued to 1-V; 261241 ferried to Samarinda II (Kap G.F. Stephan), 271241 to Tarakan (Stephan); operational from 291242 (flown by Vdg C.A. Vonck); 040142 to Samarinda II (Vonck); 240142 air battle with Mitsubishi F1Ms near Samarinda (Vonck); 27-280142 ferried to Semplak (Vonck); 010242 ferried to Andir (Vonck); 020242 seconded 3-V Andir; 160242 transferred to 1-V Andir; 190242 air battle near Bandoeng (Res Elt G.J. de Haas) guns jammed and ac damaged, pilot safely baled out; ac written off (history possibly belongs to B3-138).

B3-158 0641 delivered; 1241 TD Andir (in reserve); c. 030142 issued 3-IV; 100142 transferred to Bandjar; 220142 transferred to Tjililitan; 090242 total loss (burnt) by strafing Navy Os at Tjililitan.

B3-156 0641 delivered; 1241 TD Andir (in reserve); issued to 3-V in period 230142-020242; 160242 transferred to 1-V Andir; 190242 air battle (Vdg C.A. Vonck) undamaged; 210242 air battle (Vonck) undamaged or only lightly damaged; 230242 crashed in landing at Andir after training flight (landed on the tail of a Glenn Martin bomber, Vdg C. Busser unhurt); ac major damage and to TD for repairs; 090342 into Japanese hands while still with TD.

Chapter 3.3 Curtiss Hawk I

p. 382 The photograph on this page, unfortunately, was downsized in the final editing to a size which made the Hawks I unrecognizable. See the larger version below (with corrected caption).



The flight line of the Flying School on 1 March 1938 showing on the right the three Curtiss Hawks I (Collection B. Sandberg Esq, via J.M. Grisnich).

Chapter 3.4 Curtiss H-75A-7 Hawk

p. 391 Final paragraph, 3rd line. Vdg Hamming was not with 1-VI.G.IV from the early days, see p. 391, 2nd paragraph, 8th line.

Chapter 3.7 Curtiss-Wright CW-21B Interceptor

I finally received a reliable dating of a photograph of the CW-351: September 1941 (with thanks to Don Rienstra). This makes necessary the following changes in the text.

p. 419 Aircraft and crew schedule. “CW-352(?)” should be “CW-351(?)”.

p. 420 Sentence below the crew schedule: “...: CW-352 up to ...CW-365”, should be: “... : CW-351, CW-353 up to and including CW-360...CW-365”.

p. 422 Sentence following the crew schedule: “The aircraft CW-343, CW-345 up to and including CW-350 and CW-358 were assigned”. This sentence should read: “The aircraft CW-343, CW-345 up to and including CW-351 and CW-353 up to and including CW-358 were assigned”.

p. 431 The crashed aircraft was the CW-352 and not the CW-351. Please change **CW-351** into **CW-352** and **CW-352** into **CW-351** and remove the remarks (his ac was ...), respectively (ac history ...) at the end of the text of CW-351 and CW-352.

Chapter 3.8 Curtiss-Wright CW-22 Falcon

p. 439 First paragraph, 5th line. “15 hours” should be “approx. 20 hours”.

p. 440 The photograph and the caption, unfortunately, do not belong together. The photograph probably depicts aircraft of Vk.A.2 and Curtiss H-75A-7 Hawk fighters from 1-VI.G.IV preparing for take-off for the flying demonstrations on 1 August 1941 held at Djocjakarta when Vk.A.2 was formally inaugurated.

p. 443 Final paragraph, 1st sentence. It should be noted that one of the four classes (the third) was not composed of student air gunners but of approx. 11 mechanics and assistant mechanics of Vk.A.1 who had not yet followed a gunnery training. There were only 33 student airgunners of which more than 30 (perhaps all 33) completed the training.

p. 444 First paragraph, final sentence. This sentence should be deleted as it describes to the situation at Vk.A.2.

p. 446 *The deployment of Vk.A.2*, Second paragraph, 1st sentence. The third class consisted of c. 11 mechanics and assistant mechanics of Vk.A.2 itself who had not yet followed a gunnery training. The fourth class consisted of 11 student air gunners again and started on approx. 27 January 1942 (not 22 January).

p. 447 Third paragraph, 3rd and 5th line. Serial “CW-484” should be “CF-484”.

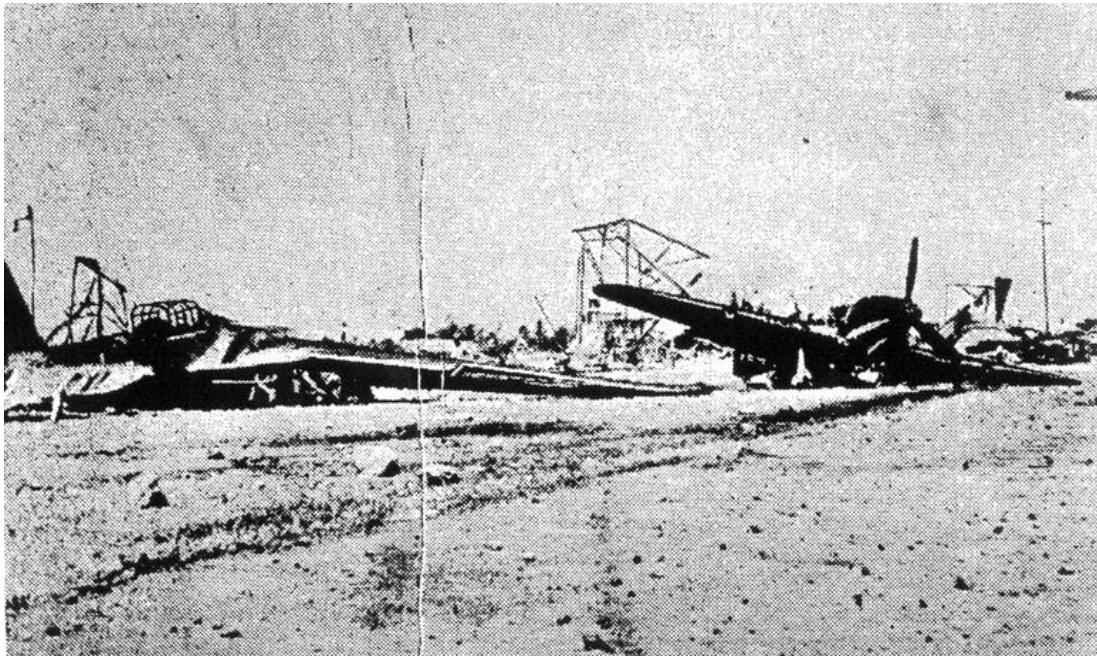
p. 448 Second paragraph, 2nd and 3rd line. “...the larger part of the approximately 22 student air gunners of the third and fourth classes...” should be: “...the 11 student air gunners of the fourth class...”.

p. 449 *The CW-22s of the V.W.S.* First paragraph, last sentence. It is remarked that Res Elt Rees did not complete the full CW-22 training. Being an observer he also was an experienced navigator. He did not have to fly the cross-country hours and was only trained to solo standard.

p. 450 Fifth line. It is remarked students to be trained on the L212 would also fly some additional CW-22 hours.

p. 453 **, 3rd and 4th line. Sld Kern was air gunner instead of student air gunner.

Chapter 3.10 Hawker Hurricane Mark IIB (ABDAIR allocation)



p. 459 Due to the low quality and small size in the book, the photograph on this page is included above in a somewhat larger format.

Endnotes Chapter 1.4

Endnote 2. To add to the text: Data on the six Dutch naval air service ac (with separately ordered spares, including two d-cel wing sets) taken over by the Dutch Colonies Department for the LA received from N. Geldhof (his research in the MLD archives, with thanks to Nico Geldhof, deceased) and J.M. Grisnich (his research in the Neth. National Archives into the Fokker orders and deliveries, with thanks to Jan Grisnich). See also H. Hooftman, *Van Glenn Martins en Mustangs* (Zwolle, The

Netherlands, 1967), p. 55, 2nd paragraph, for a confirmation that there were 10 C.Vd's in total of which six were former Dutch naval air service aircraft, although due to a typing error it is wrongly mentioned that the latter were C.Ve's (source: interview and correspondence Hoofman with H.A. Vreeburg, M.Sc., the former head of the LA Technical Service, c. 1962. In his later comments on *Van Glenn Martins en Mustangs* Vreeburg mentions that only the six former naval air service C.Vd aircraft were later equipped with a Curtiss Conqueror engine as in the Curtiss P-6).

Endnote 3. Tenth line to 15th line: text "According...candidate", unfortunately, is incorrect. Recently a few photographs of the wreck of this ac turned up proving it was C.Ve No F.C.v.e.436, 438 or 439. I conclude the 439 as the 438 is mentioned in the logbook of H.G.B. de Kruijff van Dorssen on several dates in December 1935 and the final digit of the serial has a straight line on the right side (which would have been on the left side when it had been a six). The crashed aircraft is not a C.Vd although C.W. van der Eem mentioned this in a post-war interview.

Endnotes Chapter 1.7

Endnote 20. To add to the text. My Dutch language book *De luchtstrijd om Indië*, pp. 17-19, contains a few misinterpretations of the source material I used. I have corrected these errors in the text of chapter 1.7.

Endnotes Chapter 1.8

Endnote 18. To add to the text. See also my paper "Refugee, stranded and evacuated aircraft of the NEI Army Aviation Corps in Australia and British India", published on line at www.academia.edu, search Peter Boer (military history).

Endnote 40. Heikoop flew to Australia in Lodestar LT925 in the night of 4 and 5 March (not a KNILM aircraft).

Endnotes Chapter 1.11

Endnote 2. It should be remarked that in the NEI periodical *Luchtvaart*, 1 June 1929, it is stated: "...Door ombouw werden twee Fokker CIV's terwijl twee DH9's tot ambulancevliegtuigen werden getransformeerd." (By modification two Fokker CIVs ... while two DH9s were rebuilt into air

ambulances). The wording may suggest, as the two C.IVs were modified in 1928-29, that the two DH-9s were modified into air ambulances in 1928-29 as well. The two air ambulances which at that time were part of the Flying School inventory were the mentioned original DH-9s (not DH-9 copies built at Andir) already modified in 1924 and flight tested in January-February 1925 (H-115A and H-117A), however. The only DH-9 copy modified into an air ambulance was delivered as a trainer in 1927 and not rebuilt before 1932 (modified in the period of 1932-34, probably in 1934). It flew for a short period of time as H.A.142 which serial was rather quickly changed into H.W.142A.

Endnotes Chapter 2.3

A.J. de Vries (1979) should be A.J. de Vries (1973) in endnotes 8, 9, 11 and 14.

Endnotes Chapter 2.4

Endnote 1. To be added. Bill of sale, 16th May 1940 of PJ-AIZ (collection Ko de Jong, via Ronald Dijkstra, with thanks to Ronald Dijkstra); Pete C. Kok, "The Douglas DC-5, a short but intensive existence" (p. 52, unpublished manuscript, collection of Aviodrome Documentation Center, via Ronald Dijkstra, with thanks to Ronald Dijkstra) and shipping records for ms Hoegh Silvercloud (departure date, Norwegian National Archives, with thanks to Ronald Dijkstra).

Endnote 2. To be added. Shipping records for ms Hoegh Silvercloud (arrival date Soerabaja, Norwegian National Archives, with thanks to Ronald Dijkstra); interviews author with R.W.C.G.A. Wittert van Hoogland Esq, LL.M. and G. van Messel; interview with Th.G.J. van der Schroeff by LKol B.E. de Smalen (RNLAf History Section), c. 1968, via Gerrit Zwanenburg, deceased). A careful study of photographs of the aircraft with Gerard Casius showed without a doubt that the D904 in 1940 never had a military paint scheme, although both Wittert van Hoogland and Van Messel claimed it did, in separate interviews; with thanks to Gerard Casius).

Endnote 3. To be added. P.C. Boer, "Refugee, stranded and evacuated aircraft of the NEI Army Aviation Corps in Australia and British India",

published on line at www.academia.edu search Peter Boer (military history).

Endnotes Chapter 2.7

G. Hagers should be A. Hagers in endnotes 126 and 189.

Endnotes Chapter 2.8

Endnote 6. To be added to the text: E-mail Chris Shores to author, 16 December 2018; Chris Shores et al, *Bloody Shambles*, Vol. 2, pp. 60, 64; interview by author with H. Creutzberg, LL.M. It is remarked that Corsmit also confirmed that the aircraft was returned to its owner when the D.VI.A. Lodestar detachment was withdrawn from PI at the end of January 1942.

Endnote 7. To be added to the text: I was unable to find any source that sheds some more light on the fate of PK-PAL. If it was indeed requisitioned, it may not have had a ML serial allotted. Tools, cars etc. requisitioned in Palembang for the RAF were not registered as a part of its inventory in any way by KNIL or ML. After the transfer the RAF did apply serials, though, for example a former city bus received the number 10 when in RAF use. The owners just received a copy of a letter with the short description of the material requisitioned, amount and type and the civilian serial number(s), if any, from the KNIL Korps Bureau in Palembang.

Endnote 8. To be added to the text: The Bellanca probably was to become BET930, an additional letter had to be added to the factory letter as B was already in use for Brewster (interview author with B.J. Fiedeldij, 1975). SLH questionnaire Tj. de Cock Büning c. 1967 and follow-up interview by LKol B.E. de Smalen of SLH, c. 1968 (via Gerrit Zwanenburg, deceased 2016, with thanks to Gerrit Zwanenburg for making available the data of the follow-up interview).

De Cock Büning initially thought that the ML trainers at Kalidjati (Ryans, Koolhovens, Falcons and Lockheed 212s) were to be concentrated at Tasikmalaja together with civilian trainers and sports aircraft (NILF, VVC and private Tiger Moths, Piper J-4s and others) to be readied for shipment to Australia [not entirely correct as the ML Ryans were to be crated at Kalidjati and the Falcons were not to go to Australia at all, while

of the civilian aircraft only VVC Tiger Moths were to be concentrated at Tasikmalaja]. In the follow-up interview with LKol B.E. de Smalen of the SLH (c. 1968) De Cock Büning partly changed his opinion. He now stated that apart from the Tiger Moths the civilian aircraft were concentrated at Andir with the transport afdeeling, where earlier the Miles Hawk he partly owned had been incorporated. When De Cock Büning was employed as an assistant instructor with the Flying School at Tasikmalaja [period 15 February-early March 1942], he heard that a Piper J-4 in use with the D.VI.A. was destroyed on 19 February but that his co-owned Miles Hawk had survived the Japanese air raid.

It is remarked that due to an agreement between the NEI War Department and the NILF the Pipers did not have to be formally commandeered but could be incorporated when needed by the ML. Such an agreement also existed with regard to the NILF Bücker Jungmanns and De Havilland (Australia) Tiger Moths. For these two aircraft types there were no serials reserved in the ML serial system. It is not known whether this was the case for the Piper Cub Coupé's as well. If the same contract format was used this seems likely. (Interviews author with R.W.C.G.A. Wittert van Hoogland Esq, LL.M. and H. Creutzberg, LL.M.).

Endnotes Chapter 2.9

Endnote 60. Boer, *Indië* pp. 264-65 gives a partly incorrect reconstruction. It is incorrectly mentioned that the Lodestars left the day after arrival and arrived back at the Boeabatoeweg on 4 March 1942.

Endnote 61. Text to be added. It should be noted that the logbook of J. van Doorn as well as the diary of R.W.C.G.A. Wittert van Hoogland Esq, LL.M. incorrectly date the flight back from Bangalore to Andir. The A50 Form of RAAF Station Pearce (ANA) confirms the arrival at Perth of LT925 on 5 March 1942.

Endnotes Chapter 2.10

References to the interview with A.J. de Vries cite the wrong year, 1979 should be 1973.

Endnotes Chapter 3.1

Endnote 99. For the use and fate of the 20 Brewster 339-23s (delivered in Australia) with the USAAF and RAAF, see: P.C. Boer, “Refugee, stranded and evacuated aircraft of the NEI Army Aviation Corps in Australia and British India”, published on line at www.academia.edu search Peter Boer (military history).

Endnotes Chapter 3.7

Endnote 15. Final sentence to be replaced by: “As a reliable dating of a photograph of aircraft CW-351 is now available (with thanks to Don Rienstra) the serial of the lost aircraft can be safely determined as CW-352”.

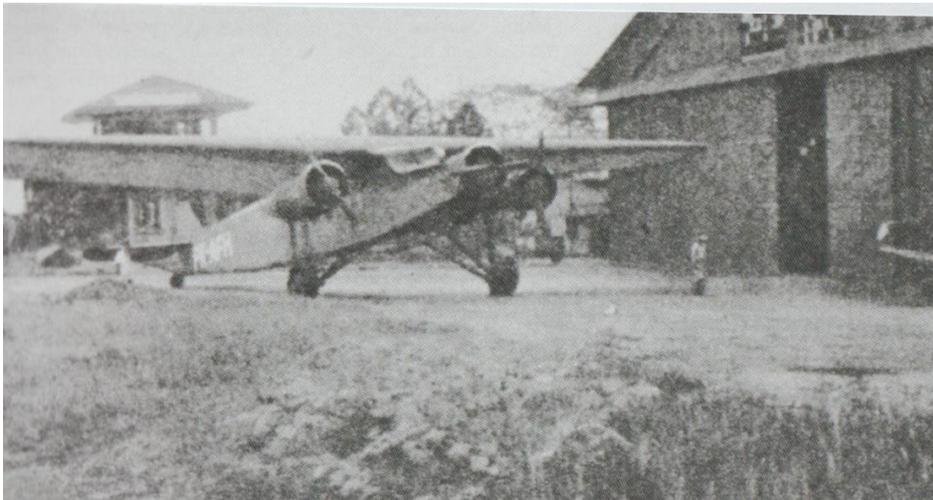
Endnotes 24 and 31. To be added: dated picture of aircraft CW-351.

Abbreviations

ML Wapen der Militaire Luchtvaart-Army Aviation Corps (of the KNIL). In official translations also Army Air Corps was regularly used.

Appendix B

p. 528 *Tasikmalaja* airbase. The two L12As were not crated apart from the outer wings and some smaller parts. The fuselages with the wing



Japanese newspaper photograph of the Fokker F.XII PK-AFH (in ML camouflage) in front of the so-called Lijndienst (servicing) hangar of the KNILM at Andir in April-May 1942.

center section and the engines were transported fully assembled with wheels down. The two aircraft were found in final assembly and intact.

p. 528 2. *Aircraft captured...* , two final lines. The second Brewster 339 was, in actual fact, not found on its belly with damage of a crash landing. The fuselage was found on wooden blocks at the TD as the wing was removed after an emergency landing (see p. 373, B3-157). With no spare wing available it was not considered for repairs.

p. 529 “1 Fokker F.VII (KNILM airliner, irreparable, partly burnt)” should be: “1 Fokker F.XII (KNILM airliner, initially not considered for repair)”. This was aircraft PK-AFH, which is looking in good shape externally on the photograph shown above, although it needed engine repairs or new engines as KNILM personnel had shot up the engine carters with their revolvers on 8 March (G.J. Hagens, *De KNILM vloog door*, p. 192). It is remarked that companion F.XII PK-AFI was captured at the Technical Service of the ML in flyable condition. PK-AFH was repaired (including engine changes) after 15 April 1942 under Japanese supervision.

Appendix D

p. 539 Third and 6th line. The Fokker role indicators originally meant: D = Jagdflugzeug. Einsitziger bewaffneter Doppeldecker; C = Zweisitzige bewaffnete Doppeldecker. Aufklärer. (with thanks to *Ing Frits Gerdessen*).

pp. 539-40. I received questions from several readers about the ML serial system and possible inconsistencies in the factory indicators. Indeed there are some. In the standing order of August 1940 not all factory indicators thought up by the TD (Technical Service) were mentioned. When a first version of the serial system was designed in approximately April 1939 also B=Bell (only becoming Brewster in 1941) and F=Fokker were reserved. The B in connection with a possible future order for the Bell FM-1 Airacuda “heavy fighter” (originally Bell Model 1) which was initially seen as a back-up for a Fokker design. The talks with Fokker to develop and produce a G.3 “fighter cruiser” for the ML were ended in July-August 1939, however. The F was originally reserved for the Fokker G.3 but later in 1939 for the ordered Fokker T.IX bomber (definite contract November 1939).

The above is possibly the reason why the Bücker Jungmann trainers (also definitely ordered in November 1939) were registered BJxxx instead of just Bxxx. If necessary, a second factory letter was added to

distinguish between factories of which the company name started with the same letter (for example C=Curtiss and CW=Curtiss-Wright; but this second letter was not necessarily a letter from the company name), or to distinguish between specific aircraft types from the same manufacturer. Already late 1939 F stood for Fokker (the expected T.IX bomber), FD meant Fokker D.21, FM was the Fokker C.VD (the M from Marine as the aircraft were former Dutch naval air service; to prevent unnecessary repainting of a almost phased out aircraft type FM was not actually used and in the period of September-October 1940 the serials of the active aircraft were changed into FC with the type additions vd painted out), FX indicated the Fokker C.X (in the period of September-October 1940 also the serials of the active C.Xs were changed into FC, with the x painted out, although repainting with FXxxx serials on active aircraft did take place but only after the C.V type was retired c. 1 March 1941) and FT stood for the Fokker F.VIIb-3m (the T from Trimotor, not Transport).

The inconsistencies are found with the transport aircraft. The two Douglas DC-5s were correctly registered D9xx, but then came the Waco EGC-7 communications aircraft incorporated in July 1940 as WT903, with a redundant T, although in October 1940 20 Lockheed L18 Lodestars were ordered, to be registered as LT906 to LT925. The extra factory letter for the L18s had to be added as the ML already had Lockheed L212 transition trainers in use, registered L201 to L212. There is no such explanation for the redundant T of the WT903, though. Light transport/communications aircraft impressed and incorporated in 1941-42 all received the unnecessary T in the serial, the T presumably meaning Transport.

It is further remarked that in the first versions of the serial system (1939) there already was a first version of the new role figures. Although it was initially decided not to repaint the serials of the Koolhoven FK.51 trainers (because of the very high workload of the Flying School ground crew) already in 1939 0xx serials were reserved for trainers which could not be armed, 1xx serials for trainers which could be armed and 2xx serials for transition trainers. (Discussion by author about the ML serial system with B.J. Fiedeldij and C.W.A. Oyens, M.Sc).

Index

p. 554 Hagers, G. should be Hagers, A.

p. 559 Walraven L.W. should be Walraven, L.E.

Acknowledgement

Many thanks to all who took the time to present me with remarks and questions and provoked me to do further research.