

INDIVIDUAL HISTORY

SUPERMARINE SEAGULL V A2-4/VH-ALB
MUSEUM ACCESSION NO.73/A/426

- 27 Aug 34 One of 24 Supermarine type 236 Seagull V aircraft ordered for the Royal Australian Navy to specification 6/34. Built at Vickers Supermarine, Woolston. Order No.0.1.416. Serials A2-1 to A2-24. Fitted with 775hp Bristol Pegasus engine.
- 08 Nov 35 Engine installed – Pegasus IIM2 P.15531.
- 03 Dec 35 Test flown from Southampton Water (30 minutes) prior to dismantling and crating for shipment to Australia.
- 12 Dec 35 Engine removed for shipping.
- 11 Jan 36 Inspected at Southampton prior to shipment to Australia.
- 21 Feb 36 Brought on RAAF charge at No.1 Aircraft Depot, Laverton, Victoria. Would have carried standard aluminium doped overall colour scheme with black serial number A2-4 on rear fuselage and rudder top. Original RAAF airframe logbook (Form 338) donated to RAFM by its later civilian owner, Squadron Leader Peter Gibbes in 2001 and held by RAFM Archives section.
- 09 Mar 36 Allotted to No.101 (Fleet Co-Operation) Flight, Point Cook where training on type occurred; engine re-installed 16th March 1936; three test flights on 17th March 1936 totalling 1 hr 40 minutes; arrived at Richmond NSW 3 April 1936.
- 14 Apr 36 Lower tailskid sternpost failed.
- 20 Apr 36 Allotted to the newly re-numbered No.5 (Fleet Co-Operation) Squadron (Formerly 101 Flight) at Richmond, the unit providing aircraft and personnel for ships of the Royal Australian Navy, with a secondary role to carry out air survey tasks for the Government. RAAF Form A50 (Unit History Sheet) has A2-4 at Sydney for exercises with HMAS Canberra on this date.
- 08 Feb 37 Embarked on cruiser HMAS Australia.
- 09 Feb 37 A2-4 made its first catapult launch, from the Australia.

- 10-17 Feb 37 Participated in exercises in the Jervis Bay area in NSW with ships of the Royal Australian Navy.
- 22 Apr 37 Flown from Richmond via Darwin (arriving 26 April) by pilot named Jim Alexander on four-day 'detached duty' trip to the Northern Territory, 'his stops causing quite a stir in the outback towns, where a Flying Boat had never before been seen' (Nicholl, G W R - 'The Supermarine Walrus' Foulis 1966).
This mission was a co-operative one with anthropologist Dr Donald Thompson, mapping aboriginal tribal boundaries in the Arnhem Land area in the Northern Territory. Crewed by pilot - Alexander; fitter - Sgt Kerr, and wireless operator LAC Barnes.
- c. May 1937 Worked for a few days with the survey vessel HMAS Moresby - crew as above. Surveying Northern Australian coastline. Afterwards moved base to Millingimby Mission Station, flying mainly from a rough grass strip on which the grass in places was as high as the lower mainplanes. Continued with mapping work. Then left Millingimby and returned to working with the Moresby for a week, then returning to Sydney in early June 1937 having flown 120 hours in 45 days. (Nicholl, 1966).
- 5 Jun 37 Returned to Richmond for maintenance, returning to Darwin 10 June, and to Richmond on 16 June, being allocated to assist with an East Coast Fisheries survey, covering Hobart in the south to Townsville in the north, thence to Point Cook.
- 05 Jul 37 Alexander again teamed with A2-4 on mission to Tasmania on fisheries work-a survey flight of the Pelagic Fisheries, teaming up with the Fisheries Protection launch, which carried fuel for the Seagull, which identified shoals of fish then led the launch to them. The crew tried to simplify identification by bombing the fish to stun them and bring them to the surface, but this 'proved largely ineffective because they soon found they were using the wrong time-delay fuses' (Nicholl, 1966). After 40-hour inspection, survey continued until 14th August 1937.
- 10 Jul 37 Underside of hull pierced by jack at Point Cook.
- 15 Jul 37 Hull pierced by Buoy at Mallacoota on the coast of Victoria.
- 19 Jul 37 FTS for 40 hour check.
- 08 Aug 37 Alexander flew A2-4 back to Richmond.
- 22 Aug 37 Embarked on modified Leander Class cruiser HMAS Sydney for tour of West Australia waters.
- 08 Oct 37 Disembarked from HMAS Sydney, going to Richmond, and returning to that vessel on 26 October.
- 16 Feb 38 Forced landing at sea, necessitating replacement of port wing tip float

28 Feb 38	Struck side of Sydney whilst being hoisted.
22 Mar 38	Evening - camera port collapsed during night flying, allowing water to enter the fuselage, with the result that the aircraft was submerged and inverted in Jervis Bay, NSW, for some 18 hours before recovery on this date, which itself caused further damage.
29 Mar 38	To No.2 Air Depot, Richmond, for repair.
05 Apr 38	Unloaded for inspection at Richmond.
30 Jun 38	Airplane to workshops at No.2 Air Depot; engine removed two days earlier.
21 Nov 38	Still undergoing repair in the workshops; engine refitted 28 February 1939.
01 Jan 39	No.5 Squadron renumbered as No.9 Squadron.
03 Mar 39	Test flying after repairs - aircraft swung on landing.
10 Mar 39	Still at No.2 Aircraft Depot - stored.
08 Aug 39	Allotted, serviceable, to No.9 Fleet Co-operation Squadron, Richmond, NSW, - then re-numbered (again) No.5 Squadron.
12 Sep 39	To No.10 (Fleet Co-Operation) Squadron, Rathmines, on Lake Macquarie near Newcastle, New South Wales.
27 Nov 39	Noted as serviceable on aircraft record card.
23 Jan 40	Allotted from No.10 Squadron to Station Flight, at No.1 FTS, Point Cook, Victoria since 10 Squadron became UK based for the rest of the war.
13 Feb 40	Landed at Richmond airfield with wheels retracted.
22 Feb 40	Allotted to No.2 Air Depot for repair.
06 Mar 40	Still in store.
21 May 40	To No.9 Squadron, Rathmines once more.
24 Jun 40	Noted on record card as unserviceable for more than two days.
25 Jun 40	At Rathmines with No.9 Squadron, exercising with No.24 Squadron, so obviously serviceable again (Unit History Sheet).
06 Jul 40	Camouflage scheme applied to aircraft.

11 Jul 40	Embarked on light cruiser HMAS Perth. Pilot Fg Off E V Beaumont. Damaged by gunfire blast and repaired by Qantas in October after disembarkation.
02 Aug 40	Fg Off Beaumont flew the Captain of HMAS Perth to Rathmines on A2-4.
06 Aug 40	Fg Off Beaumont returned A2-4 and the Captain to the Perth.
09 Aug 40	Fg Off P J McMahon left Rathmines in A2-4. Crew of 4 embarked on HMAS Manoora.
27 Aug 40	Fg Off Beaumont flew A2-4 from Rathmines to exercise with HMAS Perth. Above 5 entries taken from RAAF Unit History Sheets.
26 Sep 40	Replaced on the Perth by Seagull A2-17 having suffered extensive gun-blast damage to wings and tail. Off-loaded at Sydney.
26 Sep 40	To Qantas, Rose Bay, for repair.
07 Nov 40	Allotted once again to No.9 Squadron, and modified for target towing duties.
12 Nov 40	Ready for flight test after repair, and test flown 18 th November.
22 Nov 40	Fitted with target-towing equipment.
25 Nov 40	Serviceable with No.9 Squadron at Rose Bay, following delivery a week earlier.
23 Dec 40	Noted serviceable in three days.
07 Jan 41	Drogue towing operating from Mascot in Fleet Co-Operation role. Returned to No.9 Squadron, Rathmines.
09 Jan 41	Anti-aircraft Co-operation Newcastle for No.9 Squadron.
21 Jan 41	Forced landing caused by Fork-end flying wire breaking during flight.
30 Jan 41	Task as of 9 Jan 41 completed.
10 Feb 41	Bounced on take-off. Port wing struck water and damaged.
17 Feb 41	Allotted to Qantas for repair.
03 Mar 41	Serviceable in 14 days with No.9 Squadron.
04 Mar 41	Allotment to Qantas cancelled.
10 Mar 41	Serviced at No.9 Squadron, Rathmines.

24 Mar 41	On combined exercises with Cruisers HMAS Hobart, Sydney, and Australia (Unit History Sheets).
08 Apr 41	Allotted to HMAS Australia in error - cancelled the next day since A2-4 was a target-towing, rather than operational, aircraft.
18 Apr 41	Target-towing for HMAS Hobart and Adelaide.
05 May 41	At Richmond target towing with No.22 Squadron for No.9 Squadron.
27 Oct 41	Allotted to No.2 Air Depot for overhaul.
15 Nov 41	At No.9 Squadron, Rathmines.
26 Nov 41	Flown by Wg Cdr J Alexander from Rathmines to Richmond hence to Rose Bay, Sydney for inspection and service by Qantas at their Flying Boat base. (This is a different pilot to the one who flew the 1937 missions).
29 Nov 41	Received No.2 Air Depot ex-No.9 Squadron; engine removed previous day.
Jan 42	Photograph via F Smith shows A2-4 being hoisted on board HMAS Perth at Garden Island, Sydney. Whilst on board Sydney at this time the aircraft was painted Matt Light Grey overall with the code `J' in black either side of the cockpit, this being the Perth's' code letter. Red/white. blue roundels were carried on the fuselage and above and below the wings, with a large red/white/blue fin flash and black serial numbers on the fuselage only. HMAS Perth was subsequently lost in the Battle of Sunda Straits on 28 February 1942, so A2-4 would have been unloaded before she sailed for Singapore and the Java Sea area.
18 Jun 42	Issued to Qantas ex-2AD.
03 Jul 42	Work proceeding.
20 Jul 42	Serviceability indefinite.
24 Jul 42	Components undergoing inspection; engine refitted 31 st August 1942.
09 Oct 42	Estimated ready in 3 weeks at Qantas.
30 Oct 42	Estimated ready in 10 days at Qantas.
07 Nov 42	Allotted to No.9 Squadron ex-Qantas.
09 Nov 42	Received at No.9 Squadron, Rathmines.
22 Nov 42	Noted unserviceable with No.9 Squadron.

- 09 Jan 43 Allotted SHQ Rathmines ex-No.9 Squadron for drogue (target) towing duties.
- 26 Jan 43 Returned to No.9 Squadron.
- 01 Feb 43 Drogue winch removed.
- 07 Feb 43 Actually received by No.9 Squadron. The previous day, 6 Feb, Flt Lt Ekins flew A2-4 from Rathmines to Bowen, Queensland which was No.9 Squadron's new base.
- 15 Apr 43 Flt Lt Clark flew A2-4 Bowen - Cairns - Bowen.
- At Bowen, the aircraft was used for anti-submarine patrols and co-operation duties with the US Army; to this end on 26th June 1943 the twin gas operated Vickers guns were removed from the aft mounting and replaced in the forward mounting, presumably to suppress return fire from any submarines encountered; single guns fitted front and rear 16th October 1943.
- 29 Jun 43 2.35-hour flight from Bowen - C M Bampton was the radio operator (File letter 15 June 82).
- Aircraft captains on A2-4 whilst with No.9 Squadron at Bowen included: Flt Lt Millar, Flt Sgts Aistrope, Allsopp, Smith and Watson, and Fg Off Angrove, Dowlsey, Hick, Howard and Lucas.
- 07 Aug 43 Ground-looped whilst operating in Cairns area, causing extensive damage.
- 03 Dec 43 Received No.2 F/B Repair Depot for overhaul ex-No.9 Squadron.
- 04 Jan 44 Flown by Wg Cdr V A Hodgkinson Rathmines -Rose Bay, Sydney for overhaul by Qantas. (File letter 10 Dec 78). Overhaul commenced 28th January 1944.
- 12 Feb 44 Unit History Sheet notes that on this date last of No.9 Squadron Walrus/Seagull aircraft allotted to No.3 OTU, but after a protracted overhaul, A2-4 remained at Rathmines, mainly for communications duties, and had a new engine fitted on 23 February 1945, the overhaul finally being completed 10th July 1945, with a 35 minute test flight – its first flight since 28 January 1944 – the following day.
- 22 May 45 Allotted to No.3 OTU for storage at Rathmines, but delivery flight delayed due to unservicability.
- 26 Jul 45 Received at 3 OUT Rathmines (45 minute flight).
- 06 Oct 45 Flown by Sq. Ldr R H Gray for Air-Sea Rescue demonstrations.

17 Dec 45 Although allotted to No.2 Flying Boat Repair Depot, noted 'Not to be delivered until hours complete' on the record card. Possibly using up flying hours until next overhaul due. Had flown some 1300 hours by this date.

18 Dec 45 Flown by Vic A Hodgkinson Rathmines - Rose Bay.

13 Jan 46 Flown by Hodgkinson Rose Bay - Rathmines (1 hour flight).

03 Feb 46 Flown by Flt Lt Rohde Rathmines - Qantas, Rose Bay -Rathmines.

22 Mar 46 RAAF Seagull aircraft declared surplus and stored, although A2-4 flew on for a time.

27/29/31
Mar 46 Flown by V A Hodgkinson on Rathmines area local flights including photographic exercise of entrance to Lake Macquarie (Rathmines).

Apr 46 A2-4 made only 4 flights of 4 hours total.

25 Apr 46 Unserviceable due to hailstorm damage to tail plane and other parts.

29 Apr 46 Obviously repaired by this date. Flown by V A Hodgkinson Rathmines - Rose Bay - Rathmines - perhaps as post-repair test flight.

8/9/10/11
May 46 Flights by Hodgkinson round Rathmines area.

16 May 46 Allotted to storage.

21 May 46 Despite above instruction, flown by Captain (Wing Commander) Vic Hodgkinson on two Rathmines - Williamstown return flights - a 40 minute trip each way.

15 Aug 46 Issued to maintenance Squadron Rathmines ex-Air Sea Rescue Squadron. (Airframe logbook records 2 September 1946)

03 Oct 46 Sold through Commonwealth Disposals Commission to McIlree Motors Sydney for £600. Airframe hours - 1,660. One of two Seagulls and two Walrus aircraft purchased by Captain Eric E M McIlree at this time.

10 Oct 46 Issued to McIlree Motors, and stored. (Airframe logbook records 20th October 1946). Last entry on RAAF Movement Card.

12 Mar 51 Allotted registration VH-ALB and listed to Self Drive Motors Pty. Ltd. Not used, and remained in store. Received in good, but dismantled condition.

- 16 Jun 54 McIlree withdraw the Seagull, VH-BGP, ex-A2-3 and Walrus VH-BLO ex-P5664 and the former X9515 that he had operated in the New Guinea/New Britain/Solomon Islands area. VH-ALB he retained in store, at Sydney.
- 1959 Purchased by Ansett Captain Peter J Gibbes of Melbourne – former RAAF Squadron Leader, MVO, DFC, AFC. Co-owners former RCAF pilot Harry O'Hara of Canadair and amateur pilot Anthony Whiter. ('Aircraft' August 1960).
Sold with remains of McIlree's other three Seagull/Walrus aircraft, which were burnt to provide hangar space. Prepared for new CoA by Lawrence Engineering & Sales Pty, Ltd. Camden, NSW. (Airport April 1960).
- 17 Mar 60 Test flight. Fitted with Pegasus VI engine, No.33432. (Engine Log Book, DoRIS Ref.B465).
- 14 Apr 60 Received its first CoA, No.3617. Initially registered for private use, but this was later amended to include charter work by Amphair - (Amphibious Air Charter Work) Pty Ltd, of No.3 Tubaru Steet, Toorak, Victoria. Alterations included adding a window each side just aft of the undercarriage radius rod, the installation of seven passenger seats with blue and silver interior decor, a new instrument panel and more modern radio equipment. (See Radio Log DoRIS Ref.B469). The external colour scheme was: silver wings, nacelle, struts and float bottoms and arctic blue fuselage, float tips and tail assembly. The aircraft initially carried a Walrus symbol on both sides of the bows with black hat, dark blue body and white wing, circle and scarf, and at one stage the titling 'Amphibious Air Charters' on the nose. The registration letters on the fin were white, and black letters on the top starboard wing and lower port-wing underside.
Photos: FlyPast May 93 p.61; Flight 14 Oct 1960 p.621; Air Enthusiast Jul/Aug 98 p.73; The Last of a Legendary Aeroplane (Fazio) p.41.
- The aircraft was used on fishing and other expeditions and pleasure flights in the area of its Melbourne base, often being seen on and around the waters of Port Phillip Bay, Victoria. Gibbes, as operations manager of Ansett/ANA held a full commercial pilot's licence, so he could fly the aircraft as these operations. 'It never failed to startle the odd fisherman... in the seclusion of his boat far out at sea, to be suddenly accosted by an amphibian whose crew asked 'for a loan of some bait to do a bit of fishing, please'. (Nicholl, 1966).
- Oct 60 Photographed at its base, Moorabbin, Victoria (IPMS Australia newsletter 20). Art this time the aircraft carried a tailwheel that originated as a Vampire nose wheel.
- 1962 By this time the not totally appropriate Walrus symbol was replaced by the title 'Amphibious Air Charters' in black, edged in yellow, on both sides of the bow.

Mid 1962 Due to increased maintenance costs and the lack of readily available spares, the Seagull was advertised for sale for £6,000.

Sep 62 Purchased by Robert W Shute for £5,000, the new owner took a conversion course under the tutelage of Gibbes and received the necessary endorsement to his licence. Shute formed the Barrier Reef Flying Boat Service operating from Mackay, Queensland.

30 Sep 62 Engine removed for overhaul - had flown some 92 hours since March 1960.

02 Nov 62 Test flight after overhaul - fitted with Pegasus VI 33393. (Engine Log Book DoRIS Ref.B466).

The aircraft was used to carry passengers - mainly tourists - and cargoes out to the islands of the Great Barrier Reef and up and down the coast, with only one engine failure, caused by the failure of an oil pipe line which had been accidentally omitted from a pressure test during overhaul. The aircraft landed on the sea and was towed to port.

17 Mar 63 Last regular flight. had made 27 flights Nov 62 - Mar 63. Stored out of service at Mackay.

29 Oct 63 Certification approved for ferry flight to Bankstown, Sydney on this date where the aircraft was advertised for sale. had flown 33 hours 45 minutes since 2 Nov 62.

c.May 1964 Purchased by a group of local Sydney businessmen - S R Johnson, 'Hockey' Treloar and J L Nicholls.

03 Jun 64 Ferried the 35 miles to Camden NSW for maintenance.

06 Aug 64 Engine inspected for CoA renewal. (Engine log book DoRIS Ref. B467).

8-12 Aug 64 Aircraft inspected at Notley Aviation Pty Ltd, Camden.

17 Sep 64 Registered to the three owners c/o Yeramba Estates, Wynyard House, 291 George St. Sydney.

26-29 Sep 64 Conversion flights with R Shute at Camden. (Aircraft log book DoRIS Ref.B468).

02 Oct 64 Conversion training by one of the new owners proceeding, aircraft caught in a ground loop when the port float hit the ground and bent in, the aileron arm was broken and the fabric torn.

Early 1965 Moved north again, to Mackay.

Apr-Aug 65 Not flown.

- Aug 65 Flown back to Camden. Made occasional flights. Photo at this time - Flying Review International Dec 65 p.254.
- 30 Jan 66 Forced landing made at Terrigal, just north of Sydney with engine trouble. Returned to Camden.
- Apr 66 1½ hours flown. Not flown after this date.
- 22 Sep 66 Certified as un-airworthy by Dept of Civil Aviation and following this was officially 'permanently withdrawn from service'.
- 21 Jun 67 First RAFM contact reference the aircraft, to Mr McIlltree, its first civilian owner, who forwarded the letter.
- 28 Aug 67 Hangared at Camden 40 miles from Sydney by this date. Cared for by Mr Noel Notley on behalf of the owners. Still claimed to be airworthy. Engine had only 90 hours since new.
- Aug 68 Stored in open at Camden by this time. Engine still run up every six weeks or so by Mr Notley.
- Oct 68 Damaged in a windstorm. Both floats torn off and wings damaged.
- By Jul 69 Moved by road to Bankstown NSW for restoration. There was some interest in the forthcoming BP sponsored London-Sydney air race, and it was decided that the entry of the Seagull would enhance public interest, and it was duly allocated the race number 48. Overhaul cost approximately Australian \$18,000. To increase the range to that necessary for some sectors of the race, an 86 US gallon auxiliary fuel tank from a Mustang was installed. The aircraft was entered by a four-man syndicate headed by Allan Parkes.
- 09 Jul 69 Test flight after complete overhaul for CoA renewal at Aerosmith Bankstown. Painted in camouflage scheme and white registration letters on fin.
- 24 Nov 69 Engine inspected for CoA renewal (Engine L/B DoRIS Ref.B467).
- 26 Nov 69 Flying recommenced. Time to make the race starting line in London had run out but it was still hoped to join up with the race competitors at Singapore and return with them to Sydney.
- 30 Nov 69 Photo in flight on this date - Aeroplane Monthly Mar 80 p.137.
- 08 Dec 69 Left Bankstown, Sydney for Singapore.
- 17 Dec 69 Reached island of Timor, flown by Allan Parkes and John Williams. Held up at Dilli through lack of 80 Octane fuel. Repairs made and fuel obtained.

- 30 Dec 69 Began trip back to Bankstown.
- 08 Jan 70 Arrived back at Bankstown having logged nearly 60 hours flying on the round trip.
- 21 Jan 70 100 hourly inspection on engine and airframe.
- Late Jan 70 Flew north to Taree, NSW, a pleasure flight to watch the annual aquatic festival. Return intended for 26 Jan 70 but aborted due to thunderstorms and high winds forcing another night at Taree.
- 27 Jan 70 See account in Air Pictorial, Apr 70 p.128 - took off at 0615 bound for Sydney, but suffered engine failure at low altitude (500ft) shortly after take-off. Initial cause was failure to select both fuel tanks for take-off, the pilot using an almost empty tank, causing the engine to fail. The aircraft came down rapidly, no more than 12-15 seconds after the engine cut out. The pilot recovered the aircraft well and aimed for a nearby paddock. However, the starboard wheel hit a tree stump hidden in the long grass, tearing off the undercarriage leg and tearing a long gash in the lower starboard fuselage.
The aircraft touched down, the wing dropped, the starboard float was torn off, and the aircraft veered through a fence, damaging the lower starboard wing, coming to rest about 50 feet further on, the crew and passenger, Neville M Parnell were unhurt. This accident closed the Seagull's flying career with a total of 1,893 flying hours. The wrecked aircraft was dismantled and trucked back to Bankstown. Photo as landed - Aeroplane Monthly Mar 80 p138.
- 28 May 70 Engine inhibited for long-term storage.
- Jul 71 Derelict and vandalised at Bankstown by this date RAFM still negotiating with Mr Treloar to acquire the aircraft in complex and protracted negotiations.
- 9 Mar 72 Registration cancelled.
- May 72 Acquired, finally, by the RAFM. Exchanged with Mr Treloar for Spitfire XVI TE384 plus Australian \$5,000.
- Aug 72 Moved to RAAF base Richmond for storage, via No.2 Stores Depot Sydney.
- Jan 73 Airlifted to Darwin by RAAF.
- Feb-Apr 73 Airlifted back to UK in two loads on RAF No.53 Squadron Belfast aircraft, including XR365 which loaded the Seagull at Darwin on 26 March 1973. On the way back, via Fiji, Samoa, Hawaii, California and Gander the Belfast had to be fumigated at Hawaii because Black Widow spiders from the Seagull were found in the aircraft. See file note from Dave Carter, June 2005.

Photo on arrival at Brize Norton from Gander, 2 April 1973 - A History of No.53 Squadron RAF Brize Norton (022676).

See also 'Around the World in 18 Days' by Tony Gale, member of Mobile Air Movements Team, on Seagull history file.

- 05 Apr 73 Final 'instalment' arrived at RAFM store at RAF Henlow. The loads had arrived at Brize Norton and were moved to Henlow by 71 MU. Arrived at Henlow with a quantity of spare parts. Aircraft in poor condition, especially the wing structure. Restoration work commenced immediately.
- 1975 Hull under restoration at RAF Wyton by a volunteer team, the wings being restored by RAFM staff at Cardington including John Chapman; one wing spar was so badly twisted, it had to be cut through and a piece inserted, reinforced by a fishplate either side; each wing took about nine months to rebuild. Photos: Control Column Jul 76 p.112; Air Enthusiast Jul/Aug 98 p.73.
- 08 Sep 76 Wyton completed hull restoration by this date, moved by road to Cardington by end of Sep by team from RAF Abingdon. Photo: Control Column Jul 77 p.111; Aircraft Illustrated Oct 78 p.514; RAF News April 13 - 26 1977 p.8.
- Nov 79 Moved to Hendon for Display in newly opened Battle of Britain Hall by this date, where it has remained on public view ever since in Australian camouflage and markings as A2-4 once more. Photo - Air Enthusiast Jul/Aug 98 p.73.

TEXT - ANDREW SIMPSON