

RNZAF Catalina data (compiled by David Legg, 10/2010).....

Brief introductory notes...

The nine aircraft with former RAF serials were diversions from RAF (Lend Lease – DL) to the RNZAF. The remaining aircraft were supplied by the US under Lend-Lease direct to the RNZAF. Source - PH/BL/AA.

Serials:

RNZAF serials were allocated in Fiji upon arrival – prior to this, they carried RAF/US Navy serials depending on origin. Source – PH/BL/AA

Colour schemes:

NZ4002/NZ4003/NZ4005 to NZ4011 were delivered in RAF Contract finish and RAF serial numbers (although photos of JX231/NZ4009 show US star insignia on the bow). Others were delivered in standard US Navy period finish of dark blue (blue-grey – DL) uppers merging into light grey unders. Later, some were painted in Coastal Command medium sea grey on top and glossy white under. NZ4023 to NZ4028 were seen in non-standard dark blue ('Ocean'? – SAM 12/99) uppers with white unders. Roundels on the first six aircraft were non-standard A1 on hull and under wing, the red centre being particularly small. B-type were carried on upper mainplane. Later changed to RNZAF Pacific-type. Post war, aircraft reverted to RAF D-type roundels and 48 inch serial numbers on lower mainplane. Squadron codes were originally yellow but later black. Source – PH/BL/AA. The PH/BL/AA book includes a table on colour schemes, the Catalina part of which is reproduced below as **Appendix One**

Squadron Usage:

- 5 Squadron reformed 10/7/44 with Catalinas at Lauthala Bay. To Segond Channel, Espiritu Santo, 10/44. To Lauthala Bay, 11/45 with detachments including Segond Channel. Back to NZ by 1946 and at Hobsonville by 11/46. Redesignated 5 (MR) Sqn, 1949. Remaining Catalinas retired 1953
- 6 Squadron established 25/5/43 at Lauthala Bay and declared operational, 1/8/43. Moved to Segond Channel, Espiritu Santo 10/43. To Halavo Bay, Solomon Islands, 23/12/43. Detached flight at Tonatapu 21/8/43 to 11/43. Disbanded 9/9/45. Re-activated a 6 Sqn TAF, in 4/1952 at Hobsonville and disbanded 8/57 by which time the Catalinas had long gone
- 3 (Flying Boat) OTU Formed 7/2/44 at Lauthala Bay. Disbanded 9/45
- Hobsonville Utility Flight – disbanded c11/45

Squadron Codes were as follows (source - PH/BL/AA):

XX = 6 Squadron	(5/43 to 9/45 – VF/AT <i>Combat Codes</i>)
GF = 3 (Flying Boat) OTU	(2/44 to 1945 – VF/AT <i>Combat Codes</i>)
PA = 5 Squadron in 1945	(7/44 to 1945 – VF/AT <i>Combat Codes</i>)
KN = 5 Squadron from 1949	(1946-1953 – VF/AT <i>Combat Codes</i>)

No codes were carried between 1945 and 1949

Order of Battle:

The following numbers of Catalinas on strength are quoted in a copy book extract I have which I believe comes from *New Zealand Military Aircraft & Serial Numbers* by CF L Jenks/AHSNZ

30/6/43	11
31/12/43	19
30/6/44	38
31/12/44	52
30/6/45	49
15/8/45	48
1/4/46	46
1/4/47	46
1/4/48	45
1/4/49	44
1/4/50	43
1/4/51	41
1/4/52	40
1/4/53	12
1/4/54	12
1/4/55	6
1/4/56	6
1/4/57	-

Individual aircraft listing:

RNZAF serial – NZ****	Type/PoM	C/n	Prev id	D/d Fiji Note 14	Sqn	Hull code	Notes	Fate
4001	PBY-5 (SD)	1194	BuAer 08280 (US Navy)	3-4/4/43	6 Sqn 3 FB OTU	XX-A		Written off after ground accident at Lauthala Bay when starboard main beaching gear folded up, 9/8/45. W/O at Suva in Fiji, 22/9/45. RNZAF File 25/2/2315
4002	PBY-5B (SD)	1334	JX232 (RAF Catalina IVA)	12/5/43	6 Sqn	XX-B		Crashed on night take off from Lauthala Bay, 23/9/43. RNZAF File 25/2/1075 Reduced to scrap, Fiji, 8/11/43
4003	PBY-5B (SD)	1336	JX234 (RAF Catalina IVA)	15/5/43	6 Sqn	XX-C		Hit Liberty ship whilst landing in Segond Channel and damaged beyond repair, 31/10/43. RNZAF File 25/2/1129
4004	PBY-5 (SD)	1297	BuAer 08373 (US Navy)	21/5/43	6 Sqn 3 FB OUT 6 SQn	XX-D XX-D XX-D	Starboard engine failure ex Suva en route Halavo, 18/1/45. RNZAF File 25/2/2067	To Instructional Airframe INST 120 at 1 Technical Training School, Hobsonville, 1946. SoC between 1/4/46 and 31/3/47. Disposal number 3795. B/u at Hobsonville in 1952
4005	PBY-5B (SD)	1335	JX233 (RAF Catalina IVA)	21/5/43	6 Sqn 3 FB OTU	XX-E		Declared surplus to requirements, 2/11/50. Disposal number 3795. SoC and scrapped at Hobsonville,

								1952
4006	PBY-5B (SD)	1338	JX236 (RAF Catalina IVA)	21/5/43	6 Sqn	-		Missing near Kadavu on ferry flight to Suva 5-6/6/43. RNZAF File 25/2/912
4007	PBY-5B (SD)	1339	JX237 (RAF Catalina IVA)	21/5/43	6 Sqn 3 FB OTU	XX-F	Struck coral reef at Tongatabu, 11/11/43 whilst with 6 Sqn. RNZAF File 25/2/1178. Engine failure, Halavo Bay, 20/5/45. RNZAF File 25/2/2219	Declared surplus to requirements, 1951. Disposal number 3795. SoC and scrapped at Hobsonville, 1952
4008	PBY-5B (SD)	1332	JX230 (RAF Catalina IVA)	1/6/43	6 Sqn 3 FB OTU	XX-J		Declared surplus to requirements, 1951. Disposal number 3795. SoC and scrapped at Hobsonville, 1952
4009	PBY-5B (SD)	1333	JX231 (RAF Catalina IVA)	12/6/43	6 Sqn 3 FB OTU	XX-K		Declared surplus to requirements, 1951. Disposal number 3795. SoC and scrapped at Hobsonville, 1952
4010	PBY-5B (SD)	1251	JX228 (RAF Catalina IVA)	16/6/43	6 Sqn 3 FB OTU	XX-L		Declared surplus to requirements, 1951. Disposal number 3795. SoC and scrapped at Hobsonville, 1952
4011	PBY-5B (SD)	1337	JX235 (RAF Catalina IVA)	16/6/43	6 Sqn 3 FB OTU	XX-M	Engine failure during A/S patrol ex-Halavo, 11/1/45. RNZAF File 25/2/2045	Declared surplus to requirements, 1951. Disposal number 3795. SoC and scrapped at Hobsonville, 1952
4012	PBY-5 (SD)	1384	BuAer 08450	20/6/43	6 Sqn	XX-N	Heavy landing at Haliha Bay, 14/7/44. RNZAF File	Declared surplus to requirements, 1951. Disposal

			(US Navy)				25/2/1682	number 3795. SoC and scrapped at Hobsonville, 1952
4013	PBY-5 (SD)	1402	BuAer 08468 (US Navy)	6/7/43	6 Sqn	XX-O	Hit reef whilst taxiing, Halavo Bay, 24/4/44. RNZAF File 25/2/1466	Sank at sea west of Santo whilst under tow following rescue operation and subsequent waterloop on take off, 11/10/44. RNZAF File 25/2/1853
4014	PBY-5 (SD)	1398	BuAer 08464 (US Navy)	11/7/43	6 Sqn	XX-P		Declared surplus to requirements, 1951. Disposal number 3795. SoC and scrapped at Hobsonville, 1952
4015	PBY-5 (SD)	1387	BuAer 08453 (US Navy)	12/7/43	6 Sqn	XX-R		Declared surplus to requirements, 1951. Disposal number 3795. SoC and scrapped at Hobsonville, 1952
4016	PBY-5 (SD)	1400	BuAer 08466 (US Navy)	13/7/43	6 Sqn	XX-S		Declared surplus to requirements, 1951. Disposal number 3795. SoC and scrapped at Hobsonville, 1952
4017	PBY-5 (SD)	1401	BuAer 08467 (US Navy)	13/7/43	6 Sqn	XX-T	Hit obstruction in water at Florida Island, 21/3/44. RNZAF File 25/2/1392	Declared surplus to requirements, 1951. Disposal number 3795. SoC and scrapped at Hobsonville, 1952
4018	PBY-5 (SD)	1432	BuAer 08488 (US Navy)	20/10/43	6 Sqn	XX-U	Forced landing at sea, Cape Sydney, San Cristobal whilst en route Auckland and Halavo due to fuel shortage, 30/11/44. RNZAF File 25/2/1948	Declared surplus to requirements, 1951. Disposal number 3795. SoC and scrapped at Hobsonville, 1952

4019	PBY-5 (SD)	1372	BuAer 08438 (US Navy, ex-VP-81)	21/10/43	6 Sqn	XX-V		Declared surplus to requirements, 1951. Disposal number 3795. SoC and scrapped at Hobsonville, 1952
4020 Note 13	PBY-5 (SD)	1369	BuAer 08435 (US Navy ex-VP-81)	21/10/43	6 Sqn	XX-W	Struck by NZ4022 at mooring, Segond, 16/11/43 whilst with 6 Sqn. NZ4022 badly moored. RNZAF File 25/2/1195	Damaged beyond repair in heavy landing at Hobsonville, 29 26/5/45 at end of ferry flight. RNZAF File 25/2/2211 W/O 19/6/45
4021	PBY-5 (SD)	1431	BuAer 08487 (US Navy)	27/10/43	6 Sqn	XX-X	Hit obstruction on take off from Halavo Bay, 12/1/44. RNZAF File 25/2/1293	Declared surplus to requirements, 1951. Disposal number 3795. SoC and scrapped at Hobsonville, 1952
4022	PBY-5 (SD)	1470	BuAer 08516 (US Navy)	28/10/43	6 Sqn	XX-Y	Drifted due to faulty mooring and struck NZ4020, Segond, 16/11/43. RNZAF File 25/2/1195	Crashed into sea at Beqa during test flight ex-Lauthala Bay, 27-28/1/45. Spun in off stall. RNZAF File 25/2/2058
4023	PB2B-1 (BOE CAN)	28086	BuAer 72997 (US Navy)	4/4/44	3 FB OTU	GF-A	Damaged by bombs during bombing practice, Lauthala Bay, 13/5/45. RNZAF File 25/2/2188	Declared surplus to requirements, 1951. Disposal number 3796. SoC and scrapped at Hobsonville, 1952
4024	PB2B-1 (BOE CAN)	28088	BuAer 72999 (US Navy)	4/4/44	3 FB OTU	GF-B		Declared surplus to requirements, 1954. Disposal number 76/54. SoC and scrapped at Hobsonville
4025	PB2B-1 (BOE CAN)	28089	BuAer 73000 (US Navy)	4/4/44	3 FB OTU	GF-C	Damaged during mooring, Hobsonville, 23/3/45. RNZAF File 25/2/142 Heavy landing at Lauthala Bay, 28/7/45. RNZAF File	Declared surplus to requirements, 1951. Disposal number 3796. SoC and scrapped at Hobsonville, 1952

							25/2/2298	
4026	PB2B-1 (BOE CAN)	28102	BuAer 73013 (US Navy)	4/4/44	3 FB OTU	GF-D	Heavy landing at Lauthala Bay, 21/12/44. RNZAF File 25/2/1922 Ground collision in wind storm, Hobsonville, 2/8/49. RNZAF File 25/2/2462	Declared surplus to requirements, 1951. Disposal number 3796. SoC and scrapped at Hobsonville, 1952
4027 Note 1	PB2B-1 (BOE CAN)	28087	BuAer 72998 (US Navy)	11/5/44	3 FB OTU	GF-E		Declared surplus to requirements, 1951. Disposal number 3796. SoC and scrapped at Hobsonville, 1952
4028 Note 1	PB2B-1 (BOE CAN)	28104	BuAer 73015 (US Navy)	11/5/44	3 FB OTU	GF-F	Engine failure on approach to landing at Lauthala Bay, 13/1/45. RNZAF File 25/2/2048. Minor damage on ground during towing, Lauthala bay, 23/4/45. RNZAF File 25/2/2176	Declared surplus to requirements, 1951. Disposal number 3796. SoC and scrapped at Hobsonville, 1952
4029 Note 1	PB2B-1 (BOE CAN)	28119	BuAer 73030 (US Navy)	12/5/44	5 Sqn	PA-A	Tail beaching gear collapsed during ground towing at Segond, 24/11/44. RNZAF File 25/2/1927. Damaged on take off after hitting submerged object, Segond, 1/4/45. RNZAF File 25/2/2139	Declared surplus to requirements, 1951. Disposal number 3796. SoC and scrapped at Hobsonville, 1952
4030	PB2B-1 (BOE CAN)	28105	BuAer 73016 (US Navy)	18/5/44	5 Sqn	PA-B	Forced landed at sea off San Diego, Ca 8/5/44 during initial ferry flight as BuAer73016. RNZAF File 25/2/1629	Declared surplus to requirements, 1951. Disposal number 3796. SoC and scrapped at Hobsonville,

								1952
4031	PB2B-1 (BOE CAN)	28120	BuAer 73031 (US Navy)	11/6/44	5 Sqn	PA-C		Crashed on take off at Funafuti and destroyed, 13/4/45. Sank in 15 fathoms. RNZAF File 25/2/2154
4032	PB2B-1 (BOE CAN)	28121	BuAer 73032 (US Navy)	10/6/44	5 Sqn	PA-D	Damaged at mooring, Funafuti, 12/2/45. RNZAF File 25/2/2080	Declared surplus to requirements, 1954. Disposal number 76/54. SoC and scrapped at Hobsonville
4033 Note 4	PB2B-1 (BOE CAN)	28132	BuAer 73043 (US Navy)	15/6/44	5 Sqn	PA-E	Heavy landing and subsequent water loop at Mechanics Bay, 14/2/46. RNZAF File 25/2/2371	No disposal record but probably broken up at Mechanics Bay
4034	PB2B-1 (BOE CAN)	28133	BuAer 73044 (US Navy)	15/6/44	5 Sqn	PA-F		Declared surplus to requirements, 1954. Disposal number 76/54. SoC and scrapped at Hobsonville
4035	PB2B-1 (BOE CAN)	28134	BuAer 73045 (US Navy)	15/6/44	5 Sqn	PA-G		To Tasman Empire Airways Ltd as ZK-AMI , 1/7/47. Registered 8/7/47. Delivered 10/47 (Source - <i>AB Digest</i> 9-10/1980). Canx. 26/11/48. Returned to RNZAF as NZ4035 , 15/11/48. Declared surplus to requirements 11/48 and broken up, Hobsonville
4036	PB2B-1 (BOE CAN)	28135	BuAer 73046 (US Navy)	15/6/44	5 Sqn	PA-H		Declared surplus to requirements, 1951. Disposal number 3796. SoC
4037 Note 5	PB2B-1 (BOE CAN)	28136	BuAer 73047 (US Navy)	22/6/44	5 Sqn	PA-I KN-B	Damaged during beaching operations at Segond after stbd float hit tractor on slipway, 24/11/44. RNZAF File 25/2/1928	Declared surplus to requirements, 1956. Disposal number 42/56. SoC and scrapped at Hobsonville by NZ Metal Smelters
4038	PB2B-1	28137	BuAer	25/6/44	5 Sqn	PA-J		To Tasman Empire Airways

Note 6	(BOE CAN)		73048 (US Navy)					Ltd as ZK-AMP Maroro . Registered 16/12/48. Delivered 28/4/49 (Source – <i>AB Digest</i> 9-10/1980). Cancelled 10/6/52. Declared surplus to requirements 1951. Disposal number 3796. SoC and dismantled 27/5/52 (source – <i>AB Archive</i> 84/7). <i>AB Digest</i> states Bu at Mechanics Bay, Auckland)
4039	PB2B-1 (BOE CAN)	28144	BuAer 73055 (US Navy)	28/6/44	5 Sqn	PA-K		Declared surplus to requirements, 1951. Disposal number 3796. SoC and scrapped at Hobsonville, 1952
4040 Note 7	PB2B-1 (BOE CAN)	28146	BuAer 73057 (US Navy)	28/6/44	5 Sqn	PA-L	Struck reef taxying at Halavo Bay, 6/7/45. RNZAF File 25/2/2295	(no disposal record)
4041	PB2B-1 (BOE CAN)	28147	BuAer 73058 (US Navy)	28/6/44	5 Sqn	PA-M		Declared surplus to requirements, 1954. Disposal number 76/54. SoC and scrapped at Hobsonville
4042 Note 5	PB2B-1 (BOE CAN)	28118	BuAer 73029 (US Navy)	7/7/44	5 Sqn 6 TAF	PA-N		Declared surplus to requirements, 1956. Disposal number 42/56. SoC and scrapped at Hobsonville by NZ Metal Smelters
4043	PB2B-1 (BOE CAN)	28103	BuAer 73014 (US Navy)	29/7/44	5 Sqn	PA-O		Declared surplus to requirements, 1954. Disposal number 76/54. SoC and scrapped at Hobsonville
4044 Note 2 and Note 8	PB2B-1 (BOE CAN)	28148	BuAer 73059 (US Navy)	1/8/44	6 Sqn 5 Sqn 6 TAF	-		Declared surplus to requirements, 1956. Disposal number 42/56. SoC and

								scrapped at Hobsonville by NZ Metal Smelters
4045 Note 3 and Note 9	PB2B-1 (BOE CAN)	28149	BuAer 73060 (US Navy)	2/8/44	5 Sqn Utility Flight, Hobson- ville 3 FB OTU	GF-H	Damaged by own gunfire, Lauthala Bay, 9/4/45. RNZAF File 25/2/2166	To crew grading/training. Declared surplus to requirements, 1951. Disposal number 3796. SoC and scrapped at Hobsonville, 1952
4046 Note 10	PB2B-1 (BOE CAN)	28145	BuAer 73056 (US Navy)	5/8/44	6 Sqn 5 Sqn	KN-A	Engine failure two hours out of Ile Nou, 5/10/45 while with 5 Sqn, 5/10/45. RNZAF file 25/2/2347 Struck coral reef at Lakemba during mercy mission whilst with 5 Sqn, 7/11/49. RNZAF File 25/2/2467	Forced landing at sea south of Suva after engine failure and fire and subsequently sank. 5 Sqn. 7/8/10/52. RNZAF File 25/2/2593. W/O Fiji
4047 Note 11	PB2B-1 (BOE CAN)	60956	BuAer 73095 (US Navy)	15/9/44	5 Sqn	PA-C KN-B	Hit coral reef at Vila, New Hebrides, 9/8/50. Repaired on site and flown to Fiji then to NZ and SoC. RNZAF File 25/2/2496	Declared surplus to requirements, 1950. Disposal number 3583. SoC and scrapped at Hobsonville, 1952
4048	PB2B-1 (BOE CAN)	60959	BuAer 73098 (US Navy)	15/9/44	6 Sqn and 5 Sqn – stored reserve, Hobson- ville	KN-C		Crashed on take off from Satapuala, 12/12/50 whilst with 5Sqn. RNZAF File 25/2/2508. W/O Fiji, 5/7/51. According to the Summer 2008-2009 edition of <i>The Catalina Flyer</i> , the wreckage of NZ4048 was recovered and was dumped beside the airstrip at Faleolo, remaining there for some years until removed to make way for a runway extension

4049 Note 8	PB2B-1 (BOE CAN)	60974	BuAer 73113 (US Navy)	15/9/44	6 Sqn and 5 Sqn – stored reserve, Hobson- ville	KN-D	Collided with buoy at Hobsonville whilst with 5 Sqn, 1/5/52. RNZAF File 25/2/2564	Declared surplus to requirements, 1956. Disposal number 42/56. SoC and scrapped at Hobsonville by NZ Metal Smelters
4050	PB2B-1 (BOE CAN)	60957	BuAer 73096 (US Navy)	15/9/44	6 Sqn and 5 Sqn – stored reserve, Hobson- ville	KN-G		Declared surplus to requirements, 29/10/51. Reduced to scrap at Hobsonville (or Whenuapai?), 1952. Disposal number 167.
4051	PB2B-1 (BOE CAN)	60958	BuAer 73097 (US Navy)	4/10/44	6 Sqn 5 Sqn	KN-H	Struck reef, Lauthala Bay whilst with 5 Sqn, 25/11/45. RNZAF File 25/2/2359 Towing accident at Hobsonville whilst with 5 Sqn, 23/12/49. RNZAF File 25/2/2471	Crashed on take off from Evans Bay, Wellington whilst with 5 Sqn, 7/2/50. RNZAF File 25/2/2476 SoC 24/6/50 and reduced to scrap at Shelly Bay. Hull and engines old for scrap to Metal SM
4052 Note 8	PB2B-1 (BOE CAN)	60976	BuAer 73115 (US Navy)	9/10/44	5 Sqn Utility Flight, Hobson- ville	-	Hit buoy when taxiing at Mechanics Bay whilst with 5 Sqn, 10/2/46. RNZAF File 25/2/2372 Damaged whilst mooring, Wellington whilst with 5 Sqn, 6/8/46. RNZAF File 25/2/2392	Declared surplus to requirements, 1951. Disposal number 3796. SoC and scrapped at Hobsonville, 1952
4053 Note 8	PB2B-1 (BOE CAN)	60977	BuAer 73116 (US Navy)	9/10/44	6 Sqn 5 Sqn	KN-K	Taxied onto reef at Lauthala Bay, 25/11/45 whilst with 5 Sqn. RNZAF File 25/2/2358	Declared surplus to requirements, 1956. Disposal number 42/56. SoC and scrapped at Hobsonville by NZ Metal Smelters
4054	PB2B-1	60975	BuAer	11/10/44	6 Sqn	-		Declared surplus to

	(BOE CAN)		73114 (US Navy)		5 Sqn			requirements, 1954. Disposal number 76/54. SoC and scrapped at Hobsonville
4055	PB2B-1 (BOE CAN)	61108	BuAer 44202 (US Navy)	27/11/44	6 Sqn 5 Sqn 6 TAF	KN-L	Precautionary landing due to bad weather at Lauthala Bay whilst with 5 Sqn, 21/5/51. RNZAF File 25/2/2517	Declared surplus to requirements, 1956. Disposal number 42/56. Sold to J Sellars 1956 for proposed conversion to motor cruiser. Towed from Wellington to Whangateau where outer wings removed than roaded to Wellsford. Conversion not carried out and sold for scrap, late 1960s
4056	PB2B-1 (BOE CAN)	61109	BuAer 44203 (US Navy)	29/11/44	6 Sqn 5 Sqn	KN-F		Declared unfit to fly and reduced to scrap at Hobsonville. Disposal number 76/54, 29/1/53

Notes to table:

Note 1: Bovelt misquotes as follows (Putnam's *Canadian Aircraft* since 1909 by Molson/Taylor and *US Navy Serials 1941 to 1972* by Merseyside Aviation Society also get these wrong)...

- NZ4027 c/n 28104 ex-BuAer73015. Should be c/n 28087 ex-BuAer72998
- NZ4028 c/n 28119 ex-BuAer73030. Should be c/n 28104 ex-BuAer73015
- NZ4029 c/n 28086 ex-BuAer72998. Should be c/n 28119 ex-BuAer73030

Note 2: Bovelt quotes additional squadron code for NZ4044 of KN-C (later confirmed by PH of PH/BL/AA)

Note 3: Bovelt quotes additional squadron code for NZ4045 of KN-A (later confirmed by PH of PH/BL/AA)

Note 4: Bovelt quotes NZ4033 as 'broken up 1949' and misquotes pi as BuAer 73034 (should be 73043). Later, PH of PH/BL/AA advised the following: "The AF380 does not list a disposal for this aircraft but correspondence with AA from a fitter who was at Hobsonville 1948-51 recalls that this aircraft (plus NZ4038 and NZ4040) were broken up for spares to be used by TEAL and for the Air Force's Technical Training School at Hobsonville 1949/50.

- Note 5: Bovelt quotes NZ4037, NZ4042 as 'sold as scrap, 12/56'. PH of PH/BL/AA later commented that both were declared surplus on the Government's Stores Board 42/56 and were sold to NZ metal Smelters. The listing declares that this was in the Fiscal year beginning 4/1956 so the comment '12/56' (December 1956?) could be correct as I am uncertain of when that sale was completed
- Note 6: Bovelt quotes ZK-AMP as 'broken up 5/52'. Air Britain *Archive* p7, 1984 misquotes name as *Harora* and perpetuated by DL in *Peacetime Record*. PH of PH/BL/AA later commented that: "this was one of a large number of Catalinas declared for disposal in 1951 Government Stores Board listing SR 3796. Its breaking up in 1952 would probably be correct."
- Note 7: Bovelt quotes NZ4040 as 'scrapped 1949' – see Note 4 re NZ4033 above
- Note 8: Bovelt quotes NZ4044, NZ4049, NZ4052 and NZ4053 as 'sold as scrap 12/53'. PH of PH/BL/AA later commented that: "All but NZ4053 were declared on the same disposal as per Note 5. NZ4053 was declared on Disposal SR 3796 (see Note 6). It may be that they were all broken up in 1956/7. The reason NZ4053 was still around was that occasionally the persons who tendered for aircraft did not complete the payment or they 'o-sold' the aircraft to others who then removed bits and abandoned the remaining hulk at Hobsonville."
- Note 9: Bovelt quotes date for NZ4045 to g/i airframe as 1950. PH of PH/BB/AL confirms that NZ4045 did become a g/l airframe in 1949 but was never allocated an official 'INST' airframe number so its instructional role was most probably a local Hobsonville arrangement. It was declared surplus on SR 3796
- Note 10: Bovelt quotes date for NZ4046 ditching as 8/10/52 – later confirmed as the date in RNZAF accident records by PH of PH/BB/AL
- Note 11: Bovelt quotes date for NZ4047 accident as 7/50. PH/BB/AL later commented that: "the RNZAF Air Accident file 25/2/2496 records the date as 9/8/1950
- Note 12: Bovelt mis-quotes NZ4033 ex-BuAer 73034. Should be ex-BuAer73043
- Note 13: Text of PH/BL/AA quotes accident date as 26/5/45, later confirmed as the correct date by PH/BB/AL quoting from Air Accident file 25/2/2211
- Note 14: PH of PH/BB/AL notes that the arrival date at Suva and the taken on charge date as recorded on the form AF380 can differ, sometimes by several days as bureaucracy caught up with deliveries

Sources: PH/BL/AA = The Golden Age of New Zealand Flying Boats by Paul Harrison with Brian Lockstone & Andy Anderson
 Bovelt = Allan Bovelt's *Catalinas in the South Pacific* published in the Winter 1971 edition of the *AAHS Journal*, page 277
 RNZAF Museum spread sheets

Appendix One: in-service colour schemes (source PH/BL/AA but with additional material from *AeroMaster* decals in red)

Type	Period	Upper surfaces	Hull	Lower surfaces	Roundels	Serials/codes	Remarks
PBY-5	1943-4	Matt Sea Blue US Navy Blue Grey FS35189)	Matt Sea Blue US Navy Blue Grey FS35189)	Light Grey US Navy Light Grey FS36440)	Wing – RNZAF blue/white/blue Hull –	Serial – gloss black Code – matt	Earlier national insignia on bow over-painted in

					blue/white/blue/yellow	yellow	US Navy Sea Blue FS35042
PB2B-1	1944-5	Matt Sea Blue	Matt Sea Blue	Light Grey	Wing – RNZAF blue/white/blue with bars. Hull – blue/white/blue/yellow	Serial – gloss black Code – yellow	Hull roundels had yellow outline
PB2B-1	1945	US Navy Glossy Sea Blue FS15042	Flat Insignia White FS37880	Flat Insignia White FS37880	Wing – RNZAF blue/white/blue with bars. Hull – blue/white/blue/yellow	Serial – gloss black Code – yellow	Hull roundels had yellow outline
PB2B-1	Post-war	Extra Dark Grey US Navy Glossy Sea Blue FS15042	White Flat Insignia White FS37880	White Flat Insignia White FS37880	Red/white/blue RAF D-type	Serials and codes – gloss black	

NB: the above notes are taken from the sources shown but there is far greater detail on RNZAF PB2B schemes (although not including the latter two shown above) in Ian Baker's *Aviation History Colouring Book 57 – Catalina Camouflage Collection*