

### A65-120, No. 36 Squadron Labuan, 1945

No. 36 Squadron was formed at Laverton, Victoria 11 March 1942. Throughout World War II it was based within Australia, but in 1945 moved to New Guinea. On 1 November 1945 four Dakotas, A65-117, 118, 119 and 120 were allotted to the Squadron to form an Air Ambulance Flight within that unit. Aircraft and personnel were posted from No. 2 Air Ambulance Unit, which was then disbanding at Archerfield, Queensland.

The aircraft depicted was used extensively for the evacuation of wounded troops from New Guinea and Borneo and repatriation of the many thousands of Australian Prisoners-of-War from Singapore and Burma. As an ambulance aircraft it was fitted with stretchers and carried trained medical staff.

The Radio Call-sign VH-RGH was not a civil aircraft registration. All allied transport aircraft were allocated these call signs, all of which commenced VH, and these could be seen on RAF, USAAF, USN and RAAF transports. The practice was discontinued late in 1947.

Post-war No. 36 Squadron's Dakotas did most of the aerial supply and medical evacuation and passenger carrying of the British Commonwealth forces between Korea and Japan during the Korean War.

### A65-73, No. 86 Wing Schofields 1947

No. 86 Transport Wing, which consisted of No. 36, 37 and 38 Squadrons was based at Schofields, NSW, provided transport within Australia and to Papua/New Guinea for all RAAF units for many years.

To support the Australian contingent of the British Commonwealth Occupation Forces in Japan, it ran a three times weekly courier service from Laverton to Iwakuni until 26 December, 1947 when Qantas Lancasters took over.

The outbreak of the Korean War in June 1950 caused a huge increase in military transport requirements. No. 86 Wing was heavily engaged in the courier run to and from Japan until the final Australian units returned home four years later.

(Alternatives A65-105 and 71)

### A65-118, No. 34 Squadron Fairbairn 1962

No. 34 Squadron is the RAAF's VIP transport unit based at Fairbairn, Canberra, and we have selected A65-118 as representative.

The unit exists primarily to transport the Governor General, Prime Minister, senior ministers and visiting VIP's. It has had Dakotas for over 20 years, but for some time has always had two 'premier' aircraft. Commencing with Convair 440 Metropolitanans in 1955, then Viscounts, BAC-111's and currently two Boeing 707's.

The RAAF first formed a VIP Flight in 1945 to operate the Governor-General's aircraft. Prior to this a Special Transport Flight was formed in the early part of World War II. The VIP Flight was renamed as No. 34 VIP Flight in 1955 and in 1959 became No. 34 (Special Transport) Squadron. On 13 June 1963 the unit was redesignated No. 34 Squadron.

A65-118 depicted in the decals also carried the Squadron badge on either side, aft of the cockpit. This badge is not included on the sheet.

ROODECAL is planning a complete sheet of RAAF and RAN Squadron badges for issue within the next year.

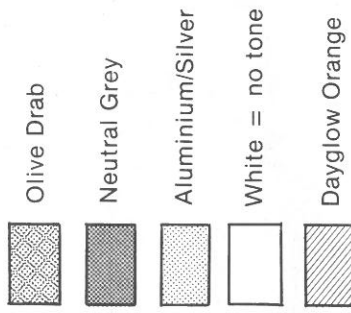
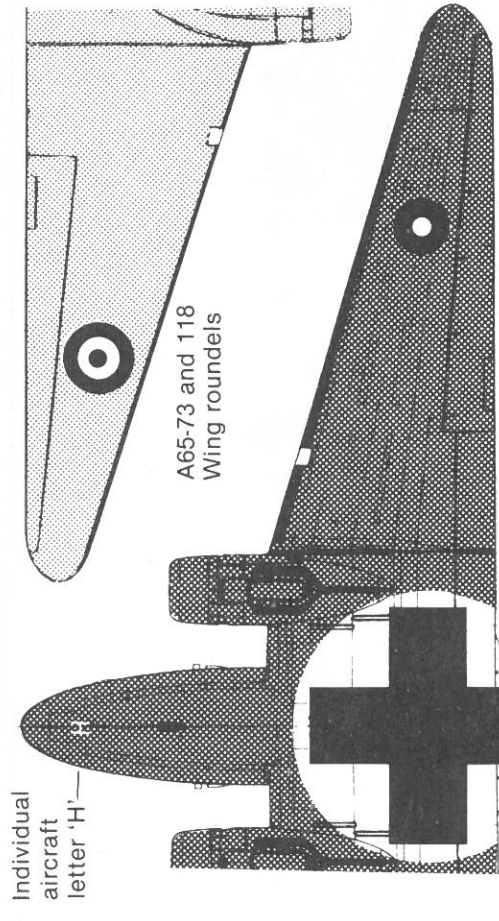
### A65-114, Aircraft Research and Development Unit, Edinborough, 1979

The Aircraft Research and Development Unit was formed on 12 December 1942 at Laverton as No. 1 Aircraft Performance Unit. It had experienced pilots who tested the various types of aircraft coming into service, a function it still performs.

No. 1 A.P.U. became ARDU on 9 September 1947 and moved base to Point Cook a few miles away. The unit subsequently moved back to Laverton where it stayed until mid-1976 when it moved to its present base at Edinborough, north of Adelaide.

The three Dakotas currently on ARDU strength are A65-78, 95 and 114. Without doubt the most conspicuously painted Dakotas ever operated by the RAAF. This high visibility scheme being necessary for their role in checking navigational aids at RAAF bases, a task requiring low and slow flying.

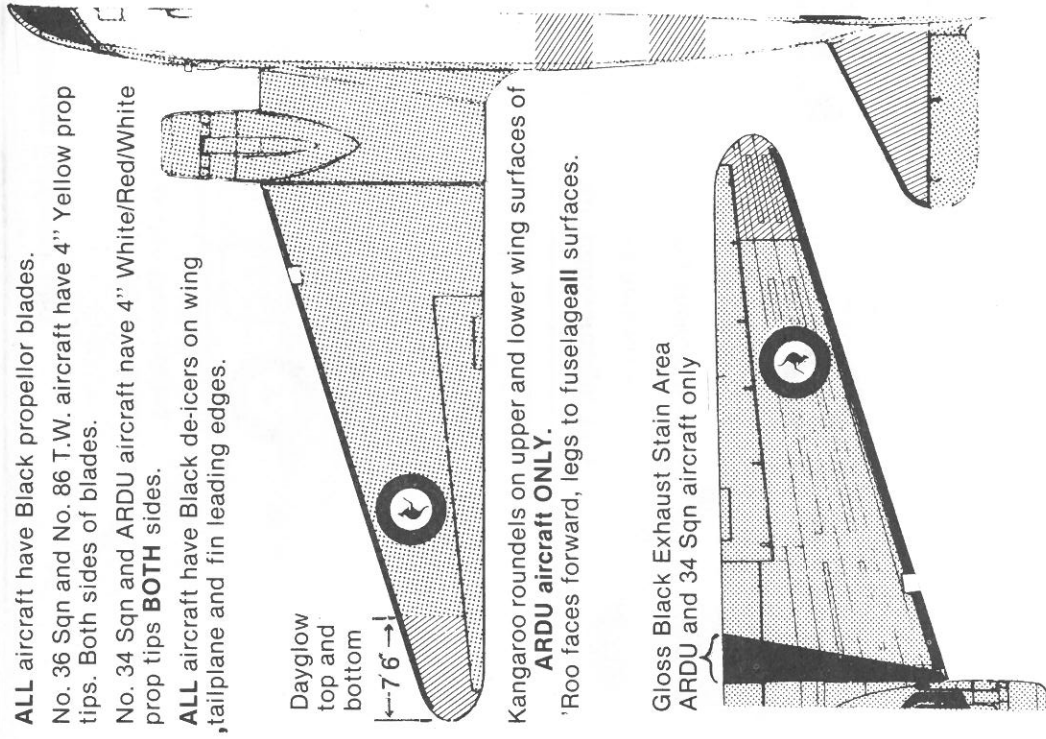
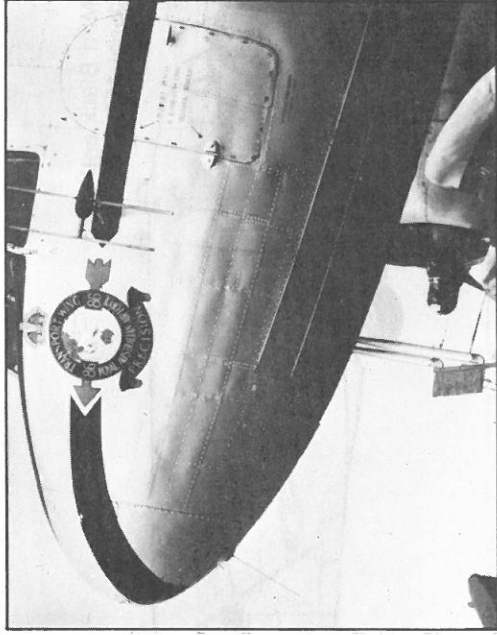
(Alternatives A65-78 and 95)



**Note:** The precise location of the Red Cross under the fuselage cannot be determined. ROODECAL has only the RAAF specifications for ambulance markings and the photograph as reference.

White background to under fuselage cross must be hand painted

This photograph (right) taken by an official RAAF photographer during the Korean war clearly shows the position and content of the then 86 TRANSPORT WING crest, created at that time especially for this unit. After Korea "86" was disbanded and became "86 WING HEADQUARTERS" - the crest was redesigned to conform to the new standard pattern for all RAAF crests, however, it retains the South East Asia aspect of the globe, the arrow and the motto "PRECISION". The photograph also provides the modeller with two extra detail points not supplied in the kit - the "chin" whip aerial and the small canvas cover placed over the ends of the pilot tubes to deter nesting insects while the aircraft was on the ground.



The Dakotas depicted were originally received from Douglas in the first six months of 1945. For example A65-71 arrived 19 February, while A65-118 was received on 26 June 1945. They were built by Douglas as C-47B (Skytrains) but the RAAF preferred the name given by the British - DAKOTA. They are powered by Pratt and Whitney R1830-92B and C engines.

The decals provided on this sheet give the modeller a choice of 4 different finishes on RAAF DC3 aircraft spanning the period between 1940 and 1979.

# Roodecal

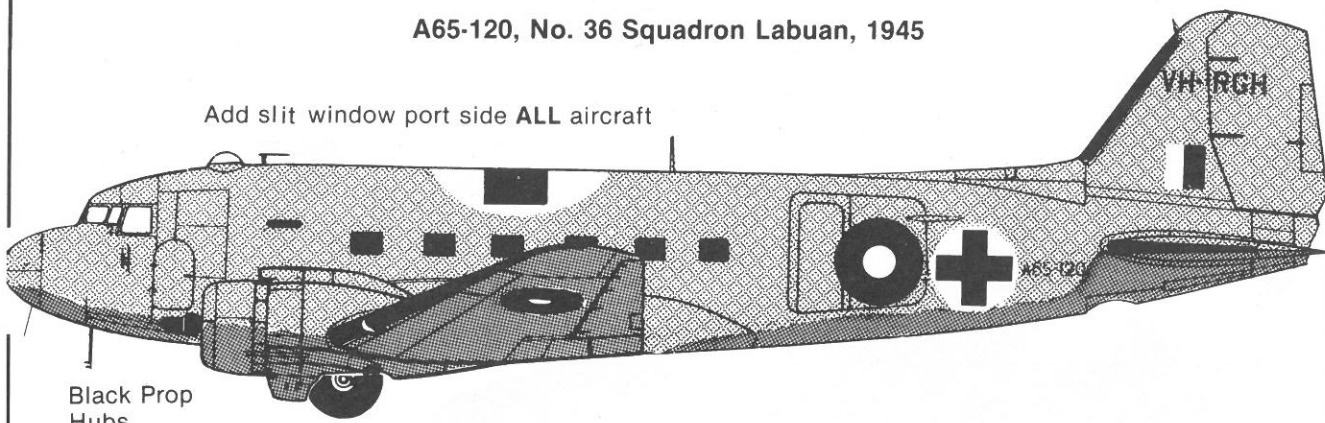
## 1:48 C-47 DAKOTA

recommended kit **MONOGRAM**

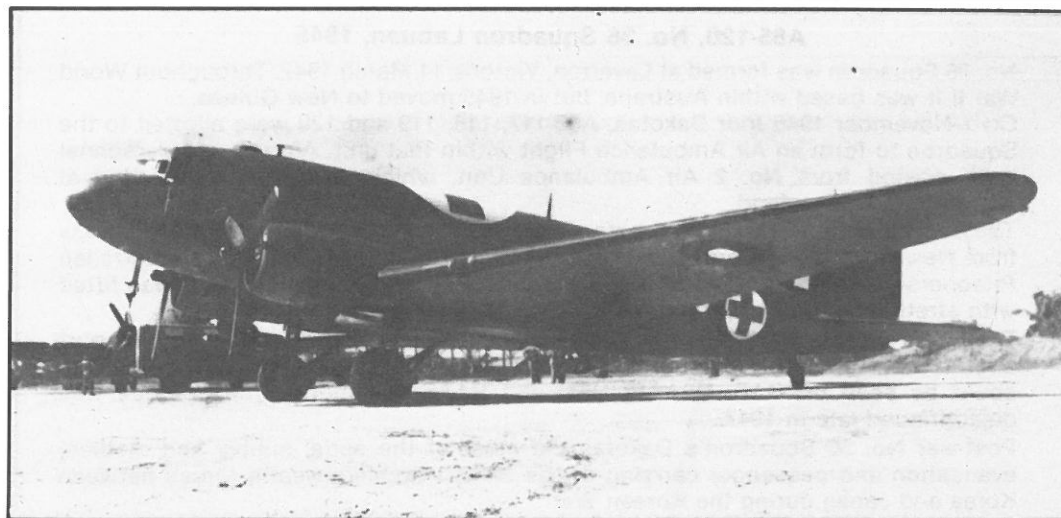


A65-120, No. 36 Squadron Labuan, 1945

Add slit window port side ALL aircraft

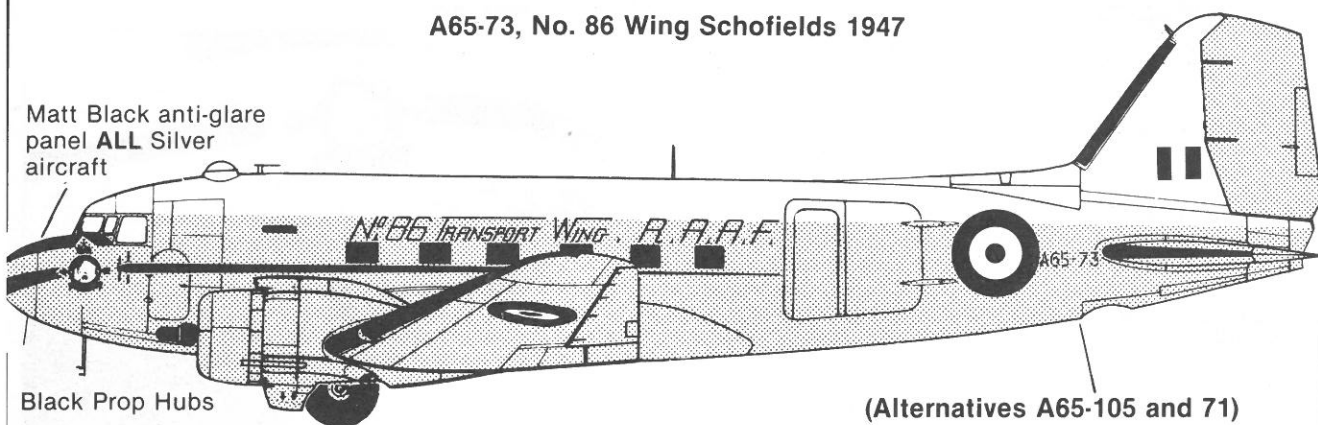


Black Prop Hubs



A65-73, No. 86 Wing Schofields 1947

Matt Black anti-glare panel ALL Silver aircraft



Black Prop Hubs

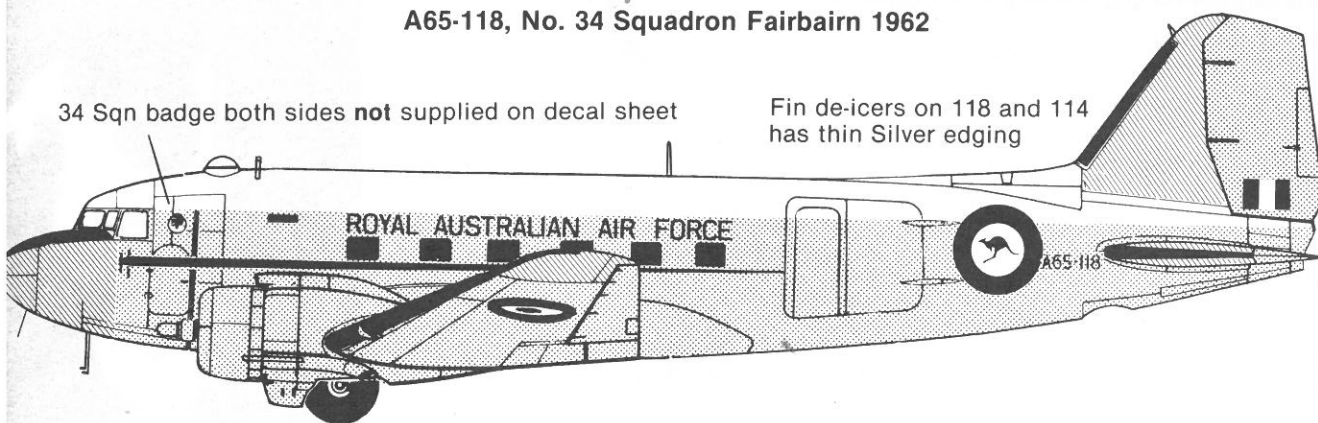
(Alternatives A65-105 and 71)



A65-118, No. 34 Squadron Fairbairn 1962

34 Sqn badge both sides not supplied on decal sheet

Fin de-icers on 118 and 114 has thin Silver edging

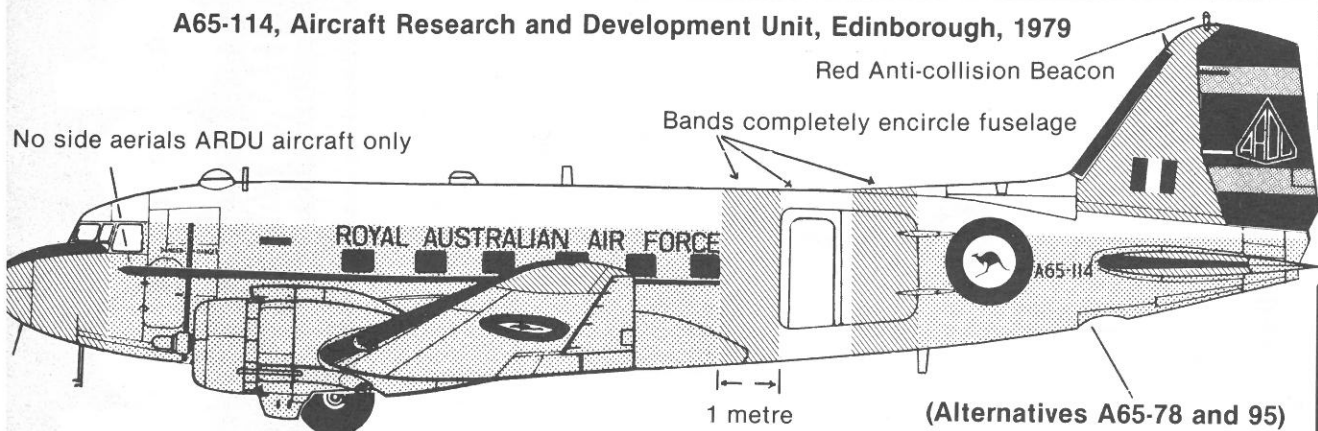


A65-114, Aircraft Research and Development Unit, Edinborough, 1979

Red Anti-collision Beacon

Bands completely encircle fuselage

No side aerials ARDU aircraft only



1 metre

(Alternatives A65-78 and 95)

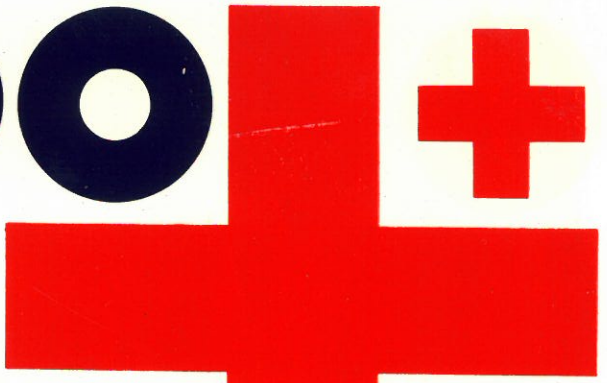
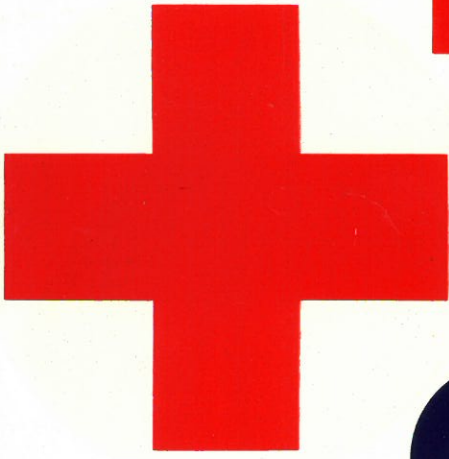






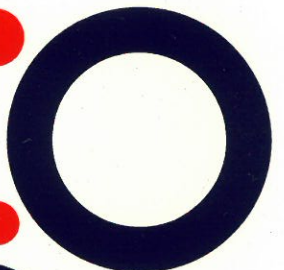
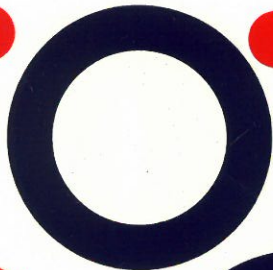
A65-120

A65-120



VH-RGH

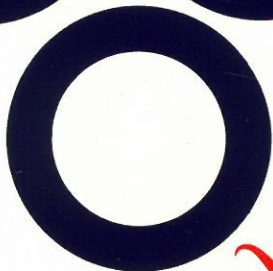
VH-RGH H



*N<sup>o</sup> 86 TRANSPORT WING, R.A.A.F.*

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ROYAL AUSTRALIAN AIR FORCE  
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811-59V

811-59V

105  
73  
71

A65-71

A65-71

A65-73

A65-73

A65-105

A65-105

A65-114

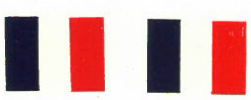
A65-95

A65-78

A65-114

A65-95

A65-78



DANGER-DANGER

DANGER-DANGER

Roodecal

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