

Johnny Mac,

During our recent trip to Perth, Al Shaw put me onto this website (http://oc-kahuna.com) and asked that I pass this info onto you. As it has recently been updated, I took the liberty to print out a copy for you. I have also sent a copy to John Webster so that he can make it available to other interested members. Geoff Hall had provided Al's details to me and, although he had to work at short notice on ANZAC Day, I did manage to catch up with him for a few beers at a later date. My brother-in-law (Ken Mather) put me in touch with Chubby Chandler who re-arranged his schedule and marched with me in Perth and said to say hello. I have included a couple of photos for you to jog the old memory and you will see that they haven't changed. Chubby married (eventually) at 50 and his wife, Pat, is a great bird. Her and Chub are ideally suited but it's hard to get a word in. We stayed a few days with them at Greenhead—about 250k north of Perth - and never stopped laughing. Anyway read and enjoy and I'll see next April, if not before.

Kind regards, 'Junior' (30/06/01)



# **Purchasing Countries**

307 DeHavilland Caribous were built from 1957 to 1973 at Downsview, Canada

164   Approx. 50 transferred to the Vietnam Air Force - 10 recovered/returned to the USAF   18 USAF C-7s sold to Spanish Air Force   29   Royal Australian Air Force (DHC-4A)   20   Indian Air Force (DHC-4A)   20   Indian Air Force (DHC-4A)   21   Spanish Air Force (DHC-4A)   22   Spanish Air Force (DHC-4A)   23   Spanish Air Force (DHC-4A)   24   Spanish Air Force (DHC-4A)   25   Spanish Air Force (DHC-4A)   26   Spanish Air Force (DHC-4A)   27   Spanish Air Force (DHC-4A)   28   Spanish Air Force (DHC-4A)   30   Spanish Air Force (DHC-4A)   30   Spanish Air Force (DHC-4A)   31   Spanish Air Force (DHC-4A)   32   Spanish Air Force (DHC-4A)   33   Spanish Air Force (DHC-4A)   34   Spanish Air Force (DHC-4A)   35   Spanish Air Force (DHC-4A)   36   Spanish Air Force (DHC-4A)   37   Spanish Air Force (DHC-4A)   38   Spanish Air Force (DHC-4A)   39   Spanish Air Force (DHC-4A)   30   Spanish Air Force (DHC-4A)		U.S. Army (5-YCV-2A 56-CV-2A 103 CV-2B
the USAF 18 USAF C-7s sold to Spanish Air Force  29 Royal Australian Air Force (DHC-4A)  10 Indian Air Force (DHC-4A)  11 Royal Malaysian Air Force (DHC-4A)  12 Spanish Air Force (DHC-4A) ****18 USAF C-7s sold to Spanish Air Force (1981/82)  9 Royal Canadian Air Force (CC-108)  8 Ghana Air Force (DHC-4A)  6 Kenyan Air Force (DHC-4A)  5 Abu Dhabi Army (DHC-4A)  5 Zambian Air Force (DHC-4A)  4 Global Associates (DHC-4A)  4 Tanzanian Air Force (DHC-4A)  De Havilland - Test aircraft crashed (YAC-1)  - 2nd test aircraft then sold to Imperial Oil Co, (DHC-4A)  - Leased to Sweden AF (1yr) then sold to Ansett Airlines (DHC-4A)  3 Royal Thai Border Police (DHC-4A)  2 Air America Inc. (DHC-4A) *CIA  2 Cameroun Air Force (DHC-4A)  2 Civil Air Transport, Taiwan (DHC-4A) *CIA  2 Guyana Airways (DHC-4A)  2 Newait Air Force (DHC-4A)  3 Shell Oil Company (DHC-4A)	164	* 133 transferred to the U. S. Air Force (1977) C-7s  Approx. 50 transferred to the Vietnam Air Force - 10 recovered/returned to
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	1	Uganda Police (DHC-4A)



# Royal Australian Air Force



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Newest data is shown in red 1/7/01

The Royal Auatralian Air Force operated 29 Caribous from 1964 to current date. This list was updated on 7/27/00. Thanks to Garry Bridge of the RAAF for his inputs.

C/N	RAAF Number	<u>Delivery</u> <u>Date</u>	Callsign	Status
134	A4-134	3/64	VM-JMA	Crashed/Destroyed 7/64 w/o
140	A4-140	3/64	VM-LMB	In service
147	A4-147	3/64	VM-JMC	Crashed/Destroyed 6/68 w/o
152	A4-152	5/64	VM-JMI	In service
159	A4-159	5/64	VM- LWK	Withdrawn from service, used for spare parts
164	A4-164	5/64	VM-JMN	Withdrawn from service 11/92
171	A4-171	7/64	Unknown	Crashed/Destroyed 8/67 w/o
173	A4-173	7/64	VM-LWB	Withdrawn from service, used for spare parts
179	A4-179	7/64	VM-JMD	Withdrawn from service, used for spare parts
185	A4-185	7/64	Unknown	Crashed/Destroyed 11/64 w/o
191	A4-191	7/64	VM-JMM	Withdrawn from service, used for spare parts
193	A4-193	7/64	Unknown	Destroyed 7/71
195	A4-195	9/64	VM-LWY	In service
199	A4-199	9/64	VM-JMZ	In service
202	A4-202	9/64	Unknown	Crashed/Destroyed 3/65 26 -
204	A4-204	11/64	VM-JMT	In service
				Withdrawn from service, parked at Oakey Army Base and used for spare parts. In

208	A4-208	11/64	VM-JMG	2000 lifted by a Chinook helicopter to Moreton Bay in Brisbane so scuba drivers can enjoy it.	
210	A4-210	11/64	VM-JMU	In service	
225	A4-225	6/65	VM-JMA	In service	
228	A4-228	6/65	VM-JME	In service	
231	A4-231	6/65		In service	
233	A4-233	8/65	Unknown	Crashed/Destroyed 8/7228/8/	72 - IML
234	A4-234	8/65	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	In service	
235	A4-235	8/65	VM-JMV	Withdrawn from service	
236	A4-236	8/65	VM-JMF	In service	
264	A4-264	5/68	VM-JMQ	Crashed/Destroyed 7/86	
275	A4-275	7/69	VM- JMW	In service	
285	A4-285	12/69	VM-JMJ	In service	
299	A4-JMP	5/71	VM-JMP	In service	

Photos taken at the Downunder Airshow in Avalon, Australia in Febraury, 1999
Caribou # A4-199 is from the RAAF 38th Squardon based at RAAF
base at Amberly, Queensland
Many thanks to FSGT. Geoff "CHOOK" Swanson and SGT. Andrew "Budge"

Click on photos to enlarge - All photos taken by Wayne Buser

Newman

























A group of Australian military officers about to fly in the DHC demonstrator CF-LVA (c/n # 9) during its oz sales tour in Feb 1960. I particularly like the gentleman with the bullhorn standing in the cockpit doorway. The interior and fittings are also quite different to our aircraft. (Warrant Officer Rod Cairns 38SQN.)

(Click on photo to see larger version)



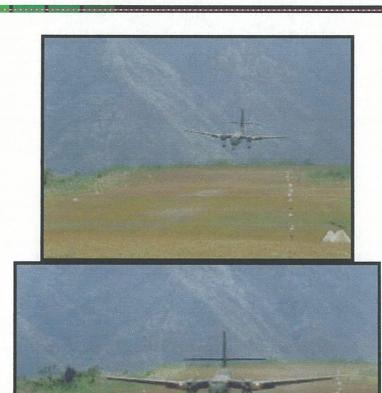


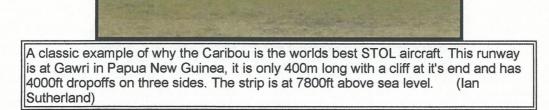
RAAF Caribou at the '95 AirShow DownUnder at Avalon, Victoria -Australia
Thanks to Andrew Roach for these shots
RAAF Caribou at the '99 Caboolture Airshow at Caboolture, Queensland - Australia













# Royal Australian Air Force



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Newest data is shown in red 6/15/00

# **RAAF CARIBOUS IN VIETNAM**

The first RAAF Caribou arrived in Vietnam in 1964 and were assigned to RAAF Transport Flight Vietnam (RTFV) and were based at Vung Tau. Three Caribous (A4-171, A4-171 and A4-185) were diverted to Vietnam from a flight from the DeHavilland factory in Canada to Australia and arrived August 8, 1964. Caribous A4-173, A4-191, and A4-193 were ferried to Vietnam from the DeHavilland factory also and arrived in country on August 29, 1964. Their used the call sign "Wallaby Airlines".

The RTFV was renamed the 35th Squadron on June 1, 1966. A total of 12 RAAF caribous saw service in Vietnam (A4-140, 152, 159, 171, 173, 179, 185, 191, 193, 208, 210 and 234) of these A4-171, 185 and 193 were written off in Vietnam.

In March, 1971 Australian announced a reduction in it commitment to Vietnam. The 35th Squadron reduced it level of aircraft with 3 Caribous (A4-140, 159, and 191) departing Vietnam on June 1, 1971. On February 19, 1972 the last four Caribous (A4-173, 179, 208, and 234) departed Vung Tau and arrived at the Richmond Air Base on February 26, 1972.

In seven and half years service in Vietnam, the RAAF Caribous carried 700,000 passengers and 91 million pounds of freight and mail and flew 79,739 sorties for a total 47,000 hours. **JOB WELL DONE** 

## Click on photos to enlarge - All photos are from the RAAF collection of Ralph Young



RAAF #A4-210 in Vung Tau



5 RAAF Caribous taxiing for



Looking down at other Caribou

during 1966 RAAF C-130 in the background).
A4-210 servered in Vietnam 6/65
- 7/68.

take-off at Vung Tau in 1967.

from the rear door of another in



RAAF A4-191 and other Caribou in 1968. A4-191 was deleivered direct to Vietnam in 7/64 served until 7/71.



Vietnam 1968



Vietnam 1968 this Caribou is updated with a new camouflage paint job.



2 Caribous drop off some Australian Army troop in 1969



A4-234 in 1970. A4-234 severed in Vietnam from 5/70 until 2/72.



A4-173 and A4-179 in flight 1970. Both aircraft were delivered directly to Vietnam in 7/64 and left in 2/72.

The following photos were taken by Glenn Alderton in 1993. When the RAAF 38th Squadron Caribous moved from their location at Richmond NSW to Amberly QLD, he was lucky enough to fly in the lead aircraft of a 12 ship formation for a 4 hour flight sitting on the back ramp for but 20 minutes. Glenn has taken over 450 great photos of RAAF aircraft and aviation in Australia. Check out his photos at: <a href="http://www.airliners.net/search/photo.search?">http://www.airliners.net/search/photo.search?</a> photographersearch=Glenn%20Alderton

# Click on photos to enlarge - All photos taken by Glenn Alderton



Fying over Sydney shows just how well this aircraft can camoflague itself in the suburbs but what about the backdrop view of Sydney as well



This was one of those flights where we were supposed to include the Harbour Bridge but the pilot even after being briefed to fly about 200 metres lower than us, proceeded to fly at the same height so we missed the Harbour Bridge and ended

up with Sydneys skyline... Oh well



Here we are flying over Sydneys famous Opera house and Harbour Bridge



Another shot over Sydneys famous Opera house and Harbour Bridge



Unfortunately as the weather got bad the aircrafts formation dispersed just a little bit but there are still 4 more Caribous in this formation that you cannot see



Well somewhere over Sydney







Great example of how camoflague works





Here we are flying over over the Gold Coast just south of Brisbane



Here we are overflying the Gold Coasts Sea World Attraction

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# Royal Australian Air





Caribou (DHC-4)

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Newest data is shown in red 7/1/00

(Click on photos to enlarge)



<<< A RAAF Caribou landing at Brisbane International (BNE) Australia, December 14, 1999. With a airlink 146 in the background. (David Knudsen)

>>> Another shoot of a RAAF Caribou at Brisbane International (BNE) Australia, December 14, 1999. (David Knudsen)



<<< A4-235 looking a little worse for wear at RAAF Base Amberley, Australia, February 24, 1999 (Craig Murray)

>>> Caribou landing at RAAF Base Richmond. Australia, 1991. (Glenn Alderton)





<<< A4-147 (RAAF collection of Ralph Young)

>>> Wallaby logo above the ramp taken in 1968. (RAAF collection of Ralph Young)





<<< A4-195 in 2/89. (Wayne Mutza collection)</p>

>>> Two Caribous from the 38 Sq.on a Bi Centennial Fly-by. (Wayne Mutza collection)



<< A4-202 and two Caribous (date and location unknown). (Neal Scheider via Wayne Mutza collection)</p>



>>> A4-299 (date & location unknown). (Wayne Mutza collection)





<<< A4-236 with 38th Sq in 2/89. (Wayne Mutza collection)

>>> A4-152 C/n 152 - No 35 Squadron RAAF Fairbairn, ACT Australia, October 16, 1995 (Bruce Linwood)



### (Click on photos to enlarge)



<<< A4-179 over Mt. Egmont, New Zealand - Nov. 1982 - (Denis Hersey -Australian - DPAO)

>>> A4-152 in UN markings alongside Royal Malaysia Air Force F-5s at Butterworth, Malaysia. Nov. 1975 (Denis Hersey - Australian - DPAO)





<<< RAAF Caribou operating out of Mende, Papua New Guinea during famine relief operations, Oct. 1972 (Denis Hersey -Australian - DPAO)

>>> Caribou landing at RAAF base Amberley, Queensland during diamond jubilee air display, April, 1981 (Denis Hersey -Australian - DPAO)



#### (Click on photos to enlarge)



<< A4-264 crashed at Camden, NSW July, 1986 (Wayne Mutza collection)</p>

>>> A4-208 on the ramp in Richmond, Feb. - 87 (Wayne Mutza collection)



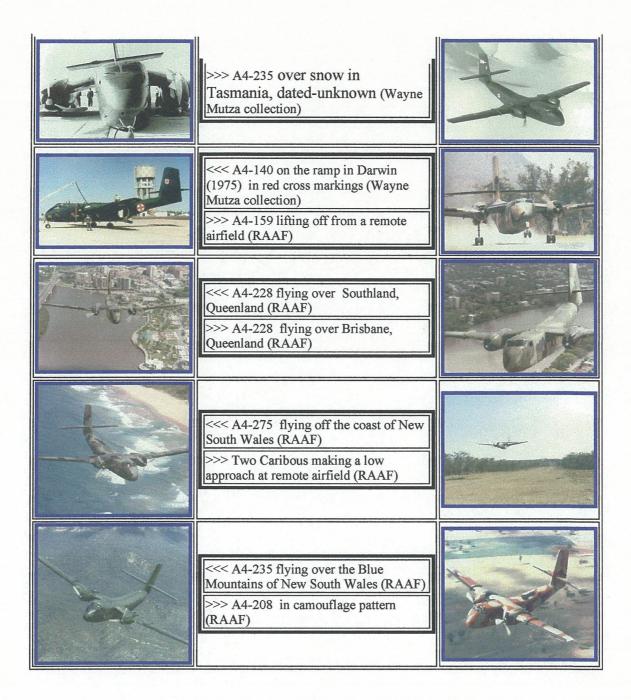


<<< A4-275 on the ramp at Richmond, Dec. - 89 (Wayne Mutza collection)

>>> A4-264 in white paint -1976 (Wayne Mutza collection)



Caribou A4-134 (c/n #134) landed short of the runway on 7/1/64 at Naval Air Station Nowra, NSW. Aircraft w/o. (Wayne Mutza collection)



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# Royal Australian Air Force



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Newest data is shown in red 9/9/00

# No. 38 Squadron of the RAAF



No. 38 Squadron is the largest flying squadron in the RAAF and is one of the oldest and most experienced transport squadrons.. it is one of the few remaining flying squadrons in the RAAF with its own organic servicing, equipment and administrative personnel.

It was formed at RAAF Base, Richmond, with Lockheed Hudson MKIV aircraft on 15 September 1943, and was reequipped with Douglas Dakota (DC3) aircraft in 1944 and de Havilland (Canada) Caribou in 1964.

The squadron has an impressive history of operational tasks including the Berlin Airlift, the Japan courier service, and the Malayan emergency action; operations in the South West Pacific, Western Pacific and East Indian Ocean war zones throughout 1944 and 1945 (a 38SQN Dakota was the first RAAF aircraft into Singapore in August 1945, following the Japanese surrender(; the training of ground and air crews

and feeder squadron for the re-formed (No. 35) sister squadron during the Vietnam conflict and operations from 1965 to 1975 supporting the Pacific Islands Regiment in Papua New Guinea.

Other tasks included survey/mapping operations for the Indonesian Government in Sumatra, West Irian and the Moluccan Islands; mercy missions in aircraft with International red Cross markings in Portuguese Timor and peace-keeping tasks in aircraft with United Nations markings in India and Pakistan, patrolling the ceasefire line in Kashmir.

As well as the standard transport role, the squadron has been involved in many national

commitment tasks in Australia. These include flood relief, cyclone relief, bush fire patrols, search and rescue, medical mercy flights, fisheries surveillance, rainmaking experiments and grasshopper plaque eradication. Normal squadron operations involve tasks throughout Australia. However, squadron operations have encompassed Pakistan, Indonesia, Papua New Guinea and new Zealand.

Although the squadron now forms part of the Tactical Transport Group (headquartered in Townsville) the unit operates from Amberly. Aircraft and crews are maintained at appropriate states of readiness to react in defence of Australia or to assist the civil community in times of need. The venerable caribou has become one of the work horses to the RAAF.



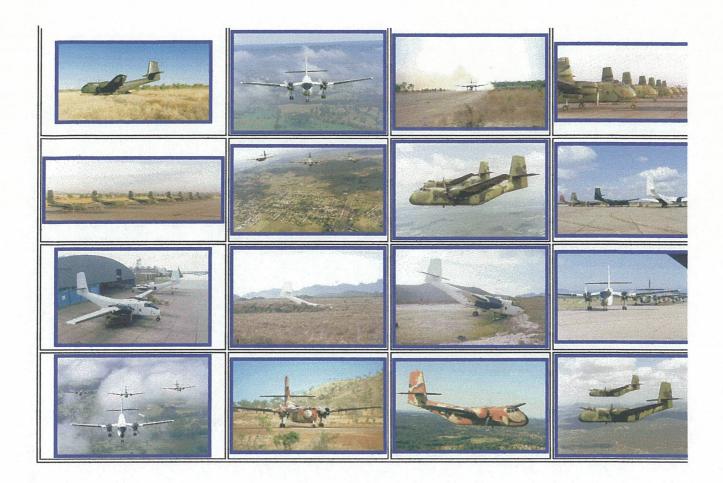




Patches from the Royal Australia Air Force (RAAF) 38th Squadron

The following photos on this page and the next two pages are from Garry Bridge a member the RAAF's 38th Squadron. These photos show how the Caribou has been used by the RAAF for the past 36 years.

(Click on to enlarge)



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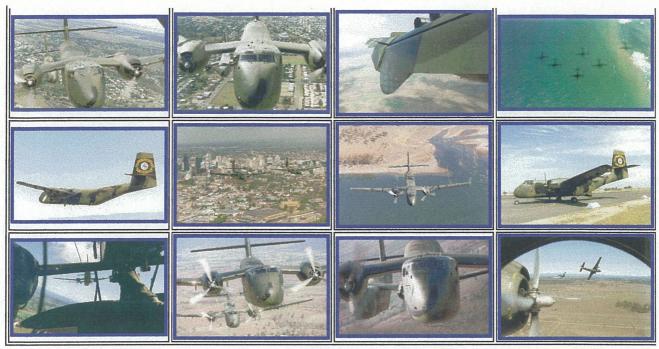
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The following photos on this page and the previous two pages are from Garry Bridge a member the RAAF's 38th Squadron. These photos show how the Caribou has been used by the RAAF for the past 36 years.

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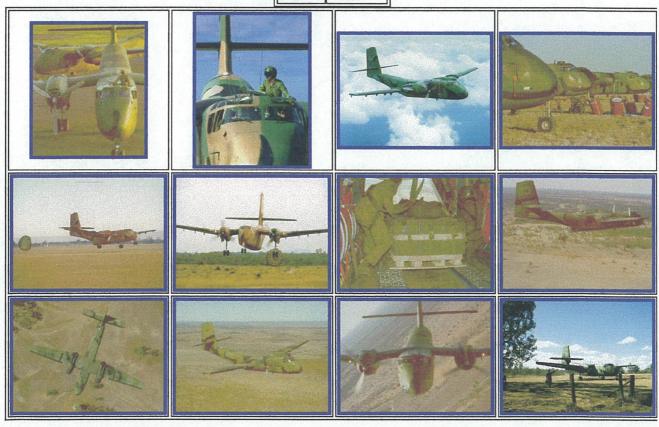


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The following photos are from the RAAF via Phil Miller

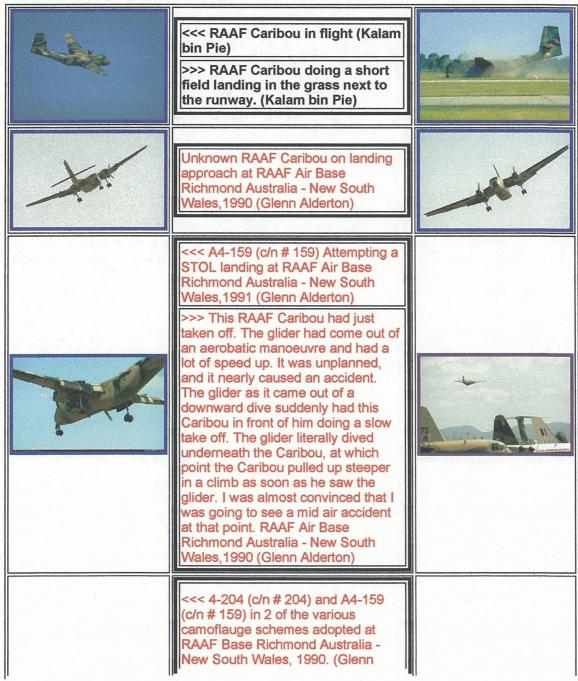
> Click to enlarge the photos

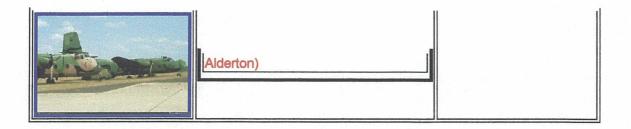




RAAF Caribou, aircraft number A4-191 (c/n # 191), commonly called a "wallaby" by the USAF Bou drivers, because of their "wallaby" call sign and the wallaby emblem on the side of the fuselage above the rear cargo door. Photo taken at Dalat Cam-ly in 1968. (Bryan Waltz)

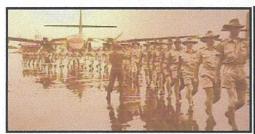






# Caribou poster display at the RAAF Museum at RAAF Base Williams in Point Cook, Victoria





No 35 Squadron set new standards for Caribou flying, maintenance and safety, and were so proficient that the US Air Force adopted some of the Squadrons's operating procedures. While flying only 1.4 percent of all transport missions, they were delivering seven percent of the total freight airlifted. No 35 Squadron returned to Australia in February 1972, after nearly eight years of active service in Vietnam. It was the first RAAF Unit into Vietnam and the last one out.



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All the photos on this page were provided by Warrant Officer Rod Cairns of the RAAF 38SQN

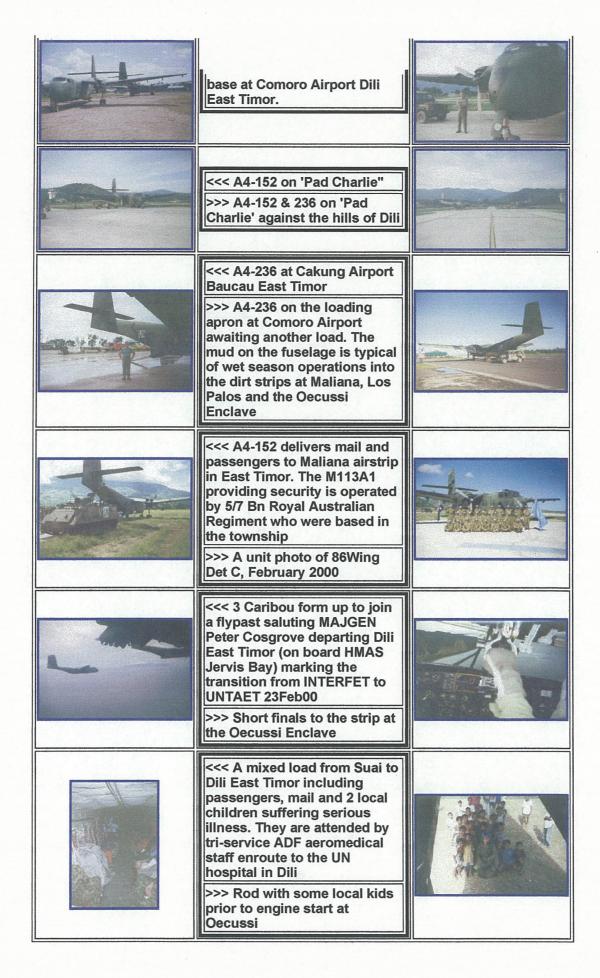
#### **East Timor Conflict**

During the 1999 conflict in East Timor, 35 & 38 Squadrons provided aircraft and personnel to form a short range tactical transport unit under INTERFET control known as 86Wing Detachment 'C' (86WGDETC). Using 4 aircraft, 86WGDETC demonstrated the outstanding versatility and capability of the Caribou once again by continually completing missions in appalling weather conditions that often kept other air assets grounded. Crews flew full crew duty days and drew high praise from 'customers' for their attitude, skills and professionalism. Of course none of this would have happened without the tireless support of our groundcrew and support staff who performed miracles under the most austere conditions. With the transition from INTERFET to UNTAET on 23Feb00, 86WGDETC was reduced in size to 2 aircraft and will continue to operate in East Timor until at least February 2001 and possibly beyond.

Click to enlarge the photos

<<< A4-152 (c/n # 152) & 236 (c/n #236) share the hardstand at Suai on the south coast of East Timor.

>>> A4-152 and a Landrover 110 on 'Pad Charlie', 86Wing Detachment C's operating



Click on map to enlarge



For more infomation about the Australian Defence Force great work with the United nations clink below

http://www1.army.gov.au/untaet/

## Air Sea Rescue



Crew briefing prior to a practice Air Sea Rescue Kit (ASRK) drop off Fraser Island north of Brisbane Queensland. The real kit consists of a liferaft, 3 individual stores containers and a second raft all joined to each other by 125 metre long coils of nylon rope. After marking the survivor with smoke markers, the ASRK is dispatched by hand over the ramp. Checklist timings aim to place the 625m long string of rafts/containers in the water with the centre container upwind and in line with the survivor. The whole kit should drift to the survivor. For training purposes, the rafts and containers are simulated using timber blocks of similar weight and dimensions.





The practice ARSK is dispatched by the Flight Crew

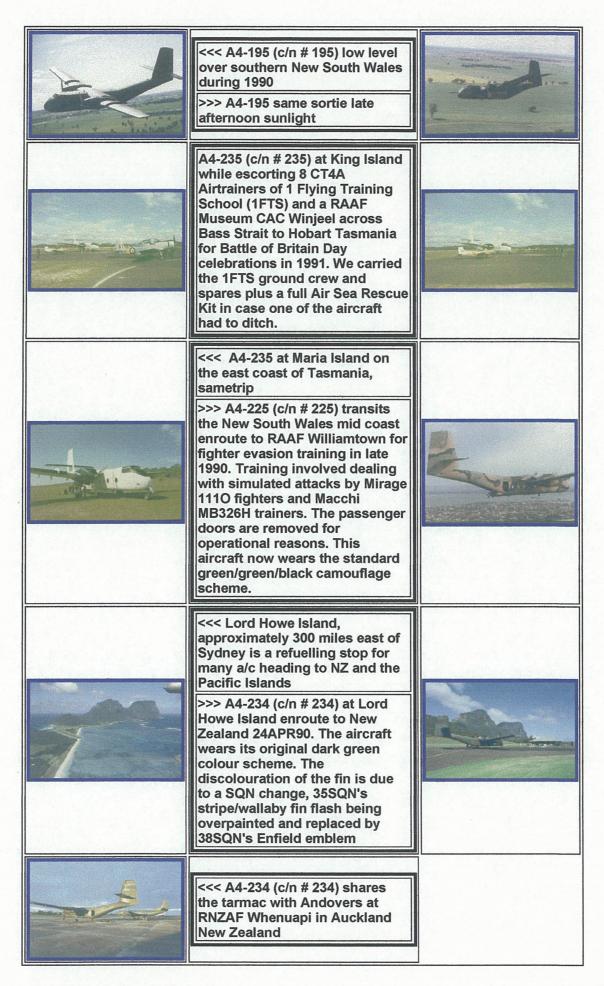




<< Civilian sports parachutists exit during the ADF National Parachuting Championships at Wagga Wagga NSW in 1992

>>> On oxy at 12'000 feet watching mad people jumping from a perfectly serviceable aircraft









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Photo of 3 RAAF Caribous flight to Sydney in close formation. (Thanks to Kim Flora)

Caribou A4299 (c/n # 299)
does the
"Wheelbarrow"
at Down-Under
Air Show in
Avalon,
Australia
2/18/01. (Glenn
Alderton)









<<< RAAF Caribou landing at Maliana, East Timor date unknown. (Jeff Heggaton)

>>> RAAF A4-199 (c/n # 199) in East Timor date unknown (RAAF)







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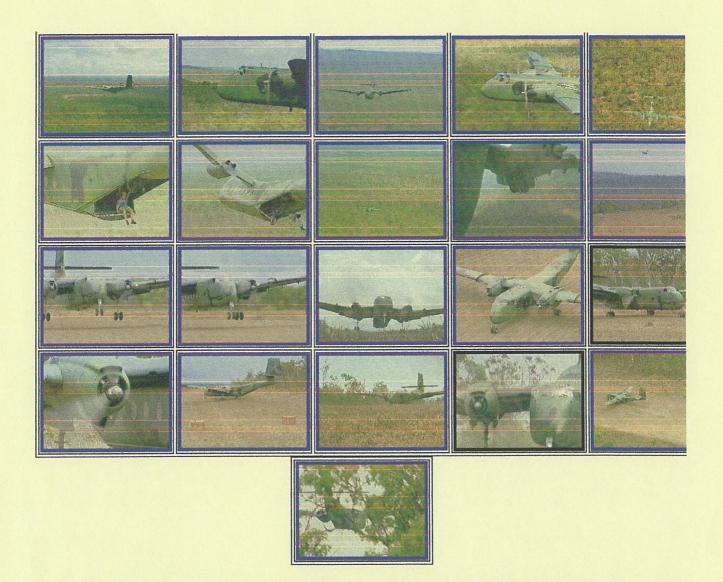
New Page 4/27/01



RAAF Caribou A4-199 (c/n # 199) was used in the filming of the TV series "Survivor: the Australian Outback" . Many thanks to Joseph Abril for providing me the vidcaps.

#### Click on photos to enlarge





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