RAN FLEET AIR ARM AIRCRAFT by T.W. Boughton and N.M. Parnell

The relatively small number of aircraft operated by the Royal Australian Navy can be readily classified by colour scheme/marking systems as well as by type. These classifications can be sub-divided so that existing records may be interpreted to determine the period of operation. As mentioned previously, there is a paucity of information on RAN aircraft and the following notes are intended to provide a general picture of the subject. It should be noted that there have been considerable variations in detail markings on individual machines from the standard schemes described, but these variations are not considered in the following notes.

AIRCRAFT COLOUR SCHEMES

Training in England The first pilots in RAN Aviation[1] were experienced airmen who had served with the RN FAA, RAF, RAAF and RNZAF. This group of pilots formed the 20 CAG. Subsequent RAN pilots including trainees who entered and were trained as naval pilots were trained in England with RN units up to 1959. These pilots were given refresher training in England on Fairey Fireflies and Hawker Sea Furies. The machines were from the Royal Navy, on loan, and were painted in the then-current colour schemes — gloss dark grey/dark olive green upper surfaces and sky on the lower surfaces, while a small number were in the better known dark sea grey and sky. These machines used the 100/200 series code numbers (single and two seat respectively) and the base letters JR *(RNAS Eglington).* As they moved on board the newly commissioned *HMAS Sydney,* the base letter was changed to K. In some cases the title ROYAL NAVY, located over the fuselage serial number was replaced by R.A.N. (Sea Fury VW543 K105 was an example). These machines were taken on strength in Australia only if damaged and write-off action was necessary (Sea Fury TF925 JR/110 and Firefly VG989 are two examples).

1949 — 1952/1953 The front line aircraft taken on charge in Australia were in a dark sea grey/sky colour scheme and had the code number marked on the fuselage aft of the roundel following the RN pattern. At that time the support aircraft were Dakota flying class-room (silver), Wirraway and Tiger Moth (both standard RAAF colour schemes) and Sea Otter (camouflaged). The base letter K *(HMAS Sydney)* was only used whilst the aircraft was embarked. The individual code numbers used were in the 100/200 series for fighter and strike aircraft respectively.

Korea Only RAN FAA Sea Fury aircraft were used in Korea. The Fireflies (strike aircraft) were on loan from the Royal Navy as the Australian FR.5's were being converted to AS.6 standard during the first tour of duty and this work had been completed by the second tour, but again strike aircraft were required. Both aircraft types carried the so-called "invasion stripes" (black and white bands) on the fuselage and wings during the first tour, while on the second, the aircraft used the current schemes without special identification marks. The Fireflies on loan can also be identified by their code numbers (the first tour used the small RN pattern, examples being WB351 K/202 and WB354 K/208, while the second used larger numbers, WB370 K/230, WB313 K/233 and WB335 K/234) and the second tour by the use of yellow spinners, upper fuselage grey on the upper half of the fin/rudder and irregular numeral style. Some of the second tour Fireflies had RAN in place of ROYAL NAVY on the fuselage.

1952/1953 — 1956 The most notable change in this period was the application of the word NAVY on the fuselage aft of the roundel. NAVY was also marked under the right hand wing. Additional base letters Q *(HMAS Vengeance)* and NW *(HMAS Albatross* at Nowra) were introduced together with 900 series code numbers on training machines (Sea Furies, Fireflies,) as well as the all-silver Austers and natural metal Sycamores. The Firefly Trainer aircraft were silver with yellow fuselage and wing bands. Vampires were silver with yellow bands on the wings and tail booms, the aircraft code number was painted on the side of the fuselage with NAVY on the tail booms.

1956 — 1961 The second generation of front-line aircraft were introduced at the start of this period together with the aircraft carrier *HMAS Melbourne* (code letter Y) while *HMAS Sydney* and *Vengeance* were decommissioned. The Gannets and Sea Venoms were dark sea grey/sky, but the location of the fuselage markings changed — the Sea Venoms had the word NAVY on the nose and the code number on the tail booms while the Gannets had the code number on the nose and NAVY on the rear fuselage. 200/300 series numbers were used on the Sea Venoms/Gannets respectively until about 1958 when 800 series codes were introduced for all front line and some second line machines. NAVY was painted under the right wing as before. The support aircraft began to develop along different lines — Sea Furies with 805 Squadron initially continued in the sea grey/sky scheme but an increasing number were later seen in silver with red trim (VX707, VX756, WH587 to WH590 are known examples). The Firefly target tugs were silver with yellow/black undersurfaces and yellow bands on the upper wing surfaces and rear fuselage; Vampires continued in their training colour scheme but the code number and NAVY were interchanged

1. The aviation activities of the RAN were known as Naval Aviation in 1948 when the service was being formed. The name Fleet Air Arm was deemed to describe the aviation activities in the 1920's and 1930's.

to follow the Sea Venom pattern; Gannet T.2's were in the standard colour scheme; at the end of the period the Dakota flying classrooms and the Sycamores began to appear in the oxford blue/white colour scheme as did Sea Furies WH588 and WH589. The moving kangaroo insignia was introduced in 1956 and appeared in six positions — unlike the RAAF who used it on the fuselage only until September 16, 1965 when Air Board approval for all positions was issued. *HMAS Melbourne's* code letter was changed to M at the same time as the 800 series code numbers were introduced.

1961 — 1967 In 1962 the last Sea Furies were retired and in 1966 the Firefly target tugs went out of service, their duties being completely taken over by the Delmar-equipped Sea Venoms. The helicopters (Wessex, Scout and Iroquois) standardised on the oxford blue and white colour scheme seen on the last Sycamores. The Gannets (AS.1 and T.2), Vampires, Sea Venoms (FAW.53) and Dakotas continued in the existing colours while several Sea Venoms were equipped with Delmar target equipment to supplement the Firefly TT.5. These Sea Venoms, TT.53, were silver with yellow/black diagonal bands on the undersurfaces and yellow bands on the upper surfaces — examples include WZ930, 943, 944.

Between 1958 and 1966, aircraft code numbers changed frequently and some machines used three or more different numbers — Gannet AS.1 XA326 carried B/432, Y/311, M/853 and M/825 during its service life. In 1965 the type identification code was introduced but not all aircraft in service at that time had it applied to the fuselage marking.

1967 — With the introduction of the Douglas Skyhawks and the Grumman Trackers as front-line aircraft, the Australian-built Macchi MB 326Hs replaced the Vampires, the Dakotas soon reverted to an all silver with white cabin top colour scheme and in 1973 were replaced by the HS 748s; the Sea Venoms continued in service until 1971 when the target tug role was taken over by the Skyhawks and the helicopters continued in the oxford blue/white top colour scheme.

The Skyhawks and Trackers use the American light gull grey and white colour scheme while the Macchis were delivered in the standard orange/white/silver colours as used by the RAAF. The HS 748's are silver with a white top and the Jindivik target aircraft are fluorescent red. In each case the word NAVY is prominently displayed — for the Macchis it appears on the wing tanks and the fin/rudder. In early 1973 the most notable change from existing practice was the Macchi N14—086 which was painted oxford blue/white with a yellow albatross on the fin/rudder. During this period, code numbers have not changed, each aircraft is now allotted a permanent code number, the base letter(s) have not been used and although squadron colours were used initially, they have been largely replaced by unofficial markings.

AIRCRAFT TYPES

Ground Training Aircraft A number of aircraft and engines were obtained for training ground crews at *HMAS Albatross* prior to the delivery of the Sea Furies and Fireflies. Included were the following Supermarine Spitfires, A58—211, 673, 686, 691, 698, 700, 733, 734, 745, 748, 750, 752, 753 and 754 which were all ex 2 AD (RAAF Base Richmond, NSW) and issued to the RAN through October 1948. Examples of these machines existed until at least December 1952[2]. After use for ground handling instruction and servicing they were used for fire-fighting practice. The other training type used at that time was the Vultee Vengeance and known examples are A27—4, 9, 14, 402, 403, 404, 506, 526, 530, 563, 600 and 617.

Supermarine Sea Otter Three examples —JN200, RD914, RD917, were obtained and used for rescue duties. RD917 was returned to England on *HMAS Sydney's* second trip and was replaced by RD914. JN200 and RD914 were sold in 1954 and the former was entered on the Civil Aircraft Register as VH—BQI.

De Havilland Tiger Moth Two examples were obtained ex RAAF, A17—382 in 1948 and A17—692 in 1954. Disposal action took place in 1957 and 1958 respectively.

CAC Wirraway Sixteen examples were obtained ex RAAF between 1948 and 1953, and used for pilot and ground crew training until sold to Lund Aviation Inc. of New York in 1957. Two Wasp engines were sold to Phelan Aircraft Materials Co of North Hollywood, California. Serials were A20—28 (723 Squadron), 133, 139 (723 and 816 Squadrons), 141 (805 Squadron), 145 (723 Squadron, accident 18.6.53 and written off), 168 (723 and 724 Squadrons NW/972), 176 (723 Squadron), 209, 211, 214, 225, 238, 250, 469 (723 and 724 Squadrons), 490, 752 (723 and 724 Squadrons, NW/971).

Auster J5G Autocar Two examples, A11—300 and 301, were obtained from England and shipped to Australia on *HMAS Sydney* on 7.6.53 — sold in October 1963. Used for communication work. A11—300 was coded 930 then NW/856, while A11—301 was 931 then NW/857.

Douglas C—47 Dakota Two examples were obtained ex RAAF in 1949/1950. Covered under type identification code N2.

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2. **Shoalhaven and Nowra News** December 2, 1952 p.1 ".....even a Spitfire aircraft in which they could play."

Hawker Sea Fury 101 examples were purchased — used for service in Korea with 805 and 808 Squadrons; with 850 Squadron; training role with 723, 724 and 725 Squadrons. All aircraft were FB.11 standard and modifications carried out in Australia included the fitting of double-stroke oleos on the undercarriage, armour plating under the wings to protect the oil coolers (for Korea only), the dinghy behind the head-rest (originally located in the seat and repositioned for Korea only) and modified radio equipment. A few aircraft were fitted with oblique cameras for Korean operations. Examples used for training in England but not taken on strength include TF903 (coded JR/160), TF910, 911, 913 (JR/168), 945 (JR/162), 952 (JR/100 and JR/106), 990, 991, 992, VW243, 543.

Examples taken on strength (typical code letters and number shown in parenthesis) — TF925 (JR/110), VW232 VW622—627, VW629—632, VW634—640, VW642—646 (K/103), 647 (K/127), 648, VW660 (NW/972), VX627 (K/161), VX661, VX707, VX724, VX730, VX748—764 (K/134), WE673—679, WE686, WE791, WE795—797, WE799, WF591, WF593, WG627, WG628, WG630, WH581, WH583, WH586—587 (—/105), WH588 (NW/114), WH589 (NW/115), WH590 (—/104) later NW894, WJ279, WJ284, WJ294, WJ297, WJ299 (K/105, K/110), WM479—482, WM490, WZ642—653.

Surviving machines:— VW647 and VX730 (Camden Museum of Aviation NSW) WG630, (Experimental Building Station, North Ryde, NSW) VW232 (at gate HMAS Albatross, NSW) WH587 to USA as N260X, WH588 to VH—BOU then to USA as N588, WH589 to Canada as CF—CHB and now in England.

N1 Fairey Firefly 108 examples were taken on strength in Australia. Initial models were equipped to FR.5 standard but the majority of those delivered were to AS.6 standard. In Australia various trials and modifications were incorporated:—

FR.5 to AS.6 — In November 1949 a Defence Policy Statement stressed the increased emphasis that would be placed on submarine detection and as a result of this a number of existing machines would be modified to AS.6 standard by Fairey Clyde Aviation Company Pty Ltd, later Fairey Aviation Company of Australasia Pty Ltd. The conversion work was a major undertaking and in addition to the increased electronic equipment, the opportunity was taken to fit power-folding to the wings of those machines not so equipped. Aircraft modified included VT500—504, VX372, VX374—377, VX380, VX381, VX383—386, VX390, WB292, WB371 while WB423 was issued to Fairey Clyde as a pattern aircraft.

ASH Trials — A number of failures were experienced with the radomes on FR.5 aircraft and VX371, VX372 and VX385 all participated in various trials aimed at solving the problem.

Trainer Conversion — Four machines were converted to trainer configuration by placing an elevated seat, with dual controls, over the observer's position. The prototype, VX373, was completed in 1953 and was followed by VT440, VT502 and VX375. English conversion kits were used but as they were designed for the Firefly Mk.1, a number of changes had to be made to suit the Mk.5 model. All published references list these conversions as T.5, whereas former Fairey Aviation staff claim they were described as T.2's in the factory. *Flight*[3] described the T.2 as being an armed version of the T.1 which itself was a Mk.1 conversion. In view of this confusion, the Journal Editors accept Mk.5 T2 as the full title or T.2 for short when discussing these four machines.

Target Tug Conversion TT.5 — A number of Mk.5 and 6 machines were converted for target towing duties and became the last Fireflies to be flown by the RAN (at *HMAS Albatross)* and by a civilian contractor (Brain and Brown in Melbourne, based at Avalon Airfield, V). Aircraft converted included VX388, WB271, WB518, WD826, WD828, WD901, WJ109.

Examples used for training in England but not taken on strength include:— DK453, 501, 502; MB677, 678, 685, 687, 688; TW726, 730; VH132, VT404, 421; VX368, WB363, 382, 424, 871, 878, 908, 911, 914; WJ106.

Examples used in Korea, on loan, and not taken on strength in Australia include (code letters and numbers in parenthesis):— 817 Squadron, WB337 (K/205), WB351 (K/202), WB354 (K/208), WB377 (K/201);
816 Squadron, VX420 (K/237), WB243 (K/236), WB313 (K/233), WB335 (K/234), WB348 (K/232), WB370 (K/230).

Examples issued on loan from RAN to 14th CAG (812 Squadron) in Australia:— VT502, VT504, VX380, WB516, WB519, WB520, WB521, WD824, WD830.

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3. **Flight** Fairey Aircraft issue, July 22, 1955 p.16 states T.5 is Australian conversion while T.2 is an armed T.1.

Examples taken on strength (typical code letters and numbers in parenthesis):– VG989, VH122, VT440, VT500 (K/201), VT501, VT502 (K/204 later NW/963), VT503, VT504, VX371, VX373 (K/208, NW/916, NW/962), VX374–379, VX380 (Q/201), VX381 (mid-air collision with WD887 on 27.11.56), VX382–390, WB271, WB292, WB303, WB306, WB316, WB338, WB358, WB371, WB393, WB396, WB423, WB505–509 (–/267), WB510, WB516–523, WD824–843, WD846, WD852, WD855–856, WD861, WD866–867, WD869–870, WD879, WD882–885, WD887, WD891–893, WD895–899, WD901 (NW/907, NW/878, NW/846), WD903, WD906, WD914, WD915, WD921, WH627, WH632, WJ109, WJ112, WJ113, WJ121.

Surviving machines:– VX388, WB271 (RN Air Museum, Yeovilton UK), WB518 (Griffith, NSW), WD826 (*HMAS Nirimba,* NSW), WD827 and WD828 (AARG, Moorabbin, V), WD833 (to England), WD901 (Canada as CF–BDH), WH632 (Camden Museum of Aviation, NSW), WJ109 (*HMAS Albatross,* NSW).

N2 Douglas C–47 Dakota Four examples – two were delivered by road (A65–23 on 11.4.50 ex 1 AD, RAAF Tocumwal, NSW and A65–43 on 1.12.49 ex 2 AD, RAAF Richmond, NSW) and two by air (A65–90 and A65–123 on 23.2.68). A65–23 was converted by the Fairey Aviation Company of Australasia Pty Ltd at Bankstown, NSW, as a flying class-room for Firefly AS.6 observer training. Modifications included four stations for navigation instruction and four for anti-submarine detection, sonar buoy racks under the wings and a half door to permit the use of hand held cameras. A65–43 was then modified in the same way at Parafield, SA. With the introduction of the Sea Venom and Gannet aircraft, both Dakotas were modified to have a Gannet retractable radar scanner unit mounted aft of the wing while A65–43 was further modified to have a Sea Venom radar scanner mounted in the nose. Appropriate modifications were made to the internal training stations for this new equipment. Now replaced by the HS 748 aircraft (see under N15).

A65–23 was initially marked NW/VJ–ORB, later as N2–23 NW/861 and finally NW/801
A65–43 was initially marked NW/VJ–ORA, later as N2–43 NW/860 and finally NW/800.
A65–90 and 123 were allocated the code numbers 802 and 803 respectively.

N3 Fairey Gannet AS.1 (T.2 where noted) Thirty-six examples taken on strength in Australia. Squadron colours were initially painted on the small fins attached to the horizontal stabiliser, but with the change to the 800 series code numbers these were removed leaving the spinner as the only colour marking – 816 Squadron used green/yellow spinners. Towards the end of their service life, several aircraft had small unofficial markings painted on them, viz, XD898 an outline of a bat (animal) on the small fin; XA327, badge of a visiting US Navy squadron on the nose; XG789 characters from "Peanuts" comic strip under the three cockpits. One of the most confusing features was the continual change in code number.

Aircraft taken on strength:– WN456 (Y/312, M/811, NW/884), WN457, WN458 (Y/314, checked marking on stub fin), WN459, XA326 (B/432, Y/311, M/853, M/825), XA327–329 (M/814, M/829, NW/973), XA330 (Y/302), XA331–332, XA333 (T.2 converted in Australia, Y/310, –/857, NW/877), XA334, XA343, XA350, XA351, XA356, XA359, XA389, XA403, XA434, XA436, XA514 (T.2 –/854, NW/878), XA517 (T.2, NW/855, –876), XD898, XG784, XG785, XG787, XG789, XG791, XG792, XG795, XG796, XG825, XG826, XG888 (T.2 returned to RN, currently in service as T.5).

Existing examples:– XA334 (Camden Museum of Aviation, NSW), XA434 (*HMAS Albatross,* NSW), XG789 (AARG, Moorabbin, V), XG888 (UK).

N4 De Havilland Sea Venom F(AW) Mk.53 Thirty-nine examples were shipped to Australia in 1956 on board *HMAS Melbourne* – some later converted to TT.53 with Delmar target equipment. The Sea Venoms have been the most colourful aircraft in the FAA with unit markings on the wing tip tanks. Like the Gannets, the code numbers were frequently changed, some aircraft carrying up to three different numbers during their lifetime. Squadron colours used were:–

724 Squadron, blue wing tip tanks with a yellow lightning flash.

805 Squadron, colours are red and white and initially the wing tip tanks were red upper and white lower with a sawtooth pattern along the outer horizontal centre line. This was changed to red and white checks in 1961.

808 Squadron, blue wing tip tanks with a white lightning flash.

816 Squadron B Flight, green/yellow arrow marking used together with 724 lightning marking – no real attempt was made to standardize markings in 1966/67 as the aircraft were soon to be phased out of service.

Aircraft taken on strength:– WZ893, WZ894, WZ895 (–804, M/870), WZ896 (Y/206, crashed at Nowra 10.12.57), WZ897, WZ898 (NW/874, now at *HMAS Nirimba* and coded 747), WZ899 (M/801), WZ900, WZ901 (M/810, NW/867, M/875), WZ902, WZ903 (M/871), WZ904 (–/868, striped tanks, only example), WZ905 (NW/863), WZ906, WZ907 (–/886, M/808 –/864), WZ908 (M/804), WZ909 (NW/987, crashed at sea 21.5.59), WZ910, WZ911 (M/810), WZ927–930 (M/804, M/806 –/865), WZ931 (–887, M/877), WZ932–937 (Y/211, M/802 and M/862 NW/874), WZ938 (Y/208, M/872), WZ940, (M/809, crashed Sydney Harbour 5.7.63 after mid-air collision), WZ941, WZ942, WZ943 (–/876, NW/865, last to fly), WZ944, WZ945, WZ946 (M/817, –/807, M/809, M/869.)

Existing examples:– WZ895 (*HMAS Albatross,* NSW), WZ898 (*HMAS Nirimba,* NSW), WZ901 (AARG, Moorabbin, V), WZ903 (Warbirds Aviation Museum, Mildura, V), WZ907 (Camden Museum of Aviation, NSW), WZ931 (*HMAS Albatross,* NSW), WZ943 (Nowra, NSW), WZ944 (Warbirds Aviation Museum, Mildura, V), WZ946 (Chieftain Aviation, Bankstown, NSW).

N5 Bristol Sycamore HR.50/51 Thirteen examples were delivered between 1953 and 1961 together with a slave unit for engine/rotor testing. Used for training and rescue work. Code number in parenthesis, no code letter carried on helicopters.

XA219 (906, burnt in fire at Nowra 15.12.58): XA220 (907, 810, 849, damaged during rescue work in NSW floods, 1.2.56, purchased by Business Aviation Pty Ltd, now at Sydney Technical College); XA221 (crashed into Kowloon Bay, Hong Kong); XD653 (904, 850, at Nowra for display purposes); XD654 (851, crashed into sea 4.3.61); XD655 (crashed St. Georges Basin, Jervis Bay, NSW 12.10.55, to Aircraft Engines and Overhauls, NSW); XD656 (905, 995, crashed into sea 4.12.57); XK902 (902, 992, crashed near Grafton, NSW 26.6.58); XL507 (crashed into sea 24.5.57); XN448 (852, to G.V. Rose Motors as VH–SYC); XN449 (853, crashed at Nowra, 3.9.62); XN450 (848, sold to Business Aviation of Bankstown, NSW, now held by Camden Museum of Aviation): XR592 (851, sold to Associated Helicopter Services Pty Ltd as VH–BAW, now at Camden Museum of Aviation); Sycamore Slave Unit to Aircraft Engines and Overhauls, NSW.

N6 De Havilland Vampire T.34 and Sea Vampire T.22 Ten machines – A79–837 –841 delivered in 1954; A79–842 and XG770 in 1957 and XA101, XA167 and XG766 in 1959. The Australian machines were delivered as T.34's, equivalent to the RAAF's T.33 and later in 1958 were modified to T.35 standard, using the designation T.34A. Used for pilot training for Sea Venoms.

Aircraft taken on strength:– A79–837 (NW/960, NW/805, crashed at RAAF Base Laverton 11.10.67); A79–838, (NW/874 NW/806, crashed at Nowra 15.5.69); A79–839 (crashed at Nowra 7.8.56); A79–840 (NW/958, NW/804); A79–841 (crashed at Nowra 12.10.56); A79–842 (NW/802, NW/805, sold to Aldion Pty Ltd of Cremorne, NSW); XG770 (NW/809, advertised for sale on 12.10.73); XA101 (NW/806, NW/873, sold to Camden Museum of Aviation); XA167 (NW/807, sold to Aldion Pty Ltd of Cremorne) XG766 (NW/808, NW/874, at Coolangatta, Q, 1972).

N7 Westland Wessex Mk.31 Twenty-seven examples purchased; used for anti-submarine patrol training and some for search/rescue/cargo work. Entered service in 1963. All aircraft delivered marked as WA200 to 226 and later changed to N7–200 to 226. The first seven machines were initially coded 880/80 to 887/87. Twenty-three were modified to Mk.31B standard by Hawker de Havilland (Australia) Pty Limited, Bankstown, NSW, between 1968 and 1970, N7–211 being one of two prototypes. Modification work included engines of higher rated power and improved electronic equipment. Still in service and will be replaced by the Westland Sea King.

N8 Westland Scout Two purchased for duties on board *HMAS Moresby* and delivered in 1963 as WS101 and WS102, later becoming N8–101 and N8–102 respectively. Being replaced by the Bell/CAC built 206B–1 (see under N17).

N9 Bell UH–1 Iroquois Seven examples purchased and used extensively for training and search/rescue work. First aircraft delivered in 1964. Serials are N9–881 to 883, and N9–3101 to 3104.
MAR 26 1st arrival crashed Nov 64.

N10 Pilotless Target Aircraft used for gunnery practice by ships at sea, the Northrop Radioplane KD2R–5 was included in this type identification code.

N11 GAF Jindivik Operated from Jervis Bay airfield for target practice – known serials are N11–495, 496, 502. A92–000 used for display purposes.

N12 Grumman S–2E Tracker Fourteen aircraft ordered and delivered to Australia by *HMAS Melbourne* in November 1967. Two other machines exist and are used as instructional airframes – an S–2A, BuAer 133160 which was dropped into Sydney Harbour on 9.11.66 during unloading and located at *HMAS Nirimba* and an S–2E, BuAer 151646 which is at *HMAS Albatross,* Nowra. Squadron colours for 816, green and yellow, have been painted on the propeller domes. The location of the unit crests indicates the squadron allocation – 816 has the crest on the rudder while 851 has the crest on the rear of the engine nacelles. The fourteen machines carry the BuAer number with N12 as a prefix – the numbers being N12–153595 to N12–153608.

N13 Douglas A–4G/TA–4G Skyhawk Twenty machines purchased in two orders – the first ten were built as A–4G's and delivered to Australia by *HMAS Melbourne* with the Trackers. The second group were built as A–4F's for the US Navy and were modified to A–4G standard before delivery to Australia by *HMAS Sydney* in August 1971. Each group included two TA–4G's. All aircraft retain their BuAer serial while the first group only was delivered with the N13 prefix. As

the second group are overhauled by Qantas Airways Ltd at Sydney the prefix is added. Serial numbers are N13—154903 to 154910 (A—4G); N13—154911 and 154912 (TA—4G), 154647 and 154648, (TA—4G) 155051, 155052, 155055, 155060 to 155063, 155069 (A—4G). Initially squadron colours were marked on the rudder — red/white checks for 805 Squadron and blue background with yellow stripes for 724 Squadron — but this has been discontinued and informal markings are used to distinguish the units.

N14 CAC/Macchi MB.326H Ten examples purchased for pilot training — built by CAC as an extension to the RAAF's order — N14—073 to 078 and N14—084 to 087. All examples delivered in the colour scheme as used by the RAAF, orange and white, with the word NAVY on the wing tip tanks and fin/rudder. N14—086 was repainted to blue/white with a yellow albatross on the fin/rudder in early 1973.

N15 Hawker Siddeley HS.748 Two aircraft, N15—709 and N15—710, delivered in 1973 for use as navigational and electronics trainers, liaison and limited passenger/freight duties. They replace the Douglas C—47's in this role.

N16 Westland Sea King Mk.50 Ten examples were ordered in the 1972 Budget to replace the Westland Wessex for anti-submarine duties and heavy cargo carrying duties. They are expected to enter service in 1975.

N17 Bell 206B—1/CAC CA—32 A replacement for the Westland Scout for use on *HMAS Moresby,* the first machine N17—013 was delivered in November 1973 and a second machine is planned for delivery in May 1974.

Weapon Systems The Australian designed and produced Ikara (a rocket powered aircraft carrying a US Mk.44 homing torpedo) and the Turana (a development of the Ikara as a target aircraft with a jet engine that can be launched from an Ikara launcher) are regarded by the RAN as weapon systems and are not included in the type identification code classification.

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