LOCKHEED C-130A HERCULES IN DAYGLO

John Bennett 2019

This series of articles of silver aircraft from the 1950s has previously discussed the prevalence of aluminium finish in the RAAF through the 1950s and the 1960s – similar to our all-grey aircraft today! We had earlier discussed how tactical camouflage and colours were introduced by the RAAF from 1963, and we now finalise the RAAF's love affair – and hatred – with '*dayglo*' orange, covered by other *adf-serials* articles on Vampire and Winjeel trainers, and the Dakota.

A silver air force 1958 – RAAF Richmond in SEP 1958, with 78 Wing Sabre Mk.30, Winjeel, 36SQN C-130A Hercules, 38SQN C-47B Dakota, 22SQN Meteor, 'midnight blue' 11SQN P2V-5F Neptune, and a little colour from a USAF Hercules *[image adf-serials]*

The ubiquity of bare metal 'silver' finish, or of aluminium enamel and dope, over 1950 through to 1963 was covered in the *adf-serials* instalment "Silver to Grey".[1] A further addition – concurrent with dayglo at the beginning of the 1960s – was the introduction of cooling white upper fuselages for crew comfort, which was introduced widely on Dakota fleet, and other transport aircraft in the early 1960s: the Convair 440 Metropolitan and the Bristol 170 Freighter, both discussed here. The C-130A retained overall aluminium with its dayglo from 1961 and, although not relevant here, both Canberras and Neptunes also received white upper fuselages for crew comfort.

The Need for High Visibility

As with the trainers, it was the silver transport aircraft that received dayglo orange to provide high visibility. Other attempts at high visibility finishes were for the RAAF's first serious attempts at operations in the Antarctic, primarily for crew survivability if forced down in the unforgiving terrain. Colours used were *Yellow* then from 1956 *'International Orange'* designated by (FS595a FS12197), although later supplemented for 1959/60 by the brighter 'dayglo' – an even more fluorescent Red Orange hue – used on panels of Beavers A95-202 (in 1958, and later on A95-205), and from early 1959 on the ANARE Dakota A65-81.

Dayglo air force c1963 – Fairbairn with 34SQN Winjeel A85-404,[2] a visiting 36SQN A97-211, and 34SQN C-47s *[image adf-serials]*

Fluorescent Paints. 'Dayglo' had first been introduced by the US armed forces during the mid-1950s (but discontinued by 1970),[3] and was a brand name for pigments and other products that exhibited fluorescence in daylight, a daylight fluorescent coating. Fluorescence refers to a pigment that absorbs and reflects more light than conventional colours, resulting in brighter and more powerful shades. Fluorescent colours use a larger amount of both the visible spectrum and the lower wavelengths compared to conventional colours. They not only absorb and convert light energy of the dominant wavelength, but also the wavelengths of ultraviolet (UV) rays and other colours lower in the visible spectrum, and the eye perceives a far more intense colour. But fluorescent pigments will degrade from prolonged exposure to UV light, and the product had a limited shelf life, and these factors influenced its durability. Moreover, the application was resource intensive process, and took approximately two weeks.

RAAF Introduction of Dayglo. After a trial on Beaver **A95-202** in the Antarctic i1958, the first large silver aircraft to receive dayglo in MAY 1959 were C-47B Dakotas – **A65-80** (a Navigation Trainer / NT of School of Air Navigation), and **A65-81** painted in preparation for its tour for the Antarctic 1959/60 expedition with the ANARE. This set the benchmark for other Dakotas to adopt this scheme from 1960, primarily the Dakota NT aircraft with School of Air Navigation (SAN) at East Sale, with ARDU at Laverton, with 2 Air Trials Unit (2ATU) in support of the Woomera Range, with 38 (Transport Training) SQN at Richmond, and the C-47 freighter aircraft with the 34SQN VIP unit at Fairbairn. Trainers – Winjeels and Vampires – were 'daygloed' from 1961, the same timeframe as large transport aircraft started to receive dayglo:

- the 36SQN **Lockheed C-130A Hercules** carried dayglo from 1961, but with increasing deployment to the South Vietnam warzone, it was being stripped from 1964;
- the 34SQN VIP **Convair Metropolitans** received dayglo in 1962, but the requirement to keep a highly polished and pristine condition saw the discontinuation of this high visibility treatment after only a year in 1963; and
- the 2ATU **Bristol 170 Freighters** did not have dayglo added until 1962 (as in 1961 the type was under consideration for withdrawal), and then remained so marked until actual retirement in 1967.

Sole 'RESCUE' A2-384 silver/dayglo Richmond 1962; at Fairbairn 1984 in what was standard UH-1B livery *[images adf-serials]*

The Application of Dayglo. Applying dayglo requiring two coats of white undercoat, three of the fluorescent orange, and three clear sealer coats, each at prescribed intervals. The RAF Air Publication directions for the application of dayglo below provides details of the process.[4]

Application

Scheme A - bare metal surfaces

5. (1) Prepare and prime the surface as detailed for the overall finishing scheme.

(2) Spray two coats of white undercoat, thinned as detailed in Table 2. Allow to dry for a minimum of three hours.

(3) Spray three coats of finishing colour, thinned as detailed in Table 2. Allow one hour drying time between coats and sixteen hours for the final coat.

(4) Spray three coats of transparent finish, allow one hour drying time between coats and a minimum of two hours drying for the final coat before handling.

(5) On R.N. aircraft only, over areas that are subject to contamination by ester lubricants, spray one coat of ester lubricant resistant varnish and allow to dry.

Note...

(1) For R.A.F. aircraft the transparent finish is also ester lubricant resistant.

What was Dayglo? Bright orange colours were developed in the 1950s into a fluorescent bright colour light-reflective paint called 'dayglo'. Dayglo's fluorescent pigments, which were a new development of pigments based on fluorescent dyes and polymeric materials, were designed to absorb various light frequencies and re-emit them, producing intense

visible colors that appear to glow, even in daylight. With such a bright colour, it was considered that dayglo would be readily visible and would prevent collision - training aircraft were particularly suitable for high visibility schemes with many trainers operating in a relatively confined area. A secondary consideration was that the bright colour could also assist location of an aircraft in the unfortunate event of an accident. Aircraft visibility aiding crew survival was an advantage in remote and inhospitable locations where RAAF aircraft operated.

[image adf-serials]

2ATU freshly applied dayglo in 1966 – Dakota A65-105, and Freighter A81-1 shortly before its 1967 retirement

Designation. Dayglo was designated in the US Federal Standard FS595a as FS28913 (semi-gloss) *'Blaze Orange',* or *'Fluorescent Red Orange'*. In the FS595 colour standards system, the first number designates gloss (1), semi gloss (2) or matt (3). The second number is the colour family (e.g. 3 is for yellows, 5 is blues, and in this case 8 is fluorescent colours). The last three numbers of the designator are the shade, or reflectance. Therefore, FS28913 and FS38913 are the same shade of orange, only in semi gloss and matt respectively.[5]

[image adf-serials]

A97-206 at Laverton 1963……*dayglo fin panels, and below/above wings and tailplanes. Kangaroo roundels on the fuselage, but Type-D still at this stage on the wings – in NOV 1965 the RAAF marking policy changed for kangaroo roundels in all six positions.*[6]

Demise of Dayglo. In general, there were several reasons for the relatively short use of dayglo by the RAAF:

- Firstly, dayglo was complex to apply – requiring several coats of white primer, three coats of the bright and glossy fluoresent orange, then three coats of clear sealant. The problem was maintenance of dayglo as despite its protective finish it did not stay bright and glossy for too long – photographic evidence suggests that after approximately two-three years, the dayglo was weathered as patchy and faded, to a dull shade of yellow.
- Secondly, as well as being resource-intensive, dayglo was expensive, and its rapid fading needed fairly frequent refreshing. Other alternatives were considered. In the UK, both the RAF and RN soon adopted dayglo 3M "Scotchcal" film as a tape, but that too required constant renewal.
- Furthermore, operational considerations impacted, when high visibility was not required in combat zones.

Concurrently as dayglo was going out of favour more generally in the transport fleet over 1964-65, tactical colours were being adopted on the Caribou and Iroquois in olive green camouflage. So from this stage, dayglo did not appear again on Hercules nor on VIP aircraft, and just left the Dakota NT fleet until withdrawn by 1969. (The exception was the ARDU C-47 navigation aid calibration fleet which kept a high visibility scheme until 1979.) Because of the deficiencies of dayglo, generally worldwide by the mid-1970s the use fluorescent paint had been discontinued.

RAAF DAYGLO TRAINERS

One of the drivers for introducing dayglo from 1961 was to avoid collisions between training aircraft, in confined and congested airspace, with high visibility colours for visual deconfliction, summarised below.

CAC CA-25 WINJEEL

As previously related in this series, dayglo markings were carried by Winjeels from APR 1961 - this would be the longest serving *dayglo* fleet in the RAAF, as the Winjeel was not retired from the training role until 1975. [7]

D.H.115 VAMPIRE

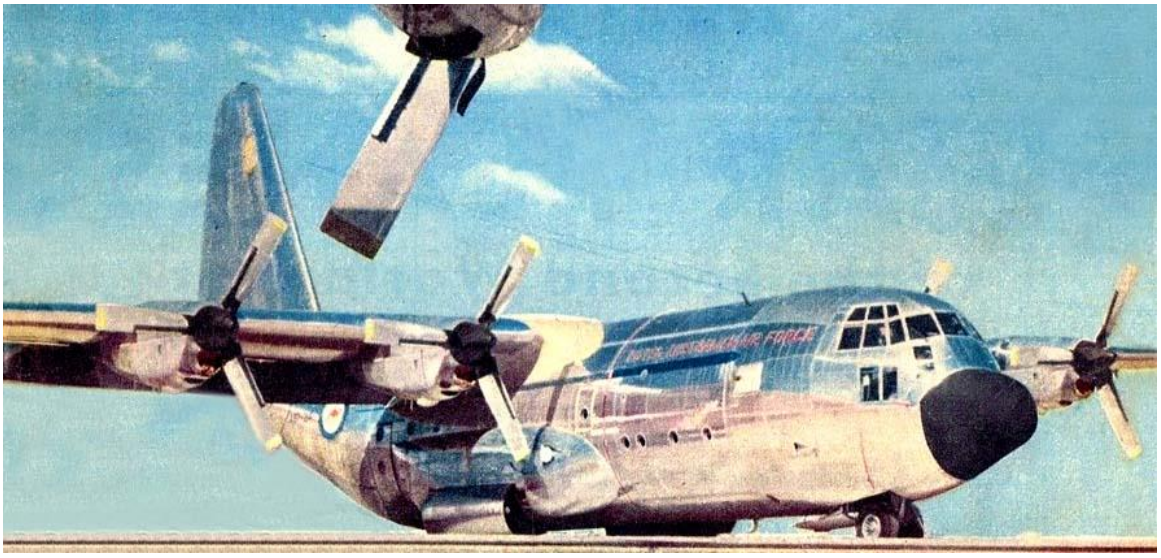
Vampires also received dayglo finishes from JUN 1961, initially at Bankstown by DH as Vampire Modification 332,[8] and like the Winjeel, the process took two weeks commencing in JUN 1961. Most aircraft were completed by the beginning of 1962, and the Vampire withdrawn from the training schools by 1969.[9]

DOUGLAS C-47 DAKOTA

The first C-47 to receive dayglo was Dakota trainer A65-80 in MAY 1959 of School of Air Navigation (SAN), and also A65-81 painted in preparation for its tour for the Antarctic 1959/60 expedition with the ANARE. This set the benchmark for other Dakotas to adopt this scheme from 1960, primarily Dakota trainers with SAN at East Sale, and ARDU at Laverton. Also Dakota freighters of 2ATU, and 34 and 38SQNs received dayglo.[10]

LOCKHEED C-130A HERCULES *'Dayglo'* 1961-1965

Australia was the first foreign customer for the long-serving and ubiquitous Hercules transport, and the RAAF would ultimately operate 12 each of the C-130A, C-130E, C-130H and C-130J-30 models. The C-130As were ferried by 36 SQN crews over late 1958-early 1959. The updated C-130E was delivered to equip 37SQN from 1966 again in the all-over bare metal scheme, and the C-130A was replaced by the glossy camouflaged C-130H in 1978. The C-130J replaced the C-130E in 1990s, by which time 'low visibility grey' had subsumed our inventory.



[RAF Flying Review image]

The original bare metal C-130A delivery scheme 1959, and no underwing tanks

Dayglo on the Hercules

Maintenance on the C-130A was conducted by 486 Maintenance SQN, which had re-formed at Richmond in AUG 1958 for the Hercules arrival.[11] Major 'E' Servicing was undertaken by 2AD until mid-1964, when this role passed to the QANTAS Jet Base at Mascot.[12] The C-130A was the only RAAF Hercules variant to be treated with dayglo, over the years 1961-64[13] by 486SQN, although it could have occasionally been scheduled into a 2AD 'E' Servicing. By 1964, Australia was engaged in war operations in South Vietnam, which required intensive C-130A support – where small arms fire could be expected even on approach and in the circuit area of Saigon's Tan Son Nhut airport.[14] This prompted removal of the high visibility dayglo in the warzone – not for fading, but for operational necessity – disappearing from the C-130A by late 1965. This increased effort resulted in a C-130E order in NOV 1964, for delivery to 37SQN in 1966.[15]

[author's image]

36SQN '*dayglo-ed*' C-130A line-up (A97-214, -208 and -209) Richmond 1965, but soon removed for Vietnam transporting duties

Below is an example of weathering of dayglo on the Hercules. Like the other transports discussed here, the cost and effort in renewing dayglo soon became apparent – but the relatively short era of C-130A dayglo led to its removal from the Hercules over 1964-65 for the operational realism of wartime operations in Vietnam.

[adastron The Lockheed File]

Fresh FS28913 on the fin of A97-206 in 1961 (left)

Faded FS28913 on the fin of A97-213 by 1965

<u>Fading Dayglo on the C-130A</u> – Hercules A97-206 bright in JUL 1961, and the dayglo fins over 1961 and 1965

[image adf-serials]

A97-208 unloading our first Mirage at Avalon in NOV 1963, showing the forward cargo door, not used after 1966 [16]

[author's image]

A97-213 SEP 1965 shows the fading dayglo fin panels

Photo of A97-213 in SEP 1965 at Richmond (which I quite like as its shows under the wing) illustrates the dayglo weathering on the fin, but apparently still fresher under the mainplanes and horizontal stabiliser – and it soon was about to be stripped

A97 – LOCKHEED C-130A HERCULES

[image adf-serials]

A97-208 DEC 1963 in the definitive C-130A dayglo finish on the fin, mainplanes, tailplanes, overall aluminium, blue streamline, red ROYAL AUSTRALIAN AIR FORCE 10.5" characters[17], Type-D wing roundels, large '**08**' in 36" figures.

Type-D Wing Roundels

Kangaroo Fuselage Roundel

C-130A Fin Flash

Roundel sizes, diameter inches (cm): fuselage 48" (121.9cm)[18], mainplanes probably 48" (121.9cm)
Fin flash: 48" high, 72" wide (24" each colour)

A97-213 JAN 1965, faded dayglo finish on the fin and mainplanes, overall aluminium, light blue painted around the wingroots as an anti-corrosion measure, blue streamline 45' long, Type-D wing roundels, large fin '**13**' in 36" figures.

Serial numbers black 8" high, with large 'last two' on fin 36" high [19]

A97-0123456789

0123456789

ROYAL AUSTRALIAN AIR FORCE

C-130 ROYAL AUSTRALIAN AIR FORCE transport fuselage titles above blue streamline, in 10.5" red characters

A97-205 – OUR FIRST HERCULES

[image adf-serials]

A97-205 soon after delivery, probably in 1959-60 with the short-lived 40-inch '05' nose number [20]

1963 – A97-205 at RAAF East Sale in full dayglo *[image adf-serials]*

A97-205 with open crew and forward cargo doors – C-130A and C-130B had cargo doors, but discontinued for C-130E [21]

[Ron Cuskelly]

A97-205 in 1973 with 36SQN's prancing stallion

THE AUSTRALIAN C-130A REMAINERS

Although we grew tired of seeing the deteriorating C-130As sitting out in the elements at RAAF Laverton – and it is unbelievable that so many of them survived for future airworthiness as described elsewhere in *The Lockheed File* – only three eventually remained in Australia, of which one survives (albeit outside) at the RAAF Museum.

A97-214 RAAF MUSEUM, POINT COOK

Although allocated the Global reg N2268N in MAY 1978, A97-214 remained at Laverton. Allocated the RAAF Museum in 1990, it was trucked to Point Cook in MAY 1994,[22] where it is a current outside display with a C-130E and C-130H.

RAAF Museum: A97-214 spruced up in NOV 2000 for the arrival of C-130E A97-160 *[image adf-serials]*

A97-209 AMTDU, RICHMOND

Allocated Global registration N2267P in MAY 1978, A97-209 remained at Richmond for Air Movements Training and Development Unit (AMTDU) loadmaster training. It was destroyed in a high wind storm in DEC 2001 and scrapped.

[images adf-serials]

AMTDU: A97-209 as a training aid in C-130E colours, and with grey colours wrecked in DEC 2001 by a freak storm

A97-205 ARMY, HOLSWORTHY

Global Jet allotment N22660 MAY 1978, then N205FA but cancelled in MAY 1990.[23] Remaining at Laverton as a hulk in 1989, it then was transported to Holsworthy NSW for army training, apparently replaced in MAR 2000 by A97-172.

[image adf-serials]

A97-205 at Laverton in MAR 1989 before dispatch to Holsworthy

THE END OF RAAF DAYGLO

In addition to the C-130A, the other large RAAF transports to wear dayglo were the Bristol 170 Freighter and the Convair 440 Metropolitan, and of course the long-serving C-47 Dakota in its ARDU trials role.

Bristol 170 Freighter Mk.21E

In line with the addition of the high visibility dayglo scheme in the RAAF general in 1961, the huge lumbering Freighters working in the uncontrolled air expanses of the outback were natural candidates for anti-collision markings, with an added advantage in the case of a forced landing for survival in the harsh desert environment. However, at this stage the future of the Freighter in the RAAF was in doubt. In NOV 1960 the aircraft were recommended for disposal, and any decision by Dept of Supply on their future lingered through to SEP 1961, with the decision for retention of their capability was made, and normal operations and maintenance continued. With the three Freighters – A81-1, A81-3 and A81-4 – remaining in service, they then were scheduled to receive their dayglo over 1962, apparently applied by M/S Edinburgh.[24]

[SAAM image via Goodall Aviation site]

A81-3 in FEB 1965 with refreshed dayglo, single streamline and fuselage kangaroos, D-roundels on the wings

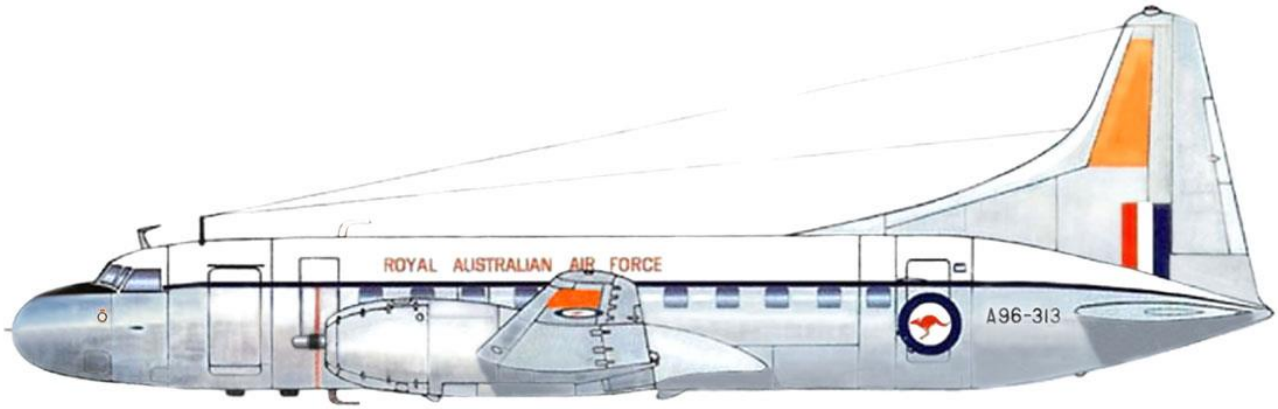
A81-4 was apparently the first to receive dayglo at the beginning of 1962, and weathered quickly

Convair 440-78 Metropolitan

Dayglo on the fin and wing panels was not added to the Metropolitan until 1962. It appears that A96-313 was first at TAA Essendon (at this stage TAA had dayglo tails on their fleet, the Electra, Viscount and Friendship). But then TAA lost the RAAF maintenance contract, probably as by late 1962 TAA had disposed of its Convair fleet. Therefore, from SEP 1962 RAAF 'E' Servicings were undertaken by de Havillands at Bankstown, and that is where A96-353 received its dayglo. On the Metropolitan, dayglo panels were painted on the fin, and above and below the mainplanes. Dayglo was not allowed to fade to unacceptable levels on the VIP squadron. The Convair 440s were kept in a highly polished pristine condition, which necessitated continual polishing, buffing and wiping. Therefore, there was an additional manpower requirement on 34SQN to maintain this shiny appearance[25] – and this appearance could not be degraded by the onset of weathered dayglo.

[image adf-serials]

34SQN out in force for the Royal Visit in MAR 1963 – at left A96-313, and A96-353 with a Dakota freighter to rear



A96-313 with 60" high daylo panels on fin – also applied to mainplanes and tailplane

The Metropolitans, requiring a highly polished VIP finish, dispensed with dayglo in 1963; the C-130A had dayglo removed over 1964-1965; the Bristol Freighter, employed in Woomera Range support, retained its dayglo until withdrawn from service in 1967; and generally Dakota trainers/transports kept dayglo until 1969. The ARDU calibration Dakotas (below) retained dayglo until 1979 and – with Vampire and Winjeel trainers withdrawn – were the last use of dayglo by RAAF aircraft.

[RAAF PR image]

Almost dayglo's last hurrah 1975 – ARDU calibration Dakotas A65-95 (leader), A65-78 (stbd) and A65-114 (port) over Melbourne's Albert Park on 14 MAR 1975. The new green rudder design had been introduced in NOV 1974.[26] ARDU moved from Laverton to Edinburgh in DEC 1976. While most RAAF Dakotas had been offered for disposal from 1969, the Dakota was the last RAAF aircraft marked in dayglo, retained by these ARDU calibration aircraft until 1979.

A summary of the large RAAF dayglo transports

Serial Number [27]	Aircraft Mark	Dates in Dayglo	Details
A97-206 to -216	Lockheed C-130A Hercules	1961-1965	Delivered over 1958-59, using abbreviated Lockheed msn serials, e.g. A97-206 was msn 3206. Dayglo from 1961, removed by the end of 1965, aircraft withdrawn 1978.
A81-1 to A81-4	Bristol 170 Freighter Mk.21E	1962-1967	Delivered from UK over 1949-51, all-over bare metal. Dayglo added in 1962 and retained until disposal in 1967.
A96-313 and -353	Convair CV.440-78 Metropolitan	1962-1963	Delivered 1956. Highly polished bare metal, white upper fuselage, msn serials. Dayglo in 1962, removed in 1963.
A65-1 to A65-124	Douglas C-47A / C-47B Dakota	1959-1969 *	All-over aluminium; 1959-60 dayglo, then removed from Nav Trainers by 1969 (*retained by ARDU until 1979).

[1] For 'Silver to Grey' see *ADF Serials Telegraph* Vol.6 Issue 6, Summer 2016:
http://www.adf-gallery.com.au/newsletter/ADF%20Telegraph%202016%20Summer.pdf

[2] Winjeel A85-404 served on 34(ST)SQN over OCT 1960-JUL 1964, and A85-438 SEP 1960-JUL 1964; E/E.88s for A85-404, A85-438. Vampires flown by 34(ST) SQN included T.35As A79-801, -805, -818, -823, -825, -834 and -835, T.35s A79-651 and -665, most of which had dayglo applied from JUL-DEC 1961.

[3] The closest Federal Standard (FS) number is 28913, which was replaced with *International Orange* FS12197 about 1970, at the same time as ANA 633 was deleted from USAF schemes. The main reasons for the end of dayglo with the USAF were, as we have discussed, cost and the poor stability of the fluorescent colours, that faded badly. FS12197 is not a fluorescent colour, just a gloss orange.

[4] RAF Air Publication (A.P.) 119A-0601-1D A/L9, MAR 1972, 'Application' para.5.

[5] UK introduced '*Dockerblaze Orange Red*' as its fluorescent orange (RAF vocabulary 33B-2202312) which, like the US colour, was applied over a white primer.

[6] RAAF DEPAIR Signal TEF 950 410/1/261, of 4 NOV 1965, stipulates: "Approval given by Air Board Agendum 13128 for kangaroo insignia to replace existing roundels on upper and lower mainplanes. Kangaroo is to be placed head forward and feet inboard in each case."

[7] See *adf-serials* Vol 8 Issue 4, Spring 2018, for **Winjeel** article no.9 in this series:
http://www.adf-serials.com.au/newsletter/ADF%20Telegraph%202018%20Spring.pdf
For trainers, application of dayglo took about two weeks. The Winjeel work was carried out by "CAC team at 1BFTS" over APR to JUN 1961, while Vampire dayglo application was undertaken by de Havilland at Bankstown from JUN 1961. Sources: RAAF E/E.88 A85 and A79 cards.

[8] E/E.88 A79 Status Cards. The two-week modification is annotated as "Mod332 P.O.764962".

[9] See *adf-serials* Vol 7 Issue 4, Spring 2017, for **Vampire** article no.4 in this series:
http://www.adf-serials.com.au/newsletter/ADF%20Telegraph%202017%20Spring%20.pdf

[10] See *adf-serials* Vol 7 Issue 5, Summer 2017, for **Dakota** article no.5 in this series:
http://www.adf-serials.com.au/newsletter/ADF%20Telegraph%202017%20Summer%20.pdf

[11] *Units of the RAAF, Vol 7 Maintenance Units*, AGPS, Canberra, 1995, p.70.

[12] It appears from the E/E.88 A97 Status Cards that the last 'E' Service was undertaken by QANTAS in 1967, and the aircraft were then maintained under a different life extension philosophy of "Anti-Deterioration Servicing" (ADS), which again occurred about every three years.

[13] This *may* have been directed in APR 1961 by the RAAF Support Command *Special Technical Instruction, STI/Hercules Ac/58* dated 19 APR 1961, referenced on the E/E.88 for A97-208 of 12 MAY 1961. Although the card does not specify dayglo, we have seen before that major changes to RAAF external markings have been introduced by an STI (which replaced the Special Instruction General – SIG), so the introduction of dayglo to the C-130A could have been by *STI/Herc/58*.

[14] C Coulthard-Clark, *The RAAF in Vietnam*, Allen & Unwin, Sydney, 1995, p.35.

[15] Coulthard-Clark, p.247.

[16] Forward cargo door: 7.3 ft (2.23m) wide, 6 ft (1.83m) high, at truck bed height; *Aviation Week*, McGraw-Hill, 3 DEC 1956, p.52. In APR 1966, the RCAF had a major accident with C-130B 10304, when it lost the forward cargo door inflight, resulting in an explosive decompression and structural damage; *Airforce*, RCAF Ottawa, Vol 28, No 4, Winter 2004/2005, p.34.

[17] RAAF AAP 7021.004-1, *Aircraft Finishing Schemes*, DepAir Canberra, 17 NOV 1971, para.16.

[18] Undated DefAir letter 579/3/264 discussing roundel sizes.

[19] Aircraft serial number font 8" high, 5" wide, 1" stroke from AAP 7002.046 drawing no. ALO1009-07-01; 'last two' fin number 36" high, 24" wide, 5.5" stroke from AAP 7002.046 drawing no. ALO1009-06-01.

[20] These large 40" (from mensuration) nose numbers, applied soon after delivery, were made redundant by the large 36" tail numbers with the introduction of dayglo in 1961.

[21] The first C-130E (61-2358) had a forward cargo door, as it had started on the assembly line as a B model:
http://www.c-130.net/aircraft-database/C-130/interesting-aircraft/

[22] https://www.airforce.gov.au/sites/g/files/net3736/f/minisite/static/1469/RAAFmuseum/exhibitions/external/lockheed1.htm
[23] https://registry.faa.gov/aircraftinquiry/NNum_Results.aspx?NNumbertxt=N205FA
[24] It appears **A81-4** may have been the first aircraft to receive dayglo in DEC 1961-**JAN 1962**: its E/E.88 shows it entered servicing with Maint SQN Edinburgh (M/S EDN) on 20 OCT 1961, then underwent modification configuration checks, and weighing – so painting may have occurred at this stage. Similarly the E/E.88 for **A81-1** shows it was passed from Bristol Aviation Services to M/S EDN on 6 OCT 1961 for 'E' Servicing and fatigue life modifications (as Bristols were now pulling out of major maintenance), and then returned to 2ATU on **13 DEC 1962**. The only mention of "painting" on the Status Cards is on the E/E.88 for **A81-3** for 9 OCT 1962 for 'D' Servicing "and painting per RAAF Special Technical Instruction (STI)", returning to 2ATU on **22 OCT 1962**. This places the three aircraft undergoing enhanced maintenance by M/S EDN and released over JAN-DEC 1962. They were each probably brightened up after two or three years.
[25] This was shown by a FEB 1966 DepAir Minute advising on the standard VIP scheme for the new 34SQN aircraft entering service: "CO 34 Sqn has verbally indicated that an increase in 10 general hands will be required to maintain the VIP fleet in the clear skin finish as against 6 if all aircraft are fully painted [light grey]"; RAAF DepAIr Minute 410/1/261(74), DCAS to CAS, 3 FEB 1966.
[26] A65-78 was the first Dakota with the new ARDU tail design at Laverton on 5 NOV 1974; ARDU Unit History A50 NOV 1974.
[27] For policy details of RAAF aircraft serialling, re 'consecutive' or 'aircraft msn (c/n)', see *ADF Serials Telegraph* Vol.5 Issue 3, Spring 2015: http://www.adf-serials.com.au/newsletter/ADF%20Telegraph%202015%20Spring%20Vers%20Fin.pdf