**DHC-4 Caribou  A04-225**

Acquired by tender to Cwlth Dept Defence Disposals

Dismantled by SAAM volunteers at Oakey Army Aviation Centre 02-16 June 2016  and wings, engines, props, tail section arrived SAAM 17 Jun 2016

Fuselage shipped via Strzelecki Track due to NSW load width restrictions, departed Oakey 27 July 2016 and arrived SAAM 7 Aug 2016

Suggest included basic in-service data.

Delivered to RAAF 06/65.
Served with 38 Sqn - Det "A" in New Guinea from 12/10/65.
Still with Det "A" on 13/11/70 the crew of this aircraft confirmed the position of a wartime aircraft wreck that had been reported. This wreck was later found to be an RAAF Dakota missing since 1945 (identity unknown at this time).
Served with 38 Sqn 1971.
Sent to Townsville to help out after Cyclone Althea 24/12/71.
Was in service 38 Sqn.
Retired to storage Oakey by 11/2009
One of 7 Caribou involved in a failed disposal sale to Amrok Aviation Pty Ltd in 09/2011.
11/2015 Request issued by [Aus Tender](https://www.tenders.gov.au/?event=public.atm.show&ATMUUID=F9297AEC-FB80-1CF8-A11EB6CAAFD33B8E) for Expressions of Interest from Australian Historical Organisations. Disposal of 6 Caribou aircraft located at Oakey.
The successful tenderer was the South Australian Aviation Museum

**SAAM was very happy to have been selected by the Australian Military Sales Office as preferred applicant for DHC-4 Caribou A4-225. This is one of five Caribous that were parked at Oakley Army Aviation Centre, and were subject to a recent disposal tender to Australian Historical Aviation Organisations.**

**The aircraft was disassembled for transport to the Museum and stored until it could be installed in our new display hangar. It is now inside with the engines and horizontal tail surfaces re-installed, and will be displayed with the starboard wing left in storage so that the aircraft can be positioned close to the hangar wall to conserve badly needed space. The port wing, vertical tail surfaces and propellers will be progressively re-installed.**

**A4-225 was delivered to the RAAF in June 1965, one of 29 Caribous ordered between 1963 and 1971. It gave 44 years of service  before being retired in 2009. It served with 38 Sqn Detachment A in PNG, where it was used to qualify crews in difficult tropical and terrain conditions before their deployment to Vietnam. It also served in natural disaster relief work – for example, relief operations in Townsville after Cyclone Althea in 1971.**

The Caribou is a twin-engined light tactical transport with rear-opening ramp doors to allow rapid loading and unloading. The prototype first flew on 30 July 1958. Eighteen aircraft were ordered for the RAAF in May 1963 and the first aircraft, A4-134, was handed over at the DHC plant at Downsview, near Toronto, Canada, on 25 February 1964. Three aircraft were then ferried by No 38 Squadron crews 25,700 km (16,000 miles) to Australia, via the Atlantic, Europe and Indian Ocean, arriving at Richmond on 22 April. The initial 18 aircraft were serialled with scattered numbers between A4-134 and A4-210.

In July 1964, three aircraft on ferry from Canada were diverted from Butterworth, Malaysia, to deploy with the increasing Australian involvement in South Vietnam. The RAAF Transport Flight Vietnam (RTFV) was formed on 20 July and these three aircraft were flown to Vung Tau, to be joined by a further three in August. In 1965 a seventh aircraft was added and in June 1966 RTFV became No 35 Squadron. During nearly eight years of operations in Vietnam, the Caribou, which used the call-sign 'Wallaby' (with No 35 Squadron becoming known as "Wallaby Airlines"), carried over 600,000 passengers.

The first RAAF Caribou was lost on 1 July 1964 when A4-134 was written off in a heavy landing at Nowra Naval Air Station. The following November a further seven aircraft were ordered to replace this loss and the six deployed to Vietnam. These Caribou were delivered in 1966, with scrambled serials between A4-225 and A4-236.

Australia's Caribou detachment in Vietnam began winding down in June 1971, and the last aircraft arrived back at Richmond on 26 February 1972. Meanwhile, since 1965, a flight from No 38 Squadron had been operating from Port Moresby, Papua New Guinea, providing transport support for the PNG Defence Force. Until their withdrawal in 1975, the crews of the three Caribou of the detachment flew nearly 27,000 hours.

A final four Caribou were delivered over the 1968–71 period, serialled between A4-264 and A4-299, and with these aircraft the RAAF supported survey operations in Indonesia in addition to various United Nations and Red Cross commitments. From March 1975 to November 1978 a white No 38 Squadron Caribou in United Nations markings operated with the UN Military Observer Group in India-Pakistan (UNMOGIP). Duties entailed resupply and remanning observation posts to monitor the cease-fire line in the North-West Frontier. During the fighting in Timor in 1975, Caribou aircraft of No 35 Squadron, in Red Cross markings, flew daily mercy missions from Darwin carrying supplies to refugees in East Timor.

## TECHNICAL DATA: de Havilland Canada DHC-4 Caribou

### DESCRIPTION:

Light tactical transport with two flight crew capable of carrying 32 troops.

### POWER PLANT:

Two 1450hp Pratt & Whitney R2000 Twin Wasp radials.

### DIMENSIONS:

Wingspan 29.15 m (95 ft 7 in); length 22.13 m (72 ft 7 in); height 9.68 m (31 ft 9 in).

### WEIGHTS:

Empty 8233 kg (18 260 lb); max 12 927kg (28 500 lb).

### PERFORMANCE:

Max speed 348km/h (188 kt); economical cruise 293km/h (158 kt); range (max fuel and cargo) 2100km (1135 nm).