

38A
39AA.F.C.O. A.3 - CODE LETTERS FOR OPERATIONAL AND
RESERVE SQUADRONS.

(62/1/271 - 4.1.43)

1. Due to the expansion of the R.A.A.F., it has become necessary to introduce a system of code letters for all operational and reserve squadrons. These letters are to be applied on each side of the fuselage directly forward or aft of the fuselage roundel.

2. The code for operational squadrons will take the form of two letters of the alphabet chosen by Air Force Head-Quarters to indicate the squadron, there being no sequence in the choice of the letters. Each aircraft in the squadron will also be identified by a single letter of the alphabet to be chosen by the squadron commander. Thus, No. 14 Squadron has been allocated the code letters "PN". Aircraft in No. 14 Squadron will therefore be marked -

PN - A	or	A - PN
PN - B	or	B - PN
PN - D	or	D - PN

and so on. THE LETTERS "C" AND "I" WILL NOT BE USED.

NOTE: The dash in between the letters indicates the fuselage roundel.

Such markings will be applicable to operational, transport, rescue and communication, and communication flight aircraft.

3. The following system shall be used for coding reserve squadrons:-

(a) Where there is a definite allocation of aircraft at a unit, which are held for reserve operational duties, irrespective of whether such aircraft are used for training or not, they are not to be coded until required for operational duties, when the relevant squadron code letters are to be applied. Upon reverting to non-operational duties, the code letters are to be removed, unless in the opinion of the commanding officer such aircraft will be required for further operational duties at short notice.

(b) Notwithstanding anything contained in (a) above, if a reserve squadron is continually being used for operational duties, such squadron will be coded with the relevant squadron code letters in the same manner as operational aircraft.

and
4. A list of code letters for all operational/reserve squadrons is given as appendix to this order.

5. It is to be noted that when any aircraft is required for operational duties which include communication, rescue, transport, or other duties, such aircraft must be operationally camouflaged in addition to showing the relevant code letters.

6. Normally code letters are to be placed, showing the squadron code letters immediately forward of the fuselage roundel with the single individual aircraft distinguishing letter immediately aft the roundel.

There may be cases, however, where there is insufficient room on certain aircraft for the two squadron code letters to be placed forward of the roundel, and in this case it is permissible to transpose the position of the letters, thus bringing single letter forward and the squadron code letters aft the fuselage roundel.

7. If there are more than 24 aircraft in any squadron, that is, more aircraft than there are letters available in the alphabet, then the letters will return to "A" again with a bar across the top of the letter. Thus, if there were 25 aircraft in No. 14 Squadron, the 25th aircraft would be marked -

PN - A or A - PN

8. Details of application, size and position of these letters is shown in Air Diagram 2001 already issued to units to which reference is to be made. Briefly summarised, each code letter is to be a maximum of 48" high, 24" across and the strokes forming the letter are to be 6" wide. There is to be a space of 6" between each letter. These sizes are to be correspondingly reduced if there is insufficient space on the fuselage. In all cases, however, the letters are to be the same height as the diameter of the fuselage roundel and the whole shall form a horizontal line of letters when the aircraft is in the flying position.

9. The colour of the code letters is to be Dope Camouflage Sky Blue, Ident. No. K3/195 for all aircraft.

10. Aircraft under repair or being reconditioned either within the Service at depots or by outside contractors, and which require to be repainted, are not to have code letters applied. It is to be the responsibility of the squadron receiving the aircraft to apply the relevant code letters as soon as possible after receipt of the aircraft. This will not apply if the aircraft is temporarily unserviceable, but is to be returned to the same squadron. Similarly, new aircraft received from Service contractors will not show code letters - these are to be applied by the squadron upon receipt of the aircraft.

11. The aircraft registration number which is placed at the after end of the fuselage is not to be removed under any circumstances.

12. It is to be brought to the attention of all concerned that the presence, absence or position of code letters cannot be regarded as an indication of friendly or hostile character.

Squadron	Code	Squadron	Code	Squadron	Code
1	NA	42	RK	82	FA
2	KO	43	OX	83	MH
3	LT	44	AA	84	LB
4	QE	45	GO	85	SH
5	BF	46	RM	86	MP
6	FX	47	UD	87	OK
7	KT	48	KB	88	OW
8	UV	49	HZ	89	HJ
9	YQ	50	RT	90	DT
10	PB	51	BS	91	FH
11	FJ	52	AX	92	OB
12	NH	53	GG	93	SK
13	SF	54	DL	94	MX
14	PN	55	NS	95	KL
15	DD	56	GB	96	SM
16	UT	57	NK	97	AU
17	BZ	58	HS	98	BE
18	QM	59	LF	99	UX
19	AD	60	EY	100	QH
20	RB	61	CL	101	EG
21	MJ	62	RH	102	BV
22	DU	63	DR	103	OK
23	NV	64	BX	104	GT
24	GR	65	LN	105	HE
25	SJ	66	JM	106	BG
26	MR	67	MK	107	JE
27	RA	68	GP	108	MM
28	LU	69	RQ	109	QJ
29	PO	70	AG	110	YK
30	LY	71	PP	111	BO
31	EH	72	RF	112	UK
32	JM	73	NJ	113	LO
33	BT	74	PV	114	MA
34	FD	75	GA	115	OS
35	BK	76	SV	116	BQ
36	RE	77	AM	117	OV
37	OM	78	HU	118	PR
38	PK	79	UP	119	MV
39	UN	80	BU	120	RR
40	HF	81	KR	452	QY
41	DQ			457	ZP

No. 1 Communication Flight	...	...	EV
No. 2 Communication Flight	...	...	JU
No. 3 Communication Flight	...	...	DB
No. 4 Communication Flight	...	...	VM
No. 5 Communication Flight	...	...	KF
No. 6 Communication Flight	...	...	XJ
No. 1 Rescue and Communication Squadron	...	...	SQ

MARKINGS OF AIRCRAFT.

British and Australian.

The following markings are carried by all Service aircraft :-

- (a) Upper Surfaces carry white and blue roundels for all operational, second line Reserve, and operational training unit aircraft.
Trainers still retain red and blue roundel on upper surfaces and red white and blue on under surface of mainplanes.
- (b) Side Surfaces carry red, white and blue roundels.
- (c) Tail Fins carry red, white and blue stripes based on rudder hinge, red stripe leading.
- (d) Day and Night Fighters, target towers, and ambulance aircraft carry white and blue roundels on ~~under~~ ^{upper} surface of mainplane.
Trainers still retain red and blue roundels on upper surface and red white and blue on under surface of mainplanes.
- (e) Ambulance Aircraft are painted completely white on the under surface with white and blue roundels, and a red cross on the fuselage immediately abaft the roundel. Red crosses also on upper and under surface of mainplanes.
- (f) Full Time Day Fighter Aircraft carry a band of sky blue round fuselage immediately forward of tail plane.

Refer also A.G.I. C.11 Issue 4.

COLOUR OF AIRCRAFT.British and Australian.

- (i) Upper Surfaces - With only a few exceptions operational aircraft are camouflaged on the upper surfaces in either temperate land scheme or temperate sea scheme as appropriate unless operational requirements make it necessary to introduce separate schemes for particular areas.
- (ii) Under Surfaces - Operational aircraft are coloured matt black or sky blue on under surfaces, as dictated by operational requirements.

Full Time Day Fighter Aircraft will carry a band of sky blue round the fuselage immediately forward of the tail plane.

Training Aircraft are coloured yellow and have yellow bands on the mainplanes and fuselage.

Experimental Trainers are camouflaged on top surface and coloured yellow on undersurface.

Experimental Operational Aircraft and Communication Flight aircraft are now fully camouflaged.

R.A.A.F. Training Aircraft are camouflaged on top with yellow bands on mainplanes and fuselage and completely yellow under surfaces.
