



MARITIME SQUADRONS ASSOCIATION

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Newsletter

Jan 2026

President's Message

PRESIDENT'S MESSAGE FEBRUARY 2026

“Well, here we are well into 2026 already but it's not too late for me to wish you all, members and families, a happy, healthy New Year.

The 2025 MSA calendar concluded with the AGM and Dinner at the United Services Club in Brisbane. We were joined on that occasion by several VP International Brisbane Charter members and their wives. With many of us MSA members also belonging to VPI, we can expect to see more of that joint activity occurring in the future.

Associations such as ours cannot function without the dedication of a committed President and committee. And this gives me the opportunity to once again acknowledge the stellar efforts of our immediate Past President of sixteen years, Keith Brent. A fine innings, worthy indeed of a relaxing retirement. As I write this message, both Keith and his pillar of support, his lovely wife, Trish, are dealing with various health issues. I know that you will all join me in wishing them both speedy recoveries. And this segues neatly into the principal theme of this message.

Many of our members are negotiating hurdles that accompany life in general. Some significantly more so than others. To many it may seem that relaxation, enjoyment, peace, health and myriad other positives have deserted us as we age. To our families we turn for support as we navigate our way through the negatives. Our friends and colleagues are also there to help prop up weakened frameworks.

It's simple. At my gliding club we adhere the principle of what we refer to as *Rule Number 1: Look after your mates*. The RSL embraces *Mates 4 Mates*. And we all know that a friend in need is a friend indeed.

So, as we move forward through the coming year, may I suggest that we make contact with those family and friends with whom we may have lost touch over recent years. A simple call, or message, may be just what they need and we didn't know it. It may also be just what we need too.

Barry Collins
President
Maritime Squadrons Association

01 February 2026

Member News

From ACT representative,

A belated Happy New Year to all.

The annual ACT Maritime Squadrons Association function for members and partners will be an informal pub lunch to be held on Sunday 15 March 2026 at The Dock on Kingston Foreshore (www.thedockkingston.com.au).

To assist me in determining the viability of the function, I would appreciate an indication by Wednesday 25 February 2026, if possible, of whether you are likely to attend. You will not be held to this, but I need to have an idea of the probable number of people attending.

kbrent002@gmail.com

Vale Departed Members

Happily, none this newsletter.

New Members

Please welcome,

Dave Bradshaw

Dallas Haggarty
Noel Tesch
Richard Evans
Dave Brooking
Hugh Beattie

Member Updates

Email

If you are receiving this newsletter via Australia Post and you have an email address, then you can choose to receive newsletters and other updates via email (and save the Association some money). Just let the Secretary know your email address.

If you change your address or email, please inform the Secretary as soon as possible.

Addendum to the AGM minutes.

In the list of apologies please add Jim Morris and Mark (Cowboy) Wilcocks.

Letters to the Editor

Since 1949 the RAAF's airborne maritime reconnaissance role has been shared by 'sister' squadrons numbers 10 and 11 !

I note that the edition of RAAF News No 20, dated 30th October 2025, reports the creation of a second squadron to join No 11 Squadron at RAAF Base Edinburgh, pending the anticipated and final delivery of 2 additional Poseidon P-8A aircraft which will bring the fleet total to 14 aircraft.

However, the "new" Squadron has been designated "No 12" while the re-forming of No 10 Squadron, has seen its role changed to an ISTAR Role operating MC-55A Peregrine aircraft!

Now, while it might seem to be a trivial point to raise, never-the-less this change of role will create extreme disappointment for those of us who served in No 10 (MR) Squadron, to see 'our' squadron's number and role has been displaced by another squadron number, the role of which, prior disbandment, was the operation of CH-47 Chinook aircraft in support of Army operations!

Surely, a little more forward thinking and planning could have reversed the allocation of these squadron designators. Particularly since 10 Squadron

history shows it to have been the first RAAF squadron to engage in WWII operations!

However, I do not suggest by any means, that both squadrons will not contribute to the ADF in a positive and meaningful way within their assigned roles.

A point is therefore made regarding the importance of the designated numbering assigned to operational squadrons by not having due regard to their operational history!

Phil Andrews

Edit. 1

It seems tradition is not taken seriously in Canberra. No 20 Squadron was formed from No 11 Squadron therefore a prime candidate for the new squadron.

Unfortunately, No 20 Sqn can not be used as it is the Base Squadron at Woomera. No 42 or 43 Squadrons could have been resurrected as both were maritime squadrons. Since Air Force is using RAF Article XV squadron numbers such as No 460 then an even more appropriate maritime squadron would be No 461 which was formed from No 10.

Edit. 2

In fairness to Canberra No 12 Squadron has an early history of maritime operations. It was tasked with maritime duties in its early existence when based at Darwin. These included escorting shipping, maritime reconnaissance and coastal patrols. Flying Ansons and Wirraways it patrolled the Northern coast. Even when it re-equipped with Vultee Vengeance dive bombers its primary task was conducting maritime patrols until July 1944.

News from here and there

RAAF deploys P-8A Poseidon and crew under Operation Argos

Operating from Kadena Air Base, the P-8A and its crew will undertake coordinated surveillance missions to deter and disrupt illegal maritime activity by monitoring and recording ship-to-ship transfers of sanctioned goods at sea.

The aircraft is deployed to support the enforcement of United Nations Security Council (UNSC) sanctions on North Korea.

Since 2006, the UNSC has passed nearly a dozen resolutions imposing sanctions against North Korea for developing nuclear weapons and related activities.

“Through Operation Argos, the Australian Defence Force continues to play a vital role in maintaining peace and security in the Indo-Pacific, working alongside our international partners to enforce UNSC sanctions,” Chief of Joint Operations Vice Admiral Justin Jones said.

“Australia remains committed to enforcing United Nations Security Council sanctions against North Korea until it takes concrete steps towards denuclearisation.

“Our deployment reinforces Australia’s strong commitment to uphold international law and support the rules-based global order.

The sanctions effect trade and activities relating to weapons and military equipment, dual-use technologies, industrial machinery, rare earth metals and coal; and caps the import of oil and refined petroleum products.

The Australian Defence Force has enforced these sanctions through Operation Argos since 2018, using a combination of aircraft and ship deployments.

Sanction enforcement operations are also conducted by Canada, France, Germany, Italy, Japan, New Zealand, the Netherlands, the Republic of Korea, the United Kingdom, and the United States.

“This is the 16th time Australia has deployed maritime patrol aircraft to enforce these sanctions, with our most recent P-8A deployment occurring in April this year,” RAAF No. 11 Squadron Detachment Commander, Squadron Leader Tristan Hull said.

“The P-8A Poseidon is an effective platform for sanctions enforcement, able to loiter for long periods and use a sophisticated suite of sensors to monitor and record maritime activity.

“The crew is well trained and prepared for the Operation Argos mission and our deployment forms part of No. 11 Squadron’s proud history of service in the Indo-Pacific region.”

One time bomber/helicopter squadron reformed for new RAAF maritime unit.

The Royal Australian Air Force (RAAF) has re-established its No 12 Squadron at RAAF Base Edinburgh in South Australia as a second operational squadron for Australia's growing fleet of P-8A Poseidon aircraft. Chief of Air Force, Air Marshal Stephen Chappell DSC, CSC, OAM, made the announcement following the arrival of the newest P-8A Poseidon aircraft, bringing the fleet to 13.

Operating alongside No 11 Squadron, No 12 Squadron will contribute to Australia's anti-submarine warfare, maritime strike and maritime intelligence, surveillance, reconnaissance and response capabilities.

"I'm proud to announce the re-establishment of No 12 Squadron alongside the arrival of Australia's 13th P-8A Poseidon aircraft. No 12 Squadron has played an important role in the history of our Air Force and the defence of our nation; a role that it will proudly and skilfully continue from today," said Air Marshal Chappell.

In operating the expanded fleet of P-8A Poseidon aircraft, No 12 Squadron will deliver persistent patrols over Australia's maritime approaches. The two P-8A Poseidon squadrons will also work with the MQ-4C Triton to provide Australia with one of the most advanced maritime patrol and surveillance capabilities in the world. The 13th P-8A Poseidon aircraft was delivered by Boeing, with the 14th and final aircraft to be delivered in 2026. The 14-aircraft fleet is supported by approximately 290 Boeing Defence Australia and Airbus Asia Pacific personnel, with an annual sustainment budget of \$308 million.

Commander Surveillance and Response Group, Air Commodore Louise des Jardines CSC, reinforced the significance of the re-establishment of No 12 Squadron for Air Force. "The arrival of the 13th aircraft and the re-establishment of 12 Squadron is the culmination of many years of hard work. We've now built the capability to the point we need a second operational squadron. Our aviators are the key to our capability. With their dedication, commitment and resolve, they are what make the P-8A Poseidon deliver," said Air Commodore des Jardines.

The new Commanding Officer of No 12 Squadron, Wing Commander James Best said it was an honour to be appointed to command the re-established Royal Australian Air Force's No 12 Squadron. "Our mission will be assured

by the delivery of these final two P-8A Poseidon aircraft. They will enhance resilience and deterrence in our maritime intelligence, surveillance, reconnaissance and response operations, and our anti-submarine and anti-surface warfare capabilities,” said Wing Commander Best.

The P-8A Poseidon is a critical capability that supports the delivery of Australia’s Strategy of Denial, as outlined in the 2024 National Defence Strategy. The re-establishment of No12 Squadron honours the proud history and battle honours of the anti-submarine warfare and reconnaissance squadron that served in Darwin and Dutch New Guinea during World War Two. Disbanded after the war, it was reformed in 1973 to fly CH-47 Chinook helicopters before being disbanded again in 1989 following the retirement of the RAAF Chinook fleet.

Northrop Grumman takes prime role for MK 54 MOD 2 lightweight torpedo



Northrop Grumman has been contracted by the US Navy to integrate and perform initial proof of manufacture for the service’s next-generation MK 54 MOD 2 lightweight torpedo according to a 12 January company statement.

The prime contract award, valued at \$233 million, covers the proof of manufacturing and qualification phases, as well as delivery of multiple torpedoes for qualification testing. The weapon will incorporate a new custom-design warhead designed to improve its lethality against submarine threats.

Being developed under the Advanced Lightweight Torpedo program, the MK 54 MOD 2 weapon is being designed and developed under a cooperative development agreement with Australia. The MOD 2 builds on the existing MK 54 MOD 1 weapon but introduces improvements to lethality (Increment 1) and propulsion (Increment 2) in two distinct steps.

Northrop Grumman's latest award is a rapid prototyping proof of manufacture contract for the MK 54 MOD 2 Increment 1 all-up-round (AUR) configuration. This marries the MOD 2 forebody section developed during the POD phase with a new adapter section and the legacy Otto II fuel propulsion afterbody from MK 54 MOD 0/1 weapon (the latter being supplied to Northrop Grumman as Government Furnished Material for integration).

**The French Defense Procurement and Technology Agency (DGA)
has placed an order with Dassault Aviation for five Falcon 2000
Albatros aircraft.**



The Falcon 2000 Albatros is equipped with a multifunction radar housed beneath the fuselage, a high-performance optronic turret, observation windows, a SAR (Search & Rescue) kit release solution, and dedicated communication systems. It is based on the Falcon 2000LXS business jet – the latest addition to the Falcon 2000 family, with several hundred units in

service worldwide. The versatile Falcon 2000LXS has a range of 4,000 nm and offers strong low-speed performance, allowing it to operate at the most challenging airports.

The Falcon 2000 Albatros is developed by Dassault Aviation in collaboration with Naval Group, Safran, and Thales. The aircraft are tested at Dassault Aviation's flight test centre in Istres, southern France, and the company's Mérignac facility, in western France, is responsible for the conversion work.

Over the past 60 years, Dassault Aviation has adapted many Falcon aircraft for missions such as maritime surveillance, medical evacuation, cargo transport, calibration, intelligence gathering, and training. These multi-role aircraft account for roughly 10% of the Falcon fleet currently in service.

The French Navy's first Falcon 2000LXS Albatros maritime surveillance aircraft performed its maiden flight at Bordeaux on 24 January 2025.

Based on the Falcon 2000LXS – a variant of the Falcon 2000 maritime surveillance aircraft (MSA) offered by Dassault already ordered by the Japanese Coast Guard in 2015- the Albatros is set to replace previous generations of maritime surveillance aircraft in service with the French Navy like the Falcon 50 and Guardian.

The new LXS offers 4,000 nautical miles (7,410 km) range, compared to 3,240 nm (6000 km) for the legacy Falcon 2000. In the MSA variant, the LXS is able to patrol for 7 hours, 200 nautical miles from the coast. That's more than twice the operational range of the in-service Falcon 200 Guardian, and it's even better than the three-engined Falcon 50M. This performance boost is key as these aircraft are based in French overseas territories. For example, the Albatros will now be able to connect directly two French command zones in the South Pacific, namely New Caledonia (COMSUP FANC) and Tahiti (ALPACI).

Production in India

For their construction, as previously reported by *Naval News*, the first three aircraft are being built in France at Dassault Aviation's main production facility in Bordeaux-Mérignac. However the four following airframes will be assembled in India. Dassault Aviation has planned to transfer the Falcon 2000 assembly line from Mérignac to Nagpur, in the new factory of Dassault Reliance Aerospace Limited (DRAL). Note that all the airframes produced in Nagpur will fly to Mérignac in order to be converted to military standard.

Poseidon News

Germany's first P-8A Poseidon aircraft arrived in Berlin,

Germany received its first P-8A Poseidon maritime patrol aircraft at Berlin's main airport on 07 November 2025, with Defence Minister Boris Pistorius personally welcoming the naval jet designed to detect and combat Russian submarines in the North Atlantic.

The Boeing 737-based Poseidon arrived from the US via Iceland as the first of eight to be delivered by 2028 at a cost of €3.1 billion.

The aircraft can fly more than 7,000 kilometres and carry five MK-54 lightweight torpedoes weighing 300 kilograms each, plus four AGM-84 Harpoon anti-ship missiles.

"The P-8 will sustainably strengthen our capabilities for maritime reconnaissance, global maritime surveillance and, in particular, for detecting and combating enemy submarines," Naval Inspector Jan Christian Kaack told the domestic press, describing the aircraft as a "flying sentinel".

Germany intends to deploy the aircraft primarily in the gap between Greenland, Iceland and the United Kingdom, NATO's main supply artery, where Russian submarines could disrupt supply lines during conflict.

The tactical crew includes three pilots, two tactical coordinators and six sensor operators.

Lack of investment left Europe's waters inadequately protected despite thousands of kilometres of critical cables laid across seabeds connecting northern and central Europe.

Russian submarines repeatedly attempt to spy on cable systems, scout nodes and cause damage, while Moscow's shadow fleet has been repeatedly accused of underwater cable sabotage in Europe's north.

The UK and Germany signed the Trinity House Agreement in 2024 to jointly patrol the North Sea and North Atlantic, with German Poseidons to operate from Lossiemouth military base in Scotland.

**Denmark to buy US\$1.8 billion in US patrol
planes despite rift over Greenland**

Denmark finalises a deal for three P-8A aircraft amid diplomatic tensions over Trump’s bid for the Arctic island.

The United States said on 30 December 2025 it had approved a US\$1.8 billion sale of patrol aircraft to Denmark, despite renewed tension after an envoy of US President Donald Trump called again for seizing Greenland.

The State Department said it approved a request from Denmark to buy the P-8A patrol and reconnaissance system from Boeing, which will include up to three aircraft.

The sale will “support the foreign policy goals and national security objectives of the United States by improving the security of a NATO ally that is a force for political stability and economic progress in Europe”, the State Department said in a notification to Congress.

Boeing team gets involved as US-India deal for P-8I Poseidon naval patrol aircraft remains stalled

Despite the strong presence of Chinese submarines in the Indian Ocean region, recent price hikes and tariff tensions have prevented the defence deal for maritime patrol aircraft from going through between New Delhi and Washington, a report said.



Talks between India and the United States for the acquisition of six more Boeing P-8I Poseidon maritime patrol aircraft remain stalled, reportedly due to a sharp increase in price and a "widening trade confrontation", a report said. The negotiations remain stalled despite several high-level engagements, including direct intervention by senior US defence officials and Boeing executives, the report added.

From specific counter-insurgency operations to being deployed during the ongoing face-off with China, or keeping an eye on the submarines of the adversary in the oceans, the P-8I is a reliable first-responder platform for the Indian Navy. In September 2023, it completed ten years of deployment with the Indian Navy and has already clocked more than 40,000 mishap-free flight hours. During the 2017 China-India border standoff, the aircraft played a critical role by conducting surveillance along the Line of Actual Control (LAC). The Indian Navy currently operates a fleet of 12 Boeing P-8I Neptunes.

More than 160 P-8 aircraft are in service across the globe and have together accumulated more than 500,000 flight hours. Besides India and the US, P-8s are operating in the UK, Australia, New Zealand, Norway, South Korea, and Germany.

As far as the Indian Navy is concerned, the biggest consequence of the delayed deal will be the pressure of having to commit to rigorous Anti-Submarine Warfare (ASW) patrols across vast regions of the Indian Ocean, the Bay of Bengal, the Arabian Sea, and other key checkpoints with its current resources. For a long time, the Indian Navy has set 18 as the minimum number of P-8I aircraft needed in its fleet to ensure it has eyes at multiple operational sectors simultaneously.

Officials are well aware of the challenges posed by the People's Liberation Army Navy (PLAN) submarine patrols, which increasingly adopt longer endurance profiles and more complex deployment patterns, Defence Security Asia said in a report. "What was once considered one of the most politically secure and operationally indispensable defence procurements in India's maritime arsenal has instead become a case study in how economic coercion, inflationary pressure, and geopolitical misalignment can derail even the most mature military partnerships. The stalled P-8I deal, far from being a routine procurement dispute, now sits at the intersection of India's maritime security imperatives, America's tariff-driven economic statecraft, and the accelerating naval assertiveness of China across the Indian Ocean Region (IOR)," the report stated.

Singapore cleared to buy four P-8A Poseidons for \$2.3 billion

The US government has approved a potential Foreign Military Sales (FMS) case for Singapore to buy the Boeing P-8A Poseidon multi-mission maritime patrol aircraft in a deal worth potentially over \$2.3 billion, according to a notice published by the Defence Security Cooperation Agency (DSCA).

The approval also includes eight MK 54 lightweight torpedoes and other associated equipment including the AN/AAQ-24(V)N Directional Infra-Red Counter Measures (DIRCM) and AN/AQQ-2(V) acoustic systems.

Singapore had said in September 2025 that it would acquire the P-8As as the first phase of the city state's recapitalization of its airborne maritime security capabilities, which seeks to strengthen its maritime situation awareness and ability to counter sub-surface threats.

The P-8As will replace five Fokker 50 maritime patrol aircraft currently operated by the Republic of Singapore Air Force.

The notice from DSCA is a congressional notification and is not final, as quantities and dollar totals often shift during negotiations. There is also the remote possibility US lawmakers could step in to halt the sale.

Singapore has long been in the MPA market for a replacement for its ageing fleet of Fokker 50s, which entered operational service with the Republic of Singapore Air Force (RSAF) in the early 1990s. No more than five Fokker 50s are thought to still be operational with the RSAF's No 121 Squadron at Changi Air Base.

Singapore's decision to obtain a fleet of P-8As means that the nation will become the first operator of the type in Southeast Asia.

Singapore looks set to become the tenth operator of the P-8A. In addition to Australia, India, New Zealand and South Korea, the type is also operated by Germany, Norway, the UK and the US.

India also operates a variant of the type, known as the P-8I Neptune, which has been outfitted with domestically developed equipment.

Republic of Singapore Navy is also planning acquisition of large Multi-Role Combat Vessels, which are expected to employ unmanned air/surface vehicles (UAV/USVs).

German Navy to procure MQ-9B SeaGuardian drones for maritime surveillance operations.



Photo: General Atomics Aeronautical Systems (GA-ASI).

The German Navy has received authorisation to procure the MQ-9B SeaGuardian unmanned aircraft system from General Atomics Aeronautical Systems (GA-ASI). The approval was disclosed by the Bundestag Budget Committee and is intended to enhance maritime surveillance and anti-submarine warfare capabilities. On 18 December 2025, the committee included the MQ-9B in a broader procurement approval, highlighting its role in unmanned maritime reconnaissance and submarine detection using sonobuoys.

The SeaGuardian variant of the MQ-9B is equipped with the Leonardo Seaspray 7500 radar, which uses an active electronically scanned array housed in a detachable under fuselage fairing. This sensor suite expands the capabilities of the SkyGuardian through advanced remote sensing technologies.

The acquisition is intended to complement the German Navy's recent introduction of the Boeing P-8A Poseidon multi-mission maritime aircraft. The first of eight Poseidon aircraft was delivered on November 7, and the SeaGuardian is expected to operate alongside it as a force multiplier extending sensor reach and operational coverage beyond the horizon.

P-3 Orion News

On 20 November 2025 the Portuguese Ministry of Defence announced it will invest

€24 million between 2025 and 2028 to modernize five P-3C CUP II maritime patrol aircraft acquired from Germany. The upgrades are intended to meet NATO requirements and strengthen maritime surveillance, focusing on system standardisation with the existing P-3C CUP+ fleet. Although Portugal also acquired a number of MLU kits, including sets of new wings, no structural upgrades appear to be included.

Regional News

Federated States of Micronesia

RAAF Spartan supports Pacific efforts against illegal fishing



A RAAF C-27J Spartan during Operation Solania 25-4, Pohnpei, FSM

A contingent from the Australian Defence Force, including the RAAF, has supported the Pacific Islands Forum Fisheries Agency's regional surveillance mission, Operation Kurukuru.

The deployment in October 2025 was a part of Australia's Operation Solania, an ongoing contribution to maritime and aerial monitoring across the Pacific, aimed at strengthening regional security and protecting vital fisheries resources.

A RAAF C-27J Spartan aircraft, along with crew from No. 35 Squadron, conducted an aerial surveillance over the Federated States of Micronesia to observe vessels suspected of transnational criminal activity.

Detachment commander and C-27J Spartan captain Lieutenant Thomas Johnston emphasised that the crew involved successfully provided a strong contribution and presence to the operation. “35 Squadron documented three vessels suspected of engaging in illegal fishing and suspicious activity,” LT Johnston said.

South Korea

South Korea contemplates six more maritime patrol aircraft

South Korea has a requirement for additional maritime patrol aircraft (MPA), the start of operations with the Boeing P-8A Poseidon. The requirement is in its early stages and would call for six new MPA assets, according to industry sources at the Seoul ADEX defence show.



KAI envisages a business jet conversion as South Korea’s next MPA. Candidates could include the P-8A, as well as conceptual aircraft put forward by Embraer and Korea Aerospace Industries (KAI).

Embraer, for its part, believes that a conceptual MPA variant of its E190 E2 regional jet could fill the requirement, or possibly an MPA variant of its C-390 tactical transport.

Operating off the coast of the Korean peninsula, the E2 MPA would offer a 10-hour time on station. It has six stations for mission operators and would feature a full array of sensors, four weapons beneath the wings, and a weapons bay for torpedoes.

In April 2024, Embraer and the Brazilian air force announced a pact to explore a maritime patrol version of the C-390. An Embraer brochure at ADEX suggests that the C-390 MPA would also feature a full range of sensors, two wing hardpoints for anti-ship missiles, and a ramp launch system for torpedoes, bombs and missiles.

Seoul is already a customer for the baseline C-390, with orders for three examples.

At its ADEX stand, KAI is showing a hypothetical MPA derived from a large business jet, with four hardpoints under the wings for weapons such as anti-ship missiles and bombs.

In addition to the six P-8As, which South Korea ordered in 2020 through the US government's Foreign Military Sales process, South Korea's navy also operates 15 Lockheed P-3s, of which eight are in the P-3C-III+ standard and seven in the more advanced P-3CK standard.

History Corner

Post World War Two

In Australia and the Pacific

By wars end 33 Catalinas had been lost on RAAF operations taking with them 64 officers and 109 airmen.

In November 1945, under a reorganisation of RAAF units at Darwin, the No 78 wing headquarters was given orders to disband. It became non-operational on 16 November and was officially disbanded five days later.

In addition to its three flying squadrons, the Wing controlled No. 2 Flying Boat Maintenance Unit, No. 111 Air Sea Rescue Flight, and No. 3 Mobile Torpedo Unit. All units were located in Darwin except No. 42 Squadron, which was based at Melville Bay.

No 11 Squadron (FJ)

After the cessation of hostilities, the Squadron continued with repatriation flights to

various islands delivering food and medical supplies and returning various personnel back to Australia. The squadron ceased to function from 20 December 1945 awaiting further orders.

14 Squadron (PN)

The squadron finally disbanded on 10 December 1945. During its existence 35 members of the squadron were killed.

No 20 Squadron (RB)

Repatriation flights began in October 1945, returning prisoners of war to Australia. These flights continued after the squadron relocated to Rathmines in November. The last recorded operation was flown on 31 January 1946, a transport flight to and from Balikpapan.

No 32 Squadron (JM)

After Japan surrendered the Squadron quietly disbanded at Lowood on 30 November 1945.

No 42 Squadron (RK)

The Squadron officially disbanded on 30 November 1945 at Melville Bay. During its existence it conducted 396 operational sorties, during which its aircraft dropped 549 tons of mines.

No 43 Squadron (OX)

Starting in mid-November 1945, the Squadron began moving from Doctor's Gully, Darwin to Rathmines. The move was completed by 03 December.

No 107 Squadron (JE)

The Squadron was disbanded on 28 October 1945.

A final word

Support the country you live in or live in the country you support.