



MARITIME SQUADRONS ASSOCIATION

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Newsletter

May 2026

President's Message

As I sit before my computer writing this message the RAAF's final P-8 Poseidon aircraft has landed in Australia, thus enabling the recently resurrected No 12 Squadron to get on with their maritime operations. We now have a total of fourteen Poseidons in the fleet. A force to rely on for Air Force to fulfill its maritime tasking.

But while we applaud the arrival of this force multiplier and the rebirth of the squadron designated to operate the platform, we are reminded of those who flew the previous aircraft during times of world war and peace, and who have departed this life in recent times.

At the risk of appearing to single out one particular maritime stalwart, who stands as a pillar of maritime legend, representing all who have honoured the commitment to defending our Nation, we remember WGCDR (Retired) Jim 'Curly' Morris who passed away following surgery recently. Several of us 'ancient maritime flyers' attended Jim's funeral,

with RSL Poppy Service, in Ballina on 26MAY26, when he was finally laid to rest.

Jim was the quintessential Air Force maritime aircraft Captain. As an ex-Signaller turned Pilot, he commanded respect from all who had the fortune to know him, and fly with him. He worked hard with unequivocal loyalty to his crew, expecting only that they give the same level of commitment in return. And this he received without reservation.

Of such crew relations is the success of others measured. There can be absolutely no doubt that these traditions form the solid foundation of all current maritime squadrons, and that they will continue to do so long into the future.

There is a lot of unrest destabilising World peace at present, but we can be certain that we have the right people with the right stuff and the right tools to maintain the freedom that we continue to enjoy.

Enjoyment such as the regular MSA gatherings now happening in VIC as well as elsewhere around Australia. Please try and attend these gatherings as and when they may become available to you, wherever you may be. You are the lifeblood of MSA.

One last thing. The body of our association rides squarely on the backs of two members in particular, namely, Maurice Ritchie (Secretary) and Geoff Hyde (Treasurer). The various State representatives deserve a pat on the back too for their individual efforts in lunch arrangements and the like. Bravo Zulu all of you.

Best regards,

Barry Collins

President

Maritime Squadrons Association

30 May 2026

Member News

From the ACT representative,

Annual Canberra MSA Lunch, 23 March 2026

The annual Canberra MSA lunch was held on Sunday 23 March 2026 at The Dock on Kingston Foreshore. The 27 attendees (23 members and partners, plus four non-members) had a most enjoyable afternoon. Besides those of us from Canberra and the local area, there were a few people who travelled some distance to attend, with Curly and Bev Ware from Queensland taking the prize for having travelled the furthest. It was particularly pleasing to welcome Beverly Murphy, who attended as Allen (Curly) Gibbon's guest. Many of us knew her husband Bill, who passed away some years ago, so it was great to catch up with her again.

Regards, Keith Brent

From the SA representative

We had a good catch up at this year's MSA Adelaide lunch, held at the British Hotel (the old haunt from P3B days). 30 people attended and there was continual noisy conversation from 1200 until 1700 when the staff started to set up for dinner. So we left. Amongst us were 5 of the best who went to Moffett California in 1968 to pick up the P3B's including Allan Crowes wife Barb who was also went. Photo below.

We also had a number of interstate attendees, which was great to see again.

Until the next one,

**Regards,
Noel (Shelby)**



**Back row: Paul Roehrs, Barb Crowe, Allan Crowe
Front; Graham Wade, Chris Best.**

From the VIC representative

A reminder that the inaugural Melbourne MSA lunch will be held at Platform 28 located at 82 Village St. Docklands Melbourne starting at 1200 19th June. The venue is about five minutes' walk from the northern exit from Southern Cross Station.

Regards Graham Wade

Vale Departed Members

Sadly, we have to report the passing of two long term members. Howard (Bones) Morris passed away on 15 May 2026 aged 92. James (Curly Jim) Morris passed away on 16 May 2026.

57 Pilots Course

28 April 1968.



Standing L-R: Jim Morris, Al Perry, Bruce Byron, Andy Turner, Mick Berry, Bob Trease, Bill Godard, John Robbins, Peter Jolly, Peter Reddel.

Seated L-R: Peter Davidson, Alan Bridges, Gordon Terrill, Ray Godfrey, Alan Crowe, Geoff Dagleish, John Maxwell, David Leach, Mick Haxell.

Bill Sigston, a member of the wider maritime community, has also recently passed.

New Members

Please welcome,

Dave Appleby

Member Updates

Gordon Johnstone (second of our foundation members) would like to advise his friends and colleagues that he is recovering well after a recent fall. Ten steps and eight broken ribs leading to four weeks in hospital and now resting at home. The MSA wishes him the best and a fast recovery.

10 Basic Signallers Course.

1 Jan 1956 - 14 Dec 1956



Standing L-R: MD Claughton, EC Langham, PW Timbs, RG Hunt, GH Johnstone, LA Dancey, AJ Taylor.
Seated L-R: KJ Murray, WOff DW Neumann, WOff RA Carey, WOff WM Whiteley, WOff RH Doyle, FA Wiseman, RC Moody.

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.

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

2026 Subscriptions

The Treasurer would like to remind ordinary members that their

annual subscriptions are now due. Please contact the Treasurer at geoffhyde@bigpond.com to arrange payment before the end of this financial year.

Book review

Catalina Flying Boat

(In Australian RAAF Service during WWII)

Don Williams

This book records the history of the Catalina flying boat in Australian service. It is one of the most comprehensive and engaging accounts yet written of an aircraft that quietly shaped the Pacific War. While the Catalina is beloved by aviation enthusiasts worldwide, this book goes far beyond nostalgia, presenting a deeply researched and compelling narrative of an aircraft that served Australia from the first desperate days of 1941 to the final operations of 1945.

The author captures the Catalina's unique blend of endurance, versatility, and quiet resilience. With unmatched range and the ability to operate from remote harbours, lagoons, and open ocean, the Catalina became the RAAF's long-reach arm at a time when few other Allied aircraft could penetrate deep into Japanese-held territory.

The early chapters vividly recount the dark opening months of the Pacific War, when RAAF Catalinas were among the only aircraft capable of striking Rabaul – often flying alone, at night, and at extreme range. These missions came at a heavy cost, and the book honours the crews who faced Japanese fighters with little more than courage and altitude.

As the war evolved, so too did the Catalina's role. The book's treatment of the minelaying campaign from 1943 onward is particularly strong. The RAAF's 168 Catalinas laid thousands of mines across the Netherlands East Indies, the South China Sea, and as far as the Chinese coast – a strategic effort that choked Japanese shipping and reshaped the maritime war. The author explains this campaign with clarity, supported by operational detail and personal accounts that bring the long, lonely flights to life.

Throughout the book, the human cost is never forgotten. The loss of 225 RAAF airmen is treated with dignity and respect, grounding the operational achievements in the reality of wartime sacrifice.

News from here and there

Poseidon News

Australia opens Southern Hemisphere's first P-8A Poseidon Deep Maintenance and Modification Facility

23 May 2026

Australia has opened a \$200 million Deep Maintenance and Modification Facility at Royal Australian Air Force Base Edinburgh in South Australia. The facility is the first of its kind in the Southern Hemisphere and is intended to become a regional hub for aircraft maintenance and sustainment for the Australian Defence Force and its partners.

The facility was delivered on time and on budget! It will enable long-term deep maintenance and modification of the Royal Australian Air

Force's P-8A Poseidon maritime patrol aircraft to take place in Australia.

The 240-meter-long building has been designed to support the P-8A Poseidon as well as other RAAF platforms. It includes a four-bay hangar suitable for Boeing 737-derivative aircraft, aircraft docking systems, workshops, secure infrastructure, and logistics and support areas for long-duration maintenance work.

The Royal New Zealand Air Force will also maintain and repair its P-8A fleet at the South Australian facility from 2028. The arrangement is intended to strengthen ANZAC interoperability and reinforce shared commitments to regional security and maritime capability.

In March 2025, Defence signed a \$291 million support contract with Boeing Defence Australia to deliver upgrades to the P-8A Poseidon fleet. The upgrades include an improved combat system, enhanced anti-submarine warfare capability, and upgraded satellite communications to improve integration across the Australian Defence Force.

The first two P-8A Poseidon aircraft are being modified by the United States Navy to ensure continued commonality and interoperability with Australia's alliance partner. The remaining aircraft will be modified by Boeing Defence Australia at the new facility.

Poseidons for Canada

Boeing has begun production of the first of 14 new P-8A Poseidon aircraft destined for the Royal Canadian Air Force, under the framework of the Canadian Multi-Mission Aircraft (CMMA) program. The introduction of these aircraft is intended to replace the current CP-140 Aurora fleet and strengthen the North American country's maritime patrol, anti-submarine warfare, and anti-surface warfare capabilities.

In December 2023, Canada and the United States formalized a government-to-government agreement for the purchase of up to 16 P-8A Poseidon aircraft for the Royal Canadian Air Force (RCAF). On that occasion, the Canadian government confirmed the acquisition of 14 units with an option for two additional aircraft, with the objective of modernizing its fleet and meeting national and international defense commitments.

The project has an estimated cost exceeding 10.4 billion Canadian dollars, including up to 5.9 billion U.S. dollars allocated to the aircraft, training devices, associated equipment, and system configuration. The budget also includes investments in infrastructure, simulators, and weapons, while long-term fleet sustainment through 2055 is estimated at more than 10 billion dollars in additional funding.

In March 2024, the United States Navy awarded Boeing a USD 3.4-billion contract for the manufacture of 17 P-8A Poseidon aircraft under the Foreign Military Sales (FMS) program. The agreement included orders from Canada, for 14 units, and from Germany, for three aircraft, consolidating the international expansion of this model.

According to the schedule provided by the company, the first P-8A Poseidon will be delivered to Canada in 2026, with an expected production cadence of approximately one aircraft per month until the committed units are completed. With this progressive incorporation, the Royal Canadian Air Force will move forward with the retirement of the CP-140 Aurora—aircraft that have been in service for more than 40 years—and transition toward a platform with greater capabilities to address current and future challenges in the maritime domain.

US Navy looks to resume purchasing P-8A aircraft

WASHINGTON — The Navy is seeking to purchase P-8A Poseidon aircraft once again, after pausing procurement in fiscal 2025 and FY26, this year's budget request shows.

The FY27 budget request, released in April, requests 12 new P-8A aircraft for just over \$4.2 billion. The Navy said that FY27 is the last planned year of production, and that the last aircraft delivery is expected in the first quarter of FY32.

Likewise, the budget request includes more than \$381 million in FY27 for modifying the aircraft, including radar upgrades as well as "airframe related structural improvements." Also included in that pot of money is fielding the P-8A Poseidon Increment 3 Block 2, which Naval Air Systems Command (NAVAIR) announced on April 24 has reached initial operative capability.

The Increment 3, Block 2 updates include modifications to the airframe and avionics systems, and the aircraft is outfitted with new airframe racks, radome, antennas, sensors, and wiring, according to NAVAIR. Additionally, the Navy said that the update includes a new combat systems suite, a wideband satellite communication system, an anti-submarine warfare signals intelligence capability, among other new features.

"The P-8A Inc 3 Blk 2 modifications enhance Naval Aviation's Maritime Intelligence, Surveillance, Reconnaissance, and Targeting (ISR&T) capabilities — the eyes of the Fleet," said Rear Adm. Michael Wosje, air warfare director, in a Navy news release on April 24. "This capability enhancement is in line with the CNO Fighting Instructions and the Golden Fleet Initiative, which shifts the paradigm from platform-centric thinking to a warfighting system."

Indian Navy to Sign a \$3.5 Billion Deal for Six Additional P-8I Neptune

Local Indian media have reported that New Delhi will soon be signing a \$3.5 billion deal for six additional P-8I Neptune Maritime Patrol Aircraft for the Indian Navy. The Defence Acquisition Council (DAC) cleared the procurement of six P-8Is at a high-level meeting on 12 February 2026.

The Indian Navy was the first international customer of P-8I Neptune, a customized variant of the P-8A Poseidon which features a Magnetic Anomaly Detector (MAD) and Telephonics aft radar. The deal was signed for eight aircraft for \$2.1 billion. This was followed by an optional order for four more aircraft in 2016. The Indian Navy received its first aircraft in 2013, joining the INAS 312 at INS Rajali. The Indian Navy has utilised these aircraft in roles extending far beyond their primary anti-submarine warfare (ASW) and anti-surface warfare (ASuW) functions.



Indian Navy P-8I Neptune patrolling over Indo-China border (Indian Navy photo)

About the P-8I Neptune

P-8I is based on the P-8A, a modified Boeing 737 airframe. The P-8I is an export variant with a modified APY-10 multi-mission surface search radar. It also has additional sensors not present on the P-8A, a Telephonics APS-143 Ocean Eye aft radar and a Magnetic Anomaly Detector (MAD). The P-8I also features several Indian origin components like the BEL Data Link II communication suite, IFF Interrogator system and Electronics Corporation of India Limited (ECIL) speech secrecy system. The Data Link II allows the P-8I to exchange tactical data between Indian Navy aircraft, ships and shore establishments.

While the P8I fills the role of a long-range maritime patrol aircraft, India also needs a smaller medium-range MPA. This requirement will be fulfilled by the maritime patrol configuration; the aircraft will be fitted with indigenous sensors and weapons.

Additional P-8I aircraft underscore the Indian Navy's priority on maritime reconnaissance amid rising Chinese submarine activity in the Indian Ocean Region. As competition in the Indian Ocean intensifies, expanding the P-8I fleet will strengthen India's maritime domain awareness.

First appearance of Poseidon in No. 12 Squadron markings

On 18 March 2026, Boeing P-8A Poseidon A47-012 was photographed in full Royal Australian Air Force (RAAF) No 12 Squadron markings flying circuits at its home base, RAAF Base Edinburgh (SA).



In October 2025, No. 12 Squadron was re-established as a maritime patrol unit equipped with P-8A Poseidon to enhance maritime surveillance and anti-submarine capabilities. The unit is expected to operate seven Poseidons, approximately half of the RAAF's active fleet, and operates alongside No. 11 Squadron.

No. 11 Squadron, motto '*Shepherd or Destroy*', has been a dedicated maritime patrol squadron throughout its history. By contrast, No. 12 Squadron, '*We Roam and We Charge*', has had a more varied history, performing bomber and transport duties before returning to maritime patrol in 2025. Its mission and identity have evolved over time rather than focusing on a single primary role.

Australia first announced plans to replace its ageing Lockheed AP-3C Orion maritime patrol aircraft with the Boeing P-8A Poseidon in July 2007. In October 2012, Australia formally joined the US Navy's cooperative P-8A programme with an initial investment commitment. The first order for eight aircraft was approved in February 2014. In March 2016, a further four were approved, bringing the total to twelve. Finally, in

December 2020, the government approved two additional P-8As, increasing the total to fourteen.

ULTRA will supply the US Navy with the new AN/SSQ-125B sonobuoys.

Ultra Maritime has been awarded a Sole Source Firm Fixed Priced contract for the AN/SSQ-125B Low-Rate Initial Production (LRIP) for the US Navy. The new sonobuoy will be used by the P-8A Poseidon maritime patrol aircraft to hunt the most modern and quietest of underwater threats.

The Q-125B incorporates advanced signal processing and improved acoustic performance to operate effectively in demanding ocean conditions.

The Q-125B will work in combination with SSQ-36 bathythermograph (BT) buoys and especially with SSQ-53 passive directional low frequency analyse and record (DIFAR); SSQ-62 directional command active sonobuoy system (DICASS); SSQ-101 air deployed active receiver (ADAR); SSQ-110 multi-static non-coherent source.

The AN/SSQ-125's RF channel can be programmed to any of the standard sonobuoy operating channels. At any time after deployment, the AN/SSQ-125 can be commanded to change its operating parameters or depth (deeper only), generate a ping, or scuttle.

The AN/SSQ-101C and the AN/SSQ-125B sonobuoys working in combination with the new Multi-Static Active Coherent-Enhancements signal processor aboard the P-8 POSEIDON are crucial components of the Increment 3 Block 2 (I3B2) upgrades for the US Navy's maritime patrol aircraft.

AIRBUS SHOWS THE FIRST THREE COMPLETED SPANISH C295W MSA MILITARY AIRCRAFT

Airbus Defence and Space has released images of the first three Airbus C295W configured for maritime surveillance (MSA) for the Spanish Air Force , with the aircraft now at an advanced stage of completion in Seville.



The three aircraft are positioned on Airbus' flight line after completing ground checks and paint work, and are expected to begin flight testing shortly. They are the first C295s in the "W" winglet-equipped variant for Spain's air force, which currently operates only transport-configured C295M aircraft.

These three aircraft come from a €1.695 billion contract signed in 2023 covering 16 units in maritime roles, divided into eight maritime patrol (MPA) and eight maritime surveillance (MSA) variants. The program is intended to replace two distinct fleets: the CN235 VIGMA aircraft used for patrol and search-and-rescue missions, and the retired P-3 Orion fleet, which previously handled anti-submarine warfare duties.

Saudi Arabia expands naval capabilities with four C-27J maritime patrol aircraft

The Kingdom of Saudi Arabia has contracted four C-27J maritime patrol aircraft (MPA) from Italian firm Leonardo – the first customer to do so with “maritime weapon system integration capability,” the company announced.



The C-27J MPAs that Saudi Arabia is procuring integrate a dedicated mission suite which includes detection sensors and surface and submarine targets tracking according to the company’s statement.

The C-27J fills Saudi Arabia’s long-standing gap in fixed-wing maritime patrol for anti-submarine and anti-surface warfare.

The Kingdom had shown interest in a similar platform (Boeing's P-8A Poseidon) in 2017, though the sale never materialized.

Delivery of the first batch of C-27 J MPAs to the Royal Saudi Naval Forces is expected to commence in 2029.

P-3 Orion News

Canada to upgrade five Portuguese P-3C Orion maritime patrol aircraft under \$39 million defence deal.

Canada will upgrade five Portuguese Air Force P-3C Orion maritime patrol aircraft under a \$39 million government-to-government contract executed by General Dynamics Mission Systems Canada.

Canada and Portugal signed a \$39 million government-to-government contract to modernize five Portuguese Air Force P-3C Orion maritime patrol aircraft. The upgrade will replace communications systems, mission electronics, and data management equipment.



On March 9, 2026, Canada and Portugal signed a \$39 million government-to-government contract covering the modernization of five additional P-3C Orion maritime patrol aircraft operated by the Portuguese Air Force (PAF). The

contract is implemented through the Canadian Commercial Corporation (CCC) and executed by General Dynamics Mission Systems-Canada, which will conduct upgrades to the communications systems, mission electronics, and data management equipment to extend the operational life of the aircraft used for maritime surveillance and anti-submarine warfare. The contract also carries an industrial dimension in Canada, where the work is expected to sustain up to 50 jobs in the defence and aerospace sector. This also maintains Portugal's long-range maritime patrol capability used for anti-submarine warfare, intelligence gathering, surveillance, reconnaissance, and search-and-rescue operations across the Atlantic within NATO operations.

This new contract follows an earlier modernization program already underway since 2022 on Portugal's P-3C fleet. In October 2023, the first Portuguese Orion entered modification at IMP Aerospace & Defence facilities in Halifax as part of the earlier upgrade program. The upgrade package integrates the Canadian-developed Airborne Data Management System to replace older communications and mission electronics, improving data processing, sensor integration, and mission coordination. The same architecture is derived from modernization work applied to Canada's CP-140 Block IV long-range patrol aircraft. The upgrade program involves cooperation between General Dynamics Mission Systems-Canada, the Canadian Commercial Corporation, and IMP Aerospace & Defence, with installation, system integration, and flight testing conducted in Canada.

Portugal's Orion fleet is operated by 601 Squadron "Lobos" from Beja Air Base and forms the country's primary long-range maritime patrol capability. The fleet originally transitioned from six P-3P aircraft, themselves converted from former Royal Australian Air Force P-3Bs obtained during the late 1980s.

These aircraft remained in operational service for more than two decades until the final P-3P flight on October 13, 2011. Subsequently, the replacement fleet of P-3C aircraft was acquired in 2006 from the Royal Netherlands Navy and included three P-3C Update II.5 aircraft and two P-3C CUP CG aircraft. Between 2008 and 2010, these aircraft were upgraded to the P-3C CUP+ configuration, incorporating updated sensors and a missile and laser warning system. Their mission set includes monitoring Atlantic maritime traffic, anti-submarine warfare patrols, and support to search-and-rescue operations within Portugal's extensive maritime zone.

The current Portuguese fleet includes aircraft originally acquired from the Royal Netherlands Navy in 2006. Three P-3C Update II.5 aircraft and two P-3C CUP CG aircraft were transferred and later modernized between 2008 and 2010 to the P-3C CUP+ configuration. These upgrades incorporated new surveillance sensors and self-protection systems, including missile and laser warning equipment. Portugal later expanded its inventory by acquiring six additional P-3C airframes and associated spare parts, support equipment, and flight simulators from Germany to sustain the fleet and support training activities.

Former RAAF P-3 Orion finally reaches Evans Head Museum after flood survival.

A former Royal Australian Air Force Lockheed P-3 Orion, serial A9-752, has recently arrived at the Evans Head Memorial Aerodrome Heritage Aviation Museum in New South Wales, after an extraordinary journey that included major flood damage and years of logistical challenges. The aircraft reached Evans Head in early February 2026, ending an eight-year effort by museum volunteers to secure and preserve one of the RAAF's iconic maritime patrol aircraft.

Following its retirement from RAAF service, A9-752 was allocated to the Evans Head Memorial Aerodrome Heritage Aviation Museum, located at the historic World War II training base on Australia's northern New South Wales coast. On December 16, 2018, the aircraft was flown to Lismore Airport, where it was handed over to the museum. The plan was to dismantle the aircraft and transport it by road to Evans Head. While smaller components were successfully moved to the museum, the fuselage, wings, and tail sections remained at Lismore due to the considerable complexity of transporting an aircraft of this scale.

In February 2022, catastrophic flooding struck the region. The airport was inundated, and the Orion's major components were washed away and heavily damaged by floodwaters, raising serious doubts about whether the aircraft could be saved. However, after a careful assessment, museum volunteers determined that restoration remained possible, and the decision was made to continue the preservation project. The aircraft was subsequently reassembled and relocated within Lismore Airport so that it could later be dismantled again and transported to Evans Head when circumstances allowed.

History Corner

Post World War Two

In Australia and the Pacific

No 20 Squadron disbanded at Rathmines on 10 April 1946.

No 43 Squadron disbanded at Rathmines on 10 April 1946.

With the end of the war and the disbanding of the four Squadrons operating Catalinas, the five Air Sea Rescue Flights continued operations mostly using amphibian PBV-5A Catalina aircraft.

No 111 Air-Sea Rescue Flight was based in Port Moresby from 18 March 1946.

No 112 Air-Sea Rescue Flight was also based in Darwin.



A24-47 of No 112 ASR Flight, Darwin

No. 113 Air-Sea Rescue Flight after an extended stay at Morotai (Netherland East Indies) the Flight moved to Iwakuni, Japan.



A24-110 NR-K at Iwakuni

A24-110 was the first Catalina to be repainted in the colours and markings of the British Commonwealth Occupation Forces.

In February 1946 113 ASR Flight was ordered north again to provide air sea rescue cover for No 81 Wing's Mustangs, during their impending move from Labuan to Japan. For the task four PBY 5As were used, three providing cover and one in reserve. The 84 Mustangs involved were divided into three groups which left Labuan on 28 February, 02 March and 11 March. Each group was divided into flights accompanied by Beaufighters and Mosquitoes providing navigation. The PBYs would take off at first light, orbit the point of no return and be the last aircraft to arrive.

The 113 ASR Flight was the only RAAF Catalina unit to operate from the Japanese mainland. During their stay they mainly flew from the ex Imperial Japanese Naval Air station at Iwakuni in the Hiroshima Prefecture. Iwakuni, whose facilities included a flying boat slipway, was the headquarters of the air component of the British Commonwealth Occupation Force. Soon after its return to Australia in April, No 113 ASR Flight was disbanded.

No 114 Air-Sea Rescue Flight was formed at Cairns on 18 July 1945. The type of aircraft operated by this unit were Martin Mariner and Consolidated PBY Catalina Flying Boats. During the months September to December 1945, the unit did little air-sea rescue work. It dropped leaflets over the Barrier Reef, the Coral Sea atolls and the south-east Papuan coastline.

In January and February of 1946 the unit was engaged in several major rescue operations.

No 115 Air Sea Rescue Flight was formed at Morotai, in the Netherlands East Indies on 16 July 1945 with an establishment of 4 Catalina aircraft. Aircraft, equipment, and personnel came from 113 ASRF which reduced its establishment down from 8

aircraft. 113 ASRF, which was in the process of moving to Labuan delayed its move until 115 ASRF was fully operational.

On 9 August 1945, the Commanding Officer was informed by 113 ASRF that they could not provide either sufficient personnel or equipment to make 115 ASRF fully operational. Although their establishment was 8 aircraft on paper, in reality, personnel and equipment had never been increased to fully correspond with that establishment. They had however been tasked for essential equipment and transport for 115 ASRF.

Hostilities ended on 15 August 1945 with the surrender of the Japanese. In view of the cessation of hostilities, 11 Group Headquarters proposed recommending to RAAF Headquarters that the formation of 115 ASRF be cancelled. Efforts to obtain more personnel and equipment was suspended. By 20 August 1945, 115 ASRF had 2 amphibious aircraft serviceable at Morotai, namely A24-105 and A24-114. On 23 August 1945, PB-2B-2R arrived from Lake Boga. On 24 August 1945, there was still doubt as to whether 115 ASRF should continue to form.

115 ASRF did continue to establish itself and was eventually disbanded at Morotai on 28 March 1946.

Information via Peter Dunn (ozatwar.com)

A final word

**A bad government sells fear so they can
become your saviour!**