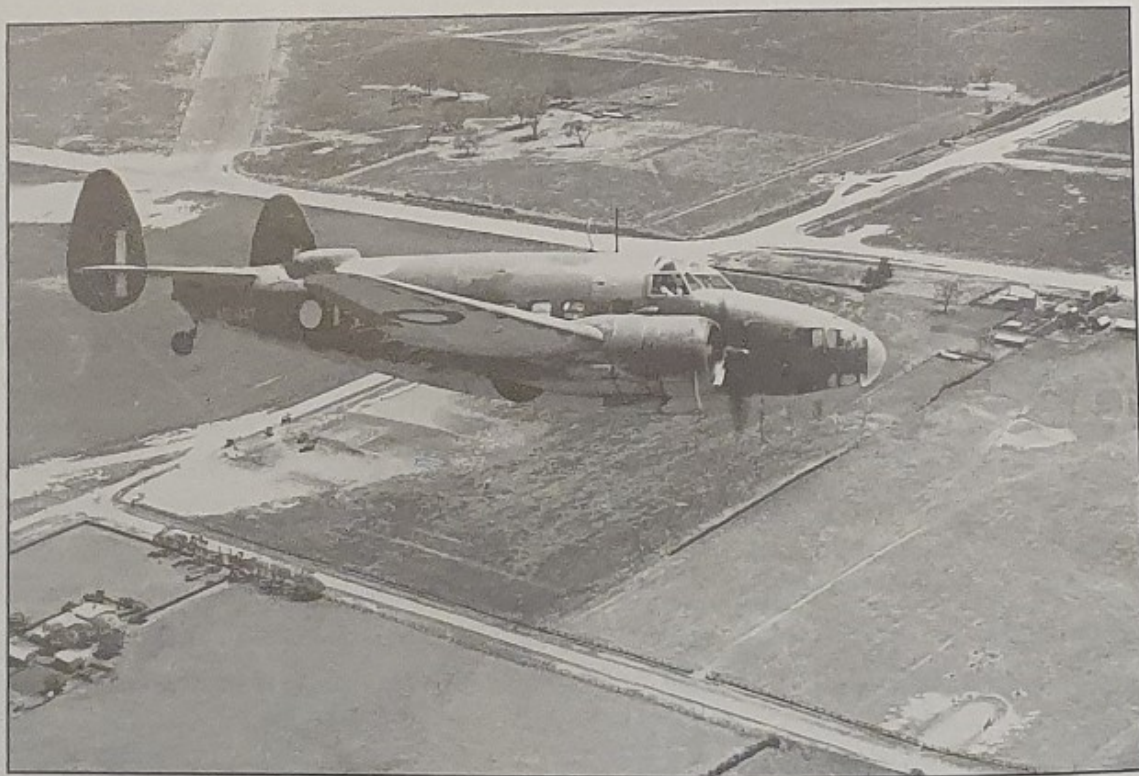




As with other RAAF stations in use or being constructed in 1942, dispersal points at East Sale were initially scattered to guard against the possibility of an enemy attack, but by 1943, former Beaufort pilot Stan Hopper recalls, aircraft were being put back into flight lines at No. 1 OTU. No. 1 Beaufort Training Squadron were about two miles away from the runway, the Hudson Training Squadron a little closer and No. 2 Beaufort Squadron closer still. In this photo, taken around December 1944 or January 1945, the familiar twin-tailed shapes of the aircraft of the Hudson Training Squadron can be seen, along with at least two Airspeed Oxfords. Hudson strength at the time was nineteen aircraft and a check of the numbers of Hudsons visible in the photo and allowing for gaps in the two flight lines would bear this figure out. This photo is taken further west than that below, but this view is looking north-east, whilst that below is looking north-west. The same clump of trees appears towards the top of both photos. (courtesy Lloyd "Mitch" Mitchell)



A16-147 came to No. 1 OTU, in whose service it is seen here, from No. 38 Squadron on 17th June 1944. Whilst in 38 Squadron hands the Hudson carried unit code letters PK-K on the fuselage and callsign VH-RBH immediately above the outer fin flashes. The protuberance in place of the Boulton Paul turret was a legacy of its No. 38 Squadron service, but its purpose is not presently known. Other No. 38 Squadron Hudsons were of a similar appearance. Whether a turret was subsequently refitted for training purposes is not known, but as OTU Hudsons were operationally fitted out, it is most likely to have occurred. The absence of a turret suggests this photo was taken soon after A16-147 was received by No. 1 OTU. The location is over the south-east corner of RAAF Station East Sale. (RAAF Official, via Colin Tigwell)