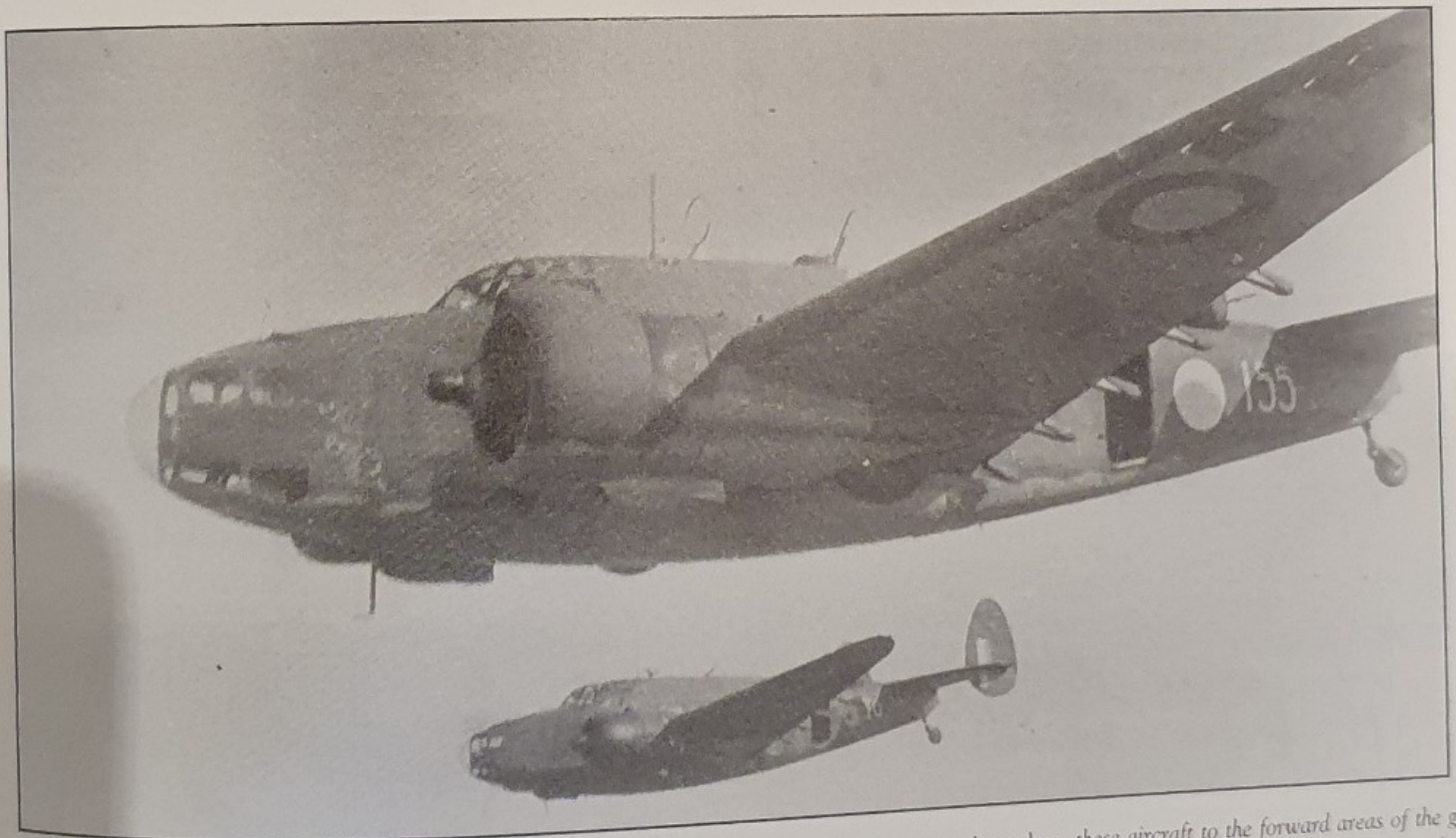




A rare view of Detached Flight Hudsons on Wau aerodrome on either 8th or 10th January 1943, towards the end of their New Guinea service. Because of concerns of being found on the ground by Japanese fighters, the Hudsons flew in as a group, keeping their motors running whilst on the ground in case a quick take-off was necessary. The "uphill" nature of the aerodrome is not an optical illusion; it had a slope of four degrees. With the prevailing wind being up-slope, landings were made uphill, whilst take-offs were made downhill. The aircraft at right can thus far be identified only as one of the unit's Mk Is. Those still on strength in New Guinea at the time were A16-1, A16-26, A16-30, A16-32, A16-34, A16-45, A16-80 and A16-88. (Owen Robinson collection, courtesy Mrs Edna Robinson)



High over New Guinea, A16-30 and A16-155 formate in the course of another flight which is taking, or has taken, these aircraft to the forward areas of the ground fighting. These two aircraft were amongst those which appear to have had a good record of serviceability in New Guinea. A16-155 was somewhat of a rarity at the time, being the only Hudson Mk III sent north for work with the Flight. It had been a late addition to No. 1 OTU's line-up, having been received on 29th November 1942 and may have been a replacement for A16-38 which crashed at Bairnsdale on 27th October. Whilst neither A16-30 nor A16-155 feature at all as unserviceable in the unit's operational statistics for the second half of the Flight's stay in New Guinea, upon A16-155's return to the mainland it was apparently in poor condition as it was flown to No. 7 AD, Tocumwal, on 14th February 1943 and not received back at No. 1 OTU until 22nd June 1944. (courtesy Ron Williams)