

MARITIME SQUADRONS ASSOCIATION



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Newsletter

January 2019

President's Message

Dear Members,

A Happy New Year to you all. I trust you had a relaxing and enjoyable Christmas and New Year.

Our Annual General Meeting (AGM) was held last October in conjunction with the Brisbane dinner—as usual, this was a most enjoyable night. The AGM was held before the dinner and included the election of the Executive Committee and State Representatives and, what a surprise, the nominations exactly matched the available positions! There was one change, however, as Peter Jabornicky had advised that for personal reasons he would have to stand down as NSW Representative, and Rod Smallwood was elected as his successor.

I would like to take this opportunity to recognise the efforts and work of the MSA Executive Committee and State Representatives during 2018.

Dates for your diary—I urge all members to support these functions:

- Saturday 16 March 2019 – Canberra Dinner at Rydges Capital Hill
- Sunday 5 May 2019 – Adelaide Lunch
- Date TBA – NSW Dinner
- Saturday 26 October 2019 – Brisbane Dinner at United Service Club

Vale Departed Members. During 2018 we noted with much sadness the passing of the following members:

- | | |
|--|----------------|
| • Kev Beer (EngRad, 11SQN / 492SQN) | February 2018 |
| • Roy Cosgrove (11SQN) | March 2018 |
| • Margaret Bean (Last of our Catalina members) | March 2018 |
| • Tony Middleton (AEO, 11SQN) | April 2018 |
| • Hartley Shearn (ex-member – Pilot, 11SQN) | September 2018 |
| • Bev Barry (ex-member – Nav, 11SQN) | October 2018 |
| • Peter Davidson (Pilot, 11SQN / 201SQN (RAF)) | November 2018 |
| • Jim Lambley (Pilot, 10SQN / 11SQN / 292SQN) | November 2018 |

Canberra Dinner. The annual ACT Maritime Squadrons Association dinner for members and partners will be held on **Saturday 16 March 2019** at **Rydges, Capital Hill** (Cnr Canberra Avenue & National Circuit, Forrest ACT). More detailed information on this event is provided later in this newsletter. The details were also circulated in a separate email sent out in December 2018 and are available on our MSA website. At this stage, our likely numbers are a bit disappointing, with initial indications of only 24 attending, so a few more starters are required. **I would ask that you make a special effort to attend so that we do not fall below 30 attendees, which could result in a room hire charge.**

If you know of any current serving or former members who would be eligible to join MSA, please encourage them to do so. As with any organisation, the injection of new blood is essential if we are to remain relevant and viable.

Regards

Keith Brent

President

Member News

New Members

Unfortunately, there are no new members since the last newsletter. If you know of anybody who might be interested in the MSA please encourage them to join.

Our recently departed

Peter Davidson	November 2018
Jim Lambley	November 2018
Jack Ingate	January 2019

For those of you who are interested there is a Face Book group RAAF: Death and Funeral Notices namely <https://www.facebook.com/groups/608992229177382/>

As a consequence of discussions at the recent dinner in Adelaide a new section will be added to the newsletter entitled **Where are they now?**

If you have lost touch or want to find an old colleague, please email the secretary with your question.

2019 Subscriptions

Subscriptions for ordinary members were due in January 2019. If you have not paid at this time can you please do so through the Treasurer.

Function Subsidies in 2018-19

The subsidy this coming financial year (2018-19) will be \$10 per head for MSA members and MSA Partners. So please try to support the functions as much as possible.

Email – if you are receiving this newsletter via Australia Post & 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. In addition, if you change your address or email please inform the Secretary.

End of an Era – P-3 Orion.

Since the last newsletter the celebration of 50 years of P-3 Orion operations was held in Adelaide over the extended weekend of 30 November – 02 December.

It was good to catch up with several of our members from all over the country.

The weather on the Friday was perfect for the flyover of Adelaide by a three aircraft formation. The view at Gawler Airfield was spectacular and enjoyed by scores of aircraft enthusiasts, young and not so young. The low-level flight was the start of No 92 Wings celebration of a half century P-3 operations. When the formation returned to Edinburgh a P-8 Poseidon conducted a spirited handling display.



Courtesy of Air Force News

The weather for the family day at the Base on Saturday was much less pleasant than the day before. Strong winds, dust and temperatures hovering around 35C provided a challenge for everybody. Two Orions were available for viewing as was a P-8. Long lines of people waited for a look inside the old and the new aircraft. They were entertained by a flying display by two P-3s and a P-8 during the afternoon



Past and present Air Force members and families associated with 92WG line up for a look at a P-8A Poseidon during the family day at RAAF Base Edinburgh. Photo: CPL Brenton Kwaterski

Courtesy of Air Force News

It was interesting talking to the crew showing off the interior of the P-8. Apparently every ex-P3 crew member asked about the lack of a galley and rest bunks. The answer was that there wasn't any. Considering that the P-8 is equipped for AAR it seems a serious oversight. Some magazines claim the RAF need their P-8s to be equipped to brew "a decent cup of tea". The kiwis say theirs need a deep fryer!

Perhaps the Fincastle Trophy competition will be re-started in the near future?

Just to remind us



Then.. Sunderland Galley



Now ...P-8 Poseidon galley

Unfortunately, visitors were not able to visit the recently opened training facility with its state of the art Flight Simulators and other trainers. The Ordnance Trainer is apparently very impressive comprising a P-8 airframe minus outer wings and tail feathers.



Now



Then.. re-arming a No 10 SQN Sunderland



Last muffin skipper? No 10 SQN Sunderland cockpit.



"This is so nice." No 11 SQN P-8A flight deck.

On the same evening a formal dinner was held at the Adelaide Convention Centre. Close to 1000 guests, both current and retired members attended and enjoyed a formal yet sociable event.

It was highlighted in one speech that the RAAF had been operating the P-3 for half the time since the Armistice of World War One!

It was an interesting mixing of cold war warriors and much warmer war fighters judging by the medals proudly worn by so many. Maritime is still in good hands!

The AP-3Cs are already in the process of a gradual withdrawal. Several aircraft have already been placed with various museums and organisations or sold overseas. The two specially modified Elint aircraft are expected to be retired in 2023 according to RAAF sources.



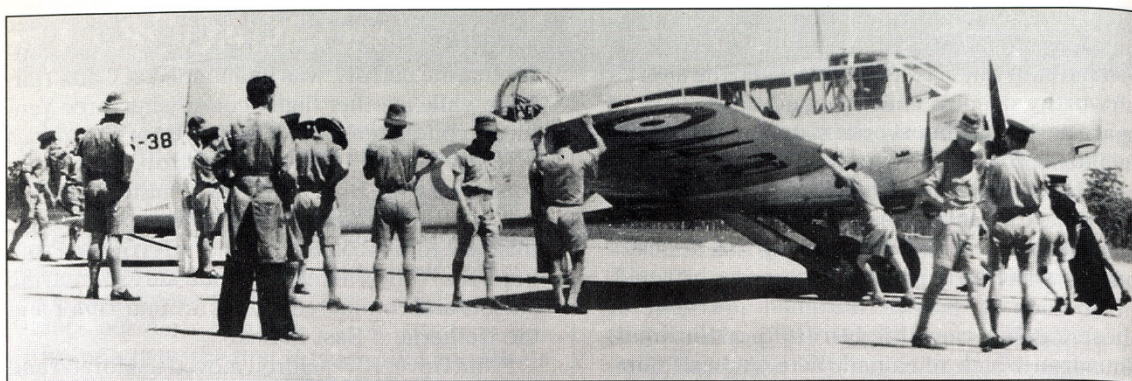
The first of six MQ-4C Triton aircraft will start arriving at RAAF Edinburgh in 2023. Whether No 10 Squadron survives is still in doubt. The Triton is of course an Autonomous Aerial Vehicle, not requiring any aircrew. After programming, it can fly anywhere without human input. This was proven in April 2001 when one flew from Edwards AFB, California to RAAF Edinburgh without intervention.



History Corner

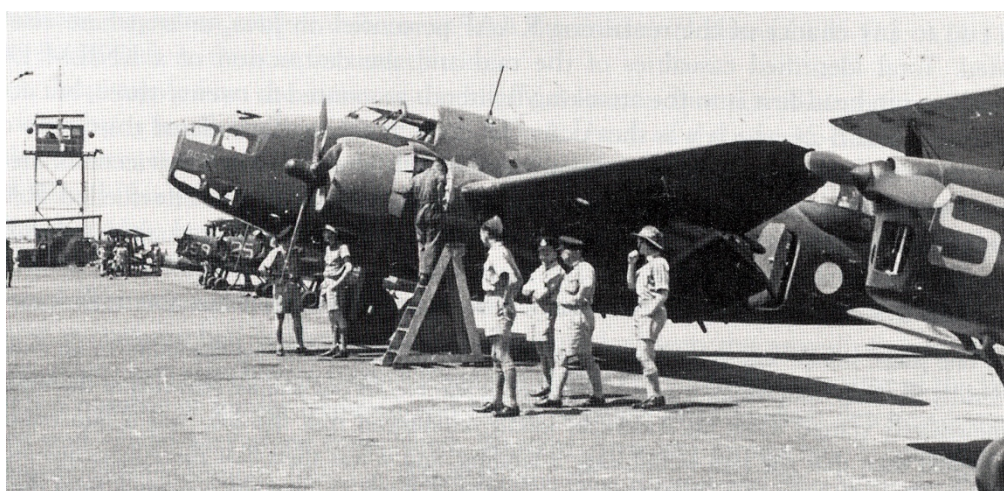
2019 will be a land mark year for the Maritime community in Australia. Most members would be aware of the upcoming 80th anniversary of both No 10 SQN (01Jul39) and No 11 SQN (21Sep39).

This year also marks the 80th anniversary of the “Forgotten Maritime Squadron”. On 06Feb1939 No 14 Squadron was formed at RAAF Station, Pearce, Western Australia. Its first Commanding Officer was coincidentally also named Pearce. Initial equipment was the Avro Anson, one of which was soon lost in a fatal accident.



No 14 SQN Avro Anson A4-38

The squadron was soon carrying out general maritime sorties such as convoy escort and started anti-submarine patrols later that year. The Ansons were replaced by an initial nine Lockheed Hudsons starting in April 1940.



No 14 SQN Lockheed Hudson at Cunderdin 1942

The squadron was heavily involved in the intensive and unsuccessful search for the missing cruiser HMAS Sydney in November 1941. Some lifeboats and the survivors from the Kormoran were found during the search.

The Hudsons were replaced by Bristol Beauforts from December 1942. These included A9-141, -151, -170, -265 and many others.

It should be noted that for a lengthy period during the Second World War the SW part of the continent was defended by just No 14 and No 25 Squadrons.

The last Allied ship (of 54) to be sunk in Australian waters occurred when the Liberty ship Peter Silvester was torpedoed by the German U boat, U-862 South West of Perth. Ironically this occurred on 06 Feb 1945, six years to the day after the Squadron was formed.

The Squadron remained based at Pearce for its entire existence, disbanding on 10 Dec 1945.

28 Jan 03 - Orions began operations in MEA



On this day, the RAAF detachment of two P3-C Orion maritime patrol aircraft sent to the Middle East Area of Operations (MEAO) flew its first mission under Operation *Slipper*. Patrolling day and night ahead of the coalition invasion of Iraq, the aircraft contributed to the overall objective of achieving and maintaining sea control in the northern Persian Gulf. The superior intelligence from the Orions' sensors provided coalition commanders with an accurate surveillance picture of surface activity, enabling potentially hostile shipping to be identified and challenged well away from allied warships. This marked the start of a commitment that flowed on into Operation *Catalyst* (the rehabilitation of Iraq following the overthrow of dictator Saddam Hussein) and would last for more than five years. In that time, the two-aircraft detachment logged more than 12 000 flying hours undertaking overland reconnaissance as well as maritime patrols and oil terminal protection sorties.

Postscript: After nearly 10 years of operational service in the Middle East, the final AP-3C Orion aircraft from No 92 Wing, RAAF Base Edinburgh, returned home to Australia on 30 Nov 12. More than 3500 personnel rotated through the almost decade-long deployment where the Orions were responsible for conducting overland intelligence, surveillance and reconnaissance tasks in Afghanistan and Iraq, maritime patrols of the Arabian Gulf and North Arabian Sea and -- towards the end of the deployment -- counter-piracy missions in the vicinity of Somalia. On 11 July 2013, the South Australian Governor, His Excellency Rear Admiral Kevin Scarce AC CSC RANR, and Mrs Liz Scarce, hosted a ceremony at Government House to present a Meritorious Unit Citation to No 92 Wing.

In memoriam

60th Anniversary of the Crash of 11 Squadron P-2E Aircraft A89-308

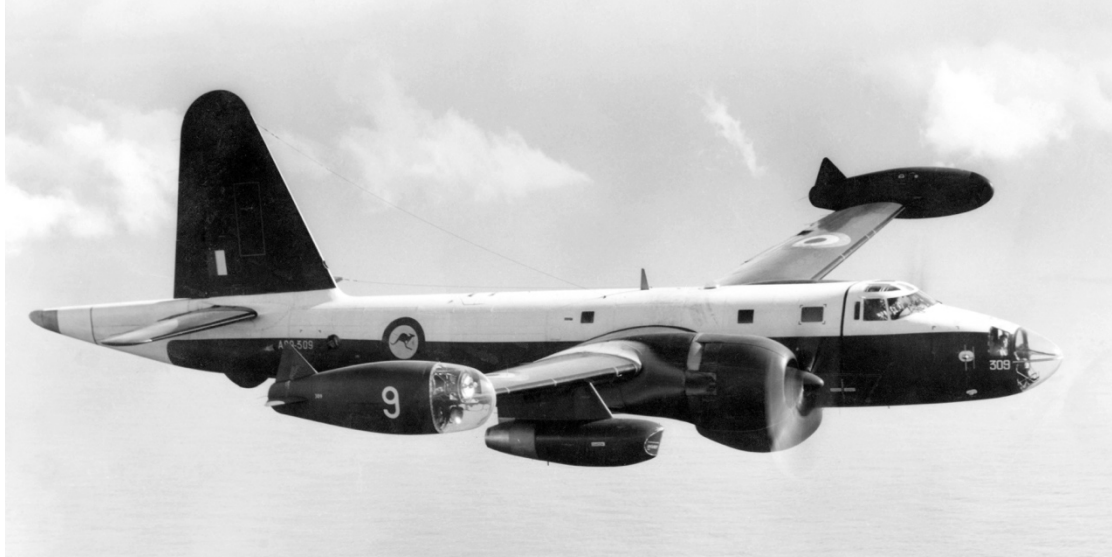
On 4 February 1959, a No 11 Squadron P-2E aircraft, A89-308, crashed near RAAF Richmond while on a local training exercise. The aircraft exploded on impact and, tragically, all eight men on board were killed.

09 April is the anniversary of the fatal crash in 1955 of Lincoln A73-64 at Mt. Superbus, Queensland. All four crew from No 10 Squadron, a civilian nurse and the infant patient were killed on impact.

On 26 April 1991, P-3C, A9-754 was involved in a fatal crash at Cocos Islands. One pilot was killed, and 19 other crew members survived.

Information please

On the night of 18 Dec 1953, a No 11 Squadron P2V5 Neptune, A89-309 diverted into Nhill, Vic with an unserviceable engine. It remained there for an extended period before finally leaving for Pearce. The Nhill Aviation Heritage Centre is seeking more information about the event. If anybody can throw more light on this incident, please contact the Secretary.



2019 ACT MARITIME SQUADRONS ASSOCIATION DINNER SATURDAY 16 MARCH 2019

ATTENDANCE NOTIFICATION

*Please complete and mail with your cheque (made out to '**Maritime Squadrons Association ACT**') as soon as possible to:*

**Keith Brent
102 Crisp Circuit
BRUCE ACT 2617**

Alternatively, you can make a direct transfer of funds to our ACT MSA bank account:

Bank: Defence Bank
BSB: 833 205
Account Name: Maritime Squadrons Association ACT
Member No: 3854195
Account No: 20733447

..... <Title> <Initials> <Last Name>

I will/will not be attending the 2019 ACT Maritime Squadrons Association dinner at Rydges Capital Hill on Saturday 16 March 2019.

I will be accompanied by:

Name/names for name tags for the dinner:

.....

.....

A cheque for \$ is enclosed (or direct debit details):

.....

\$75/head / \$150/couple for MSA members & partners / (\$85/head / \$170/couple for non-members)

(All payments must be received by no later than Thursday 28 February 2019)

I am/am not a current member of the Maritime Squadrons Association.

If there are any changes to your contact details, please advise below:

Full name and postal address:

.....

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Email address:

Telephone No(s):

Partner's Name (if applicable):

