

MARITIME SQUADRONS ASSOCIATION



PO Box 554
Hamilton Central,
QLD 4007

maurice.ritchie@outlook.com

Mobile: 0404 265334

web site: www.msa.asn.au

Newsletter

May 2021

President's Message

Dear Members,

While things appear to be improving, the COVID-19 pandemic still looms large. I trust you and your families are all managing to stay safe and well, and are surviving the various restrictions and/or lockdowns.

In lieu of the annual MSA dinner in Canberra, a lunch was held on Sunday 21 March 2021 at The Dock on Kingston Foreshore. Although our numbers were down compared to past years, we finished up with 28 attendees – 24 members and partners plus 4 non-members.

Noel Shelton again organised a successful SA get-together on Sunday 2 May 2021 at the British Hotel, in North Adelaide.

The remaining two functions that are planned to be held this year are:

- Saturday 31 July 2021 – NSW Dinner at the Historical Aircraft Restoration Society (HARS) Aviation Museum, Albion Park. Our NSW Rep, Rod Smallwood, has advised that at least 29 people have indicated they will attend and that HARS has confirmed that they are set up for COVID-safe functions. The format will be similar to past years, with a private tour of the Aviation Museum before the dinner. Rod has already sent out preliminary details for this event.

- Saturday 23 October 2021 – Annual General Meeting and Brisbane Dinner at United Service Club – details TBA.

I would strongly encourage all MSA members to support these events. While I appreciate that many of our members are in the COVID-19 high-risk group and may be reluctant to attend a function due to the potential risk, it is most disappointing for the event organisers if they are not supported. If numbers drop too much it raises questions as to the continued viability of holding such events on an annual basis.

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

May 2021

Member News

Departed Members.

Since the last Newsletter we have noted with much sadness the passing of the following friends and colleagues.

- | | |
|------------------|-------------|
| • Bruce Niblett | 11 Jan 2021 |
| • Alan Salisbury | 18 May 2021 |

New Members

Only one new member has joined the Association since the last newsletter.

Please welcome,

Peter McDermott

Member Updates

My father **Bevan Davey** is now residing at The Good Shepherd Home, Annandale (Townsville). He is receiving good care in that facility. His wife Glenys passed away last year after a sudden illness.

Regards, Robyn Glancy (daughter).

Ron Letch would like his old friends and colleagues to know that now that he has turned 95 years young, he has moved into the Tanunda Lutheran Home. The address is 27 Bridge Street, Tanunda SA 5352.

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.

If you change your address or email, **please** inform the Secretary.

News from here and there

HARS news

Neptune A89-302; No doubt you are aware that the subject aircraft is now located at HARS, Parkes. The aircraft is in one piece although that is only a shell. The only recognisable interior equipment surviving is an AN-ART-13 radio transmitter less the morse key and the associated receivers. Externally, at a distance, it still looks like a complete P2-E.

After talking to the HARS staff they said that would appreciate photos and stories about this aircraft. A Google search of A89-302 reveals there are numerous photos and history concerning this

aircraft. There are only a couple of crew photos taken in front of the aircraft and they are low resolution which makes the identification of crew members difficult. Photos taken at exotic locations such as Barbers Point, Sangley Point, Canton Island, Singapore, Alameda, etc could be of value to HARS.

Copies of photos and documents can be sent to me, allengibbon@grapevine.com.au. I will either forward them to HARS or take them to HARS Albion Park on my next visit. If possible, please scan photos in high definition.

Regards, Allen (Curl) Gibbon

Book Reviews

As part of the RAAF Centenary celebrations some history books have been reprinted and new ones released.

One new book recently published is "Aircraft of the Royal Australian Air Force". This weighty tome (no pun intended as it weighs 2.5 kg) covers all the RAAF A serial aircraft from A1 (1st series) de Havilland D.H. 9A to A57 Northrop Grumman Triton plus A69 McDonnell Douglas Phantom II (3rd series). A concise history of each aircraft (with many images) fills the 608 pages. The list of contributors is lengthy with many well-known Australian writers and historians and includes member Leigh Collins.

Highly recommended to anyone with an interest in RAAF aircraft.

Another recently published book that could be of interest to members is "Sub Hunters" by Anthony Cooper. This book covers the operations by No 10 and No 461 during the key period of the Battle of the Atlantic during 1942-43. Not as extensive as the definitive "Maritime is No 10" (Kev Baff) but still informative.

The wartime history of No 461 Squadron is not well documented so this book effectively fills much of that gap. The 288 pages includes interesting appendices covering such things as U-boat kills, Sunderland losses and aircraft operated by both squadrons. Several pages are devoted to many interesting black and white images covering the life of the squadron members (not just the aircraft). The author, Anthony Cooper has already published six books covering Australian military history. Highly recommended.

Member Ian Pearson has advised his upcoming book has grown to 444 pages and is on track for publication mid 2021 as part of the RAAF Centenary year celebrations.



Key Selling Points:

- First book that details the operational history of the Australian P-3 Orion during the Cold War years.
- Extensively and meticulously researched.
- Content largely based on recently declassified documents.
- P-3 operations are described in the context of unfolding domestic and international strategic developments.
- Released in the RAAF's Centenary Year.

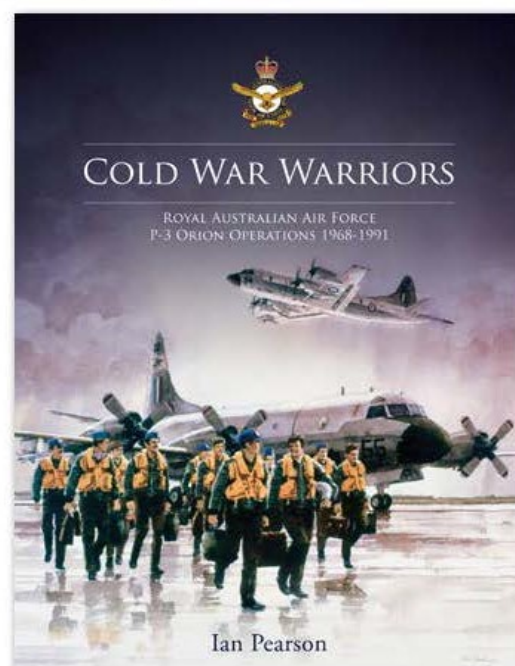
Marketing Highlights:

- National PR campaign targeting Australia's leading Military – History Magazines and Journals – physical and online.
- Advertised in trade publications – InCite Magazine, Good Reading and B+P Magazine.
- Mainstream Capital City newspaper book reviews and extracts.

About the Book

Cold War Warriors tells the little-known story of the operations by the Royal Australian Air Force's P-3 Orions during the latter years of the Cold War. The aircraft's largely low-profile missions, usually flown far from their base, were often shrouded by confidentiality. Now, access to declassified documents has allowed this story to be told. From the lead-up to their delivery in 1968, to the end of the Cold War in 1991; from the intrigues associated with the procurement of the aircraft and subsequent upgrades, to perilous moments experienced by the aircraft and their crews while conducting operations; and from triumphs to tragedies, *Cold War Warriors* documents the P-3's service in the RAAF in the context of the unfolding domestic and international events that shaped the aircraft's evolving missions. As well as being a story of the RAAF Orions and their growing capabilities, *Cold War Warriors* is also the story of the crews who flew the aircraft. Using their words, *Cold War Warriors* faithfully describes a number of incidents, both on the ground, and in the air, to provide a sense of the enormous breadth of service the P-3 Orion has provided to the Royal Australian Air Force, to Australia and to our allies.

Author:	Ian Pearson
ISBN:	9781922488329
Publisher:	Big Sky Publishing
Release date:	July 2021
Format:	Hardback 285mm x 220mm
Pages:	356 pages full colour
Price (incl. GST):	\$34.99



Author Biography

Ian Pearson joined the Royal Australian Air Force as a cadet aircrew in 1976. After navigator training, he served with 10 Squadron (two postings), 11 Squadron (on attachment), and postings to 292 Squadron and Headquarters 92 Wing. His subsequent postings included Director of the Office of the Chief of Air Force, Defence Adviser Singapore, Director Coastwatch Operations, and Chief of Staff, Joint Offshore Protection Command (subsequently Maritime Border Command).

Publisher – Big Sky Publishing
PO Box 303, Newport, NSW, 2106
E: sharon@bigskypublishing.com.au
T: 1300 364 611 F: 02 8330 9221

Distributor – Simon & Schuster Australia
Orders: orders@harcourt.com.au or 1300 551 721
Enquiries: cservice@simonandschuster.com.au
www.simonandschuster.com.au



Peregrine News

Australia requests Eols for forward operating base on Cocos Islands for MC-55A Peregrine EW aircraft

by Julian Kerr

Australia's Department of Defence (DoD) has requested expressions of interest (Eols) for the construction of a new airborne electronic warfare (EW)/intelligence, surveillance, and reconnaissance (ISR) forward operating base on the Cocos (Keeling) Islands to host MC-55A Peregrine EW aircraft.

Although the request does not explicitly state which aircraft the base will support, the project is part of the Air 555 Phase 1 programme for infrastructure relating to the introduction of the MC-55A Peregrine, a heavily modified version of the Gulfstream G550 business jet, at Royal Australian Air Force (RAAF) Base Edinburgh in South Australia.

The DoD had told a parliamentary committee in August 2020 that the operating concept for the Peregrine fleet involves a main operating base at RAAF Edinburgh and three forward operating bases in Townsville, Darwin, and the Cocos (Keeling) Islands.

Poseidon News

Maritime air power was on show in Guam as a RAAF P-8A Poseidon participated in *Exercise Sea Dragon* alongside Japan, Canada, India and the United States, from January 13 to 27. The exercise provided a crucial training opportunity for a No. 11 Squadron P-8A Poseidon crew to practise advanced anti-submarine warfare (ASW) tactics culminating in the tracking of a Los Angeles-class submarine, acting as an adversary.

In a show of interoperability, the RAAF P-8A Poseidon crew worked closely with the Japanese Maritime Self Defense Force Kawasaki P-1, the Royal Canadian Air Force CP-140 Aurora, the Indian Navy P-8 Poseidon, and the United States Navy P-8 Poseidon.

Following Exercise Sea Dragon and before their return home to Australia, the RAAF P-8A Poseidon crew were assigned to a follow-up task of surveillance patrols to ensure the safety and security of the Indo-Pacific region.

RAAF's P-8A Poseidon aircraft to deploy on *Operation ARGOS*.

The Australian Department of Defence (DoD) has announced the deployment of a Royal Australian Air Force (RAAF) P-8A Poseidon maritime patrol aircraft on Operation ARGOS.



A Royal Australian Air Force P-8A Poseidon maritime patrol aircraft. Credit: Bidgee.

The aircraft will operate out of Kadena Airbase in Japan and offer airborne surveillance support to the global effort to enforce United Nations Security Council sanctions on North Korea. It will maintain regular surveillance and prevent illegal ship-to-ship transfers.

This represents the first Australian Defence Force (ADF) contribution to the operation for this year.

Joint Operations Command chief lieutenant general Greg Bilton said: "Operation ARGOS is part of a multinational force with

contributions from countries including Canada, France, Japan, New Zealand, the United Kingdom and the United States.

Operation ARGOS commenced in 2018 and seeks to address illicit trade and sanction evasion while supporting efforts to build a secure East Asia and Indo-Pacific.

Since then, Australia has been supporting the operation by deploying a maritime patrol aircraft and a naval frigate. The aircraft is now being deployed for the eighth time.

India approved to buy six more P-8I maritime patrol aircraft for \$2.42bn USD.

The US Department of State has approved a possible Foreign Military Sales deal to supply six Boeing P-8I maritime patrol aircraft to India for an estimated cost of \$2.42 billion. As part of the proposed sale, India would also buy several subsystems, some seemingly intended for previously ordered examples of the P-8I. The Indian navy bought eight P-8I aircraft in 2009 and contracted for four more in 2016.



The P-8I is a customized export variant of the P-8A featuring specific equipment for the Indian Navy. Two major components not fitted on the P-8A are a Telephonics APS-143 OceanEye aft radar and a magnetic anomaly detector (MAD). India has received eight

of the P-8I variant to date with four more in production to be delivered from April 2020. It intends to procure six more aircraft.

Though not a treaty ally of the USA, India is also part of the Quadrilateral Security Dialogue, known popularly as “the Quad”, an informal group of four nations that also includes Australia, Japan, and the USA, which periodically hold diplomatic talks.

USA

The U.S. Navy recently tested a new podded self-protection system for the P-8A Poseidon maritime patrol plane. The pod, the outer shell of which is derived from the shape of the AGM-84 Harpoon anti-ship missile, is designed to release an AN/ALE-55 towed decoy capable of jamming enemy radars or luring incoming radar-homing missiles away from the aircraft. These pods could help improve the survivability of the service's P-8As, especially during higher-end conflicts involving near-peer adversaries, such as China or Russia.



From what can be seen of the pod in the pictures that the Navy has released, it is an AGM-84-shaped design with the decoy launcher mounted at the rear. Starting with the general form factor of the Harpoon, which the P-8A is already certified to carry, would have only helped in crafting a self-protection system that could be

rapidly integrated onto the Poseidon. When deployed, the decoy trails behind the aircraft, towed by a fiber-optic line.

Germany

P-8A Poseidon Set to Replace The P-3C Orion.

The U.S. government has cleared the sale of five P-8A maritime patrol aircraft to Germany, but Berlin is nowhere near ready to make a decision on the \$1.8 billion purchase.

The March 12 notice by the Defence Security Cooperation about the planes and associated equipment comes after Defense Minister Annegret Kramp-Karrenbauer announced in February that a replacement for Germany's P-3 Orion was not financially tenable for the time being.

The German navy has said it urgently needs new aircraft, pointing to sophisticated Russian submarine capabilities in the Baltic and Nordic regions. The service favours the Boeing P-8 Poseidon.

A separate German-French cooperative program, the Maritime Airborne Warfare System (MAWS), is expected to produce a new aircraft by 2035. The program is still in its infancy, though, and the German navy needs new planes by 2025.

The French Ministry of Defence had offered Germany the possibility of leasing four of its Breguet Atlantic 2 aircraft, the type that France wants to replace with the eventual MAWS aircraft.

Norway:

Production of Norway's first P-8A Poseidon surveillance aircraft is underway, manufacturer Boeing announced on Monday. Norway, which Boeing said in a press release will likely receive its first P-8A by the end of the year, plans to use the aircraft to replace its 40-year-old legacy fleet of P-3C Orion aircraft.

The Royal Norwegian Air Force was approved to purchase five P-8As in a 2016 contract which included additional engines,

Tactical Open Mission Software, AN/APY-10 radars, missile warning sensors and additional equipment. The deal was estimated to cost \$1.75 billion.

SkyGuardian News

RAAF MQ-9Bs to have enhanced maritime role.

The Defense Security Co-operation Agency (DSCA) announced on April 23 that the US State Department has approved the possible sale of up to 12 General Atomics Aeronautical Systems (GA-ASI) MQ-9B SkyGuardian aircraft and associated equipment to Australia.



Significantly, the DSCA announcement confirms that Australia will follow the Foreign Military Sales (FMS) path for the project and, in the equipment included under the deal, is a maritime active electronically scanned array (AESA) radar, together with Automatic Identification System (AIS) system, pointing to an enhanced maritime ISR role for Australia's SkyGuardians. The RAAF MQ-9Bs will be delivered with Leonardo's 7500E V2 multi-mode maritime radar, carried in a pod on the centreline station.

Weapons included in the approval included limited numbers of guidance kits for the RAAF's existing Joint Direct Attack Munition

(JDAM) and Paveway II bombs, AGM-114 Hellfire training missiles and launch rails, which will possibly support validation and verification work in Australia.

GA-ASI was announced as the preferred solution for Air 7003 Phase 1 in November 2018 and the selection of the MQ-9B variant was confirmed in November 2019. If Gate 2 Approval occurs in Mid-2022 as expected, deliveries to Australia are anticipated in the 2023/2024 timeframe with Initial Operational Capability (IOC) to follow 12 months later.

ADM

Triton News

The first of the Royal Australian Air Force's seven MQ-4C Triton drones on order from the US will arrive in Australia in 2024, a year later than expected. They have been delayed by a lack of hangar space, maintenance facilities and other supporting infrastructure at RAAF Bases Edinburgh and Tindal. This is the second major delay to the Triton acquisition after a 'production pause' in early 2020.

Australia has a stated requirement for six Tritons under Air 7000/1B, with an option for a seventh aircraft allocated within the 2016 Defence White Paper but has only contracted for three aircraft at this time. The other two aircraft under the existing contracts are expected to be delivered in 2023 and 2024.

"The Triton and P-8A Poseidon capabilities will operate in a complementary way to deliver a comprehensive Maritime Patrol and Response capability. Government continues to review the future balance between the Triton and Poseidon, and other capabilities cognisant of emerging technological and strategic change."

In related news, Northrop Grumman is this month celebrating the 20th anniversary of first deployment to Australia of an RQ-4A Global Hawk.

The first high-altitude long endurance (HALE) Global Hawk, appropriately named "Southern Cross II" for the occasion, was the

first unmanned aircraft to cross the Pacific Ocean non-stop and was flown into RAAF Edinburgh in April 2001.

Regional News

India

The Indian Navy has recently decided to give top priority to building a fleet of nuclear submarines, armed with nuclear-tipped Submarine-Launched Ballistic Missiles (SLBMs) and build a fleet of six such attack submarines. At present the only India-made nuclear sub is INS Arihant.



Another submarine leased from Russia for ten years in 2012 (INS Chkara II) will have to be returned soon. The programme for building another aircraft carrier has been shelved for now.

The Navy's new plan will seek approvals for six (6) nuclear-powered attack submarines and 18 diesel attack submarines. The authorisation for the diesel subs would include those with an air-independent propulsion system, or AIP, which ensures these submarines can remain under surface for a longer period and are quieter than a nuclear-powered submarine.

Indonesia:

Indonesia Begins Construction of New Submarine Base.

The Indonesian Navy (Tentara Nasional Indonesia – Angkatan Laut: TNI-AL) has held a ceremony to mark the start of

construction of a submarine 'support station' in the South China Sea.



The TNI-AL's second Cakra-class submarine, KRI *Nanggala*, seen here near Surabaya during a demonstration of its abilities. (Janes/Ridzwan Rahmat) (lost at sea 21Apr2021)

A foundation stone for the facility was ceremonially laid down on 5 April by the service's chief, Admiral Yudo Margono, on Pulau Natuna Besar, the biggest of the Natuna Islands cluster, which is located near the disputed maritime region. The facility is located along the Lampa Strait and will come under the command of the TNI-AL's Armada I once it is completed.

Indonesia Commissions First Submarine Assembled in Southeast Asia.

On March 17, the Indonesian navy commissioned its third Nagapasa-class submarine. The occasion marked the first time in history that a submarine was successfully built in Southeast Asia.

The new KRI *Alugoro*, pennant number 405, was the last of three diesel-electric attack submarines (SSK) contracted to South Korea's Daewoo Shipbuilding & Marine Engineering (DSME) in a 2011 deal worth \$1.1 billion. In line with a technology transfer arrangement, the agreement with DSME stipulated that while the first two submarines would be constructed in South Korea, the third was to be built at state-owned PT PAL's shipyard in Surabaya on the Indonesian island of Java. Components of the *Alugoro* were fabricated at Okpo shipyard on Geoje Island in South Korea before they were moved to Surabaya for assembly. The *Alugoro* will now undergo additional sea trials before it enters active service.

These submarines offer the Indonesian navy a significant upgrade over its two Cakra-class attack submarines, which have been in service since the early 1980s. In terms of design, the Nagapasa-class is based on South Korea's Jang Bogo-class submarines but features improvements to its sonar arrays, radar, and navigation systems.

Indonesia signed another deal with South Korea in 2019 to purchase three additional submarines, but the project has made little progress since then.

Philippines

The French Navy has committed to assist the Philippine Navy in the creation of a submarine force, Philippine Navy chief Vice Admiral Giovanni Carlo Bacordo said on Tuesday.

Bacordo said they have enabled a high-level engagement between the two Navies in terms of naval cooperation and other interests during the bilateral meeting on March 12 in Paris with French Navy officials led by Admiral Pierre Vandier, chief of Naval Staff for the Marine Nationale.

The French and Philippine Navies will also participate in bilateral and multilateral naval exercises.

North Korea:

SEOUL (Kyodo) -- South Korean and U.S. intelligence authorities believe North Korea is ready to roll out a new 3,000-ton submarine, only waiting for the right timing, Yonhap News Agency reported, citing sources.

It said the intelligence authorities have determined that the 3,000-ton submarine, unveiled in July 2019, can carry three submarine-launched ballistic missiles, or SLBMs.

"The authorities assess that North Korea is reviewing the right timing to roll out the submarine for a strategic effect, including maximizing pressure against the United States," a source was quoted as saying.

The new submarine is believed to be a modified Romeo-class based on North Korean media reporting of Kim Jong Un's site visit in July 2019 to the construction hall to inspect work on it. The submarine is said to be about 80 meters long and 7 meters wide.

Fiji and New Zealand:

Rough seas and bad weather hampered efforts to find five crew members missing from a fishing boat in Fijian waters.

A New Zealand Air Force Orion found one of six crew members who abandoned the fishing boat, after an alleged violent incident onboard.



He said the two remaining crew aboard the Tiro II were picked up by another fishing boat, which the navy patrol boat was due to intercept.

The NZ Defence Force said the Orion joined the search for the missing crew members and the fishing vessel FV TIRO II on Thursday, 20 May. The search started after reports of an "alleged violent incident on board".

"The Orion crew located the FV TIRO II and established radio contact with two people on board.

"The boat crew reported that six crew members abandoned the vessel; one person was aboard a life-raft, with the other five entering the water without lifejackets," NZDF said.

"The aircrew conducted a visual search and located the life-raft which was upturned and had one person on it.

"The crew notified the Fijian patrol boat Kikau, and dropped a survival pack - including a beacon, radio and food - to the person on the life-raft."

History Corner

21 January – 08 February 1971:

A Lockheed P-3C Orion Bu No 156512, under the command of Commander Donald H. Lilienthal, United States Navy, took off from Naval Air Station Atsugi, Japan, Thursday, 21 January and flew 11,036.47 kilometres (6,857.75 statute miles), non-stop, to NATC Patuxent River, Maryland. The duration of the flight was 15 hours, 21 minutes.

This was a new *Fédération Aéronautique Internationale* (FAI) world distance record for turboprop airplanes. The Orion's course deviated around foreign airspace, so the actual distance flown was 7,010 miles (11,218.5 kilometres).

On Wednesday, 27 January 1971, the same airplane, and crew set both FAI and National Aeronautic Association records for Speed Over a Straight Course of 15/25 Kilometres at 806.10 kilometres per hour (500.89 mph) (435 kts) at NAS Patuxent River, Maryland. The U.S. National Record still stands:

On 04 February, at Edwards Air Force Base in the high desert of Southern California, Commander Lilienthal flew 156512 to a World Record for Altitude in Horizontal Flight of 13,721.5 metres (45,018.1 feet).

On 8 February 1971, while still at Edwards AFB, Commander Lilienthal and 156512 set five more world records for heavy turboprop airplanes. The P-3C climbed to a height of 3,000 metres (9,843 feet) in 2 minutes, 52 seconds;

to 6,000 metres (19,685 feet) in 5 minutes, 46 seconds;

to 9,000 metres (29, 528 feet) in 10 minutes, 26 seconds;

and 12,000 metres (39,370 feet) in 19 minutes, 42 seconds.

The Orion continued climbing until it reached a world record altitude of 14,086.1 metres (46,214.2 feet).

The record-setting airplane was a Lockheed Model 285A P-3C-110-LO Orion, Bu. No. 156512, MSN 285A-5506, built by the Lockheed-California Company at Burbank, California. The Orion was completed 14 August 1969. It was assigned to the Naval Air Test Center at NAS Patuxent River, Maryland. The Orion was a standard production P-3C without engine or fuel system modifications. It was retired to AMARC on Sep 20, 1995 and struck off charge 7 Apr 2004. Sadly, it was scrapped at HCV, Tucson in October 2017 instead of going to a museum.

In memoriam.

26 Apr 91 - Fatal Orion crash on Cocos Islands



FLGOFF Henniker left rear.

On this day, No 92 Wing, based at Edinburgh, SA, suffered the first operational loss of a P-3C Orion when aircraft A9-754 from No 10 Squadron crashed at the Cocos Keeling Islands on this day. The Orion had just taken off from the airfield on West Island to make the return flight to Edinburgh when an emergency caused it to ditch into Rumah Baru lagoon. Nineteen members of the crew survived the crash and were able to scramble to safety on top of the aircraft, which lay half-submerged on the reef. However, Flying Officer Tom Henniker had been killed when a propeller blade sheared off on striking the water and entered the aircraft's fuselage. At the tenth anniversary of his death, a plaque in his memory was dedicated at a special commemorative service conducted on the island.

Fifty years earlier.

World War Two

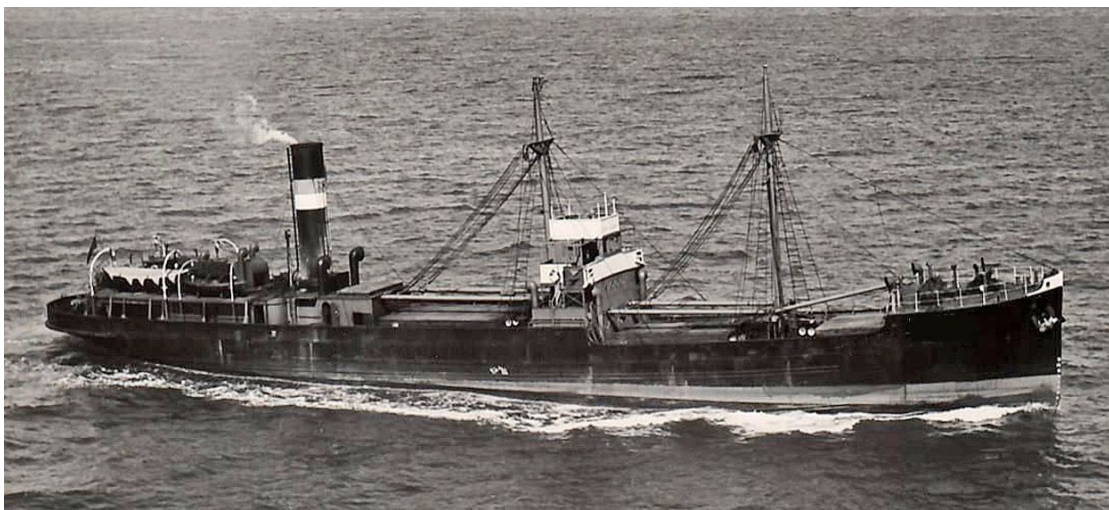
In Europe

No 10 Squadron



28 Apr 41 - 10SQN Sunderland crash in the Irish Sea killed six crew. On this day, No 10 Squadron Sunderland T9075 RB-N (Captain Vic Hodgekinson departed Pembroke Dock for a Crossover patrol. 'Crossover' patrols were planned to cover the entry and exit routes of U-boats and enemy shipping to and from enemy occupied ports and the Atlantic and to report and attack such vessels. Having completed the patrol, the aircraft departed

for home; however, short of fuel in very bad weather conditions, the captain was attempting to land when the aircraft crashed in the Irish Sea, killing six crew and injuring five. The injured were rescued by MV Busiris the following day.



MV Busiris

FlgOff Hodgekinson had flown many patrols before this occurrence. In addition to normal anti-submarine patrols the

squadron was involved in the search for the *Bismark* and many flights to Malta and Egypt carrying high priority items. One aircraft was lost there in an air raid on 10 May 41.

In Australia

War clouds gather.

At this time, the bulk of Australia's permanent defence forces were overseas fighting alongside the British in the Middle East and elsewhere against the German and Italian forces.

Japan's first Minister Plenipotentiary to Australia, Tatsuo Kawai arrived in March 1941. He had been the outspoken official spokesman for the Japanese Foreign Ministry in Tokyo in the late 1930s. He had praised Chancellor Hitler and condemned President Roosevelt. As official foreign spokesman, he didn't hesitate to threaten the use of armed force if the situation demanded it.

Kawai published a book in 1938, *The Goal of Japanese Expansion*, which justified Japan's role in subjugating China while predicting a new leadership role for Japan:

'Japan is the pioneer of a new age; she is the hope of a new Asia.'

Kawai's book created anxiety in Australia by stating:

"Nations with rapidly growing populations and inadequate resources have a far more legitimate claim to the world's remaining unexploited areas than those nations which already enjoy the blessings of abundance."

The *Sydney Morning Herald* described Kawai's literary work as performing the world a service by clarifying Japan's aggressive intentions.

Curtin

University

publication.

"Those who do not remember the past are condemned to relive it"
Santayan

No 6 Squadron

The start of 1941 saw this squadron continuing seaward patrols covering the approaches to Sydney Harbour searching for enemy

ships and submarines using Avro Anson aircraft. These aircraft were replaced by Lockheed Hudsons in early May.

No 11 Squadron

The Squadron started 1941 with continued routine tasks including reconnaissance patrols, plus survey and transport flights using their four Shorts C-class flying boats.

The Squadron received its first Catalina (A24-1) on 19 March 1941 with a low-key reception according to the Squadron's Operation Record Book. Its first patrol was on 26 March. Two more arrived during May (A24-2, -3).

By the end of May 1941, the Squadron had the three Catalinas and four ex QANTAS and Imperial Airways Shorts S23 Empire Flying Boats, A18-10 Centaurus, A18-11 Calypso, A18-12 Coogee and A18-13 Coolangatta.

No 12 Squadron

Using Wirraways, the squadron carried out more routine operations from Darwin. These comprised anti-submarine, seaward reconnaissance, shipping escorts and coastal patrols.

No 13 Squadron

February 1941 saw the squadron exercising with the Armed Merchant Cruiser *Westralia* and its Seagull V seaplane, A2-13.



HMAS Westralia

By early March, intelligence indicated the German battle cruiser *Scharnhorst* was operating in the Indian Ocean where it could threaten Allied shipping. The Squadron spent four days searching using six Hudson aircraft from Darwin westward to Port Headland. The search was fruitless as the intelligence was incorrect. Much more success was achieved in maintaining surveillance on many Japanese pearl luggers suspected of spying on the northern coastline.



No 13 Squadron Lockheed Hudsons over Darwin. AWM AC069

No 14 Squadron

In Western Australia, the squadron continued with routine duties including escorting convoys leaving Albany and anti-submarine patrols and seaward reconnaissance.



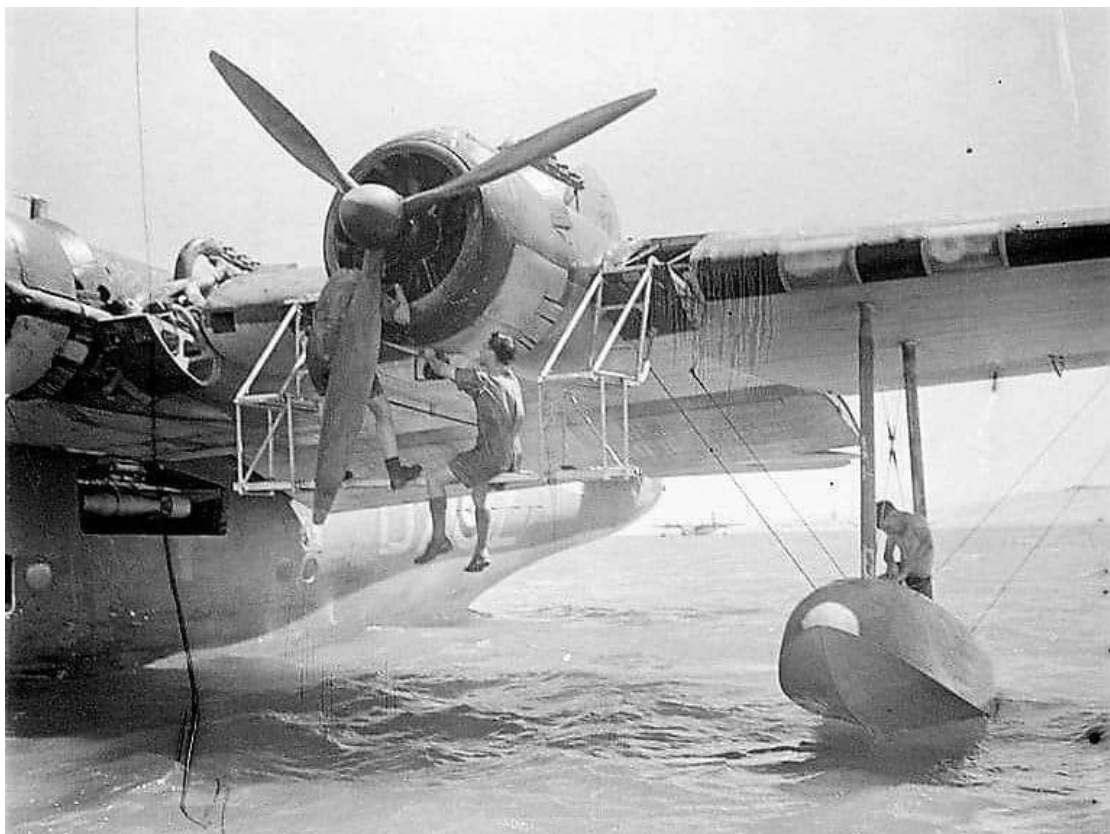
No 24 Squadron

Operating from Garbutt the squadron continued routine maritime patrols searching for German surface raiders, submarines, suspicious ships, and floating mines.

No 25 Squadron

Along with No 14 Squadron, the squadron operated anti-submarine patrols in addition to convoy escort in the Indian Ocean area.

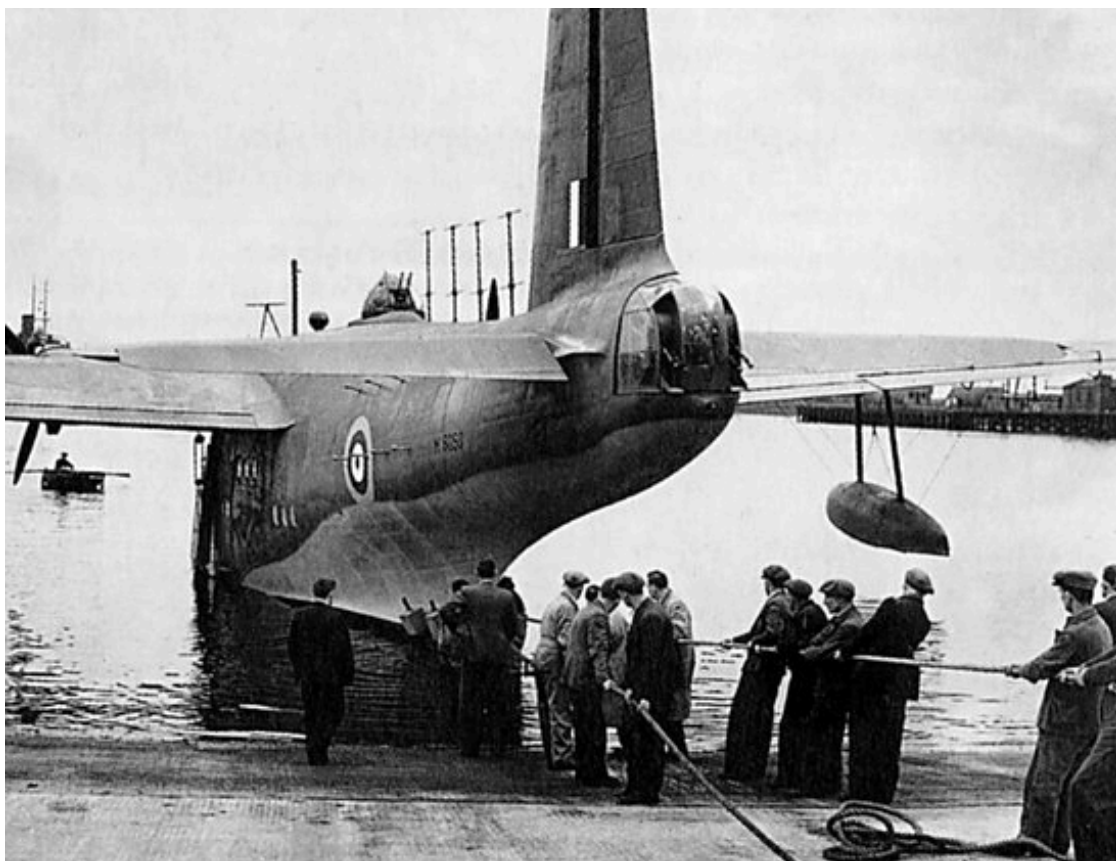
In this newsletter a pictorial salute to the groundcrew because all aircrew know there is nothing in the air without them.



"The Flight Sergeant will have my guts if I drop another spanner!"



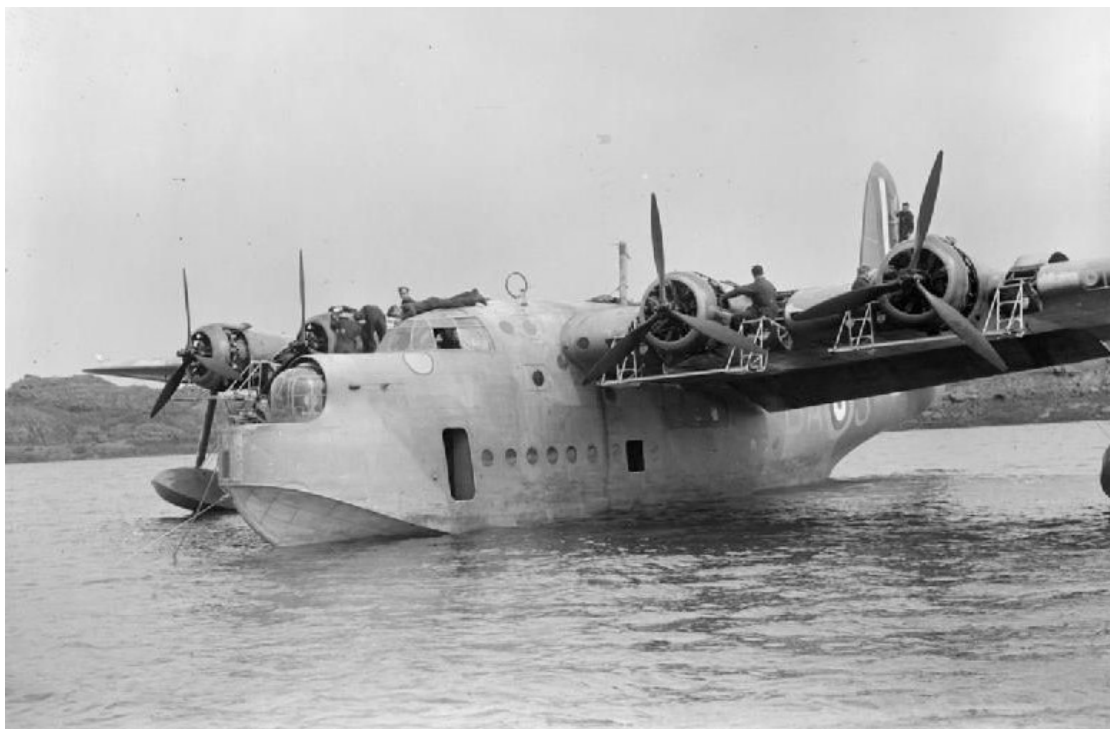
"Where is the blasted tractor"?



Still no tractor.



"I'm just glad I don't have to clean the guns".



"I'm glad it's a smooth day".



An improvised fuel barge.



When is any engine change easy?



Not an easy way to do an engine run! Note the crew member with a life ring in the aft blister.



"I'm going surfing when I get home".

A Final Thought or Two

Definition of *aviator*

1: the operator or pilot of an aircraft and especially an airplane.

"The strong should not bully the weak". *Xi Jinping 2021*

"The strong do what they can and the weak suffer what they must". *Thucydides c.430 BC*

