

# MARITIME SQUADRONS ASSOCIATION



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## Newsletter

May 2022

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### President's Message

Dear Members,

While the situation has definitely improved, the COVID-19 pandemic still occupies a prominent position in our lives. I trust you and your families are all managing to stay safe and well, and have survived the various restrictions.

Although the pandemic has had a major impact on our regular MSA activities over the past two years, some sense of normality is starting to return. An MSA lunch was held in Canberra Sunday 6 March 2022 at The Dock on Kingston Foreshore. Although our numbers were down compared to past years, we finished up with 21 attendees – 17 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, with 32 attendees including a few from interstate adding to the mix of old friends getting together.

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

- Saturday 30 July 2022 – NSW Dinner at the Historical Aircraft Restoration Society (HARS) Aviation Museum, Albion Park. The event will be conducted in a COVID safe manner as per NSW Health guidelines. Our NSW Rep, Rod Smallwood, has advised that, as of mid-May, around 20 people have so far

indicated they will attend. The format will be similar to past years, with a private tour of the Aviation Museum before the dinner. Preliminary details for this event have already been sent out.

- **Saturday 29 October 2022 – 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 also 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.

### **Proposed Amendments to Constitution**

The National executive is currently considering several issues that may result in some proposed amendments to our Constitution; these include:

- **Provision to hold an online AGM.**
- **The appointment of Patron of the Association.**
- **The waiving of subscription fees for spouses of deceased members, who simply wish to receive our MSA newsletters so that they can keep abreast of the latest news.**

You can expect to receive details on these matters and any proposals for amendments to our Constitution in the coming weeks. I would note, however, that any formal amendment to our Constitution can only be passed 'by a three-quarters majority of financial members present or voting by proxy at an Annual or a Special General Meeting of this Association'. So, while we may reach agreement in principle for any amendment, it will have to wait until the next AGM to be ratified and enacted.

**Stay safe and well**

*Keith Brent*

**President**

**May 2022**

## **Member News**

### **Departed Members.**

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

#### **Peter Brown (a mystery solved)**



Peter Brown or "PK" as he was affectionately known during the latter period of his Service Career was born on the twelfth day of March 1931. His entry to the RAAF was as a cadet to the 'old' RAAF College at Point Cook.

Peter converted to CAC Lincoln Bomber aircraft and was posted to No 1 Squadron, serving with that squadron during the Malayan Emergency operating out of RAF Base Tengah, Singapore. Peter's Service history is taken up again by myself from October 1962 when he underwent the

Aircrew Combat Survival Course at Army's JTC Canungra.

That particular course included members of No 16 Signallers Course (my course). Peter was promoted to Squadron Leader on 1st January 1963 and was posted to fill the appointment of Command Combat Survival Training Officer, HQ Operational Command. During this time Peter arranged for my attachment on no less than 3 occasions as an instructor.

His next posting was to No 10Sqn Townsville as a Flight Commander. His secondary appointment during his Townsville posting was that of OIC Sergeants' Mess where he was a popular figure during his (frequent) visits.

**Peter completed his 10 Sqn posting on being selected to undergo the RAAF Staff College course; on graduation of which he was promoted to Wing Commander.**

**That's where my knowledge of his Service Career ends. However, our paths crossed again when he became a member of Kawana Waters Branch RAAFA.**

**Peter was a true-blue Aussie Guy and gentleman of a high order best known for his effervescent jovial manner, spiced with a touch of larrikin for good luck.**

**Peter was listed on 'St Peter's manifest on 13th March 2021; the day after his 90th birthday, having pre-determined by 'proclamation' to his family, "I'm going to make 90".**

**Peter will be sadly missed by his RAAFA mates of both genders.**

**RIP Peter (PK) Brown**

**Phil Andrews**

**Gary Kirk, 77, on 10 February 2022.**



**Non-members but known to many.**

Don Stewart died in March. A 10 Sqn Sig and pilot. He suffered Alzheimer's and Parkinson's for years.

Former 10 Sqn AEO, (also Herc Pilot) namely Donald Patrick Michael Stewart, passed away in March.

Greg Sutton aka "Harry", "Sooty", passed away on 03May in Manila

Ray Rumming.

Max Coles

### **New Members**

**Two members have joined the Association since the last newsletter. Please welcome,**

**Richard Jones**

**Mark Carr**

### **Member Updates**

**The wife of Stan Cattell has advised the Association that he has been placed in care in Nowra.**

### **QTH**

**Still looking for any information about John Young.**

### **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 as soon as possible.

### **Book Review**

#### **Battle of the Atlantic**

**(RAAF in Coastal Command 1939-45) by John Quaife**

A new release: No 3 in the Australian Air Campaign Series produced by Air Force History and Heritage Branch. The author is a retired pilot and a current member of the Active Reserve.

The book features stories of various Australian crew that served in the well-known Sunderland squadrons and in other units of Coastal Command. These stories provide historical information about Australians involved in the operations of the various units in the fight against the threat of the *Kriegsmarine* submarines. The chapters start with the beginning of No 10 Sqn operations flying and fighting the Sunderland. Other subjects covered include the technology battle, combat and other aircraft used by the Command such as the Catalina. There is a very useful event timeline for those interested in this part of World War 2 history.

Considering this is a book about Coastal Command it might seem a little unusual for the book to feature two large photographs of the head of the *Ubootwaffe*, Admiral Karl Donitz but not one of twice C in C of Coastal Command, ACM Joubert de la Ferte KCB, CMC, DSO. Perhaps the photographs of “Bull” Garing compensates for this.

A good read for anybody interested in the history of the RAAF.

## *News from here and there*

### Orion News

#### Memorial marks the loss of an airman

A routine flight home to Australia 31 years ago turned into a tragedy for the ADF members on board P-3C Orion A9-754 and an event Air Force will never forget.



*Officer Commanding of No. 92 Wing, Group Captain Paul Carpenter (left), officially hands over the P-3 Orion A9-754 memorial display to sergeants' mess committee chairman Warrant Officer Peter Christensen at RAAF Base Edinburgh in Adelaide. Story by Flight Lieutenant Claire Burnet.*

On 26 April 1991, a No. 10 Squadron Lockheed Orion was taking off from the airfield on West Island, Cocos (Keeling) Islands to return to RAAF Base Edinburgh when it suffered a mid-air emergency and ditched into the shallow water of the Rumah Baru lagoon.

As it hit the water, number two propeller sheared off and penetrated the fuselage where it struck and killed Flying Officer Tom Henniker. All others on board survived.

Each year, Air Force remembers this tragedy and the loss of Flying Officer Henniker and last month members from all three services gathered to view a special new memorial created for permanent display in the sergeants' mess at RAAF Base Edinburgh.

Creating a permanent memorial legacy with components from the aircraft was an honour that No. 11 Squadron's aircraft structural technicians (ASTTECH) were proud to take on.

Corporal Corey Eime and Sergeant Craig Schippan described it as an artistic representation of a Lockheed P-C3 Orion observer's window.

"We included the gentle curve of the aircraft fuselage finished in the original platform series of white over grey livery," said Corporal Eime.



**“The roundel is a section of original wing plank cut from the aircraft during its salvage recovery and mounted behind the observer’s window.**

**“We wanted the piece to be visually striking yet respect the mournful nature of the event. I feel the high gloss finish of the aircraft frame beside the raw, distressed finish of the original aircraft component captures this.”**



*Former Air Force P-3 Orion flight engineers Warrant Officer (Retd) Dave Jones (right) and Warrant Officer (Retd) Steve Shuck (centre) at the P-3 Orion A9-754 memorial display unveiling at RAAF Base Edinburgh in Adelaide. Photo by Corporal Brenton Kwaterski.*

**The process of creating this memorial legacy has been cathartic for many long-term Air Force members and has strengthened mateship for others.**

**“Senior service members from outside the section watched it evolve and shared their stories of the aircraft or its salvage recovery with members who are newer to Air Force and our family culture,” said Corporal Eime.**

**Sergeant Craig Schippan said No. 11 Squadron’s contribution to the memorial stemmed from Corporal Eime’s creative idea to simulate the aft observer’s window.**



**“Corporal Eime was a real driver behind our team building this display, which was all done by hand in a similar fashion as an aircraft is built,” said Sergeant Schippan.**

**“All ASTTECH members contributed to this legacy, working on it between aircraft maintenance tasks and in their own time to complete and display the memorial in time for this year’s commemoration.”**

**Commanding Officer of No. 10 Squadron, Wing Commander Marija Jovanovich, said the loss of Flying Officer Tom Henniker and aircraft 754 left an indelible mark on the collective consciousness of the squadron.**

**“Even though the tragedy occurred 31 years ago, the mark persists today and will continue to do so in the future,” said Wing Commander Jovanovich**

## **Poseidon News**



An artist’s rendering depicts the P-8A Poseidon in Canadian livery. (Boeing photo)

## **Boeing to offer P-8A Poseidon MPA to Canada**

**Boeing has announced its intent to offer the P-8A Poseidon in response to Canada's Request for Information (RFI) for long-range maritime patrol aircraft (MPA). The Canadian Multi-Mission Aircraft (CMMA) project will replace the Royal Canadian Air Force fleet of CP-140 Aurora aircraft and enhance its anti-submarine**

warfare (ASW) and intelligence, surveillance and reconnaissance (ISR) capabilities.

*Boeing press release*

With more than 140 aircraft in service, the P-8 has executed more than 400,000 mishap free flight-hours around the globe. Militaries that operate or have selected the P-8 include the U.S. Navy, the United Kingdom's Royal Air Force, Royal Australian Air Force, Royal New Zealand Air Force, Indian Navy, Royal Norwegian Air Force, Republic of Korea Navy and German Navy.

"The P-8A Poseidon has demonstrated that it is the world's most capable multi-mission aircraft currently in production and offers a complete solution for Canada's CMMA requirements," said Tim Flood, International Business Development director, Europe and Americas. "The range, speed, and endurance of the P-8 makes it the perfect platform to monitor Canada's northern and maritime approaches and the P-8 will ensure allied interoperability to meet Canada's security commitments. Coupled with a robust industrial partnership plan, Boeing's offer will build on its successful record of contributing to Canada's economic growth throughout the life of the CMMA program."

## First Norwegian P-8A Arrives Home



A Norwegian P-8A Poseidon touched down in Norway for the first time on 24 February. Known as 'Viking' the aircraft is the second of five P-8A's ordered by the Norwegian Defence Materiel Agency

**(Forsvarsmateriell) on the behalf of the Royal Norwegian Air Force (RNoAF). The first delivered aircraft, 'Vingtor', will remain in the United States for a while longer to undergo unspecified 'national adaptations'. 'Viking' is expected to begin these modifications later, so that the RNoAF can begin domestic training on the platform sooner.**

**In Norwegian service, the P-8As will at first supplement and then replace Norway's fleet of six ageing P-3C/N Orions, operated by No.333 Squadron.**

## **Regional News**

### **Brazil**

#### **Brazil is developing its own nuclear-powered submarine**



Riachuelo/Scorpene Class (S40)

**The Submarine Development Program (PROSUB) is one of the main strategic projects of the Brazilian Armed Forces and aims to increase the national defence structure and ensure Brazilian maritime sovereignty.**

**The program strengthens the national industrial sector, increasing its strategic importance to the economic development of Brazil. To date, it generated 4000 jobs.**

**Besides four conventional submarines, the goal is to build the first nuclear submarine in the Southern Hemisphere. Today, nuclear submarines are only operated by the US, Russia, China, the UK and France - with which Brazil has partnered to develop its own nuclear submarine.**

Overall, the country plans on building 15 diesel-electric submarines and 6 nuclear powered vessels to modernize its navy. As a follow-up to a 2008 defence cooperation agreement, the Brazilian Navy signed detailed contracts in late 2009 with the French naval manufacturer DCNS. These contracts included technology transfers and construction assistance for four Scorpene-class diesel-electric attack submarines, as well as one nuclear powered vessel. Except for the first boat, all submarines will be built entirely in Brazil. On December 14, 2018, Brazil launched the first of its Riachuelo-class Scorpène-type vessels, the Riachuelo (S40). The Humaitá (S41), the second of this class, launched on December 11, 2020. The remaining two SSKs are scheduled for completion in 2022. The construction of the first SSN is planned to end in 2023 with entry into service slated for 2025.

## **India**

### **India receives 12th P-8I Neptune MMA**

The manufacturer announced on 24 February that the aircraft was formally handed over to the Indian Navy (IN) on 19 February. This is the last P-8I to be delivered under an option for a further four that the Indian Ministry of Defence (MoD) exercised in 2016. The sale of six additional P-8Is to take the Indian fleet up to 18 was approved by the US government in May 2021 under the Foreign Military Sales programme for a total of USD2.42 billion. However, no contract has been announced yet.

As noted by Boeing, the IN P-8I fleet has accumulated more than 35,000 flight hours since the first aircraft were received in 2013. The *Neptune* is the Indian-specific variant of the P-8A Poseidon flown by the US Navy and international customers. It differs from the P-8A in that it is equipped with an aft-facing radar (which operates independently of the forward-facing Raytheon AN/APY-10 surface search sensor), providing full-hemisphere coverage and an aerial target-tracking capability. A magnetic anomaly detection (MAD) system is also fitted.

## **France's Naval Group Will Not Join India's Submarine Programme** 03May22

France's Naval Group has said that it will not participate in the P75I project of the Indian Navy, under which six diesel-electric attack submarines were to be built in the country in partnership with an Indian strategic partner.

Naval Group has withdrawn because it cannot meet the conditions of the Request for Proposal (RFI) put out by the Indian Navy. The RFI seeks a sea-proven Air Independent Propulsion (AIP) system for the submarines to be built under the P75I project.

The P75I project is part of India's 30-year-old submarine building programme that extends till 2030. Under this programme, the Indian Navy should have 24 submarines – 18 conventional and six nuclear-powered ones. India is building both nuclear-powered attack submarines (SSNs) and ballistic missile submarines (SSBNs) that carry nuclear weapons.

Its fleet of conventional submarines, mostly made up of Russian-origin Kilo/Sindhughosh-class and German-designed Shishumar-class (a variant of Type 209) boats, is ageing. It has received six new Kalvari-class submarines in the last few years, but these are not enough to fill the gap. An AIP system gives a submarine the ability to remain submerged underwater for a long time without surfacing. An AIP system reduces the need for snorkelling. As a result, it improves a submarine's ability to remain undetected. Both Pakistan and China have AIP-equipped submarines. None of the conventional submarines India currently operates has AIP. The Kalvari-class boats will be equipped with an indigenously developed AIP during their refit programme.



Naval Group's decision to withdraw from the P75I programme could lead to further delay. The Kalvari-class boats are based on the Scorpene design developed by the Naval Group. The infrastructure created in India for the Kalvari-class programme is currently lying idle. Due to its involvement in the Kalvari-class project and growing defence ties between India and France, the Naval Group was being seen as a strong contender for the programme.

### **Last of the six indigenously built submarines launched**

Published: 21st April 2022



Scorpene class submarine

**NEW DELHI:** The last of the six indigenously built Scorpene class submarines had a ceremonious launch on 22 April. The government is yet to decide on the next advanced indigenous submarines in equal numbers. "The sixth and last submarine of the Indian Navy's Kalvari class submarines of Project-75 has been launched at the Kanhoji Angre Wet Basin of Mazagon Dock Ltd," said an Indian Navy statement. It is manufactured jointly with France's Naval Group.



**The inclusion of the six submarines comes at a time when most of the 15 conventional submarines with India are more than 25 years old. Over the years, Pakistan and China have been adding strength to their underwater capabilities.**

**There are concerns over the delay in extending the Project-75. Even if it is given the go-ahead now, it might take another two years to make the beginning, says Commodore Anil Jai Singh. Project-75(I) envisages indigenous construction of six modern submarines with contemporary equipment, weapons and sensors including air independent propulsion, advanced torpedoes, modern missiles and state-of-the-art countermeasure systems.**

**Quad partner India has sent a maritime patrol aircraft to the Northern Territory for joint training with the ADF.**

**Defence has revealed an Indian Navy P-8I aircraft will conduct coordinated exercises alongside Royal Australian Air Force P-8A Poseidon aircraft from 11-15 April off the coast of Darwin.**

**The combined training, set to mark the first time an Indian P-8I has deployed to Australia outside of a routine military exercise, aims to further strengthen bilateral defence ties between the Quad partners.**

**Activities are expected to include surveillance, anti-submarine warfare and interoperability drills.**

**Acting Chief of Air Force, Air Vice-Marshal Stephen Meredith noted the importance of the engagement as a means to supporting share regional security outcomes.**

**“Coordinated activities like these are key to enhancing Australia’s maritime capabilities and building maritime domain awareness,” AVM Meredith said.**

**“This activity reflects the deepening trust between India and Australia’s defence forces and our enduring commitment to work together on common security interests.”**

## **Indonesia**

### **Indonesia, France to collaborate on Scorpène submarines**

**Indonesia has signed an agreement with France's Naval Group to support the local construction of two Scorpène submarines (similar to the Scorpène platform operated by Malaysia).**

**Indonesia's naval shipbuilder PT PAL and France's Naval Group signed a preliminary agreement on 10 February to collaborate on the construction of two Scorpène submarines for the Indonesian Navy (Tentara Nasional Indonesia – Angkatan Laut: TNI-AL).**

**The two sides aim to finalise a purchase contract before mid-2022. This contract – unlike the newly signed MoU – is expected to facilitate the integration of weapons and systems onboard the submarines and the provision training for operation, construction, and sustainment.**

**It is understood that the pending contract could provide the opportunity for a follow-on deal of an additional two Scorpène submarines to be constructed in Indonesia.**

## **Japan**

### **JMSDF commissions the first Taigei class submarine**

**The Japan Maritime Self-Defence Force commissioned the submarine "*Taigei*," (S513) the lead submarine of the Taigei-class, with a ceremony at the Kobe Shipyard of Mitsubishi Heavy Industries, Ltd. *Taigei* was officially launched on October 14, 2020, and entered service 17 months later. The external appearance of the *Taigei* is not much different from the *Sōryū*-class, but inside of it is a completely different submarine. First, the *Taigei* uses**

**lithium-ion batteries instead of the 4V-275R Mk. III AIP system, which was installed aboard the first 10 *Sōryū*-class submarines.**



**Secondly, the capabilities of the sonar and combat command system have been improved, as well as the use of new acoustic absorbent materials and a floating floor structure to make it quieter. It is also equipped with Torpedo Counter Measures (TCM), which ejects decoys to evade enemy torpedoes for improved survivability.**

## **New Zealand**

### **BOEING BEGINS BUILD OF 1ST P-8A BOUND FOR NZ**

written by [Hannah Dowling](#) | March 18, 2022

**Boeing has begun assembly on New Zealand's first P-8A Poseidon aircraft, announcing it has laid the jet's keel beam alongside Spirit AeroSystems. The aircraft keel runs the length of the fuselage belly. While the P-8A is based on the design of the commercial passenger Boeing 737, its design differs from the typical 737, in order to accommodate for an internal weapons bay.**

**It marks the first major construction milestone on one of four Poseidons headed to the New Zealand Defence Force. New Zealand has purchased four P-8A Poseidons to replace its fleet of six ageing P-3K2 Orions.**

**Before official delivery to New Zealand later in 2022, Boeing Defence, Space and Security will install mission systems and complete all necessary testing on the aircraft.**

**According to Boeing, today, the operating P-8 fleet has amassed more than 400,000 flight hours around the globe.**

## **Republic of Korea**

### **South Korea's First P-8A MPA Breaks Cover**



Boeing photo 23 Feb 2022

**On February 3rd, Boeing released a video of the P-8A for the ROK Navy, which was captured at its factory in Washington state. Six P-8As are expected to be delivered to the Korean Navy from this summer to 2023, after it was chosen as the next multi-mission maritime aircraft and the US State Department approved FMS (Foreign Military Sales) of six P-8As to South Korea in September 2018 for an estimated 2.1 billion USD.**

**The ROK Navy has already established the 6th Air Wing's maritime patrol aircraft squadron 61.**

**Once the ROK Navy receives the new six P-8A aircraft from Boeing, the ROK Navy will have a total of 22 operable maritime patrol aircraft, including the eight P-3Cs and eight P-3CKs currently in service. In 2030, these P-3Cs and P-3CKs will be replaced by new aircraft.**

## **Republic of Korea Navy P-3 Orion Squadron marks 40 Years of Accident-Free Flights**



By **Dario Leone** Feb 22 2022

**Patrol Squadron 615 achieved the record having logged a total flight distance of 15.3 million kilometres, equivalent to traveling around the Earth 380 times.**

**The Republic of Korea Navy (RoKN) said on Feb. 17, 2022 that Patrol Squadron 615, based on the southern resort island of Jeju, has reached a milestone of mishap-free flights over the past 40 years since its establishment.**

**“The squadron reached the milestone of accident-free flights for 40 years on the back of efforts made by all members, including officers, who worked together for safe flights and mission accomplishments,” Adm. Kim Jung-soo, Chief of Naval Operations, said in a statement to Yonhap.**

**Activated in February 1982, Patrol Squadron 615 flies the venerable P-3 Orion and its mission is to cover the southwestern part of the Korean Peninsula and carry out anti-submarine and anti-ship missions. RoKN has a fleet of 16 P-3 Orions (all operated by Patrol Squadron 615) which the service intends to replace with up to 20 new ASW aircraft.**

## *History Corner*

### **Timeline 1942**

**15 February Singapore falls.**

**19 February Darwin raided for the first time.**

**March: Japanese submarine I-25 sends reconnaissance aircraft over Wellington and Auckland**

**18 April Doolittle raid on Tokyo**

**7-8 May Battle of the Coral Sea**

**31 May Three Japanese midget submarines attack Sydney Harbour**

## *World War Two*

### *In Europe*

#### **No 10 Squadron**

**After very bad weather in February, improving conditions meant No 10 Squadron was able to increase patrols mostly in the Bay of Biscay. Several unsuccessful attacks were made on submarines and surface vessels.**

**At the start of March, No 19 Group of Coastal Command had only one Sunderland squadron (No 10 RAAF) available for operations.**

**During April and May the Squadron was often tasked with detachment and transport flight through Gibraltar in to the Western Mediterranean. Another unusual task was providing anti air protection patrols over a withdrawing British convoy off the North coast of Spain. Many *Luftwaffe* aircraft were deterred from attacking.**



Two VIPs flown to Gibraltar and Malta were R.G.Casey (future GG of Australia) and Lord Gort taking up the position of Governor of Malta carrying that island's George Cross.

On 15 May, FLGOFF Pockley attacked a German blockade runner, the *Munsterland* with depth charges damaging it. This was the same ship that resupplied two German raiders (Atlantis and Orion) that attacked shipping in the Australian region.

FLGOFF Pockley and crew attack and damage the Italian submarine *Argo* off the coast of Algeria on 28 May. During the attack the depth charges on the port rack hung up. The captain ordered those depth charges to be moved to the other side of the aircraft before continuing the attack. LAC Scott was responsible for transferring the depth charges from the port to the starboard bomb rack.

Because of his actions LAC Bob Scott was awarded the Distinguished Flying Medal.

Editor's note: He is still alive and living on the Qld Sunshine Coast.

### No 461 Squadron



25 April 1942. No 461 Squadron formed at Mount Batten from a nucleus of No 10 Sqn. SQNLDR Reg Burrage was the first Commanding Officer. As a General Reconnaissance Flying Boat squadron. It was formed under the terms of Article XV of the Empire Air Training Scheme. Starting with just two Sunderland, over the next few months, the squadron was equipped with nine Sunderland Mark II and Mark III Flying Boats.

Because of the date their nickname became the "ANZAC Squadron". Training of crews began immediately.

### *In Australia and the Pacific*

### *In PNG*

## **No 11 Squadron and No 20 Squadron**

Both units are sharing a small number of Catalina flying boats. Commencing on 01 February, continuing raids on Rabaul were made, opposed by increasing fighter attacks.

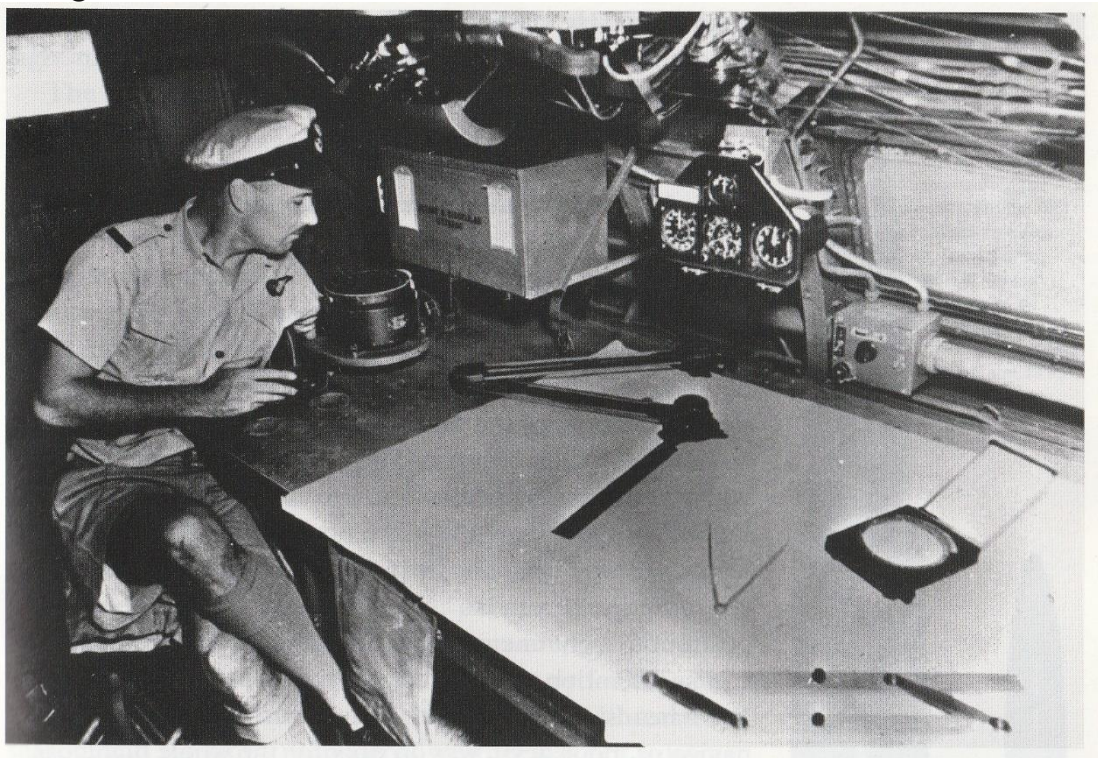
On 12 February, the two C-Class flying boats (A18-12 &13) from No 11 SQN and the other two from No 20 Squadron (A18-10 &11) were transferred to No 33Sqn.

On 24 February, Catalina A24-13 disappeared with all crew on board.

On 28 February the Port Moresby moorings are raided by Japanese aircraft. Three Catalinas (A24-3,6,7) are destroyed and another damaged leaving just two serviceable aircraft.

Navigators are posted to both No 11 and No 20 Squadrons, the first being FLGOFF Frank Jeffery.

Navigator FLGOFF Bob Burne seen below.



On 20 March, A24-17 (20 Sqn) was bombed and damaged at Tulagi, British Solomon Island Protectorate.

The first of many air sea rescue mission took place on 06 April. The Catalina crew in A24-21 (20 Sqn) rescued the crew of a USAAF B-26 which included a RAAF pilot.

A25-5 (11 Sqn) was destroyed at its mooring in by a Japanese fighter during the 31<sup>st</sup> raid on Port Moresby.

FLGOFF Bolitho (11Sqn) flew an incredible 267 operational hours during April.

May started with a heavy enemy air attack on Tulagi which damaged A24-19 (20 Sqn) and -23 (11 Sqn). Parts from A24-23 were used to make A24-19 serviceable before being sunk. FLGOFF Hurst (11Sqn) and crew in A24-14 attacked the approaching Japanese landing ships.

Before the Battle of the Coral Sea, Japanese forces captured Tulagi on 03 May. AIF and RAAF personnel had already been evacuated.

On 04 May, the first of three aircraft lost during the Battle of the Coral Sea, A24-18 (20 Sqn) was shot down during a reconnaissance flight over the Solomon Islands. The crew were executed later in the year. The next day, A24-17 (Chapman, 20 Sqn) and A24-12 (Fader, 11 Sqn) sighted and reported Japanese ships moving into the Coral Sea. A day later A24-20 (Hemsworth, 20 Sqn) also disappeared in the same area. The surviving crew are thought to have been executed at Rabaul.

By this time Port Moresby had become unsafe from enemy attack so both squadrons were relocated to Bowen, on 07 May. Cairns was used as an advance base.

## *In Australia*

### No 6 Squadron

The Squadron continued routine patrols from RAAF Richmond covering the approaches to Sydney Harbour searching for enemy ships and submarines using Lockheed Hudson aircraft. The unspectacular but necessary operations brought to greater significance when Sydney Harbour was attacked by Japanese midget submarines on 31 May 42.

## **No 7 Squadron**

Newly reformed No 7 Squadron commenced sea searches and anti-submarine patrols during February operating from RAAF Base Laverton using Lockheed Hudson aircraft. During April two distressed vessels were located and assistance provided. May saw the start of a re-location to RAAF Bairnsdale.

## **No 12 Squadron**

When the Japanese attacked Darwin on 19 Feb 1942, two of the Squadron's Wirraways were destroyed. During the following days the remaining Squadron's aircraft searched for survivors of sunken ships. Defensive coastal patrols and anti-submarine patrols were continued along the North coast.

## **No 14 Squadron**

The first attack on a submarine occurred on 02 Mar 42. A Hudson crew was engaged in a search for an unidentified submarine off the West Australian coast. It discovered a submarine that failed to identify itself and was subsequently bombed unsuccessfully. The submarine was in fact the USS Sargo (SS-188) and it managed to make home base at Fremantle, Western Australia with light damage. The crew of the Hudson were exonerated of any blame.

On 3 March, a No. 14 Sqn Hudson was destroyed by Japanese aircraft during the attack on Broome. Its crew were not among the many casualties from this raid.<sup>[6]</sup>

## **No 25 Squadron**

After the entry of Japan in the war against Australia the Squadron's role was changed to air defence. They became the sole air defence of Perth and Fremantle using six Brewster Buffalo aircraft.

The change of role did not stop them from appropriating four Royal Navy Fleet Air Arm Fairey Swordfish aircraft (diverted from Singapore). These aircraft were used (unofficially) for anti-submarine patrols until the end of April when they were returned to their rightful owners. This ended the squadrons' maritime role.



## **70 YEARS AGO**

**During May 1952 No 11 Squadron took delivery of the last ten of 12 Lockheed P2V-5 aircraft.**



## **60 YEARS AGO**

**Between March and May 1962 No 10 Squadron at RAAF Base Garbutt (Townsville) took delivery of 12 Lockheed P2V-7 aircraft.**



## **A Final Thought**

**NEVER START A WAR UNLESS YOU KNOW YOU CAN WIN. SUN TZU**