

# MARITIME SQUADRONS ASSOCIATION



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## Newsletter

May 2019

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### President's Message

Dear Members,

When you read this, I will be away overseas in the UK. The Australian Rugby Choir, to which I belong, has been invited to attend a choral festival in Cornwall for the first week in May and then my wife and I will be touring the UK for the next six weeks. I left Australia on 22 April and will not be back until 19 June — I know, it's a hard life but someone has to do it! So, I have written this message early; hopefully, it will not be overtaken too much by events.

The annual Canberra dinner was held on Saturday 16 March 2019 at Rydges Capital Hill. Although our numbers were down slightly from last year, the 35 members and partners who attended had a most enjoyable evening. A welcome addition was the attendance of Rick Jones and his wife Helen; hopefully, he will see the light and join MSA soon.

Other functions scheduled to be held this year include:

- Sunday 5 May 2019 – SA Luncheon at the British Hotel, in North Adelaide. In keeping with their desire for a closer relationship with MSA, a number of current 11SQN members are expected to attend.
- Saturday 27 July 2019 – NSW Dinner at the Historical Aircraft Restoration Society (HARS) Aviation Museum. Our NSW Rep, Rod Smallwood, has made a tentative booking with HARS for this date. The format will be similar to last year, with a private tour of the Aviation Museum before the dinner. Further details will be emailed out to members once Rod has finalised matters.
- Saturday 26 October 2019 – Annual General Meeting and Brisbane Dinner at United Service Club.

I would strongly encourage all members to support these events. While I appreciate that many of you may have competing commitments, it is most disappointing for the event organisers if they are not supported, and if numbers drop too much it raises questions as to the continued viability of holding such events on an annual basis.

Can I remind all Ordinary Members (i.e. people who are not Life Members) that you need to pay your annual subscriptions on time. As you may be aware, the Association provides a financial subsidy for members and partners who attend our functions. However, if a member is unfinancial, he will not attract a subsidy and be required to pay for any function at the 'non-member' rate. Although we do apply a period of grace to this policy, we cannot continue to provide subsidies for members who are, in some cases, 3 or 4 years in arrears.

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**

### **Membership**

Following on from the President's message, if you still have not paid your membership dues please contact the Treasury, Geoff Hyde as soon as possible at [geoffhyde @bigpond.com](mailto:geoffhyde@bigpond.com)

### **New Members**

Three new members have joined the Association since the last newsletter.  
Please welcome

Nigel Hartley  
Rod Lovell and  
Leigh Collins

### **Vale**

Raymond Charles Keys, a member of the Maritime Squadrons Association passed away on 13 Nov 18. The Association was notified too late to be included in the last Newsletter.

**Email** – if you are receiving this newsletter via Australia Post and 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.

## *Information please.*

- Does anybody know the whereabouts of Al Fraser (PLT)?
- Marilyn Voullaire has sent a request for information on two members of the “Sunderlanders”.

“Hi, I am trying to find out the whereabouts of the 2 Sunderlanders in this photo. Are they still alive?”

Bob Webster – enlisted in VIC  
Horace Morgan – enlisted in NSW

My Dad, Dudley Marrows (deceased), is in the photo with them, along with Peter Jensen.”



Editor’s note; Dudley Marrows (ex No 461 Sqn) passed on 11Mar19 at the age of 101.

If you can help, please reply to the MSA Secretary to forward to Ms Voullaire.

- **South Australian Air Museum**

The following note is from Darryl Hill ex 11 Sqn

“I’ve become involved with the SAAM at Port Adelaide where A9-756 now resides.

We’ll shortly be starting tours of the aeroplane and as part of that I’d like to prepare briefs for our guides. If possible, I’d like to locate copies of any P3B/C/AP3C Flight Manuals - perhaps some MSA members might have something that could either be

donated to the Museum or loaned to me for copying. If the latter, I'll return via registered mail."

Any responses can get in touch with Darryl at [hillyhkg@yahoo.com](mailto:hillyhkg@yahoo.com) or 0407262775.

- **DFRDB**

The following is provided as information only as the MSA does not have an official position on this matter.

Phil (Curly) Ware has volunteered to coordinate with any affected members.

Please communicate directly with him at [phillip.ware@icloud.com](mailto:phillip.ware@icloud.com)

## **MEDIA RELEASE 25 March 2019**

### **INDEPENDENT INQUIRY INTO THE ADMINISTRATION OF DEFENCE FORCE RETIREMENT AND DEATH BENEFITS SCHEME COMMUTATION ARRANGEMENTS**

The Government will commission an independent inquiry to examine the information provided by scheme administrators and relevant departments to members of the Defence Force Retirement and Death Benefits (DFRDB) superannuation scheme.

The DFRDB scheme, which was established in 1972 and closed to new members in 1991, allowed members to commute (exchange) part of their pension for a lump sum.

There are different views among some in the veteran community about certain areas of the scheme and the appropriateness of information provided to members at the time.

The Government recognises the importance of open and transparent discussion around veteran concerns and we will consult with the ex-service community about the terms of reference for the inquiry, as well as panel membership.

Ex-Service Organisations and scheme members will have the opportunity to make submissions to the inquiry and raise any other concerns relevant to the scheme.

The inquiry is on the agenda for the next Ex-Service Organisation Round Table, to be held on 2 April 2019.

## **VP International**

News about the VPI Brisbane Chapter

Their Charter was received from VPI HQ Greenwood NS Canada in 2016.

Meetings bi-monthly on a Sunday at 1500.

Meetings usually at The Regatta Hotel, Brisbane.

Next meeting, though, is at the Maroochydore RSL at 1500 Sun, 23 June 2019.

## Committee

Pres: Dallas Haggarty : Email: [dallashaggarty@gmail.com](mailto:dallashaggarty@gmail.com)

VP: Baz Collins : Email: [bazzoo340@yahoo.co.uk](mailto:bazzoo340@yahoo.co.uk)

Sec: Leigh Collins : Email: [leigh.collins@y7mail.com](mailto:leigh.collins@y7mail.com)



Please contact the President, VP or Secretary for further info and inclusion in to the group email address list.

Meetings scheduled for remainder of 2019:

Sun, 23 June: Maroochy RSL @ 1500

Sun, 25 Aug: Regatta @ 1500

Sun, 27 Oct: Regatta @ 1500

## *News from here and there.*

### **Airshow 2019, Avalon, Victoria**

If not the centre of attention at this air show, retired AP-3C (A9-659) was certainly in the centre of the static display attracting its fair share of attention.

In non-flying storage at Avalon it will be moved to the Australian War Memorial in Canberra after the planned expansion is completed. It is one of many Orions that have been allocated to museums throughout Australia.

A complete listing of the disposition of all AP-3Cs can be found on Ron Cuskelly's excellent web site [www.adastron.com](http://www.adastron.com). This site also has a great deal of information on the Neptunes operated by the RAAF as well as other Lockheed aircraft used in Australia.





A9-653

Maurice Ritchie

With more than 400 aircraft worldwide still flown by 21 operators in 17 countries, the **P-3** remains a relied-upon asset across the globe.

## **HARS Newsletter**

### **HARS Lockheed AP-3C Orion flies!**

After more than 15 months of hard work, including aircraft systems testing, ex-RAAF Lockheed AP-3C Orion, A9-753, now registered VH-ORI, took to the sky on Wednesday 6 March as the newest aircraft type to fly in the HARS fleet!

The aircraft, which has been onsite at Illawarra Regional Airport since December 2016, was officially handed over to HARS by the Chief of Air Force, Air Marshall Leo Davies, AO, CSC in November 2017 and the various teams have put in extraordinary efforts to obtain all of the approvals necessary to operate and maintain it in the civilian, limited category.



Having flown over 16,000 hours, Orion A9-753, had participated in most RAAF P-3 operations including the search for the missing Malaysian Airlines Flight MH370, Operation GATEWAY and numerous deployments to the Middle East, including Iraq and Afghanistan. The aircraft was delivered to the RAAF on 4 August 1978.



VH-ORI (A9-753)

### **Edinburgh Air Show**

The Australian Defence announced that RAAF Base Edinburgh in South Australia will host the next Defence Force Air Show on 9 and 10 November 2019.

The theme of the Edinburgh Air Show is “Vimy to Fifth Generation in 100 Years.” “The Air Show will commemorate the Centenary of the epic flight in November 1919 of notable South Australian Sir Ross Smith and his brother, Sir Keith Smith, who flew from England to Australia in 1919 in a Vickers Vimy to win the Great Air Race.” Air Commodore Sawade said.

The last Defence Air Show at RAAF Edinburgh was in 2007.

RAAF Base Edinburgh is the centre of the nation’s military intelligence, Surveillance, reconnaissance and electronic warfare capabilities.

### **Grumman MC-55A Perigrine**



Defence has re-announced the acquisition of four modified Gulfstream G550 aircraft – to be designated the MC-55A “Peregrine” - for the RAAF. “The Peregrine is a new airborne electronic warfare capability that will be integrated into Defence's joint warfighting networks, providing a critical link between platforms, including the F-35A Joint Strike Fighter, E-7A Wedgetail, EA-18G Growler, Navy’s surface combatants and amphibious assault ships and ground assets to support the war fighter,” Minister for Defence, Christopher Pyne said. “The aircraft will be based at RAAF Base Edinburgh in SA – yet another piece in a broader Intelligence, Surveillance and Reconnaissance precinct being developed at the Super Base, which is already home to our Poseidon maritime patrol aircraft. RAAF Base Edinburgh will also serve as the headquarters for our unmanned Tritons and armed unmanned Reaper variant.”

The US DoD has awarded L3 Technologies a US\$83m (A\$112m) contract for the upgrade of two Gulfstream G550 business jets to the MC-55 electronic warfare support configuration for the RAAF. The two G550s are the first of four for the RAAF, the requirement for which is being managed through Project AIR555.

The first two ‘green’ Gulfstream G550 airframes were ordered in January 2016.

The MC-55As will replace the RAAF’s two ‘Project Peacemate’ AP-3C Orions in service from 2022/23. The new aircraft are being modified at L3’s facility in Texas.

## **New CAF**

On 28 Mar 2019, the Minister for Defence, Christopher Pyne, announced that Air Marshal Mel Hupfeld, AO, DSC, would replace Air Marshall Leo Davies, AO, CSC as Chief of Air Force from 04 Jul 2019. Air Marshall Davies flew as a Navigator on P-3B and P-3Cs before completing his pilot training in 1988.

## **Old News**

**25 May 62**

**Last Lockheed Neptune aircraft delivered to the RAAF**



**A89-280 Gate Guard at RAAF Townsville**



A89-280 was the last Neptune delivered to RAAF (No 10 Squadron at RAAF Garbutt, Townsville) on this day.) No 10 Squadron operated twelve P2V-7/SP-2H (A89-270 to -281, delivered between March and May 1962); the Neptune achieving over 26 years of RAAF service. A89-281 -- delivered to No 10 Squadron the previous day (24 May 1962) -- flew the last RAAF Neptune mission on 6 December 1977 when it was flown from Townsville to Amberley for disposal.

#### **25 May 2012 - AP-3C Orion located survivors**



On this day, a No 92 Wing AP-3C Orion began a SAR mission to locate any survivors following the sinking of the Solomon Islands inter-island freighter MV *Solfish 001* which had failed to arrive at its destination two days earlier. The RAAF, the French Navy, and the Royal Solomon Islands Police scoured 6,000 square kilometres of sea before the Orion located all 49 people - 33 men, 10 women and six children - who survived the sinking. They were subsequently recovered by the *Micronesian Pride*.

#### **26 May 78 - First 10SQN P-3C Orion arrived at Edinburgh**



As well as anti-submarine warfare and search and rescue, coastal surveillance assumed an increasingly important role. As a result, eight of the latest versions of the Orion -- the P-3C -- were ordered in March 1975 to replace the Townsville-based No 10 Squadron's ageing SP-2H Neptunes. The decision was then made to base all the Orions at RAAF Base Edinburgh, and in September 1976, the P-3C order was increased to ten aircraft. These aircraft -- A9-751 to A9-760 -- were the P-3C-180-LO variant, known as P-3C Update 2. A9-751 flew into Moffett Field on delivery from Lockheed's Burbank plant on 17 February 1978 for crew training and then arrived at Edinburgh on this day. The final aircraft, A9-760 was delivered on 16 January 1979.

#### **04 Apr 57 - Neptunes completed round-the-world flight Operation Westbound**



**The crew on return to base**

On this day, three Neptune maritime patrol aircraft from No 11 Sqn arrived back at Richmond, NSW, after completing Operation *Westbound*—the first round-the-world flight by the RAAF.

The occasion for this feat was a requirement for Australia to be represented at celebrations marking the independence of Britain's former West African colony of Gold Coast (renamed Ghana) on 6 March. The Minister for Air (Frederick Osborne) was chosen to attend, and it was decided to extend his journey as a test of the mobility and navigational capabilities of the Neptunes and their crews.

Setting off on 20 February, the aircraft travelled west via South Asia. At Karachi, Pakistan, Minister Osborne joined the mission. After an eight-day stay at Ghana's capital, the Neptunes continued west, crossing the US, and the Pacific via Fiji. The four weeks planned for the flight was extended by an unscheduled engine change on one aircraft in the Azores.

# History Corner

## In memoriam

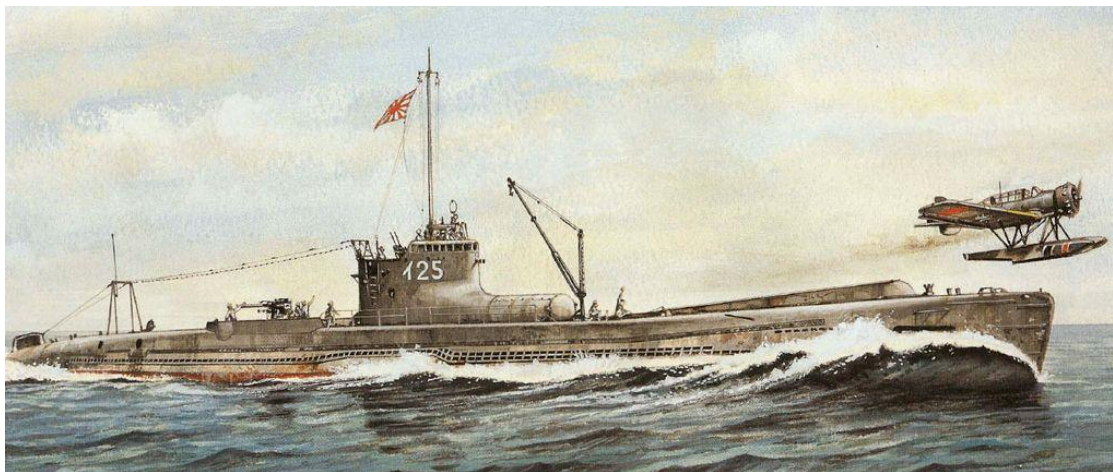
**28 Jun 1919**

The First World War officially ends with the signing of the Treaty of Versailles.

**31 May-1 June 1942**

Imperial Japanese Navy Midget Submarine Attack on Sydney Harbour

On 29 May 1942 five large Japanese *I*-class submarines rendezvoused some 35 nautical miles northeast of the entrance to Sydney Harbour. Early next morning an E14Y *Glen* float plane launched from one of the submarines, *I-21*, and flew a daring reconnaissance mission over the harbour, twice circling the cruiser USS *Chicago* before flying out to sea.



The next evening, 31 May, the Japanese “mother ships”, I-22, I-24 and I-27 formed into an arc shaped formation outside the harbour entrance before each one released a single Type A two-man midget submarine for the deadly attack. Positive proof that the nation needed anti-submarine protection.

Meanwhile on the other side of the world, No 10 Squadron had been at war for nearly three years.







AUSTRALIAN WAR MEMORIAL

ART 27572

01 Jul 39 is the 80<sup>th</sup> anniversary of the formation of No 10 Squadron at Pt Cook. Before the end of July, air and ground crew were on their way to the UK in anticipation of training on and then delivery of Short S25 Sunderland aircraft to Australia. The outbreak of war in Europe put paid to those plans when the Australian Government offered the squadron to the British war effort.

The first aircraft allocated to the squadron at Pt. Cook were two Supermarine Seagull V (Walrus) amphibians numbered A2-2 and A2-6.



A2-6 at Pt Cook

Sadly, this aircraft type was involved in the Squadron's first fatalities. The accident occurred on 18 Jun 40 when Walrus L2312 loaned from No 15 Group's Communications Flight crashed in France killing the four occupants. The purpose of the secret flight was to rescue the wife and children of General Charles de Gaul who were later evacuated by ship. The two RAAF crew were Flt Lt John Bell, Pilot and Sgt Charles Harris, Observer. The others were from the RAF and the Secret Intelligence Service (MI6). For more information you are directed to the very informative web site [aircrewremembered.com](http://aircrewremembered.com) at <http://aircrewremembered.com/bell-john.html> courtesy of Kelvin Youngs.

The Squadron was the first Dominion squadron to go to war and the only RAAF squadron that served continuously throughout the European war. For a detailed wartime history, the definitive source is Kev Baff's "Maritime is Number Ten".

The squadron can be remembered for flying Sunderlands and after the Second World War Lincolns, Neptunes and Orions. It also operated many other types for training and communications duties. The following highlights these aircraft.

### **CAC Wirraway A20-748**

In use from January 1949 until March 1957 for pilot continuation duties.



### **Airspeed Oxford AS370**

Used between 1950 to the middle of 1951 for communication duties.



Representative view



## **CAC CA-18 Mustang Mk.21**

Perhaps the most surprising aircraft used by the Squadron. As can be seen it is finished in a Target Tug colour scheme. It was used between May 1953 and November 1956 for training gunners on the Lincolns (and fun for the lucky pilots.)



Courtesy of Graeme Molineux, ([www.grubby-fingers-aircraft-illustration.com](http://www.grubby-fingers-aircraft-illustration.com))



A rare colour shot of A68-113 over Townsville

## **Dakota**

One of the many Dakotas that were used by the squadron is still in existence. The aircraft (A68-86) was in squadron service from 07 Dec 1965 to 04 Nov 1966. It is now on display at the RAAF Amberley Aviation Heritage Centre.



A65-86 at Essendon December 1966 (courtesy ADF Serials)

Some of the other Dakotas used were A65-41, 60, 65, 70, 73, 86, 103, 111 and 124.

A65-124 is now on display at RAAFA Museum, Bulls Creek, WA.



A65-124 at RAAF Laverton for an AEO graduation 01Apr68, (recognise anybody?)

CAC CA-25 Winjeel



A85-404



A85-458 at RAAF Garbutt. Note Neptune and Dakota in background.

*Happy 80<sup>th</sup> birthday No 10 Squadron*