

MARITIME SQUADRONS ASSOCIATION



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Sep 2023

President's Message

President's Message – September 2023

I would like to recognise the efforts and work of the MSA National Executive Committee and State Representatives over the past 12 months. In particular, I would like to acknowledge Maurice Ritchie and Geoff Hyde for their outstanding work and dedication as Secretary and Treasurer respectively. Baz Collins efforts as Vice President and Queensland Representative also deserve recognition, and Rod Smallwood (NSW Rep) and Noel Shelton (SA Rep) provided valuable support in organising their respective State functions.

The Annual General Meeting (AGM) will be held on Saturday 28 October 2023, in association with the Brisbane Dinner. Details on both the dinner and AGM are included in this newsletter. As with many similar organisations, it is often difficult to persuade members to serve on the committee but, for the Association to remain relevant and continue to prosper, it is essential that new blood and new ideas be injected on a regular basis. To that end, I would encourage members to consider serving on the National Executive and/or as State Representatives, noting that we no longer have representatives for Tasmania and Western Australia.

New Webmaster

Secretary Ritchie indicated that most respondents suggested we should discontinue our website; however, a number of members favoured us keeping it. While we were as I advised in the last

newsletter, the survey conducted by investigating options before making a final decision on this matter, one of our members, Ian Pearson, offered to take over as our webmaster and revamp the website.

I am pleased to advise, therefore, that we will continue to maintain an MSA website with Ian Pearson as the new webmaster. Ian believes he can improve our website and make it more useful at virtually no extra cost. So, thank you, Ian and many thanks to Peter Turner for his dedicated work as the previous webmaster.

General Comment

I would encourage all members to play an active role in the continuing development of the Association. If you have any ideas or suggestions, please pass them on to your State Representative or send an email to the Secretary or me.

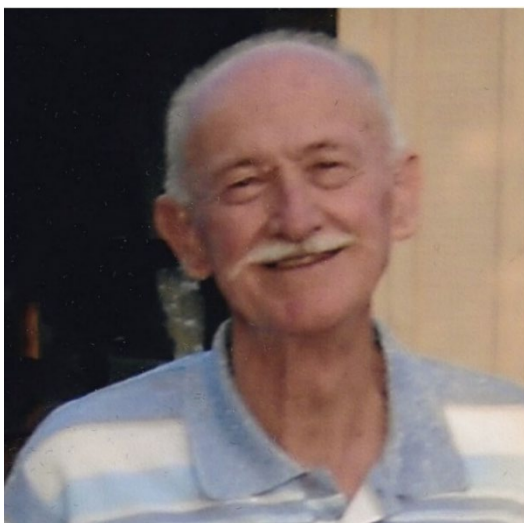
Stay safe and stay well.

Regards
Keith Brent

President, September 2023

Member News

Vale Departed Members



Sadly, the Association has been informed of the passing of Stan Cattell at Nowra on 18 August.

Lest we forget.

New Members

There are no new members since the last newsletter.

Member Updates

Two of our members have gone missing.

If anybody has information about Phil Stevens and/or Noel Slattery please contact the Secretary.

NSW Branch Dinner

The annual NSW MSA Dinner was once again held at the Historical Aircraft Restoration Society (HARS) facility at Albion Park, near Wollongong. Members were warmly welcomed by Bob De La Hunty and the HARS staff and were privileged to gain special access to 'Felix' the Catalina and experience a little bit of the comforts of a WWII aircraft. The staff and the 800 volunteers do an amazing job of servicing, protecting, and in many cases, restoring some aircraft to a flying condition. A couple of 'Low' passes by ex-AP3C A9-753 and a spectacular sunset engine run by one of the HARS P2V7's in full throttle with two turning and two burning was a great preliminary to a very pleasant evening. The guest speaker was Wing Commander Adam Saber, Commanding Officer of No 11 Squadron and his presentation included the characteristics of the P8A, a very frank comparison between the AP3C and the P8A, and a very informative discussion on maritime operations of a modern squadron including the similarities and the differences. Maritime is still in high demand and is still conducting real world operations around the world as well as at home. What was evident is that the P8A is a very capable aircraft and operated by the RAAF in a very professional manner and punches well above its weight in the world community.

Next year HARS is hoping to have the 707 that they have purchased from John Travolta to be in residence so put the last Saturday of July in your programmes for 2024

Rod Smallwood
NSW MSA Representative

AGM and Brisbane dinner

Please remember the RSVP for the AGM and Brisbane dinner is 16 October. An application form is on the last page of this 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.

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

Members Memories



Courtesy of RAAF Radschool Association

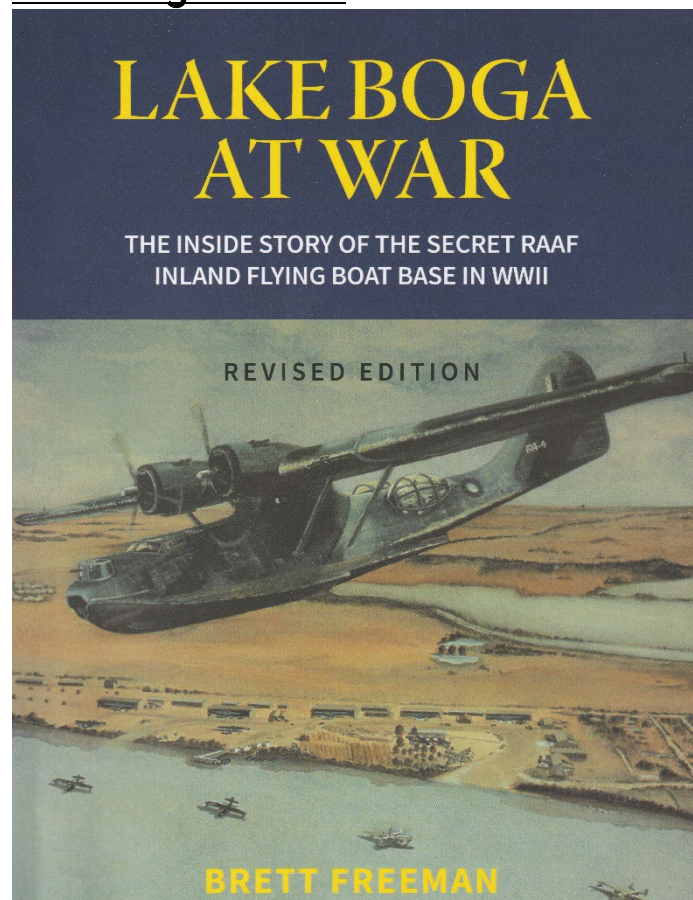
The enclosed photograph of No 25 Navigators course may be of interest. The course graduated on 15 August 1963. Seven of the 11 graduates were sent to Maritime squadrons. John Woods to 11 Sqn. Dave Charles, Paul Garrett, Doug Hurst, Guy Potten, Alan Stephens and Neil Swanson went to 10 Sqn. The course commander was Ash Clarke who I believe was also a Maritime

Navigator. You can see he is impressed! Cheers, Paul Garrett.



Book review

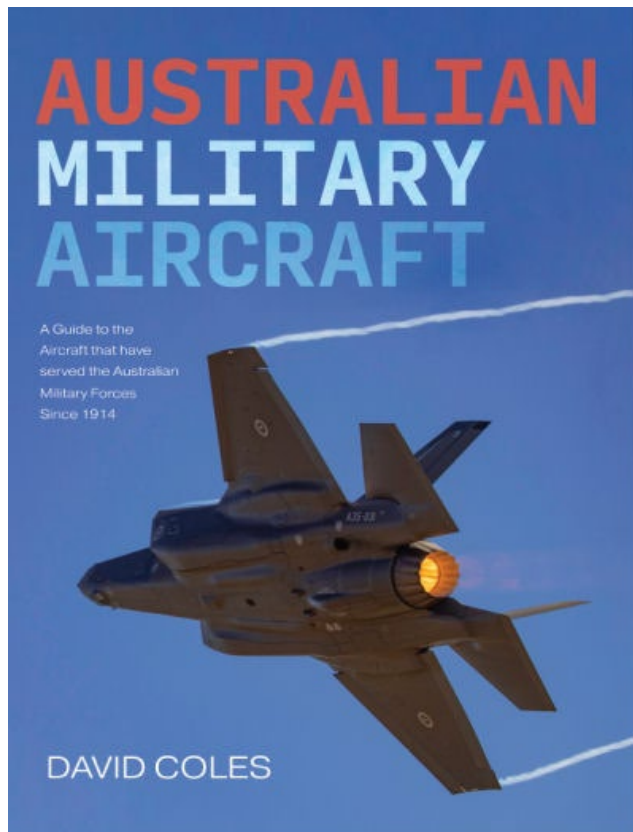
Lake Boga at War



The RAAF base would become known as the No. 1 Flying Boat Repair Depot, a large unit of almost 1,000 personnel that serviced and repaired Flying boats.

Aircraft rebuilt or overhauled during the operation of the base were PBY Catalina, Dornier Do 24, OS2U Kingfisher, Short Sunderland, Supermarine Walrus and Martin Mariner. The end of the war saw the base close in November 1947.

The memories of the wartime years were kept alive through the research and passion of Swan Hill resident, the late Brett Freeman. The original edition of *Lake Boga at War* was published by Brett in 1995. It was one of most successful Australian aviation history books of its era, bringing to life the remarkable activities at this little-known base. This revised edition seeks to bring these stories to a new generation of readers.



Australian Military Aircraft

The Centenary of RAAF has been the cause of several new books; some official and some not. One of the unofficial ones is *Australian Military Aircraft* by David Coles. With a lifetime interest in both aviation and history, Warrant Officer David Coles is a 37-year veteran of the Royal Australian Air Force and continues to serve as a reservist with the RAAF. Trained as an

aircraft avionics technician, the author has worked on Lockheed P-3 Orion Maritime Patrol aircraft and the McDonnell Douglas F/A-18 (Classic) Hornet as well as being trained as an accident investigator. He also spent three years as an instructor, teaching Air Power Doctrine and history at the RAAF Air Power Development Centre.

This book is a comprehensive guide to the aircraft that have served with or for all the Australian military forces not just the RAAF since 1914. This book covers an amazing array of over 275 different aircraft types that have operated with the Army, Navy and Air Force. Added to this are types that have been contracted from civilian agencies, trained air cadets and a number of aircraft that were considered for use but were never taken on charge.

Some of these aircraft will be very well known but throughout the more than 100 years of Australian military aviation there have been a large number of types that will not be familiar. With descriptions for over 300 aircraft types, illustrated by over 350 photos, the reader will gain an appreciation of the aircraft that have served Australia from the first flight of the Bristol Boxkite in March 1914 through to the latest projects being undertaken by the Australian Defence Forces. The book is in a soft cover format and runs to 348 pages.

Highly recommended to all enthusiasts of Australian military aircraft.

News from here and there

Who said the media don't keep you up to date!! 12 July 2023



Australia Conducts North Korea Nuclear Activity Air Surveillance 20 SEPTEMBER 2023

The Australian Defence Force (ADF) has conducted air surveillance over North Korea to monitor illegal nuclear weapons development. Two Royal Australian Air Force (RAAF) P-8A Poseidon aircraft were deployed from Kadena Air Base in Japan as part of Operation Argos to enforce UN Security Council (UNSC) sanctions on the totalitarian state. This marks the 12th RAAF air patrol to monitor trade in the region.

ADF Chief of Joint Operations LGEN Greg Bilton said in a press release that Australia is fully committed to nuclear non - proliferation. "This operation is Australia's contribution to a multinational effort, alongside Canada, France, Germany, Japan, New Zealand, Republic of Korea, the United Kingdom and the United States," he said.

In 2021, the Royal Australian Navy joined the operations, with the Anzac-class frigate HMAS Ballarat joining the Argos fleet after the UNSC passed Resolution 2397 to intercept illicit oil traders doing business with North Korea.

Operation Argos is currently coordinated by the US Navy Seventh Fleet, headquartered in Kanagawa, Japan. Australia has expanded its own sanctions on North Korea in the past, essentially prohibiting commercial activities with the state since 2017.

Orion News

Goodbye to Norway's Orions



On 30 June 2023, the Luftforsvaret (RNoAF, Royal Norwegian Air Force) officially withdrew the Lockheed P-3C Orion from active service. On this date, (one of) the last operational aircraft made its final flight.

The retirement of the Orion fleet was marked by a ceremony at Andøya Air Station, where the aircraft were based. This ceremony will serve a double purpose as it also marks the decommissioning of the Andøya Air Station in northern Norway.

So, after 54 years of service, the era of the Orion in Norwegian service will come to an end. The RNoAF replaced the Orion with the Boeing P-8A Poseidon, of which the fifth and last aircraft was delivered on 27 May 2022. Norway ordered five P-8A Maritime Multimission Aircraft (MMA) in a USD 1,2 billion Foreign Military Sale (FMS) contract in March 2017. The MMAs were purchased as a replacement for the Orions as well as the two Dassault Falcon 20ECM surveillance aircraft.

The Argentine Government has finalized negotiations to buy four surplus P-3 Orion maritime patrol aircraft from the Royal Norwegian Air Force, meeting a requirement set in 2015 by the South American country's Navy.

The agreement was reached on 31 August in Buenos Aires.

Three of the P-3C aircraft are fitted for maritime surveillance, anti-submarine and anti-surface missions, and one P-3N is designed for search and rescue operations.

Argentina originally intended to acquire surplus P-3Cs from the U.S. Navy. However, the American aircraft would have required refurbishment that exceeded the Argentine government's funding, according to local military sources.

The first two aircraft are to arrive in Argentina by the beginning of October. The P-3s are expected to bolster the capabilities of the Argentine Navy's surveillance squadron based at the Almirante Zar Air Naval Base near Trelew along the Patagonian coast of southern Argentina. Since 1997, the unit has operated P-3Bs acquired from the U.S. Navy, but their need for servicing has limited their use.

Between 2009 and 2016, before Norway decided to replace its P-8s, all of the country's P-3s underwent life extension and upgrade work. That included Lockheed Martin replacing wings and parts of the horizontal stabilizers using components made of new alloys more resistant to fatigue and corrosion. The P-3C mission systems underwent an upgrade with the integration of AN/USQ-78B acoustic processor technology refresh, AN/ASQ-227 aircraft mission computers, and tactical mobile acoustic support systems.

Last VP-30 P-3C Orion to 309th AMARG

The last Lockheed P-3C Orion operated by Patrol Squadron (VP) 30 *The Pro's Nest* ('LL-xxx') arrived at the 309th Aerospace Maintenance and Regeneration Group (AMARG), also known as the Boneyard, near Tucson (AZ).

The P-3C Orion with BuNo 161415/LL-415 was flown from Naval Air Station Jacksonville (FL) to Davis-Monthan AFB (AZ) on 23 June 2023 with callsign VVLL01.

Portugal to buy German Orion MPAs 01 SEPTEMBER 2023

The contract, pending signature, involves the acquisition of six aircraft for an amount of EUR45 million (USD48.8 million), to be financed between 2023 and 2027. The package also includes mid-life upgrade (MLU) sets, spares, support equipment, test benches, and simulators.

The Portuguese government formally authorised the acquisition on 30 August, after the decision to acquire the fleet was approved by the Council of Ministers on 24 August.

The Portuguese Air Force has identified this acquisition as an opportunity to guarantee the operation of the current P-3C CUP+ fleet over the coming years without significant constraints, ensuring sustainment with high levels of availability and increasing current aircraft readiness rates, since the necessary material available on the market is becoming scarce, the service told *Janes* on 31 August.

Portugal acquired three P-3C Update II.5 and two P-3C CUP CG aircraft from the Netherlands in 2006. The fleet was modernised by Lockheed Martin and OGMA to the P-3C CUP+ standard.

Upgrades included the ELTA Systems EL/M-2022A(V)3 surveillance radar, AAR-47 missile approach warning system, ALE-47 countermeasures dispenser, ALR-95 electronic support measures system, USQ-78B acoustic system, communications, and the MX-15HDi EO/IR imager.

Delivery of the fleet took place from 2010 to 2012 to Squadron 601 'Lobos' for anti-submarine and anti-surface warfare, surveillance, reconnaissance, and search-and-rescue missions.



Triton News



The Royal Australian Air Force has reformed No. 9 Squadron in preparation for the arrival of the MQ-4C Triton remotely piloted aircraft system next year. The squadron will be headquartered at RAAF Base Edinburgh, and operate the Triton from RAAF Base Tindal.

Chief of Air Force Air Marshal Rob Chipman said the re-establishment of No. 9 Squadron on 11 June this year marked the beginning of a new era in the squadron's distinguished history.

The Australian government has announced plans to purchase an additional MQ-4C Triton remotely piloted aircraft and upgrades for P-8A Poseidon maritime patrol aircraft to bolster maritime response.

The first MQ-4C Triton and relevant ground and support systems are scheduled for delivery to Australia in 2024.

Modern History

Before the P-8 Poseidon – the P-9 Wait, what?



This artist's conception of the "Advanced USN Patrol Aircraft" shows an aircraft similar to the DC-9 airliner with unducted fan engines.

LRAACA - Long-Range Air ASW Capable Aircraft In May 1987, the Office of Secretary of Defense [sic] directed the US Navy to conduct a patrol aircraft mission requirements

determination study (payload, range, speed, survivability, etc.). To complement this study the Navy released a draft RFP to industry soliciting comments on the operational potential of commercial derivative aircraft to perform the patrol aircraft mission. In September 1987, the Navy released a final RFP, incorporating the findings of the OSD-directed study and the responses from industry. Three proposals were received and evaluation began in February 1988. Boeing, Lockheed and McDonnell Douglas submitted their own proposals under the program. The Navy was very serious in wanting a P-3 Orion replacement. Great Britain and West Germany also wanted a new maritime patrol aircraft. The winning plane maker would build 125 LRAACAs for the Navy and a dozen each for Britain and Germany.

Without building or flying any of the competing designs, the USN in October 1988 ultimately chose Lockheed's candidate, the P-7A, a new aircraft which looked much like the P-3 Orion but offered a longer fuselage, greater wing span, new more powerful engines, propellers, and other features. The choice of the P-7A ended plans for the unique MDC aircraft.

The MDC proposal was a UHB propfan-powered military variant of the MD-91X, called the P-9D, to replace the existing fleet of 125 Lockheed P-3 Orion aircraft. MDC's Advanced USN Patrol Aircraft retained the fuselage, wings, and landing gear of the DC-9, which was a proven commodity to aviators and maintainers in the Fleet, but introduced the new engine concept.

Its interior fuselage would have been fitted with P-3C Update III anti-submarine sensors, and the aircraft would have carried radar, AGM-84 Harpoon missiles, torpedoes, mines, sonobuoys, and a mission control center with up to half a dozen technicians. Total crew would have been eleven.

MDC said it could complete the first flight of its "Advanced USN Patrol Aircraft" in 1990 and deliver combat-ready planes to the Navy by late 1991. The P-7A effort ran into technical and fiscal difficulties, and on July 20, 1990, the Navy terminated the LRAACA program.

In 2000, a second competition for a P-3 replacement began. Lockheed Martin submitted the Orion 21, an updated new-

build version of the P-3. Boeing's proposal was based on its 737-800 airliner.

On 14 May 2004, Boeing was selected as the winner of the *Multimission Maritime Aircraft* program designated the P-8 Poseidon.

History Corner

World War Two

Timeline June-September 1943

The Japanese plans to occupy the Solomon Island and sever communications with the USA are finally thwarted.

The USAT Portmar (15 June) was the last sinking off the east coast in 1943. After this the Japanese withdrew their submarines from the Australian coast and operated them for a time round the Solomon Islands.

June 21:

Operation Cartwheel opens with landings by the United States 4th Marine Raider Battalion at Segi Point on New Georgia in the Solomon Islands, beginning the New Georgia Campaign. It will not be secured until August.

June 30:

American troops land on Rendova Island, New Georgia, another part of Operation Cartwheel.

July:

The invasion of Sicily (Operation Husky) begins. Portugal, referencing the Anglo-Portuguese Treaty of 1373, allows the Allies to use the Azores Islands for air and naval bases.

August:

Sicily finally taken.

September:

A secret Italian Armistice is signed and Italy drops out of the war.

Australian forces land at Finschhafen, a small port in New Guinea. The Japanese continue the battle well into October.

In Europe

No 10 Squadron

During 1943 many submarines were sighted and attacked with limited success but the Squadron suffered heavy losses of aircraft and crew for various reasons.

U-454 was sunk on 01 August. Unfortunately, six of the crew of 12, led by FLTLT R. Fry, were lost when the Sunderland W4020 (RB-B) crashed due to damage from anti-aircraft fire from the U-boat.

On 11 August, three days after an attack by multiple Ju-88s, FLTLT Norm Gerrard and crew (14 in total) in DP177 (RB-F) fail to return from a patrol in the southern Bay of Biscay. 18 August, FLTLT Hec Skinner and crew in W3985 (RB-T) disappear after sending an SOS message from the southern Bay of Biscay.

On 21 September, after a brief radio transmission indicating an attack by multiple Luftwaffe Ju-88s, Sunderland DV969 (RB-E) and crew fails to return from the Bay of Biscay.

During the month of September, No 10 Sqn flew 1010 hours with 18 sightings of U-boats.

No 461 Squadron

On 02 June a Sunderland Mk III (EJ134) was attacked by eight Luftwaffe Ju-88s. In an epic air battle FLTLT Walker and crew in (UT-N) managed to survive the determined attacks and shot down three, probably destroyed two more and damaged the remaining three. Of the 11 crew one was killed and five were wounded. With 500 holes

in the aircraft it was successfully landed in shallow water at Praa Sands, South Cornwall. The aircraft was destroyed by sea action.

July 1943 was a particularly busy month for the Squadron. Seven submarines were sighted resulting in three attacks and one sinking.

On 30 July a Squadron aircraft with other aircraft participated in a major battle with three U-boats. FLTLT Dudley Marrows and crew in W6077 (UT-U) depth charged and sank one of the three; U-461.

Another U-boat (U-106) was sunk in a combined attack with No 228 Squadron RAF on 02 August. Sadly, later in the month the Squadron lost three Sunderlands to Luftwaffe Ju-88s over the Bay of Biscay.

On 16 September FLTLT Dudley Marrows (on his last operational flight) and his crew of EK578 (UT-E) were shot down by Ju-88s. Fortunately Marrows was able to make a ditching and none of the crew were killed.

No 454 Squadron

No 454 Squadron

In July 1943 the squadron moved to LG 91 near Alexandria with new Martin Baltimore aircraft for long range reconnaissance. A detachment operated anti-submarine patrols from St Jean in Palestine.

No 458 Squadron

In June 1943 the squadron was moved much further west to Protville in Tunisia, from where it flew anti-shipping patrols in the Western Mediterranean. Axis shipping was almost swept from the seas, and the squadron began to focus on anti-submarine patrols.



No 458 Squadron, Protville September 1943

No 459 Squadron

A record number of sorties were flown during June 1943. Three submarines were sighted during this time and U-97 was sunk on 16 June. Detachments operated from Gambut, Libya, Berca in Cyrenaica, LG91 near Alexandria, Nicosia in Cyprus and two locations in Palestine. A total of 248 sorties were flown in July-August.

In Australia and the Pacific

No 7 Squadron (KT)

Amidst the generally uneventful anti-submarine patrols and convoy escort operations was the shooting down of a "Jake" Aichi E13A aircraft on 18 June 43 by a Beaufort aircraft. The long-range reconnaissance aircraft was shot down northeast of the Wessel Islands, Arnhem Land. This success was repeated on 20 September 43 when another "Jake" was shot down west of modern day Dolok Island, Irian Jaya.

No 9 Squadron (YQ)

The Squadron continued anti-submarine patrols and associated reconnaissance missions around North Queensland using Supermarine Seagull V and Walrus amphibian aircraft. On 15th August a Walrus aircraft of No. 9 Squadron, on a clearing search for

a convoy, made a forced landing near Green Island . The crew escaped in a dinghy and were picked up later by a naval boat which also towed the Walrus to Cairns .

No 11 Squadron (FJ)

No 11 Squadron was sent down from Cairns to Rathmines in August to take part in the anti-submarine operations. Catalina aircraft were the most suitable for anti-submarine work and the use of this squadron eased the burden placed upon the reserve squadrons.

September saw the loss of two aircraft. On 02 September A24-50 (FJ-E) failed to return from a sea mining sortie. This was the first of nine aircraft lost on mine laying flight.

On 07 September A24-52 (FJ-A) crashed on alighting in Cleveland Bay, Townsville. Seven of the ten crew were killed as were six of the nine passengers. One of the surviving passengers was Air Commodore Harry Cobby who helped save other survivors and was subsequently awarded the George Medal for his endeavours.

No 14 Squadron (PN)

The Squadron continued flying two daily patrols of the waters between Perth and Albany, as well as patrols along the coastline up to Exmouth Gulf. No enemy sightings were made although hundreds of uneventful patrols were flown.

On 09 September a Beaufort (A9-317) of this squadron, captained by Flying Officer Aitken, took off from Busselton on a clearing search seaward from D'Entrecasteaux Point to Rottnest Island. At 2 p.m. Aitken's wire-less operator signalled that they had sighted the motor vessel Nordnes, after which nothing more was seen or heard of the aircraft . The captain of the Nordnes reported later in Fremantle that when the aircraft passed over it was apparently behaving normally. An exhaustive search made by aircraft of Nos. 14, 25 (R.A.A.F.) and 52 (United States Navy) Squadrons failed to find any trace of the machine or its crew, and on 11th September the search was abandoned.

No 20 Squadron (RB)

June 1943 found the Squadron starting additional activities when sea mining operations began. From Cairns and Manus Island the Catalina crews ranged through the Dutch East Indies and as far north as Manila in their "Black Cats". Although mining became the primary operational role bombing raids, supply drops and anti-submarine patrols continued.



A re-supply mission on the Sepik River

On 29th July, a Catalina aircraft of No. 20 Squadron attacked the American submarine USS Tuna (SS-203), believing it to be an enemy vessel. The Catalina was captained by SQNLDR Stokes, commanding officer of the squadron; but his action was blameless because the submarine, being in an area of unrestricted bombing, failed to identify itself. Stokes had picked up a radar indication of the submarine about 56 miles north-north-west of Woodlark Island. He dropped a flare near the Tuna which began to submerge rapidly. Stokes dropped depth charges and as the Catalina came in on a second run to attack with 250-lb general-purpose bombs the Tuna came to the surface and belatedly flashed a signal identifying itself as a friendly vessel. The signal came only just in time to prevent the second attack. The first attack caused damage which forced the submarine to return to its Brisbane base.

After Tuna crash-dived, the depth charges exploded as she passed a depth between 70 feet (21 m) and 110 feet (34 m), and she plunged to a depth of 365 feet (111 m) before her crew regained control of her. She surfaced with a port list of 18 degrees. The

damage she sustained necessitated 17 days of major repairs at Brisbane, delaying her departure for her eighth war patrol until 21 August.

On 04 August a Vengeance of No 12 Squadron on patrol for a convoy made a forced landing at Ruby Reef. A Catalina from No 20 Squadron which had been sent to patrol the sea area west of Bougainville was diverted to Ruby Reef shortly after take-off. It landed successfully and, after picking up the crew of the Vengeance and returning them to Cairns, it continued with its mission.

No 32 Squadron (JM)

The Squadron continued its necessary but monotonous patrols using Beaufort aircraft. A submarine was attacked with depth charges on 18 June 43. The attack apparently caused damage as it surfaced for some time. (Japanese records do not list any submarines off the East coast at this time.)

No 43 Squadron (OX)

No. 43 Squadron was formed at Bowen in Queensland on 1 May 1943, but it was not until 07 August that Catalina aircraft were allotted to it. The first operational sortie was flown ten days later. The first strike against Japanese targets was flown on the night of 08/09 September when four Catalinas attacked Ambon. The Squadron moved to Kurumba and became operational there on 19 August. Operations from there included many attacks on targets in the Moluccas in Dutch East Indies.

No 66 Squadron (JN)

The Squadron started flying operations 02 July 43 and had completed 1000 sorties by 22 September. It was considered fully operational on 26 July. The units' duties comprised anti-submarine sweeps, coastal patrols and convoy escorts between Rockhampton in the north and abeam Lowood further to the south.

No 67 Squadron (MK)

Routine and monotonous anti-submarine patrols continued. Unfortunately, the Squadron lost two aircraft, one in June and one in July. Both crews were rescued by nearby ships.



No 71 Squadron (PP)

USAT Portmar, sunk on 16 June by *I-178*. The last victim to fall to Japanese submarines in Australian waters.

During the day the convoy of which the Portmar was a member had been covered by an anti-submarine patrol of four Ansons of No. 71 Squadron, but none of these aircraft saw the enemy submarine. The last Anson to cover the convoy was due to return to base, and was flying ahead along the convoy's track, when the crew saw a fire on one of the ships 18 miles behind. The captain returned to the convoy, found the Portmar ablaze and sinking, and radioed to base : "Ship on fire cause unknown."

On 18 June 43, an enemy submarine was attacked and apparently damaged. The detached Flight at Coffs Harbour returned to Lowood on 11 July. Fatalities occurred on 23 July when an aircraft and crew on a training exercise crashed on Heron Island.

73 Squadron (NJ)

No. 73 Squadron continued to conduct anti-submarine and convoy escort patrols off the Australian east coast. "C" flight was detached to Coffs Harbour until relieved by "B" Flight of No 71 Squadron.



AUSTRALIAN WAR MEMORIAL

P02393.009

DJ141 11May43 Ditched 18nm East of Nowra

107 Squadron (JE)

After forming at RAAF Station Rathmines in May 1943 the squadron was soon issued with the 15 remaining Vought Kingfisher from the Seaplane Training Flight. The squadron commenced anti-submarine and convoy protection patrols using these aircraft plus Douglas Dolphin and Catalina aircraft. On two occasions (May and September) Catalina aircraft and crews from No 11 and No 20 Squadrons were attached for operations. One Kingfisher was lost on 22 September due to a forced landing. Fortunately, the two crew were rescued by a merchant ship.

A Final Thought

"One need not destroy one's enemy. One need only destroy his willingness to engage" -Sun Tzu

APPLICATION TO ATTEND BRISBANE DINNER

I will be attending the MSA dinner in Brisbane on Saturday ²⁸ OCTOBER 23

Name

Name of Partner :

Name of Guests:

(Note: please feel free to invite guests even though they may not be members of MSA)

Any special dietary needs?
☐ YES/☐ NO Specify

I have paid by direct debit/enclose a cheque for \$
(cost is \$ 105 per head for Members and their partners, \$ 120 per head
for Guests & non-members and their partners)

Do you want to organise a table or special seating arrangements (tables of eight are standard)?

Please return this slip and your cheque or money order made out to Maritime Squadrons Association (by 16 OCT 23) to our Treasurer, Geoff Hyde PO Box 507 Capalaba QLD 4157.; email geoffhyde@bigpond.com . Cheques should be made out to the Maritime Squadrons Association.

OR

Direct Deposit:
National Australia Bank
Maritime Squadrons Association
BSB 084-255 Account 205114992

Remember to add your NAME to the transaction description.
You must also inform the Treasurer of your acceptance details by mailing the form;
or by email to the Treasurer geoffhyde@bigpond.com or Barry Collins
(bazzoo340@yahoo.co.uk) by 16 OCTOBER 2023

We look forward to catching up at the dinner