

MARITIME SQUADRONS ASSOCIATION



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Newsletter

May 2024

President's Message

Message from the President

Dear Members,

It was with great sadness we received the news in March that Bill Spears had passed away on 16 March 2024.

Bill served on both 10 and 11 Squadrons during the 1970s, 80s and 90s. Many of our members knew Bill and had the pleasure of serving with him over a number of years. Our thoughts and deepest sympathies are extended to Helen and the family.

Also on a sad note, we received advice earlier in the year that John Saunder's wife, Judy, had passed away on 6 February 2024 after a 7-year battle with cancer. Again, our deepest sympathies are extended to John and his family.

MSA Functions

An MSA lunch was held in Canberra Sunday 26 March 2024 at The Dock on Kingston Foreshore. The 22 attendees (20 members and partners, plus 2 non-members) had a most enjoyable afternoon.

Noel Shelton again organised a successful SA get-together on Sunday 5 May 2024 at the British Hotel, in North Adelaide, with

some 28 attendees, including representatives from No 11 Squadron and a few MSA members from interstate adding to the mix of old friends getting together.

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

- **Saturday 27 July 2024 – NSW Dinner at the Historical Aircraft Restoration Society (HARS) Aviation Museum, Albion Park. Our NSW Rep, Rod Smallwood, has advised that 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, with Rod seeking early expressions of interest to enable him to finalise matters.**
- **Saturday 26 October 2024 – Annual General Meeting and Brisbane Dinner at United Service Club – details TBA.**

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I would strongly encourage all members to support these events. While I appreciate that 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.

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.

NSW Representative

Rod Smallwood has been our NSW Representative since 2018 but has indicated that he would now like someone else to take over. He has agreed, however, to stay on the books as the NSW Rep until our AGM in October. Rod has done an outstanding job as NSW Rep, and I would like to take this opportunity to publicly recognise his efforts and thank him for his sterling work.

While we are trying to convince Rod to continue for a while longer, we now look to you, the members of MSA, for a possible replacement to stand for election at this year's AGM. If you are

interested, please contact Maurice Ritchie or me and we will be more than happy to explain what is involved.

Regards

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Keith Brent

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President

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May 2024

SA Branch report

I wasn't able to attend the lunch this year but it went ahead without a hitch according to reports. Rod Lovell deputised for me on the day, as Jill and I are still fighting some health issues, so thanks Rod.

About 28 members and friends attended including CO 11SQN and a number of interstate members, which was very pleasing and bodes well for the future of the function.

Lyndon Johnson took a host of photos of all who attended and they have been posted on the MSA website. Regards, Noel Shelton

Member News

Chris Stunden has volunteered to be the Tasmanian representative.

Vale Departed Members

| | | |
|----------------|------------|--------|
| John Nicholson | 19 Jan2024 | Age 94 |
|----------------|------------|--------|

New Members

Please welcome;

Ron van Setten
Tony Needham

Member Updates

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.

Emails to the following members are bouncing back.

**John Connell
Jeff Hills
Rod McGregor
Col Stone**

**Mick Dunn
Brian Hobby
Phil Stevens
Jim Treadwell**

If you happen to know them, please suggest they let the Secretary know their new email address.

Members Memories

66 Pilots Course

11 March - 16 August 1968

Graduation Photo.



Standing L-R: John F Murphy, Robert J Bacciella, Michael R Birks, Barry J Carpenter, Chris L Young, Kerry "Big Chuck" J Connors, Kel Tyler, Harry C Bradford, Richard E O'Ferrall, David P Harley, John R Huggett, Peter J Kemp.

Seated L-R: David I McCandless, Robert G Anderson, Michael S Calvert, Albert G Milne, Dick R Scott, Graham J Harvey, Steve K Koski, Anthony F Bennett, P Jabornicky, Kai S Hansen, Robert H Haywood, Ian Mallett.

44 Navigators Course.
East Sale.

June 1972 - 15 June 1973

Sorry, not all names.



Standing L-R: Geoff A Moore, Unknown, Richard Dockley, John Cheyne, Ian B Wicks, David Davis, Roger W Small.

Seated L-R: Ben Turpin, John H Delaat, Wayne S Martin, Ron G Vansetten, John L Shumack, Peter R Gerstle, Geoff Garley .
Instructor (Not shown) Flt Lt Ray J Gibson

14 Signallers Course.
Ballarat 22 Sept 1960



Standing L-R: John Doohan, Mike Guest, Robert Sutherland, Vince Crowie, Peter Long, Max Edwards, Phillip "Curly" Ware, Anthony "Blue" Powell, Harry Devery.

Seated L-R: Ean Cox, Trevor Medhurst, Clive Bond, WOff Neil Clifford, Geoff Harris, Don Rankin, Peter May.

News from here and there

Catalina News

The Catalina Club was formed in 1946 with branches in each state of Australia.

The club members were ex-servicemen who served in flying boat units in World War 2. The units included the Catalina Flying Boat Squadrons (11, 20, 42 and 43), Air-Sea Rescue Flights, training units, Flying Boat Repair Depots and Marine Sections. The Catalina Clubs held reunions, fund raising functions for the widows and children of the deceased Catalina men and participated in Anzac Day Marches.

By 2010 many of Catalina men had passed away and this led to the closure of most of the Catalina Clubs. The Victorian club was the only one still operating and it was altered to become the Catalina Branch of the Air Force Association (VIC).

At the same time the World War 2 veterans all stood down and new committee members took over. Sadly, 2023 saw the passing of our last World War 2 veteran from the Branch – Mac Ford, who was also our immediate Past President.

The committee made the decision to wind up activities and become a dormant branch of the Air Force Association. Our final participation in the Melbourne Anzac Day March was last year, 2023, as well as our final Shrine Pilgrimage.

One prized asset of the Catalina Branch is the Catalina Banner which has featured in the Anzac March since World War 2, the Shrine Pilgrimages and many other functions. The committee did not want the banner to remain unseen in the storage area of a museum. The decision was made to donate the banner to the Flying Boat Museum at Lake Boga (15 km from Swan Hill, Vic). The museum has a restored Catalina and many Catalina and other flying boat items of interest. The museum intends to prominently display the banner after receiving professional advice on its conservation. The banner was officially donated to the museum on 30th November 2023 by President Ken Scott to David Mark representing the museum. Catalina Branch Treasurer, Jenny Newton, and committee member, John Ford – both their fathers

were Catalina pilots in World War 2 also attended. Also attending were Catalina supporters, Honi Scott and Thelma Ford and Museum Manager, Markeeta Blair.



Ken Scott, President, Catalina Branch, handing over the Catalina banner to David Mark of the Flying Boat Museum.

The Shrine of Remembrance in Melbourne has a program to pair schools with veterans groups. The aim is to support the veteran groups and also to give the students a richer and better understanding of the significance of Anzac Day. The Catalina Branch has been paired with Wesley College (St Kilda Road Campus). The Catalina Branch has very much appreciated the participation and support of Wesley College.



Ken Scott, Wesley College students, John Ford (Catalina Branch committee before the member) and Ron Kirk (Catalina Branch Secretary) prepare for the 2023 Melbourne Anzac Day

March.

The Patron of the Catalina Branch is GpCapt Annette Holian, Shrine Governor and orthopaedic surgeon. GpCapt Holian has served 2 tours in Afghanistan and deployments after natural disasters. She has been an excellent patron and was received most warmly by the veterans. Our very special thanks to Annette for her commitment and support of the Catalina veterans over many years.



Ken Scott (Catalina Branch President) and GpCapt Annette Holian (Catalina Branch Patron).

Poseidon News



US Navy inks \$3.4B deal for 17 P-8s for Canada, Germany

The deal will see 14 new planes go to Canada and three to Germany. March 01, 2024

WASHINGTON — The US Navy awarded Boeing a contract worth up to USD3.4 billion for the procurement of 17 P-8A Poseidon maritime surveillance aircraft, according to the Pentagon's contract announcements.

The majority of those planes, 14, will go to the Royal Canadian Air Force and the three remaining P-8s will join the German navy's fleet.

Canada first selected the P-8 in November 2023 and has stated it expects the aircraft to be fully operational in its fleet by 2033. The P-8s will replace Canada's current fleet of CP-140 Auroras, and the first plane is on track for deliver in 2026, according to a Boeing statement released hours after the Pentagon announced the deal.

Germany started buying the P-8 in June 2021, inking a deal for five aircraft at the time, and the new deal will bring its fleet up to eight aircraft, according to Boeing. The first aircraft is scheduled for delivery in 2025 and will replace the country's P-3 Orions.

In addition to the United States, Canada and Germany, the P-8 is also flown by Australia, India, the United Kingdom, Norway, New Zealand and the Republic of Korea, with all nine countries flying a global fleet of roughly 200 planes.

Australian P-8A Makes Inaugural Visit To Réunion Island



No 11 Squadron maintenance personnel conduct post-flight checks on a P-8A Poseidon aircraft at Roland Garros Airport, Reunion Island. (Commonwealth of Australia)

A Royal Australian Air Force P-8A Poseidon, supported by a C-17A Globemaster, has deployed to Réunion for cooperative activities with the French Armed Forces based there.

Against the picturesque backdrop of the azure waters of the Indian Ocean, a Royal Australian Air Force (RAAF) P-8A Poseidon maritime patrol aircraft has, for the first time, arrived on the French island of Réunion for a cooperative activity with the French Armed Forces.

Réunion holds a pivotal position in the Indian Ocean, located about 940km east of Madagascar and 225km south-west of Mauritius.

Its unique geographical location underscores its importance as a key hub for maritime activities and trade routes traversing the Indian Ocean.

The long-range deployment of the RAAF P-8A Poseidon from 11 Squadron to Réunion emphasises the reach of the Australian Defence Force (ADF) and the depth of its cooperation with international partners.

Australia and France share a commitment to a dynamic bilateral relationship founded on trust, shared values and shared interests, globally and in the Indo-Pacific region.

Squadron Leader Simon Earl, leading the 11 Squadron detachment, highlighted the significance of conducting such operations.

“This is the first time a RAAF P-8A has travelled to Réunion Island,” Squadron Leader Earl said.

“This has been an extremely successful detachment. We are not only honing our tactical proficiency, but also strengthening the bonds of cooperation between our respective military forces,” Squadron Leader Earl said.

“This has been made far easier by the wonderful support provided from the French Armed Forces on Réunion Island. Our hosts have been very welcoming, and it is obvious that we share the same commitment to upholding international norms.”

“In an era marked by dynamic geopolitical shifts, our collaboration builds on the enduring partnership between Australia and France in promoting peace, stability and security in the Indo-Pacific region,” he said.

This activity consolidates Australia’s strong defence links with the French Armed Forces based in the south-west Pacific and expands its strategic cooperation in the Indian Ocean.

Regional News

Fiji

The Royal Australian Air Force (RAAF) C27-J Spartan aircraft will be a familiar sight in airports in Fiji and Papua New Guinea this year.

This is the result of DPAP – the Defence Pacific Air Program – that the Australian Government offers the two Pacific Island countries.

It will also see the RAAF aircraft operating in Fiji for a two-week period at eight weeks interval. Six deployments are planned for 2024.

The first C27 arrived in Fiji on February 18th and was received by the Minister for Home Affairs Pio Tikoduadua who highlighted that Fiji and Australia are working together to boost Pacific resilience to traditional and non-traditional security threats.

During RAAF first surveillance flights in Fiji, the aircraft was involved in a demo-operation of a search and rescue alongside the Republic of Fiji Navy Ship (RFNS) “Savenaca” near Vetaua Island off Taveuni, and delivered a humanitarian mission of medical supplies to Rotuma.

Indonesia

TNI-AU, RAAF conduct joint air surveillance training in Bali (nice work if you can get it)

The Indonesian Air Force (TNI-AU) and Royal Australian Air Force (RAAF) on Wednesday (May 29) conducted an air surveillance training in Bali Island to improve personnel's ability to detect enemies at sea. (ANTARA/HO-Humas TNI AU)

Jakarta (ANTARA) - The Indonesian Air Force (TNI-AU) and Royal Australian Air Force (RAAF), on Wednesday (May 29), conducted an air surveillance training on Bali Island to improve the personnel's abilities to detect enemies at sea.



The TNI-AU deployed its Boeing 737 from Air Squadron 5 of the Sultan Hasanuddin Air Force Base in Makassar, South Sulawesi, while RAAF sent its multi-mission maritime patrol aircraft, P-8A Poseidon.

During the joint training, the two countries' Air Force personnel applied various sophisticated devices, including the Automatic Identification System (AIS), camera, and radar.

AIS is an automated tracking system to enable vessels to be identified and located at sea while the camera and radar are applied to provide visual and electronic data on objects being monitored.

For the training mission, the TNI-AU's B-737 surveillance aircraft was commanded by Lt. Col. Devi Oktaviandra, while the RAAF's P-8A Poseidon was led by Sqn Ldr Phillip Southwood. The training ran smoothly, and both the B-737 and P-8A Poseidon successfully detected several vessels during the training, which is expected to further strengthen military relations between Indonesia and Australia.

New Zealand

28 FEBRUARY, 2024

Support to the British Pacific Islands

A P-8A crew carried out 10 hours of airborne surveillance in January, with a total of 24 vessels reported on.

About 5500 kilometres east of New Zealand, the Pitcairn Island Exclusive Economic Zone (EEZ) is an 834,000-square-kilometre marine reserve, with all forms of commercial fishing and mining prohibited. A network of remote surveillance sensors provide constant reports of movement in the area.

It is part of the UK's Blue Belt programme, a marine conservation effort that assists UK overseas territories to create and maintain healthy and productive marine ecosystems with the aim of tackling the serious global problems of overfishing, species extinction and climate change.

Air Component Commander Air Commodore Andy Scott said the RNZAF was pleased to assist UK partners in the important task of preserving this area.

"The reporting by the P-8A crew on the Pitcairn task meant that the UK Marine Management Office (MMO) was able to confirm accuracy of the remote surveillance methods so they know what they're seeing is correct.

"The presence of the aircraft also provides a deterrence factor to those who may be seeking to carry out illegal activities in the marine reserve.

"The range of the P-8A means we're now able to project even further into areas that require monitoring for various reasons. Earlier this year the aircraft carried out the furthest south continuous patrol the RNZAF has done, in support of the Convention for the Conservation of Antarctic Marine Living Resources."

The Pitcairn operation was a joint tasking between the UK MMO, the Government of the Pitcairn Islands, the Joint Maritime Security Centre UK, the National Maritime Coordination Centre (New Zealand), New Zealand's Ministry of Foreign Affairs and the New Zealand Defence Force.

New Zealand to deploy new aircraft to monitor North Korean sanctions evasion

Boeing P-8A Poseidon will operate out of Okinawa from mid-April and watch for illegal ship-to-ship transfers.

Shreyas Reddy April 10, 2024



A Royal New Zealand Air Force P-8A Poseidon maritime patrol aircraft | Image: New Zealand Defence Force

New Zealand will deploy a patrol aircraft to support the monitoring and surveillance of illegal ship-to-ship transfers by North Korea, Japan's foreign ministry announced.

In a press release, the ministry stated that a Royal New Zealand Air Force (RNZAF) P-8A Poseidon aircraft will operate from Kadena Air Base in Okinawa from mid-April to early May, the sixth time the RNZAF has contributed to monitoring North Korea's illicit maritime activities in violation of U.N. Security Council sanctions since 2018.

The Japanese press release welcomed New Zealand's efforts toward ensuring the effective implementation of Security Council resolutions and emphasized that it is working closely with other countries and international organizations to monitor sanctions breaches.

The upcoming operation will also mark New Zealand's first use of the Boeing P-8A Poseidon, one of four such aircraft acquired between Dec. 2022 and July 2023, for monitoring North Korea's illicit maritime activities.

New Zealand last sent an aircraft to monitor North Korean sanctions evasion activities in Nov. 2021, and Pyongyang

criticized the deployment of the P-3K2 Orion as following “U.S. hostile policy” to harm the DPRK’s sovereignty.

Philippines

PH, US, Australia, Japan maritime exercises successful

Priam Nepomuceno 07 April, 2024

MANILA – The first multilateral maritime cooperative activity (MMCA) involving naval vessels and aircrafts of the Philippines, United States, Australia and Japan in the West Philippine Sea (WPS) finished without a hitch today.

Armed Forces of the Philippines (AFP) public affairs chief Col. Xerxes Trinidad confirmed in a statement the participation of the Philippine Navy's BRP Gregorio Del Pilar (PS-15) with its AW-109 helicopter, missile frigate BRP Antonio Luna (FF-151) with its attached AW-159 Wildcat anti-submarine helicopter, and patrol ship BRP Valentin Diaz (PS-177).

The US Navy's littoral combat ship, USS Mobile, and a P-8A Poseidon aircraft also took part in the MMCA, along with the Royal Australian Navy's guided missile frigate HMAS Warramunga and a Royal Australian Air Force P-8A Poseidon maritime patrol aircraft; and Japan Maritime Self-Defense Force's destroyer JS Akebono.

"The MMCA demonstrated the participating countries' commitment to strengthen regional and international cooperation in support of a free and open Indo-Pacific through interoperability exercises in the maritime domain," he said.

History Corner

World War Two

1944 timeline

February 29: The Admiralty Islands are invaded by U.S. forces, marked by the Battle of Los Negros and Operation Brewer. The struggle for this important fleet anchorage will continue until May. Rabaul is now completely isolated.

March 09: The Soviet Long Range Aviation carries out an air raid on Tallinn, Estonia. The military targets are almost untouched. Approx. 800 civilians die and 20,000 people are left without shelter.

Americans take Manus Island in the Admiralty chain.

March 14: The Allies receive intelligence that the Japanese may be about to attack Western Australia, causing them to greatly bolster defences there. When no attack comes, forces return to their regular stations on the 20th.

April 27: The Slapton Sands tragedy: 946 American soldiers and sailors are killed over two days during training Exercise Tiger in preparation for D-Day at Slapton in Devon.

May 18

The last Japanese resistance in the Admiralty Islands, off New Guinea comes to an end.

In Europe

No 10 Squadron

In early 1944 the Squadron was given approval to convert a Sunderland to use Pratt and Whitney R1830 Twin Wasp engines instead of the original Bristol Pegasus engines. This was because of the increasing Maximum Take Off Weight of the aircraft. Short Brothers also began their conversion on a similar prototype. The new Sunderland V variant was the result of these conversions.

In spite of the usual operational flying there were no sightings of any submarines during the first six months of the year. For example in the preparation for D-Day during May the Squadron flew 52 sorties without sighting any submarines.

There were several encounters with Ju-88 fighters but without any losses. On 15 February the aircraft flown by Flt Lt McCulloch came under attack from no less than 16 Ju 88s. Although one gunner was killed the aircraft suffered only light damage.

No 461 Squadron

Wg Cdr Hampshire aged 28, (ex No 11 Sqn) assumed command of the Squadron from 14 February. The next day Flt Lt Dawson and crew in DV989 (UT-F) sighted two rafts. They assisted in the rescue of 10 survivors.

The Squadron began re-equipping with Mk III Sunderlands in March.

On 03 March 1944 After a long fight with nine Luftwaffe Ju-88s Flg Off Bunce and crew in Sunderland ML740 are forced to ditch successfully. They were all rescued two days later by a RN destroyer.

23 March saw DV989 (UT-F) flown by Flg Off Godsall and crew attacked by four Ju 88s. These aircraft caused severe damage but no casualties. The Sunderland returned safely to base.

Flt Sgt Ivan Southall (the future author) flew a Sunderland on 09 May becoming the first and only NCO captain for a brief time before promotion.

In the Middle East

No 458 Squadron

From 07 February 1944 the squadron was part of a large U-boat hunt in the Western Mediterranean. Flying from Blida, Algeria and Gibraltar between 07 and 12 February the Squadron flew 36 sorties (267 hours). Four sightings were made with two subsequent inconclusive attacks.

25 March; the Squadron relocates to Alghero, Sardinia.

May 03; U-boat hunt north of Algiers. Six patrols are flown before U-371 is depth charged and then sunk by destroyers on the 4th.

May 12; a major U-boat hunt develops over a week south-west of Sardinia in collaboration with naval assets. The squadron participates in 22 sorties and three attacks. The combined operation results in the destruction of U-453, U-616, U-731 and U-960.



No 459 Squadron

The Squadron continued mixed operations including anti-submarine patrols from their bases in North Africa and Northern Israel flying Lockheed Ventura aircraft.

In Australia and the Pacific

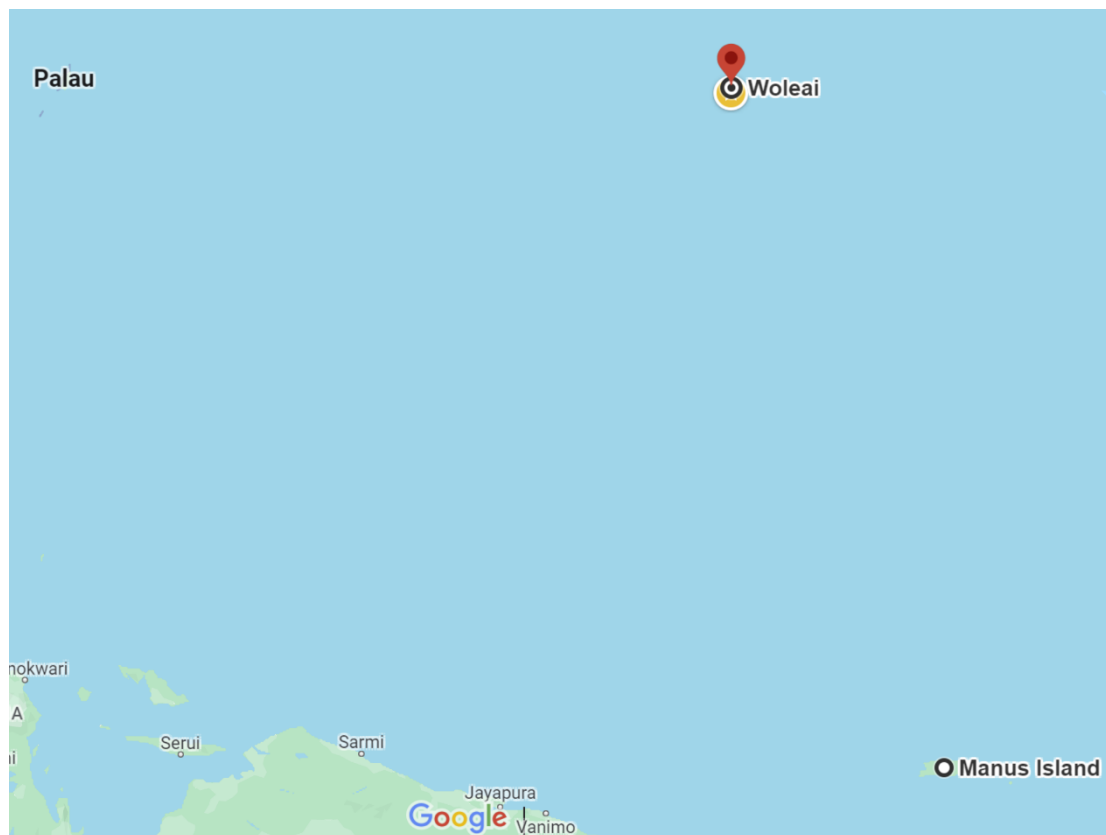
No 9 Squadron (YQ)

The Squadron continued uneventful anti-submarine patrols and associated reconnaissance missions around North Queensland using Supermarine Seagull V and Walrus amphibious aircraft.

No 11 Squadron (FJ)

From early February 1944, the Squadron with No 20 Sqn carry out several harassing night raids on Kavieng. During one of these raids on 07 February Catalina A24-34 (Sqn Ldr Todd) caught fire and made a forced landing in Jacquinot Bay. Six crew were captured but four escaped safely.

On the night of 16/17 April four Catalinas from No11 and one from No 20 Sqn fly from Manus Island to lay mines in Woleai Atoll. The first of three raids within a week.



Woleai Atoll - 1100 km from Manus Island.

The Squadron completed several mine laying attacks during April and May as far as Surabaya, Indonesia.

Sqn Ldr Coventry became commanding officer of 11 Squadron, RAAF in March. On 02 May Coventry responded to a distress call from a United States Army vessel which urgently required a pump to remove water from its engine room. Coventry and his crew successfully delivered the pump to the vessel, flying 500 miles from Cairns to the Coral Sea in Catalina A24-32 (FJ-F). However, during take-off the flying boat struggled to overcome the considerable swell and was hit by a wave, forcing the nose into the water and breaking the aircraft in two. Coventry is thought to have been killed instantly. His body was trapped in the cockpit, unable to be recovered. The eight crew members managed to escape the sinking aircraft and were rescued by the American vessel and taken to Milne Bay.

No 14 Squadron (PN)

The Squadron continued with uneventful shipping and convoy patrols using their Beaufort aircraft. From 14 May 1944 a detachment was briefly based at Exmouth Gulf to protect a naval task force passing that area.

No 20 Squadron (RB)

A night attack on Kavieng was made on the night of 08 February 1944 with one aircraft being damaged by anti-aircraft fire.

On the night 19/20 April 1944 during the third and last attack on Woleai Atoll a shell explodes between the blisters of A24-63 (RB-O) killing both gunners and wounding another crew member.

Further mine laying sorties were made during April attacking Manokwari, Kaimania, Sorong in Western Papua, Silver Sound and Surabaya.

Three aircraft left Yampi Sound (north of Derby) on the 20 May on a mine laying attack on Surabaya 1500 km away. The Commanding Officer (Sqn Ldr Havyatt) and crew of A24-73 (RB-T) failed to return.

No 32 Squadron (JM)

The Squadron continued its necessary but monotonous patrols using Beaufort aircraft. In May 1944, the Squadron Headquarters was moved to Lowood, QLD. The main task of the Squadron was patrolling the sea lanes from Brisbane to Bundaberg.

No 43 Squadron (OX)

In early April 1944 the Squadron transferred to Doctor's Gully in Darwin with a strength of nine aircraft.

06 April: A24-44 (OX-K); F/O Reg Marr lands in open waters to rescue crew of 31 Sqn B/fighter Cartier Reef south of Timor after a raid on Semaui Island.

On 21 April a mine laying mission to Balikpapan from Yampi Sound resulted in the loss of one aircraft A24-53 (OX-J) Flt Sgt Abbey and crew.

On 05 May an attack was made on shipping south of Sulu in the Celebes. A mine laying sortie on the approaches to Balikpapan was

made on the nights of the 18th and 26th. An attack on Liang airfield on Ambon was made on the 29th.

No 67 Squadron (MK)

By the end of March 1944 the Squadron had 244 personnel and 17 Avro Anson aircraft on strength. Patrols continued covering the Southern coast of Victoria.

No 71 Squadron (PP)

Continuing convoy escort and anti-submarine patrols were interrupted by occasional air-sea search and rescue sorties. 'A' Flight was now based at Lowood, QLD while 'B' Flight and the Squadron headquarters were based at Coffs Harbour, NSW.

73 Squadron (NJ)

By February 1944 the Squadron was operating 13 Avro Ansons all equipped with ASV radar. On 14 February 1944 an aircraft crashed into the sea during a convoy patrol. A passing ship rescued all of the crew. On 11 April 'B' Flight moved from Camden to Nowra. That flight was re-designated as No 73 (GR) Reserve Squadron without operational duties. In November 1943 the RAAF ceased flying anti-submarine escort patrols south of the 24th parallel from February 1944, easing No. 73 Squadron's workload

107 Squadron (JE)

The squadron continued uneventful anti-submarine and convoy protection patrols from Rathmines.

A Final Thought

"It is easier to start a war than to finish it." Sun Tzu