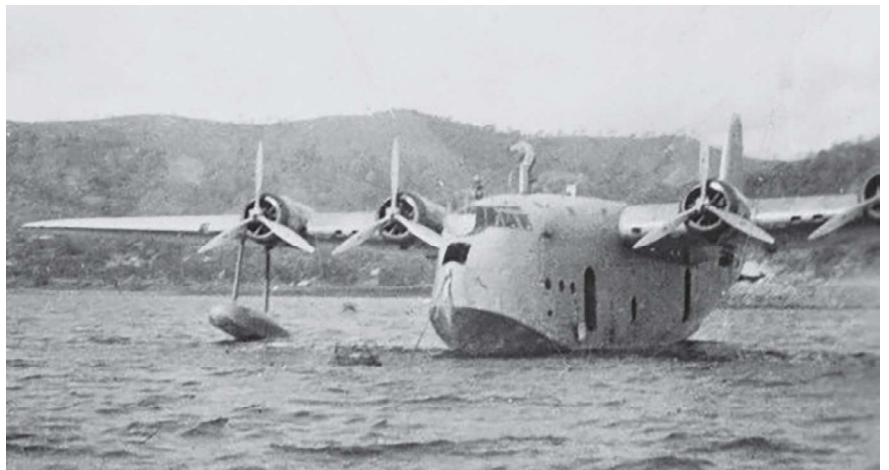


the inner engines roared to 2,700 rpm. Easing his control column just aft of neutral, Hampshire, gained full rudder control with increased speed quickly throttled to correct a swing. Thundering across the lake at a full 85 knots, the flying boat captain steadily eased his great 36,000-pound (16 ton) craft off the water, clearing the distant willow trees with ease. His navigator then set a course for Rathmines.

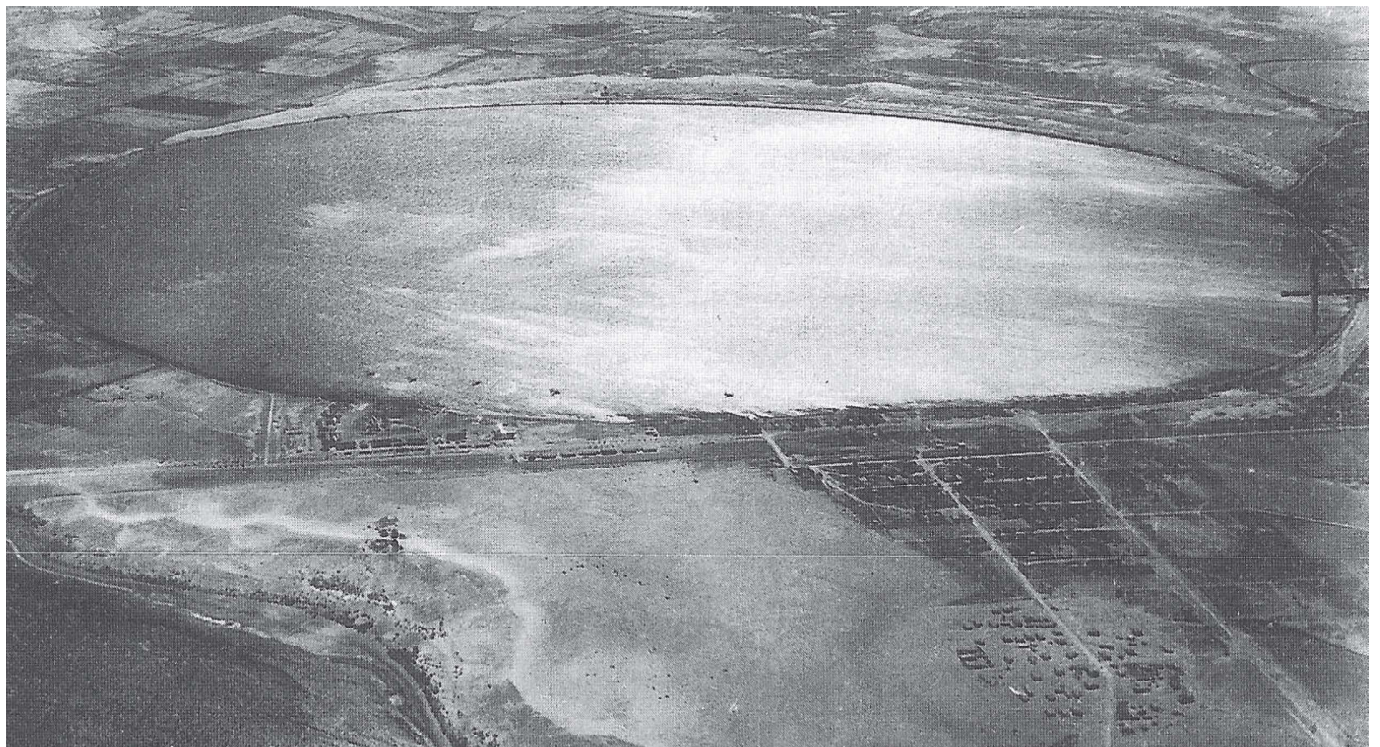
On that particular Saturday, local residents relaxing along the foreshore reserve, had a fine view of the Empire Boat's arrival and departure, but would now wait over three years before a four engined flying boat would again grace the waters of Lake Boga.

From January, aircraft being received at Boga began displaying large letters on the waists of their fuselage, in addition to their RAAF registration. Instructions had been issued that month that each squadron's aircraft should bear identifying letters, with the paired letters denoting their squadron. Henceforth No. 11 Squadron aircraft bore the prefix "FJ" and No. 20, "RB". As aircraft came on charge with new RAAF flying boat squadrons, No. 41 Squadron was allotted "DQ", No. 42 "RK" and No. 43 "OX".

By 27 January, the second Depot slipway was complete. With experience gained during construction of the first concrete slipway, and with assistance from improved weather conditions and equipment, Neil Worner and his SRWSC team had



*RAAF Empire Flying Boat A18-13 seen moored in Port Moresby harbour in 1941. In January 1943 the same aircraft visited Lake Boga. (AWM)*



*Lake Boga, an inviting alighting area. The Depot with waterborne aircraft is on the left, while the camp, an extension of the Lake Boga township, is on the right. In the foreground is Long Lake. (RAAF Historical)*