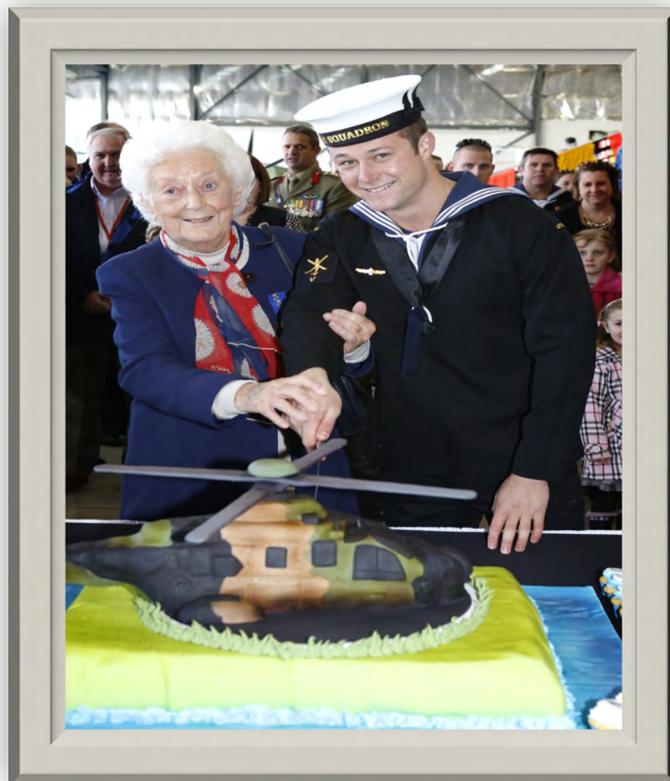




Recommissioning Ceremony 808 Squadron



Mrs Brenda Kable and youngest member of 808 Squadron Seaman Aviation Technician Avionics Jack Taylor at the tender age of 19, cut the commissioning cake following the ceremony held at HMAS Albatross

(Full Story page 12)

Photo by ABIS Sarah Williams

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Abseil for Youth Team



'Abseil for Youth' TEAM NAVY Fleet Air Arm. L-R: Lieutenant Commander (LCDR) Roger Smyth, Commander (CMDR) Cliff Kyle, CMDR Grant O'Loughlan, Captain (CAPT) Don Dezenjte, CMDR Charlie Stephenson, Commodore Vince Di Pietro, CMDR Michael Waddel, LCDR Natalee Johnson, CAPT Daniel Reilly and CAPT Malcolm Wright in front of a S-70B-2 Seahawk at 816 Squadron, HMAS Albatross.

Abseil for Youth is a once-in-a-lifetime experience to help raise funds for an incredible cause - the Sir David Martin Foundation 'youth in crisis'. Commander Fleet Air Arm Commodore Vince Di Pietro, CSC, RAN and TEAM NAVY Fleet Air Arm are prepared to take the plunge for this great cause. (Photo LSIS Yuri Ramsey)

FATHER AND SON MEDAL PRESENTATION



In the presence of Commander Fleet Air Arm, Commodore Vince Di Pietro, CSC, RAN, Lieutenant Commander Roger Brook presents his son, Seaman Aviation Robert Brook, with his Australian Defence Medal at 723 Squadron in HMAS Albatross to recognise his four years military service (Photo by LSIS Yuri Ramsey)



Hi Ron

As previously mentioned, I was at Queenstown, New Zealand, for Anzac Day. It was part of a 19 day Grand Pacific Tour with a free day in Queenstown. This allowed me to participate in their Anzac Day Ceremony.

I missed the Dawn Service as we were at a Hotel a bit out of town, but shuttle buses were running for the main Service. While waiting to form up for the March, a Maori chap came up and started chatting. Another guy came and introduced himself as the Local Member and Guest Speaker. I intimated that the guest speaker was going to be the Deputy Prime Minister. He said, "That is me". He spoke very well at the Ceremony.

We formed up and marched through town to the Returned Servicemans Association, (RSA, same as our RSL), Building where we went inside for half the Ceremony, Introductions, Guest Speaker and other formalities. Then we went outside, formed up and finished the Ceremony. Last Post, Reveille, Laying of Wreaths and Anthems. Would you believe, they played the Australian Anthem first!

After the Service, we were invited back inside for morning tea. Plenty to eat and the coffee with a dash of rum was quite acceptable.

It was a good experience to have shared Anzac Day with the Kiwis. Their Ceremony covers all bases that we do in Australia, but slightly different order. I thoroughly enjoyed the day and was proud to have participated.

Sincerely, Kevin Camm

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* * *

LETTERS

Editor

Good Morning Greg

I hope you will now be able to go fishing whenever you like. I wish to thank you for all your hard work over the years with SLIPSTREAM

Meanwhile I refer to the items in the last two copies of Slipstream where Mrs Prof Edwards have referred to John's cartoons and sketches when we all knew him in the 1950. I have bought a copy of his sketches from the Museum and thoroughly enjoyed his great work again.

In my photos that I have, is this picture of six of us as PO's in the China Fleet Club in October 1956 when we were all on Melbourne.

Back row left to right John Harrison, myself, George McKenzie (I think) then John.

Front row left John Currie next name I cannot remember.

I would like to ask you to pass this onto Mrs Edwards and family with my compliments

Has been very cold here in Perth lately.

kind regards

Jack Duperouzel
Perth



Dear Editor,

Congratulations on becoming editor of Slipstream. I too am not yet quite sure about the new format, but do keep up the good work.



I am writing to expand on the caption on page 8 ("Yesteryear") of Volume 24 related to the photograph of XA 330 (NW 882) after my "bush walk" in 1961. We had just been through the tops of the trees south of RW 08/26, across the clearway short of the RW 08 threshold and then over the Braidwood road and into the trees again. "Wings" was not impressed nor was the Captain but I doubt either was as unimpressed as my Observer, Les Anderson, had every right to be! It should also be added that "Affie" Morrith, who was at the holding point for RW 08 in a Sea Fury when we went past had his little bit of excitement too.

Neither the caption in "Yesteryear" nor the comments made in Patynowski's book "Submarine Hunter" about the event reveal that the crash occurred during a lunchtime rehearsal for the participation of the FAA in the Avalon air show of 1961 and that it was not just a simple stall. Having said that, one cannot really cavil because these descriptions of the accident reflect the entry made in Appendix "C" of my Log Book and were, no doubt, taken directly from the accident report. However, while we did indeed stall after a single engine fly past it was not as straightforward as that and accordingly the caption and comments do not provide a reader with an understanding of the full circumstances surrounding the crash.

Our Gannet display involved a pair of Gannets approaching from opposite ends of the runway, in this case RW 03/21, and endeavoring to pass the tower simultaneously and on each pass both operating in the same configuration, i.e. hook, wheels and flaps down, radome down, one propeller feathered, simultaneous relights etc.. To achieve this it was essential to carry out a very steep wing over after each pass to reverse back up the runway and although these turns were not, in the strictest sense, stall turns, both aircraft were generally in and out of pre-stall buffet at 6-700 feet AGL during the maneuver.

On the day in question after the dirty single engine pass down RW 21 I thought I had "cleaned up" but failed to get the undercarriage and I can tell you a Gannet on one engine with the wheels down does not make as much height in the pull up and doesn't take kindly to aggressive handling of the kind the display required. And, there aren't many places to go when you are in the middle of an extremely steep turn at low level with heavy buffet despite attempting to unload the aircraft and lowering the nose. In the event, about half way through the turn it was clear that something was very wrong indeed so I leveled the wings and lowered the nose even further but it was too late and we went through the tree tops, into the clear past the RW 08 holding point and over the road and into the bush again

It was not until later that day or more likely the next when I heard that the gear had been down during the attempted turn and it then became apparent that I had asked far more of the old bird than it was capable of providing. A number of sympathizers expressed the charitable view that the accident was caused by engine failure or perhaps some problem with the pitch stops but it was a simple stuff up, I was responsible and was appropriately logged.

One lesson to be learned from all of this, apart from being far too close to the limit during any display, was my failure to apply crew resource management principles and involve my Observer more. He raised and lowered the radome and advised me when doing so but I should have instituted a challenge and reply check system to ensure that my items were not missed under the pressure of the performance. We had two more practice flights over the next couple of days and then went on to fly at the air show on both of the flying days; Les stuck with me, more power to him, and nothing was forgotten at Avalon. At times one can well muse over the paradox, most undercarriage related accidents occur because the gear was not lowered and not because it was left down!

Finally, a comment on the Cabban Accident covered on the same page. The Double Mamba propeller system had pitch stops limiting the pitch of the propellers to 21 degrees when the under carriage was selected UP thereby providing protection against a runaway propeller while in flight. Once the gear was selected DOWN for landing these stops were removed allowing the propellers to move to as low as 6 degrees to facilitate constant propeller RPM and better power response at the lower speeds used on approach. There were, however, switches for each propeller in the cockpit to enable the pitch stops to be kept at 21 degrees even if the undercarriage was selected DOWN and this was to allow the gear to be safely lowered should there be an engine/propeller malfunction. In case of their use, if power was available on the affected engine, RPM would be lower on approach with engine handling requiring a little more finesse but a safe landing could be made.

During the advanced engine handling demonstration we gave as part of the Gannet conversion training it was regularly shown that with one engine shut down and its propeller wind-milling on the 6 degree stop, the drag from the disked propeller was such that even full power on the other engine could not prevent sink rates measured in the thousands of feet per minute. In addition to this the airflow over the fin and rudder and the horizontal stabilizer was so disturbed that pitch and yaw control was badly compromised making the aircraft difficult to control.

In the case of this accident there was an engine failure with attendant propeller problems but things were under control until the undercarriage was selected DOWN in the vicinity of the airfield without activating the applicable Flight Fine Pitch Stop switch to keep the stop on that side engaged. I was airborne overhead in another Gannet at the time and had an excellent view

(continued next page)

of the accident. The aircraft corkscrewed up RW 03 only partly under control, losing height until eventually falling almost vertically to the ground from about 150 feet onto the grass to the west of the runway just opposite the tower. From recollection the impact was so severe that both pilots went through the bottoms of their seats and were very lucky to survive.

I understand at the time that there was some dispute over which pilot had lowered the gear (it was a Trainer) but be that as it may, Peter Cabban was the authorized pilot and copped the flak while the accident provided a very powerful lesson for all Gannet drivers.

Yours sincerely,

Jerry O'Day

Letters to the Editor,
Slipstream June Edition 2013

LETTERS Editor

Congratulations on your new layout for 'Slipstream', your job is not easy. You are bound to have criticism, but I think sometimes adverse comment is useful; turn it to your advantage as a learning curve! I think your layout is informative and well done.

With reference to James Ferguson's letter to you, I was not CPO of Flight deck at the time of Sub Lieutenant John McClinton's fatal accident. I was PO on 805 and 850 in 'A' hanger, I was supported by a team of Aircraft Handlers moving Furies to and from the Flight Deck. We worked in Tandem with 'B' hanger PO Hugh Richards 816.

Enclosed are research copies of John McClinton's grave conducted for me by Ailsa Chittick, our Collectors Curator and Melanie Sbroja, Information Officer of Australian War Graves Commission. I have included photos of John McClinton. I would like to mention the Handlers were very efficient the way they managed their job above and below. We also had a good and helpful Hanger Control Officer—Lieutenant Alan Bateman. I hope this information is useful for your next edition

Ambrose Boulter.



Sub Lieutenant John Hereward McClinton



John's Gravesite Honk Kong Cemetery



KNOW YOUR AIRCRAFT

Many thanks for all your Emails, have contacted Mike (pictured) and the model shown is indeed a vampire and not a Meteor as stated in the June Edition

ED

231 ADVANCED PILOT COURSE



left to right:

LEUT ROB Garnock, SBLT Alexander Clothier, CDRE Vince Di Pietro, SBLT Michael Skea, SBLT Andrew Bath

The Commander Fleet Air Arm (COMFAA), CDRE Vince Di Pietro, RAN, watched with pride as he welcomed the Navy's newest pilots to the Fleet Air Arm at a graduation ceremony held at RAAF Pearce in Western Australia. The four graduates of the 231 Advanced Pilots Course at No. 2 Flying Training School, graduated on the 13 Jun 2013 after an intensive nine month flying course. The four graduates LEUT Robert Garnock, SBLT Andrew Bath, SBLT Alex Clothier and SBLT Michael Skea all agree that the wings which they have been awarded symbolised the dedication and hard work they have endured up to this point during their training as aviators.

The training which is conducted at 2FTS RAAF Pearce, provides the necessary skills for Navy and Air Force pilots to fly fixed wing aircraft both visually and by instruments alone, in day and night conditions with a variety of weather to contend with. The course predominantly focuses on teaching advanced flying techniques, in general and instrument flying, formation flying and complex navigational training to hit a target at low level around 300nm away within 15 seconds of an allocated time.

The Navy element from course 231 was heavily outnumbered by Air Force who counted for 9 of the 13 students to graduate. Fuelled by a healthy inter-service rivalry, the Navy students eclipsed their Air Force classmates by taking out half of the awards on offer at the graduation ceremony, adding to COMFAA's delight. LEUT Garnock won the Academic Award for achieving the highest aggregate of to the Fleet Air Arm at a graduation ceremony held at RAAF Pearce in Western Australia. The four graduates of the 231 Advanced Pilots Course at No. 2 Flying Training School, graduated on the 13 Jun 2013 after an intensive nine month flying course. The four graduates LEUT Robert Garnock, SBLT Andrew Bath, SBLT Alex Clothier and SBLT Michael Skea all agree that the wings which they have been awarded symbolised the dedication and hard work they have endured up to this point during their training as aviators.

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With friends and family standing by, the reviewing officer, Commander Air Lift Group, AIRCDRE Gary Martin AM, CSC, pinned the wings on each of the graduates signifying the official start to their careers as Navy pilots. All four graduates have been posted to 723Sqn to commence their helicopter conversion in August, although SBLT Bath, due to his high performance in training, is being considered by Air Force and Navy for fast jet training.

Written By: LCDR Ryan Jose

Royal Australian Navy search for 1913 descendant

The Royal Australian Navy is searching for descendants of the sailors and officers who sailed into Sydney Harbour on 4 October 1913 aboard the seven ships of the original Royal Australian Navy fleet. This will contribute to Navy's 1913 Fleet Honour Roll, a historic legacy of those original personnel and their service.

As part of its International Fleet Review celebrations to be held in Sydney from 3 to 11 October 2013, the Navy will commemorate the 1913 arrival of the first Australian naval fleet by re-enacting the original seven ships entry into Sydney Harbour. Captain Nick Bramwell, Director of the International Fleet Review, is asking anyone who thinks they may have a forebear who was aboard one of those first seven ships – HMA Ships Australia, Melbourne, Sydney, Encounter, Warrego, Parramatta and Yarra – to email ifr.info@defence.gov.au <<mailto:ifr.info@defence.gov.au>>, so their involvement in this historic occasion can be remembered.

"The stories we have collected so far of these RAN members' lives are contributing to a historic collection of their experiences, most of which, until now, have only been passed down within families, but which are so integral to the formation of the RAN, and take us back one hundred years to the days of the first RAN fleet entry," Captain Bramwell said.

To capture the information, the Navy has created a 1913 Fleet Honour Roll that lists the sailors and officers by name and rank, and gives descendants the opportunity to submit images and information about Australia's first naval sailors and officers.

To date, the RAN has found 25 descendants. Some of the 1913 Fleet Descendants' stories can be viewed at www.navy.gov.au/ifr/history/1913-fleet-descendants <<http://www.navy.gov.au/ifr/history/1913-fleet-descendants>>

Further information can be found at www.navy.gov.au/ifr <<http://www.navy.gov.au/ifr>>

Ian Scott

CAN YOU HELP

THE FLEET AIR ARM ASSOCIATION OF AUSTRALIA (WA DIVISION) IS LOOKING FOR THE FOLLOWING PEOPLE OR FAMILY MEMBERS WHO WERE FOUNDATION MEMBERS OF THE FAA ASSOCIATION AND THOSE WHO JOINED AS MEMBERS IN 1977 - TO MAKE A PRESENTATION OF A FOUNDING MEMBERS BADGE.

J.E.BOYD; FRED BUDD; EDDIE COOK; E.A.DAVIS; ALFIE DIVER; KENNETH DUNCAN; GORDON DYER; DARRELL EVANS; KENNETH GAY; CHRISTOPHER GREEN; D.F.HALL; T.C.HARDIE; KEITH HARRIS; DES HARVEY; JIM HAWKINS; PETER HILL; T.R.HUNTER; WILLIAM JOHNSTONE; LES KITSON; ERIC McKENZIE; DON JAMES MILLER; LEO PERCIVAL; BRUCE PROUD; KEVIN REILLY; R.PERCIVAL ROGERS; TERRY ; J.J.PHILLIPS.

Please contact KEITH TAYLOR, SECRETARY (08)- 95721487 – E-MAIL

ktt59345@bigpond.net.au



MINI REUNION

. In conjunction with the FAA Association. October Reunion.
Ex RANHFV and 723 Sqdn personnel are invited to
a mini reunion / get together
on...Saturday 26th October 2013 6.00 PM (1800 Hrs)



At.....Shoalhaven Ex Serviceman's Sports Club 131 Greenwell Point Rd Worrigeo Ph 02 4421 6422

Further inquiries Christopher (Bomber) Brown 0404257798 John Macartney 0427787296.....

YESTERYEAR



. An online source tell us that there were 656 Spitfire Mark V and Mark VII fighter aircraft brought to Australia in the latter stages of WWII - but we never knew that some of them would end up with the Navy. There are two in this lovely old snapshot from the Bernie Delaney Collection at the ADF Serials website, and kindly passed on to us with permission by Kim Dunstan. Kim explains the presence of the Spitfires at RNAS Nowra, HMAS ALBATROSS. 'What we can see here on the dummy deck at RNAS Nowra are two of a number of de-listed ex-RAAF Spitfires that were acquired by the RAN,' Kim says. 'They were used for training Aircraft Handlers in managing aircraft in confined spaces, prior to the arrival of the Sea Fury and Firefly aircraft



. Thirty years after the preceding photo, HMAS MELBOURNE [II]'s time came too, in 1985, when she was towed from Sydney Harbour for scrapping in China. Yet, in one of those hallmarks of a worthy but unlucky career, even this would be controversial. MELBOURNE was retained for study and training for many years by China's People Liberation Army Navy [PLAN] in pursuit of their own carrier ambitions. The Chinese had expressed particular interest in her steam catapult technology, and appear to have reproduced her flight deck on land.

With HMAS MELBOURNE [II], nothing was ever simple, even her ending

The gate that was in Eastern Road, Quakers Hill.

Guard duty with 303 on shoulder



HMS NABSTOCK paid off on 9 June 1946 and the station returned to RAAF control. The RAAF transferred control of the base to the RAN in January 1952 and Schofields was temporarily commissioned as HMAS ALBATROSS II, Royal Australian Naval Air Repair Yard (RANARY) Schofields. The RAAF remained in residence until September 1952. On 1 April 1953, the station was commissioned as HMAS NIRIMBA, This was, a joint RANARY and technical training establishment for RAN Fleet Air Arm. On 4 January 1956, the RNARY was 'Paid off' and HMAS NIRIMBA, opened as a RAN Apprentice Training Establishment the next day. HMAS NIRIMBA final-

ly decommissioned on 25 February 1994, having trained some 13,000 young men and women from the RAN and other Commonwealth Navies. The University of Western Sydney, Nirimba Campus now occupy the site, which was also the scene of dress rehearsals for the 2000 Olympic Games opening ceremony.

SNOWDEN BOUNTY

The Hon Warren Snowden MP
Minister for Veterans~ Affairs
Parliament House
Canberra
ACT 2000



22 June 2013

Dear Minister

More than two years ago I wrote to you regarding the allowance the government bestows on veterans who have won the military quinella - firstly win a gallantry award; secondly receive a war pension for war caused injury or illness - namely the decoration allowance. This allowance was seven shillings a fortnight in 1943. It almost tripled to two dollars (20 shillings) on our conversion to decimal currency and it leapt up, with GST introduction, to \$2.10 per fortnight.

Your predecessor had promised to review, "...how the allowance could be restored to an amount which accords more closely with the apparent original intent of the allowance." Your 20 April 2010 ministerial response, to the review outcome, was inconsequential obfuscation:

Quote

With regard to the "Decoration Allowance Review", I can advise that on 17 November 2010 the *Veterans' Affairs And Other Legislation Amendment (Miscellaneous Measures) Bill 2010* received Royal Assent. This Bill enables decoration allowance recipients to receive decoration allowance under the *Veterans' Entitlement Act 1986* and a decoration allowance or annuity from a foreign country (sic). There are no plans to make any further changes to the decoration allowance. Unquote

Minister, the current allowance, \$2.10/fortnight, or more graphically, 15 cents a day, is insulting. People do not bend over to pick up fifteen cents from the ground these days. What will it buy? I would have to save my daily allowance for two months to buy a 'bowl of gruel.'

Last year, when you received a 3% pay rise, and defence superannuants received their miniscule 0.1% increase (one thirtieth of yours), the 15 cents a day allowance remained frozen. As you say, "There are no plans to make any further changes to the decoration allowance." Indeed Minister,

Who exactly made this decision to freeze the decoration allowance?

Was it made by Prime Minister Curtin in 1943 when he accepted responsibility for it?

Was the near tripling in 1966 a mistake by an innumerate ministry who misunderstood decimals? Was the GST-related 10 cent hike around 2000 another mistake?

From 1943, it was 23 years to the 1966 near triple jump to \$2.00. A further tripling in 1989, repeated in 2012 would have brought us up to \$18.00 a fortnight. This is still pitiable Minister, but a far cry from the pittance commemorated in my letterhead above.

Yours sincerely,

Jim Buchannan

* As to date Jim has not received a response from Mr. Snowden.

Bravo Zulu



ABATA C Tremlett 816 Squadron

On Friday 08 Jun 12 at HSF Garden Island WA (TAMEX), It was the end of a 12hr shift. The conditions were dark, wind increasing with incoming foul weather, and the off going crew were keen to get into Fremantle for some well earned R&R. 816 Squadron Aircrew had just handed-over from an ASW sortie and were Conducting NVG sorties for the remainder of the night, thus the HSF hangar doors were closed and all additional lighting was switched off. The aircraft was about to refuel when AB Tremlett spotted something moving about the tail wheel, it had not been sighted by the aircrew and he proceeded to cease the RTR. The aircraft was subsequently shutdown to APU and the item (the top Of a sonobuoy which had broken free and wrapped itself around the tail wheel on the previous sortie) was removed. The aircraft was subsequently inspected and continued without any further incident. Considering the weather and time on duty, AB Tremlett's attention to detail, commitment and professionalism displayed during Flight line duties is commendable.



BZ ABATA Tremlett



ABATA B Puglisi 808 Squadron

On 08 May 12, during a before flight inspection on MRH90 aircraft A40-009 , AB Puglisi noticed that the 4 Main Rotor Sleeve Shot Bowl Earthing Pins were not in contact with the Main Rotor Blade Bonding Plate. The Before Flight Schedule does not call for the Earthing Pins to be inspected and only details that security of the Main Rotor Blades is checked in this area. On further investigation, it was found that due to excessive corrosion, the pins were not positively contacting against the blade, preventing a path to earth from the Main Rotor Blades. The purpose of these pins is to prevent damage being caused to the main rotor blades due to the build up of static electricity in flight. AB Puglisi reported this to his Supervisor and the fault was subsequently corrected. AB Puglisi displayed vigilance in an area outside of the prescribed inspection, particularly in view of his relative inexperience on this type of helicopter. His actions prevented a potential situation where the aircraft's safety would have been compromised and also highlighted a potential fleet wide fault that had previously not been encountered AB Puglisi is to be commended for his attention to detail and willingness to look beyond the minimum requirements of the inspection regime.

BZ ABATA Puglisi



**DEADLINE FOR
ARTICLES FOR NEXT
EDITION IS WEDNESDAY 4TH
DECEMBER 2013.
GOING TO PRINT FRIDAY
13TH
DECEMBER 2013**

65th Anniversary Registration Form

Member's Name: Registration No

Address email :

..... State

Phone : Mobile

Names of attendees

Shirt sizes.....(M, L, XL, XXL, XXXL, & XXXXXL— all attending receive a shirt and cap each, they are FAAA emblem embroidered in dark blue colour) Caps are a one fit all size. Have a serious look at sizes as upgrades will not be available.

Registration Fee for all attendees : \$35.00 per head - This covers some of the Reunion costs , a Fleet Air Arm shirt, monogrammed lanyard and cap, normally sold for \$25 / \$15 respectively . Insert sizes in the space above and they will be distributed at registration.

24rd Senior Sailor's / Wardroom Cocktail Party : \$ 37.00 per head : 1800—2000 Numbers 300 .

25th Official 65th Anniversary Dinner : \$55.00 per head - To be held at the Bomaderry Bowling Club Function Centre and the numbers will be limited to 400. Coaches will be available for transport to and from venue, they will collect from around town.

26th Saturday :NSW Annual Luncheon : \$30.00 per head seated meal, lucky door prizes - numbers restricted to 140, table size 10 max. Transport will be available to and from venue.

27th Reunion BBQ / Model Aero Club display: \$30.00 per head— To be held in the WEC/ Museum grounds. Catered light luncheon, liquid refreshments will be available at the WEC Club

Parking for the Saturday Luncheon and the Sunday BBQ will be in the Museum. Area. Summary of charges :

Registration : Nos	.....	x \$35.00	\$.....
Cocktail Party: Nos	.....	x \$37.00	\$
Official Dinner : Nos	.....	x \$55.00	\$
NSW Luncheon: Nos	.....	x \$30.00	\$.....
BBQ / Aero club display : Nos	.....	x \$30.00	\$
Raffle (whole book) : Nos	.....	x \$20.00	\$

Total : \$.....

All cheques must made out to Fleet Air Arm Association of Australia

Return address for this application is :

:2013 Reunion, P.O. Box 7115, Naval Post Office, Nowra Hill, NSW 2540

Venues with restricted numbers of positions available will be on a First in, Best Dressed, 'FAAA Members " first basis.

Monetary returns for those having paid and missing out on a booked venue due to number restrictions will be in the form of a cheque in your respective registration satchels.

Funds to put on this reunion come from the membership, raffles and their support, (entry fees do not cover operating costs or events) and as such members of the Association will be given precedence. Ensure participation, join up before hand and assist, you also get 4 Slipstream magazines a year into the bargain. Forms are available on the website or contact State Secretaries.

Signature



Plaque Application Form for "Fleet Air Arm Wall of Service"

PLEASE PRINT DETAILS CLEARLY – ERRORS CAN NOT BE CORRECTED AFTER PRINTING

Name: **O/No:**

Address:

Email:

Rank/Rate (official rank on completion of service):

Period of Service: Date of Entry **Date of Discharge**

Qualifying Posting/Service:

RAN uniformed personnel who were members of the Fleet Air Arm, **posted** to an RAN squadron, or to the Air Department of an RAN Ship or Shore Establishment are qualified to have their name placed on the Wall. **Non-RAN personnel** – postings or attachments **must** be to an **actual Squadron** or **FAA Facility**.

Postings to ships companies do not qualify. (See back of form for more details)

Final approval is by the Executive Committee of the NSW branch. An appeal to a decision may be made to the National Executive Council of the FAA of A for determination if the original application is refused. The approval committee may request additional or more precise information to assist in their determination.

Cost: \$135.00 (Cheque/Money Order to be attached to application, made payable to "FAAA of Australia, NSW Division").

Mail to: The Administrator
Wall of Service
PO Box 7015
Naval Post Office
Nowra Hill. NSW. 2540.

Official Use Only

Application listed:

Approval Confirmed:.....

Denied:

Additional Information Requested:

Received:

Monies Received:

Forwarded to Treas:

Order Listed:

Order Number:

Plaque affixed : **photo requested:** **Sent:**



Peter Charles MARSHALL



Lieutenant-commander RN,RAN (rtd)

*It is my sad duty to inform you that Peter passed away peacefully on
Saturday 3rd August 2013*

Lieutenant Commander Pete Marshall, who has died aged 82, was a skilled naval aviator who flew for the Royal Navy and the Royal Australian Navy, and saved a valuable new aircraft from destruction

In 1969-70, he commanded 767 Naval Air Squadron at Yeovilton - a training squadron responsible for bringing the newly acquired Phantom jet into service with the Royal Navy and the RAF. On December 3, 1969 while engaged in mock dog fights over the sea north of Land's End, a heavy blow struck his phantom aircraft, immediately followed by severe vibration. The windscreen became opaque with a thick covering of hydraulic fluid and both engines flamed out. Marshall thought that he had suffered a mid-air collision and prepared for ejection, but relying on his experience, he decided to remain with the aircraft to take stock of the situation. In fact the radar cover on the nose of the aircraft had become detached and it and parts of the radar had been ingested by the starboard engine.

Marshall found that the aircraft was still controllable although he was experiencing severe airframe buffeting. The engine and starboard intakes were badly damaged by pieces of metal which also punctured the wing leading edge flaps and ripped the fuselage skin. Assisted by another aircraft which joined him in the air, Marshall assessed the situation and decided to attempt a return to Yeovilton, 130 miles away. His final approach to the airfield was extremely difficult: forward vision, due to the hydraulic fluid on his windscreen, was practically nil, and pronounced yaw and buffeting threatened to throw the aircraft out of control.

By his cool thinking Marshall brought his aircraft and his observer, Flight Lieutenant Jack Haines RAF, safely back to base, saving weeks of speculative investigation and disruption to the Phantom flying programme and its introduction into front line service.

For this incident, Marshall was awarded the Air Force Cross and also the Boyd Trophy 1969 for exceptional skill and personal courage.

Peter's version: "The nose-cone fell off and there was hydraulic fluid all over the place, but I could see the motorway below and knew I could follow that back to base. So, why would I eject from a serviceable aircraft?" He did say though, that the old maintainers' response to faults - 'ground tested and found serviceable' did not apply in this case.



Peter Charles Marshall was born in Birmingham, a builder's son, and he was educated at Bishop Vesey's Grammar School, Sutton Coldfield. He had started to read mining engineering at Leeds when he decided to join the Royal Navy in 1954. He learned to fly at the US Navy flying school at Pensacola, Florida.

In 1958 he qualified as an Air Warfare Instructor. He flew more than a score of aircraft from single engined trainers to jets and helicopters, and served in the aircraft carriers *Centaur*, *Ark Royal*, *Eagle*, and the Australian *Melbourne*. He commanded 724 Naval Air Squadron at Nowra from 1975 to 1977.

In his long flying career Marshall logged 4,262 flying hours including 444 deck landings, and by his skill he survived several aircraft incidents. On July 29, 1958 his Sea Hawk jet was struck by debris while practising rocket projectile attacks; on September 14, 1961 in a Scimitar jet he suffered a bird strike while flying at low level; in another Scimitar on April 10, 1963 he suffered a hydraulics failure and made a belly landing at Lossiemouth

He was a staunch supporter of the Catholic church, having converted after the birth of his fourth child. He co-founded the Albatross Gilbert and Sullivan Society which evolved into the present Albatross Musical Theatre Company. In 2012 he shared the stage in a production of *The Boy From Oz* with a daughter and granddaughter, but the cough that stopped him rehearsing for this year's production of *Beauty and the Beast* was the first symptom of Mesothelioma. The AMTC turned out in force to sing at his funeral.

Peter married Carolyn Barker in 1955. He is survived by his ten children and nineteen grandchildren.

Lt Cdr Peter Marshall AFC RN, RAN - born January 18, 1931, died August 3, 2013



Peter Marshall, commanding officer, commissioning ceremony of 767 Sqn. RNAS Yeovilton. Admiral Chico Roberts right and Admiral Le Fanau Left

THE COMMISSIONING OF 808 SQUADRON – 11 JULY 2013

The Commissioning of 808 Squadron which occurred on 11 July at HMAS ALBATROSS was a very pleasant occasion for the large number of people who gathered in the Squadron's hangar to witness the ceremony. Friends, family, former members of previous iterations of the 808 brand and of course the current squadron members, some of whom mounted the excellent ceremonial guard.

The occasion was honoured by the presence of the Chief of the Defence Force, General David Hurley, the Chief of Navy Vice Admiral Ray Griggs, the Fleet Commander Rear Admiral Tim Barrett and the Commissioning Special Guest, Mrs Brenda Kable, the wife of Captain Garvon Kable who was the CO of 808 Squadron before it de-commissioned, after several years operating the Sea Venoms, in December 1958. Mrs Kable reviewed the Guard and Band and speeches were given by CDF, the Fleet Commander and the Squadron's Commanding Officer CMDR Charles Stephenson RAN during a very well conducted ceremony. Admiral Barrett accompanied Mrs Kable during the salute of the excellent march-past of the Guard, Band and Squadron personnel. To round off the Ceremony, a flypast by aircraft from 723 and 816 Squadrons was conducted to make welcome the new squadron.



The new Squadron is equipped with the European built MRH (multi-role-helicopter), a very large aircraft with a maximum take-off weight of 10,600 kg. The Squadron's primary role is 'to provide maritime support flights at sea, ranging from logistics tasks through to aeromedical evacuations, search and rescue, boarding operations, amphibious combat support roles as well as humanitarian aid and disaster relief,' according to the Squadron Commander. In the future, operations will be from the new landing deck amphibious ships, CANBERRA and ADELAIDE, as they come on line.'

The Squadron numbers 21 officers and 145 sailors and will normally be allocated six of the MRH90 (Taipans) from the combined pool of 46 aircraft shared with the Army. Major servicing of all aircraft will be conducted in Brisbane. SLIPSTREAM was told that the aircraft can carry up to 20 troops, will be armed with doorguns and capable of underslung loads.

In summary, the occasion was a great day for the Fleet Air Arm, a real shot in the arm and the best part will come when the Squadron is able to operate from the new Landing Helicopter Dock ships scheduled to join the RAN in 2014 and 2016.

Photos courtesy of the Nowra's South Coast Register which gave the event very good coverage.



Some members of 808 Squadron of the 50's
Geoff Litchfield, Brian Farthing, 'Sandy' Sandberg, Neil Ralph
with 808 Squadron Commander Charles Stephenson

YESTERYEAR



Dear Ron

The attached might be the "next addition" to the "Yesteryear" collection. It is worthy of collection being the FIRST Recruit School Trainees at Albatross, November 1949 seated in front of one of the two remaining Seafires.

Back Row ?-?- Brian Hipkiss- ?- ? M. Tuck- Bill Baxter

Front Row Art Nixon- ?- Dennis Charlton-?-?-?-

Regards Dennis Charlton

Sparkies 1963



Front left to right: Jim Alton, Doug Edwards. Ron Storey, Kev wright, Reg Hespe, Eric Leck, Audrey Bourne, Larry Binnington, Hookey Walker, Jack Young, Minty Cooke (Dec), Ted Bryant, Charlie Travers, Dave Rice (Dec), Bob Brown, Ken Womble (RN Loan), Ken Barrett, Bob Cronin, Tom Drummond, Frank Wyllie, Jack Dun, Ken Harvey, Eddie Lamb, Bob Pierson, Mike Rudling, Noel Parker, Joe Creasey, Yogi Vebel, Rudy Rudkowski, Arthur Durant (Dec), Blue Packham, Larry Larder, Vic Parkins, George Parker, Denis Golding, Les Sheperd, Kev Rolff, Harry Dale, Rick Forbes (Dec), Gavin Maskey, Jim king, Noel Morgan, Pat Hanson (Dec), ???? , Mick Horne, ???? , Huck Elliott, Ron Melville, ???? , Tas Anning, Keith Doncon , Tom Trinder, Col Payne, Tony Herbert, Phil Wright, Frank Fox, Taff Davis (RN loan), Jim Shergold (RN loan), ???? , Henry Ptak, Spud Murphy, Jack Cutler, ???? , ???? , Bob Bird (Dec), Jerry Hartnett, Col Blundel, Leo Parker (Dec), ???? , Dave hardy, Barry Hicks, Larry O'Neill, Keith Hutchins, Paul Goddard, Bill Kinross, Brian cheers, ???? , ???? , ???? , Ken King, ???? , ???? , ???? ,

Photo courtesy George Parker

KOREAN ARMISTICE CEREMONY



The Korean Armistice Ceremony was held Saturday 27th July. Captain Jim Parsons (Ret'd) read a poem from Banjo Paterson's son referring to the Korean conflict. Pictured (left) Geoff Ledger Comdre. RAN (Ret'd) representing the FAAA of Australia and Air Marshal Mark Binskin AO who was happy to be the representative for the senior naval aviator still serving

BACK TO KOREA

Recently, having been nominated by the FAA Association, I was invited to return to Korea as part of a group of veterans escorted by the Department of Veterans Affairs to mark the occasion of the 60th anniversary of the signing of the Korean War Armistice. I was a little surprised to be included as I had returned in 2001 to mark the commencement of hostilities.

The group of fifteen, all over eighty, consisted of members of 3RAR who had been involved in two major battles, Maryang San and Kapyong, two members of 77 squadron, and the rest Navy at various stages of the war. We were extremely well looked after by DVA, so much so that I subsequently suggested a motto for the Department "All the way with DVA".

For the record, I was a member of 817 squadron of the Sydney Carrier Air Group which carried out operations over North Korea from October 1951 to February 1952. Our task was interdiction of an area north and west of Seoul up to Chinampo on the west coast.

Our MK V Fireflies were armed with two 500lb bombs and 20mm cannon for attacks against bridges using 27 second delay fuses. We had, like many before us, discovered that you can straddle a bridge in a dive bombing attack and not really damage it; it is necessary to hit the abutments and this requires a very low level attack, not unlike an anti submarine attack with depth charges. We also carried out a number of missions on the east coast at Hungnam where (boasting!) my section leader Jim Bailey and I got a train in the mouth of a tunnel using two 1000lb bombs. I must admit that I was slightly nervous about going off the booster with this load and how the old bird would handle it; in the event in modern parlance "no worries".

We visited the battle sites and a number of cemeteries, particularly Busan (previously know as Pusan) at the southern tip of the peninsular. This is the site of the International War Cemetery where our losses of Keith Clarkson, Ron Coleman and Dick Sinclair are recorded on the memorial for those with no known grave. We did

however; bury Dick Sinclair off the quarter deck so his grave is the sea.

The major Korean event was the Armistice Ceremony at the War Memorial of Korea, attended by representatives of the 16 nations who provided armed support and the four nations who provided medical and other support.

As to Korea itself, it puts Australia to shame in terms of economic and infrastructure development. Back in 1951 I had the job of flying the mail ashore to Kimpo and saw Seoul which had recently been fought over twice. Every building, none taller than two storeys was damaged and the only bridge over the Han lay in ruins. Now there are numerous bridges over the Han and there are hotels of over thirty storeys. Traffic jams complete the picture of a modern capital city. The high speed, 300km an hour train to Busan ran on time in perfect comfort.

I have been asked by family and friends whether I enjoyed the trip which I find hard to answer from an emotional point of view. I don't think a mission of this nature is something that you are meant to enjoy; reflection is the dominant thought as you look back to 62 years ago, and to what it was all about. I did however; try to relate to the experiences of the Diggers of 3RAR and what it must have been like facing the Chinese hoards, particularly at Kapyong. It confirmed my view that it is better to be in the air; it is much more clinical than slugging it out in the shot and shell, heat and cold of a battle field.

Finally, from a physical point of view it was very tiring in the heat and humidity and constant bus travel, but worth every minute; and we all held up well, for old codgers.

Norman Lee

JAPANESE NEW WARSHIP DESTROYER OR CARRIER ?



Japan's new warship, the *Izumo*, draws a crowd for its launch ceremony at the port in Yokohama Tuesday. At 248 meters (814 feet) in length, the flat-topped ship has been called a destroyer, or a helicopter carrier

It's being called a destroyer, or perhaps a helicopter carrier. But by any name, Japan's new warship, unveiled Tuesday, is the largest it has built since World War II. The ship was shown to the public on the anniversary of the 1945 atomic bombing of Hiroshima, and at a time of escalating tensions with China.

Though the ship—dubbed 'Izumo'—has been in the works since 2009, its unveiling comes as Japan and China are locked in a dispute over several small islands located between southern Japan and Taiwan," [The Asahi Shimbun](#) reports. "For months, ships from both countries have been conducting patrols around the isles, called the Senkaku in Japan and the Diaoyutai in China."

With a flat flight deck — but reportedly lacking catapults or other means of launching fixed-wing aircraft — the Izumo could be used against submarines, or to deliver large loads of supplies and people to disaster areas, officials say.

The ship measures 248 meters (814 feet) in length; in comparison, [the largest U.S. aircraft carriers](#) are between 1,000 and 1,100 feet long.

"We express our concern at Japan's constant expansion of its military equipment. This trend is worthy of high vigilance by Japan's Asian neighbours and the international community," China's defense ministry [tells Agence France-Presse](#). "Japan should learn from history, adhere to its policy of self-defense and abide by its promise of taking the road of peaceful development."

Japan's military is collectively known as the Self-Defense Forces, a name that reflects its pacifist constitution. But in recent years, the country's leaders have shown a shift in how they view that document, which dates from the end of World War II.

Over the weekend, a Japanese official who heads an advisory panel said it will urge a reinterpretation of Japan's constitution later this year, a move that would allow the country to engage in "collective self-defense," such as attacking a nation that attacks an ally,



Congrats. on Fifty Years

Priscilla Jacqueline Langley and Victor Ronald Mandic

Cilla and Vic lived on the same street as teenagers and meet at the local youth group. They kept in touch after Vic joined the RAN at 17 years old, and were married at the Brentwood Church on July 6, 1963. After the ceremony they left for Nowra, NSW, where they lived for several years. They have two children, Wayne and Lisa who lives in NEW Zealand and have two grandchildren. They celebrated their 50th wedding anniversary at a resort in Phuket.



Boost for military super schemes

Changes to the way in which military superannuation retirement pay will be indexed for two schemes have been announced.

The changes affect the Defence Forces Retirement Benefits (DFRB) scheme and the Defence Force Retirement and Death Benefits (DFRDB) scheme, which were closed in 1972 and 1991 respectively.

There are some 56,500 superannuants in the two schemes and approximately 26,700 are aged 65 and over who are set to benefit from the changes.

Changes to indexation

From 1 July 2014, payments to military superannuants aged 65 and over, within the DFRB and DFRDB schemes, will be indexed to the higher of the Consumer Price Index (CPI) or the Pensioner and Beneficiary Living Cost Index (PBLCI).

The estimated cost over four years is \$34 million.

Announcing the changes, the Minister for Defence Science and Personnel, Warren Snowdon, and the Minister for Defence Materiel, Mike Kelly, said they aimed to strike a balance "by assisting many of our older military retirees while being fiscally responsible in the current economic climate".

"PBLCI was first used as an indexation factor for the age pension in September 2009 and the Government has decided to include it in the indexation of military superannuation retirement pay for the two schemes," the Minister's said in a joint statement.

"The Government acknowledges the advocacy of ex-service organisations on this issue and in particular the Returned and Services League of Australia and the Defence Force Welfare Association.

"The Government will continue its commitment to engage with service and ex-service organisations to consider the benefits and support available to our current and former service personnel.

DEDICATED TO ALL THOSE WHO FLEW BEHIND ROUND ENGINES

We gotta get rid of those turbines; they're ruining aviation and our hearing...

A turbine is too simple minded, it has no mystery. The air travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat.

Anybody can start a turbine. You just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. It's like waking up a horny mistress. On some planes, the pilots aren't even allowed to do it...

Turbines start by whining for a while, then give a lady-like "poof" and start whining a little louder.

Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho FART or two, more clicks, a lot more smoke and finally a serious low-pitched roar. We like that. It's a GUY thing...

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan; useful, but, hardly exciting.

When you have started his round engine successfully your crew chief looks up at you like he'd let you kiss his girl, too!

Turbines don't break or catch fire often enough, which leads to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow any minute. This helps concentrate the mind !

Turbines don't have enough control levers or gauges to keep a pilot's attention. There's nothing to fiddle with during long flights.

Turbines smell like a Boy Scout camp full of Coleman lanterns. Round engines smell like God intended machines to smell.

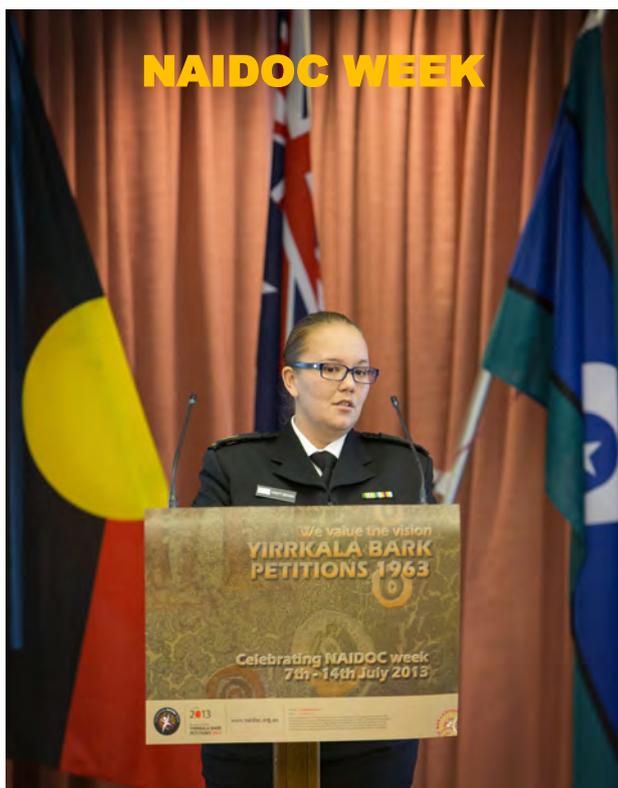
YESTERYEAR



- The light fleet carrier HMAS SYDNEY [III] recovers a Hawker Sea Fury during operations off Korea in 1951, while a USN-loaned Sikorsky S-51 hovers overhead. With the designation UP-28, the helicopter was known as 'Uncle Peter,' and was the first helicopter flown from a RAN ship. In one of the most outstanding actions during SYDNEY's three deployments to Korea, on Oct 22, 1951 the USN pilot volunteered to take his aircraft to extreme range to rescue the crew of a SYDNEY's Fireflies shot down 78 miles inside North Korea. Under attack from ground troops the rescue was achieved and the pilot was later awarded both the Distinguished Service Medal and the US Navy Cross.

On commissioning in 1948, SYDNEY had initially carried one of the RAN's three rather quaint-looking Supermarine Sea Otter amphibians as its plane guard and rescue aircraft, in similar fashion to RN carriers

NAIDOC WEEK



Among the guest speakers at Shoalhaven City Council's NAIDOC Week launch was Able Seaman Kristy Brown of HMAS Albatross. AB Brown, an Indigenous woman from the local Wreck Bay community, attended Jervis Bay Public School and revisits regularly to mentor the children and encourage them to dream big

Attention all Reunion Participants

We want you

to bring your unique photo's
to the Fleet Air Arm Museum
in October.

The Fleet Air Arm Museum is
endeavouring to personalise our Collection.

We have lots of images of aircraft and
ships what we are looking for is
images of the FAA personnel at work and play.

We will copy and return your happy snaps
and provide you with a digital copy.

Looking forward to seeing you in October

Collections Curator x



Ailsa Chittick



RUGBY CLUB REUNION



Albatross Rugby club will be having a reunion on Sat' 26 Oct 2013. It will be in Nowra at the Postman's Tavern starting at 1400h. If you would like to attend please email Nick Sverdloff at Nicholas.sverdloff@baesystems.com or ring 0405 524 747.

DESPERATE MUM

Good afternoon Ron,

I have been advised through the wonderful navy community, that you may be able to help me. A friend of mine leant my son one of his books for a school assignment and it was accidentally put into a St Vinnies collection bin. And I am now doing my best to try and replace it. (With not much luck).

I have rung every department in the navy and every military 2nd hand book shop I could find. i have also emailed as many naval contacts i could find through google, which now leads me to you.

I hope you can help (I was advised you might be able to put a small article in your magazine) or know of someone who can, if so please do not hesitate in passing on my email address.

If you need any further info please email me.

Many thanks for your time and with fingers crossed,
Katrina Costello

(Please contact me if you can help out.....Ed)



FLEET AIR ARM ASSOCIATION

WALL of SERVICE ADMINISTRATOR.

MONTHLY REPORT

The latest version of the application form (due to an increase in plaque costing) is now available in the FAAM shop and on the FAAAA Homepage.

The current status for the Wall of Service is as follows:-

- a. Order number 30 is currently open with one application received in the second half of July,
- b. The total number of plaques on the wall now stands at 804,
- c. Two applications have been received during first half of August, bringing the current total to three for order number 30.

That ends my report.

J. BALAZIC

WoS Administrator

15 Aug 13

ALL ABOUT OPERATING THE LANDING HELICOPTER DOCK SHIPS



Canberra class LHOs (RAN)

The new Landing Helicopter Dock (LPD) ships are planned to enter service in the next few years, HMAS CANBERRA in 2014 and HMAS ADELAIDE in 2016. One of the complications of this project is that the build of the ships is occurring over three sites – hulls in Spain, equipment fit-out in Williamstown Dockyard in Melbourne, and the combat system in Adelaide. These ships will be the largest to serve in the RAN and their primary duty will of course be in amphibious operations.

This article is derived from a paper produced by the Navy's Sea Power Centre which discusses aviation operations from the new ships and SLIPSTREAM is very grateful to the Seapower Centre for permission to produce an edited version here for your information and comment.

To develop the full potential of the two LHDs the RAN needs to develop sophisticated multi-spot flightdeck operating skills, skills that have not seen similar use in the ADF since used in HMAS SYDNEY as a fast troop carrier during the Vietnam War. Nevertheless, other operators such as the USN and the RN have evolved techniques to launch heloborne assaults and continuously refined them over the last fifty years. Australia is already accessing this experience by establishing loan postings and gaining up-to-date experience before the LHDs enter service. (The AVN category has been re-established to handle flightdeck operations).

During operations the LHDs flightdeck will be a busy and dangerous place. Aircraft handlers and assault logistics specialists must work together to get troops and equipment ashore and back again in the most efficient and effective manner.

The number of helicopters needed for an initial assault is dictated by the size of the military force to be landed. The initial landing must contain sufficient troops to secure the landing area. Groups of troops, known as 'sticks' to be carried by each helicopter (max 20 per aircraft in each lifting Army aircraft) will vary according to the fuel needed to fly to the landing zone (LZ) and return with adequate fuel reserves. Its deemed to be quicker to range the aircraft with low fuel and add to it before start up to give greatest flexibility. Ammunition artillery, stores and vehicles have to be prepositioned on the flightdeck or other concentration areas but kept clear of helo operating spots. Once troops have initially landed ashore, the system onboard must be flexible enough to react to their needs and send in equipment loads as demanded, which might mean re-jigging preparations onboard.

After the initial assault waves it becomes a judgement decision whether to reduce to a continuous shuttle of individual aircraft or to continue to fly intactical formations. The former keeps a stream of personel and stores moving ashore and is more flexible in matching loads to aircraft quickly while the latter might be better to counter enemy air and ground-based opposition, but would demand more effort on the flight deck.

FLYCO controls the deck and the movements of aircraft in the visual circuit and must ensure safety and efficiency, especially given that some of the Army crews might not be accustomed to regular flightdeck operations. FLYCO must also liaise with the command to keep

the ship in the right place with enough wind over the deck to help heavy helos lift off safely perhaps for many hours on end.

The flightdeck officer (FDO) will be in charge of deck movements of aircraft and equipment and for marshalling them for take-off and landing aircraft handlers will need to ensure troops are brought safely to the aircraft past aircraft lashings and under turning rotors as cleared by the pilots. The assault supply team will work under direction of the handlers to move bulk stores into helicopter cabins or hook them up to as underslung loads. The potential need in this non-benign environment to move quantities of fuel, water and ammunition can represent a considerable part of the assault supply requirement. Flexibility will be needed to vary the load according to the latest advised requirement from ashore. Throw in to the mix emergencies and unserviceabilities, response to casualty evacuations from ashore, the flightdeck will be a very active, dangerous place and will need a very well trained team to operate it.

As flying hours increase, maintenance and battle damage repair will need management and parts of the flightdeck might be needed for aircraft not immediately available for flying. Without maintenance the rate of flying effort will diminish.

In many ways the operation of the LHD flightdeck is more complicated than that of a strike carrier which usually can operate in a more pre-planned way. In an LHD operations will be dictated by events ashore, they can be continuous and be needed for days on end. The Australian LHDs will routinely operate both Navy and Army aircraft, to include Chinooks and Tigers, Navy Seahawks and joint force MRH90s, further complicating the flightdeck operation. A great emphasis must be placed on joint training to ensure the actors in this very complicated operation are highly skilled, have a high safety awareness and are very mindful of the role and needs of all others to bring about the best chances of overall success.

With their ability and flexibility to carry out amphibious strike humanitarian assistance and disaster relief operations at long range, LHDs have become valuable strategic assets in a number of navies, including those of Spain, France, Italy and Korea as well as the UK and US. Australia's LHDs will no doubt prove equally important and versatile.

Comment:

Many SLIPSTREAM readers will readily appreciate the nature of the flightdeck operations and can relate to the above.....It's a pity that the art of operating a busy flightdeck has been lost to the RAN and it will take some time and effort to work it up again.

Success in such high intensity operations will need also very close and willing Army/Navy cooperation to a standard probably not attained before.



Cutaway design (Tenix)

Specifications for the Canberra class LHD

Complement	243 (36 additional)
Embarked Forces	978 (146 additional)
Accommodation	1403
Length overall	230.8 metres
Maximum beam	32 metres
Full load displacement	27851 tonnes
Full load	7.18 metres
Maximum speed	20.5 knots
Range	8000 nm at 15 kt 9250 nm at 12 kt
Propulsion type	Electric drive
Pods	2 x 11 MW
Power source	Combined diesel and gas turbine (CODAG)
Gas turbines	1 x GE LM 2500 (17.4 MW)
Diesel engines	2 x 7.2 MW diesels
Vehicle capacity	830 lane metres (3290 m ²) Heavy vehicle deck: 1410 m ² Light vehicle deck: 1889 m ² Helo hanger capacity: 990 m ²
Aviation	Can conduct landing craft operations in Sea State 4 8 x MRH90/Tiger ARH Can operate Chinook Helicopters
Medical Capacity	2 operating theatres high/medium/low dependency

Let's know your thoughts.



SHIPP NAMING CEREMONY



On Thursday 29 August 2013 a 'Shipp Division' naming ceremony was conducted at HMAS Cerberus in honour of Leading Aircrewman Noel Shipp, who was part of the RANHFV and was killed in action whilst acting as a door gunner on 31 May 1969. The ceremony was conducted in the true naval fashion with senior officers, retired former FAA members and civilian guests, with Mrs Gloria Shipp and members of her family in attendance. The first group of Shipp Division recruits were also on parade outside the Shipp Division accommodation block where the ceremony took place..

A group from HMAS Albatross was also present at the Shipp Division Naming Ceremony, led by Commodore Vince Di Pietro, who gave an entertaining and informative address to the gathering. He said that on September 2012 Vice Admiral Ray Griggs announced that Recruit School Divisions would be renamed after sailors and this was the official ceremony for Shipp Division. [The following day after the Naming Ceremony](#), Friday 30 August 2013, the first group of Shipp Division recruits had their passing out parade.

Captain Robert Ray (Rtd) also addressed the gathering. He was a Lieutenant in the RANHV Second Contingent (Sept 1968 – Oct 1969) in which Noel Shipp served. Apart from giving proper recognition to the role RANHV he paid full respect to Shipp's sacrifice. In particular, he highlighting to the recruits in attendance the importance of duty and service that Noel Shipp demonstrated. In short it was a moving and impressive speech. This was followed by prayers by the Chaplain and the unveiling of the Shipp Division plaque by Mrs Shipp and her son.

The ceremony concluded after the sounding of last post, the National Anthem and a minutes' silence. Guests were then invited to join the recruit school staff for afternoon tea.

Photo: Shipp 1– The Shipp Division sign outside the accommodation block [at HMAS Cerberus](#)

Photo: Shipp 2– Robert Ray front and centre with others of the official party

Cheers,

Kim Dunstan

APOLOGY

To all my friends whom I had intended to visit on my journey south this year I must apologise if I didn't get to see you. On the way I have had a recurrence of an old problem and on completion of treatment I will be heading back the way I come. If you are up this way please call in and see me.

FRED HUSBAND

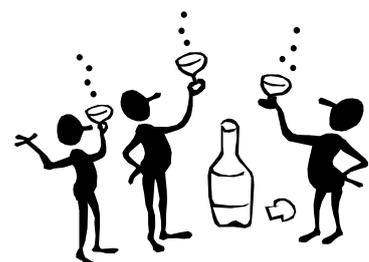
SPARKIES MINI REUNION

A mini reunion will be held at the Bomaderry Bowling Club on Saturday the 26th October 2013 commencing at 1600 hours.

Please contact Col Bundell if you would like to attend:

Email colbundell@shoalhaven.net.au

Phone: 02 44214448



PRESIDENT'S SLIPSTREAM

REPORT - SEP 2013



A warm welcome to all members and their families, and I hope this Slipstream edition finds you well and surviving the last of the winter chills and the onset of Spring. We closing in our FAA Reunion in late October and this combined with the International Fleet Review in early October, provide an excellent focus on the FAA, and highlight the outstanding work the birdies have done in support of the Navy and ADF over many decades of flying operations from HMA Ships. I believe the numbers for the reunion events are looking very healthy, and I cannot thank the NSW Division and the Reunion Organising committee enough for their support in coordinating and taking responsibility for this event.

I had the privilege to represent the FAA at the Korean Armistice 60 th Anniversary ceremony on Anzac Parade on 27 July. The ceremony was a moving one and very well conducted. There were about 250 in attendance, including many Republic of Korea personnel including the Ambassador, and many Australian Korean War veteran's. I had the honour of sitting next to a Military Cross recipient, Major Jack Skipper and his wife. In this war, HMAS Sydney with the CAG embarked with 805, 808 and 817 squadrons flew in appalling weather conditions off the coast of South Korea, and over land in support of the UN Security Resolution 82 that North Korea end its invasion of South Korea, and the US National Security Council mandate, NSC68, which called for the US military to use military force to contain 'communist expansionism'. The short war cost hundreds of thousands of lives from both sides. The FAA lost three pilots and 13 aircraft, nine of which were shot down. I believe in this edition of Slipstream there will be an article from CDRE N.E.Lee AM (Ret'd), he was selected as a Korean War veteran to attend the anniversary ceremony in Seoul, Korea.

Once again over the past three months, we have lost shipmates and family members to illness and untimely sickness, which is always hard to come to grips with. I acknowledge the great work the Divisions do in passing on this important information to the wider membership to ensure we can pay the due respects to the families, and provide follow up support as required. Please contact the National Executives Welfare Officer Ray Burt anytime if you need advice or support, he has recently stepped into the job.

I have recently been speaking with CDRE Vince Di Pietro, Commander FAA who has volunteered his time to be present at our National Conference AGM to answer any questions about issues at Albatross and the FAA operations in general, as well as developments with respect to the HARS MOU. Rear Admiral Campbell has also offered his time to answer any broader Naval Capability and operational questions that members may have.

I would also like to thank Ron Batchelor for his efforts in putting together the Slipstream magazine. We are endeavouring to widen the readership of the magazine and thankfully the current squadrons are keen to submit recent articles of interest from the Air Station and embarked flights. These more contemporary articles blended with the older stories gives a good balance to all members, and hopefully this will be encouraging more of the serving personnel to join the Association.

Another bit of news I received from CDRE Di Pietro was that a new Division at the Recruit Training School at HMAS Cerberus has named in honor of LACM Shipp. LACM Noel Shipp arrived in Vietnam with the second contingent of the Royal Australian Navy Helicopter Flight in September 1968. As a door gunner, LACM Shipp completed more than 25 missions into hostile areas in support of operations against communist aggression. He was killed in action on 31 May 1969 when the helicopter he was a gunner in came under heavy fire and subsequently crashed, killing all occupants. The naming of a recruit division is a fitting tribute to the Shipp family, and ensures the Fleet Air Arm is at the forefront of our young trainees from day one.

I look forward to seeing many of you at the reunion.

Stay safe Geoff Ledger – National President

NSW DIVISION



It always seems as if it is the end of a three month period and Slipstream calls in for some form or another. We have had rather a quiet winter and there is not a lot to report.

The Museum has called on us for some assistance for a couple of projects and we have been able to help out.

First there came the collection of pencil sketches from both 'Prof' Edwards and 'Bluey' Richards. There was quite a large collection of drawings and ditties from both in the Museum archives and with the diligence of Ailsa Chittick these were fashioned into some very well presented and framed pictures that became the focus point of a showing in the gallery at the Museum. The opening of this show went off very well and it was attended by Prof's wife as well. As an after- thought quite a few of the works were bundled and turned into an A5 sized booklet which is available for sale from the Museum for \$10.00 - money well spent as the drawing are very anecdotal.

Secondly with the up- coming 100th Anniversary of the RAN the local area will be very active (ships in JB and aircraft for the flypast) so there will be a lot of visitors; and at the entrance to Nowra is an RAN Iroquois mounted on a pole that was starting to look a bit the worse for wear. A decision was taken to remove it, repair the damaged parts, paint it and return it to its resting place; money being tight we opted to pay for the overhaul. After removing it, another benefactor came to life and covered the repair, painting costs and all we picked up was the crane hire.

As we had budgeted for the above expense and the Museum was hard up for a coat of paint for the Sea fury we transferred our obligation to that and very shortly the old veteran will look like new again and keep it looking pristine as are the other exhibits in the Museum – again monies well spent on our heritage aircraft.

Organisation of the coming Reunion in October continues but we must announce that numbers are down on all previous reunions. Age has no doubt made the travel a major problem for a lot of members but even the locals seem loathe to put pen to paper.

Our overall membership is declining at an increasing rate and if the last week is any sign we will slip backwards a lot further yet. It has been a bad week for funerals.

If you are coming please fill out the paperwork ASAP as no matter how many attend the organisation is almost the same. Into the bargain a couple of the organisers (bachelors for a couple of months) wish to take some time out to go on a fishing trip interstate and have to get the paperwork done.

Paperwork is well under way to cover the flying display for the Reunion. We have been fortunate enough to get the services of the Nowra Model flying Club to provide a flying display of some very impressive and I might add large model aircraft. This may also be supplemented by some model jets from Sydney. Operation of these models is very restricted and its not often they get a chance to show their skills to the public.

Dear Members

Looking forward to seeing you at the reunion



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FLEET AIR ARM ASSOCIATION OF AUSTRALIA - ACT DIVISION NEWS



Hi again to all for this edition of Slipstream

A number of ACT Division members were invited to attend the commissioning ceremony for 808 Squadron at HMAS ALABTROSS on 11th July. Don Sandberg and Brian Farthing (both former Sea Venom Observers when 808 Squadron was last in service) attended as well as Michael Sandberg. All said it was a very moving occasion and were very impressed with the hospitality shown by the Squadron members. A few photos of the commissioning day are included.

I have also included a snippet from the article in the South Coast Register (courtesy of Rob Crawford)

All the pomp and ceremony of a Naval commissioning took place as the 808 Squadron was officially commissioned with the Commander of the Australian Fleet, Rear Admiral Tim Barrett issuing the commissioning order to the Commanding Officer 808 Squadron, Commander Charlie Stephenson.

The ceremony was also attended by Chief of the Defence Force, General David Hurley; Chief of Navy, Vice Admiral Ray Griggs; Commander of the Fleet Air Arm, Commodore Vince Di Pietro as well as current and former 808 Squadron members and their families.

A special guest was the wife of the last commanding officer of 808 Squadron, Captain Garvon Kable, Brenda Kable who inspected the guard and the squadron. Commander Stephenson said the commissioning was an exciting time that followed extensive training, trials and preparations which have ensured the squadron's aircraft and personnel are ready for service.

Set to be the home of six new MRH90 helicopters, the commissioning was followed by a flypast of other HMAS Albatross squadron helicopters from 723 and 816 to welcome the new 808 Squadron. Photos of the events can be found at <http://www.southcoastregister.com.au/story/1632021/photo-gallery-808-squadron-commissioned-at-hmas-albatross/?cs=203>

I am heading to Sydney to attend the International Fleet Review in early October and looking forward to catching up with friends and former shipmates. Looks like it's going to be a very busy week of events in Sydney and a large contingent of warships from a number of Navies will be attending.

Regards,

John (Schonners) Schonberger

President

ACT Division

Ph: 0412 882 810

8 Sep 13



WESTERN AUSTRALIAN DIVISION



Greeting's to all from the West.

Not a great deal has happened since our last report, finally got the drought to break , now I need the rain to stop so I can reduce the height of the jungle that's growing in my back-yard.

The Members in attendance at our last Meeting expressed their disquiet with the statement from the Editor re allocation of space in Slipstream and have made this point to the National Executive and Editor and look forward to discussing this at the Federal Council Meeting in October.

Vietnam Veterans Day was celebrated over two days, first at a Naval Association Service at Stirling Gardens which also served to celebrate the formation of the 4th Submarine Squadron (O-Boats). Current Captain of H.M.A.S. Stirling Captain Angela Bond gave the Key Note address; we had passed on quite a lot of information to her regarding the Helicopter Flight's history and this came out strongly in her address. Unfortunately it was a stormy day and the V.I.P.'s seated in the front row including Angela and our own Winston James got completely drenched when a gust of wind lifted the marquee and dropped its load on them, a lot of laughs but it all turned out o.k.

On the Sunday I attended the official service at Kings Park, numbers were down as some of the Army Units were away at another service. The Guest speaker was a former American Army Officer currently lecturing at Notre Dame University in Fremantle who had been at Dong Tam when the 4th Contingent of the Helo. Flight was there and spoke of his association with them and the Army Training Team as well as the 135th A.H.C.

Saturday 31st August saw Winston James; Greg Kelson and my-self at the Malay Borneo Veterans Service again at Kings Park, with Winston laying the wreath ,with Theo Bushe-Jones was also present representing the Rockingham R.S.L. it was followed by a very enjoyable Malaysian Meal.



Bush;Winston James & Keith Taylor



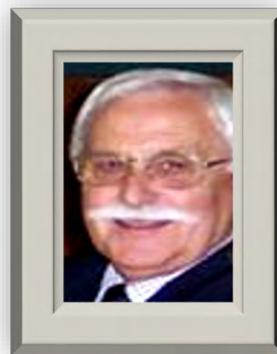
With Anne & Greg Kelson Malay Borneo Ceremony

Jim

Yours aye

Keith Taylor Scribe

Victoria Division Report.



On behalf of the of the Division, greetings and best wishes to all Members and their Families, were ever they may be.

It has been a quite a busy time down here in good old Victoria over the past few weeks starting with an Invitation from the Governor of Victoria and Mrs Elizabeth Chernov to a reception at Government House for Korea War Veterans and Guests to mark the 60th anniversary of the ceasefire in the Korean War.

The reception was well attended and greatly appreciated by all.

The next event was our Annual Dinner at Hastings which is convened on the nearest Saturday to the 28th August (This year being 24th) the reason for the 28th August is the Anniversary of the commissioning of the RAN FAA.

But all the attendees had a very good evening but unfortunately is the fact of life that our number of members are on the decline.

The next day it was off to HMAS CERBERUS for the annual Fleet Air Arm Association Memorial Service at the Memorial Chapel of Saint Mark, the service this year was conducted by Senior Chaplain Russell Joyce OAM.RANR and the Commanding Officer HMAS CERBERUS Captain Kath Richards was in attendance which was very pleasing to all.

On completion of the Chapel Service the congregation was invited to gather around the Royal Australian Navy Fleet Air Arm Memorial Plaque, which is located in the memorial Gardens between the Chapels where a brief Service and Wreath Laying were conducted.

On completion of the above services, once again our members were invited to the Wardroom for Lunch, were we had the pleasure to have Captain Kath Richards and Chaplain Russell Joyce join us a much appreciated Day.

The Division received an invitation to HMAS CERBERUS for a very historic event held on the 29th August. for the Shipp Division Naming Ceremony.

The Commanding Officer RAN RECRUIT SCHOOL Commander A.W.Nye,RAN

welcomed the Official Party and Commodore Di Pietro,CSC,RAN Commander Fleet Air Arm gave the address and the unveiling of the SHIPP DIVISION PLAQUE was by Mrs Gloria Shipp and her son Darren

In September 2012 Chief of Navy Vice Admiral Ray Griggs.AO,CSC,RAN announced that the Recruit School Divisions would be renamed after sailors.

Leading Seaman Ronald "Buck " Taylor, killed in action 04 Mar 42 HMAS YARRA

Leading Seaman Francis Bassit "Dick "Emms, killed in action 19Feb 42 HMAS KARA

Chief Petty Officer Jonathan "Buck " Rogers, recipient of the George Cross who perished in the HMAS VOYAGER disaster. 10th Feb 64.

Leading Aircrewman Noel Ervin Shipp killed in action 31May 69 , RAN Helicopter Flight Vietnam (RANHfV) Second Contingent.

Leading Aircrewman Noel Ervin Shipp was flying as a helicopter door- gunner with the "Taipans" the US Army 135th's gunship platoon. In this role he flew numerous missions providing suppression fire for troop -lift helicopters and he also participated in frequent ground assaults on enemy positions and troop concentrations. On May 31 1969, aircraft of the 135th were extracting elements of the 7th ARVN infantry Division from a pick up zone in Dinh Tuong Province when they came under intense fire from automatic weapons. Three aircraft were damaged and one pilot was injured, necessitating his immediate medical evacuation. The aircraft in which Shipp was flying immediately proceeded to the pickup zone and begun rocket runs on the enemy positions.

With complete disregard for his own safety, Shipp hung half outside his aircraft, exposing himself to rocket back blast and intense enemy fire to bear on the target. At this point of the action Shipp's pilot was hit and the gunship rapidly lost altitude before crashing and exploding in the jungle below. All four crew members perished. During the entire run ,up until the moment of impact, Shipp was seen delivering devastating fire into the enemy positions.

So you can see why the Division was Dedicated and named Shipp Division.

The next day 30th August we were back at HMAS CERBERUS for the SHIPP DIVISION (First) General Entry 314 Graduation Parade, the Reviewing Officer.

RADM Tim Barrett, AM,CSM,RAN.

In closing both days were excellent and congratulations to all for the efforts put into such a memorable historic occasion, greatly appreciated.

Regards

Ron Christie

President Victoria Division

NUSQN 725 Romeo Ready

With less than one hundred days until the acceptance of N48-001/901 in Owego NY, NUSQN 725 (CMDR Dave Frost) has been nose to grindstone in order to be Romeo ready.

Following the handover of Module 2 of the rotary wing hangar, NUSQN 725 now has an official home and what better way to celebrate than with a housewarming party. Easily the talking point of all attendees was the cake, resplendent with its winged gauntlet. (Bottom photo)

With six aircrew now qualified to fly and fight the USN MH-60R, NUSQN 725 is flying a range of missions alongside their USN brethren until the RAN takes possession of its own aircraft. This unique and valuable part of the training will continue to grow as the next six aircrew graduate from HSM-40 by the end of September.

The maintenance teams are not being left to their own devices, when not progressing their trade training, NUSQN 725 sailors are embedded with the local USN squadrons conducting flight line and operational level maintenance.

As the Squadron's knowledge of the MH-60R grows, so does the some of the families supporting the detached Officers and Sailors. There have been five babies born to members of the Squadron and CMDR Frost recently hosted the new mums at a morning tea. It has not all been about work though, with most families utilising the summer school holidays to take in the sights of the local area and experience some of the wonders that Florida and USA has to offer.

NUSQN 725 is acutely aware of the reputation for professionalism many of the Fleet Air Arm Association members earned when you too trained overseas, be it as a new Carrier Air Group or S-70B-2 Seahawk. Rest assured we are upholding that great legacy and forging lifelong friendships as we add to the narrative of the RAN Fleet Air Arm.



C.O. of 725sqdn. Cmdr Dave Frost hosted the Mums of the five new recruits to join the Squadron at a morning tea



Leut Mark Flowerdew RAN

SLIPSTREAM QUEENSLAND DIVISION



Best wishes to all members of the Fleet Air Arm Divisions on this bright and sunny (nearly) spring morning. We have had amazingly fine and clear days for some considerable time now. I guess it'll rain before too long. Always does

We took off to the far north west in July, just after our day at the Air Museum, for 3 and a half weeks and though the nights were chilly, the days were just like summer. We drove, staying in caravan park cabins, and were lucky to get into Ilfracomb, near Longreach, and Winton Matilda parks. There was a huge Camp Drafting comp. at Longreach and Camel Races at Winton so there were plenty of visitors around..

We enjoyed a pleasant visit to the QLD Air Museum in July with 20 or so attending. The forecast was not good but turned out to be a nice day, just until we were leaving, when a huge storm arrived! Dee and I put on a sausage sizzle which went well and the museum put on tea and coffee for us. Ray Murrell acted as our guide and organised cockpits to be unlocked on the F111, Venom, Wessex, DC3. The F111 was the main attraction having recently been installed. The cockpit certainly is pretty snug and interesting that once in the cockpit, you tended to ignore the rest of the huge beast just behind you. Thanks for your help, Ray.

Noel Dennett turned up as well. Noel was one of our pilots on Gannet and Wessex and now is part of the Museum crew. It was good to see him there. He reminded us of his ditching when, just as the cat went off, one of the engines of the Gannet failed. With the high temperatures around the equator, the Gannet couldn't climb so into the drink they went. All got out safely, to fly again another day. Harry Beardsell was the Observer with Noel. Best wishes, Harry. Noel told me about how you managed to help him get the front cockpit open in the nick of time! The Air Museum is well worth a visit.

Called to see Arthur Johnson in Townsville. He'd just got back from Oshkosh. We flew in Arthur's Carbon Cub—a light aircraft with a 180 HP engine—airborne in 50 feet! After some low level flying around waterways looking for brolgas, landed on dry marsh land by some mangroves to collect some collapsible crab pots then back to the airfield. No brolgas! It was reported soon after that 58 brolgas had been killed at Tinnot Springs by being fed on corn kernels laced with pesticide! I haven't heard any thing yet as to who was responsible.

Had a call from John Crawley to say that Keith (Darky) Hodges had passed away. Arthur travelled to Nowra for the funeral and JC attended as well. Sad news. Keith was always a strong member of the RAN Gliding Club in the early '60's.

I recall doing a check flight in the Mk4 Kookaburra with Keith—I'd been in UK for 3 years and ready to fly again. He wrapped his arms around me so that I couldn't get at the controls and asked me what I was going to do next. I told him that if he didn't release me pretty quickly that we would crash, so he decided to let me go-- just in time! We laughed about it later. Just on Colours one afternoon, he did a low flypast over the Quarterdeck and startled the Colour Party as you might imagine. He was told not to be so naughty again!

We will be at the Reunion in October and staying with Ray and Alice Larson for a few days. Unfortunately, Mick Blair and Trevor Tite will be unable to attend due to health problems. It'll be good to catch up again with old friends. I'm sure there'll be plenty of salty stories around.

Dee was not over keen to do the long run out to Longreach & Winton, but I was pleased that she really enjoyed the trip, seeing the dinosaurs, the Hall of Fame and all of the shows that went with it. The sunset cruise on the Thompson River and show put on by the very large rooster. This rooster must have had a bit of emu in him, I think. We did the Lava tubes at Undara and our room was a railway carriage there. Bit of a change! Most of the roads were Development Roads and were terrific, much to my surprise, and road trains no problems. 110km limit as well. and no Gendarmes!

Well, that's about it for now and I look forward to seeing you at Nowra soon.

Best regards from all in Queensland,

Barry Lister.

President

TASMANIAN DIVISION

Hi to all our members and readers

The Tassie Division held its quarterly meeting at Ravenswood 50 & over club on the 25th Aug. with a very good attendance.

We went into this meeting a little apprehensive of not being able to have a new exec. for the coming 12 month calendar, but with great resolve, we had David Innes step forward to fill the President role, Maureen stayed with the secretarial role of which she has done a top job, Steve Beales stepped up to the desk by taking on the Treasure's role, with myself retaining the scribe job of which I don't mind at all.

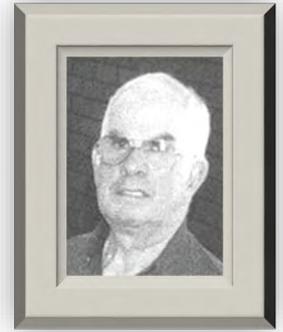
In recent times I have been working on a submission for due recognition for HMAS Melbourne and her escorts for 1962/63. recently I emailed a copy of this to all divisional secretaries and the national Secretary with the view of seeking further input from members.

I'm not sure if there is any interest, but from what files that I have viewed there is plenty of evidence to show that the dangers that was faced were very real.

With best wishes to all

Kind regards

Tas Browning



National Secretary's Report Slipstream Sept 13

GONE FISHING

By the time that this edition of Slipstream hits the "Post" there will be a little over a month to go to both the 65th Reunion and the Annual Federal Council Meeting.

The Reunion is progressing along although a few more participants would not go astray it seems like many of our members are aging and travel is a worry.

The Annual Federal Council Meeting is set down for Saturday October the 26th commencing at 1000hrs in the Museum adjacent to HMAS Albatross. I would like to remind all members that this is an election year and all position on the Federal Executive are up for re-election. So if you are interested in keeping your Association running in an efficient manner please contact your Division Secretary to express your interest.

The new Editor of Slipstream Ron Batchelor has settled in well and some of the new features he has introduced have been well received by most members hopefully it will attract some current members of the FAA thus helping to keep our numbers up and our Association running.

The Editor of slipstream has been hounding me for over a week for this report as he knows that Greg wise and I have had a long distance Fishing Trip organized for some time and he thinks we will flee early than expected so hoping to catch up with you at the Reunion

Yours aye

Pincher



SOUTH AUSTRALIA DIVISION



President's Report July 2013

The year has been quite busy including our regular meetings and other events, all by the good efforts of our Secretary Roger Harrison and Special Projects Officer Ian Laidler.

We continue to use the Windsor Hotel at Windsor Gardens as they look after us well.

The last meeting was presided over by Vice President Mike Stubbington and Secretary Roger Harrison as Leon was back in the sick bay after the second lot of chemo (asbestos)

Ian Laidler read the proposal to alter the State Constitution to include Honorary Membership Status. Gordon Gray and Fred Driver spoke on the proposal. John Saywell then brought the discussion back to align with the National Constitution and after further discussion he proposed that we adopt the proposal and the Vice President put it to the vote from the committee and members present. **Carried by all present.**

Several items discussed included the title Honorary Membership and requirements for Life Membership. Other alterations are to include "His / Her "gender where appropriate, a "Cessation of Membership" section and finally an "Expulsion of a Member" section to bring the State Constitution up to the National FAAA Constitution.

In March we held our AGM and I reprint the committee, for your information.

President; Leon Coppins

Vice President : Mike Stubbington

Secretary ; Roger Harrison

Treasurer ; Gordon Gray

Audits : Michael Cain

Defence Forces Rep. John Saywell

DVA Rep ; Mike Stubbington

FAAAA Representative for 2013 Mike Stubbington together with Roger Harrison as an observer. Committee Members include: Ian Laidler as SPO, John Saywell, John Siebert, Michael Cain.

We had a very enjoyable day-out in June at The Classic Jets Museum at The Parafield Airport complex. The Venom and Gannet were of significant interest to " us oldies" .

The renovation volunteers are doing a great job in restoring all kinds of aircraft so there are literally thousands of hours of voluntary work in progress.

We the proceeded to lunch at The Roulettes Club and it was indeed a great venue with great food. Junice Cooper was able to join with us ... she continues to support us..

We received an Invitation from the Repatriation General Hospital to attend at the Vietnam Veterans' Day Service on Sunday 18th August 2013, in the RGH Chapel.

Leon V Coppins, President

McPherson Gavin

This is to advise that Gavin Douglas McPherson died, of bone cancer, in October 2010, aged 69, and is buried at Macedon NW of Melbourne.

Gavin served as an Armourer 1959-68 [R55371]. After extensive travels in Australia and overseas, he settled in Sydney in the mid-80s working at Garden Island until his retirement. Gavin remained single and lived the quiet life in Sydney until he became ill, he then moved to Melbourne to live with his brother for a while before settling in Elwood for the last few years of his life.

Our respects go to his brother, sister and friends

Kim Dunstan



Vale

LCDR (O) John Le Dieu

Bernie Kirkman

Ken "Shorty" Greenaway

Keith "Darky" Hodges



DOWSON ERLE ROBINSON

Terry,

As discussed, Erle Robinson Dowson - Navy Blacksmith and member of the Albatross Blue Jacket Band, who served at Albatross during the years 1951-1959, passed away in the early hours of this Sunday morning (01/09/2013). Erle will be emembered by many of that serving generation for his blackies workshop's production of the cast Albatross at the front gate and his participation in the band (that was central to the social life of the then very remote air station) - particularly his "party piece" of "playing" a .303 rifle.

His passing is notable in the history of the FAA for the closure of a chapter where artisanship in the production and support of aircraft was considered the pinnacle of technology and where Navy taught skill of hand and eye was the foundation of any career one could later pursue. His Funeral will be conducted at the Church Of England and he will be buried at Helensburgh, most likely this Thursday with details TBA as they become available.

Regards,

Ian Carroll
IQM
HQ-FAA



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Patron - RADM N Ralph AO, DSC, RAN (Ret'd)

EAGLES JAMES "JIM"



Ron,

Sadly I have to report to members the passing of Jim Eagles.

Vale James (Jim) Eagles Ex CPO Aircraft Mechanician 1st Class.

Born in Hungary 29th August 1940 Jim died in St George hospital Sydney 30 June 2013 at the age of 72 years.

His escape from Hungary as a 16year old in the face of the oncoming Revolution is a story by itself. His journey by himself at that age across the border to Austria, time in an orphanage in Belgium and a chance seat on a flight to Melbourne brought him to Australia where his Father lived.

Jim joined the RAN in 1959 and served 20 years. He was a highly skilled and meticulous tradesman and was well respected by all.

Later in his career he lectured apprentices at Nirimba in leaving standard maths and science at the same time studying for an electrical engineering degree at university.

He left the Navy in 1979 and taught year 12 maths and science at Kogarah High School for two years until he was offered a Senior Technical Engineer position as a civie at Albatross where he stayed until his retirement.

He is survived by his wife Jan who he married in December 1993 when he inherited an instant loving family.

Jim was farewelled at Oatley Sydney on 8 July 2013 by a good number of "spanner wankers " and RSL Members and family.

Sadly remembered.

Kevin Longford



CURIOSITY CABINET DISPLAY



A hat and telescope from the 1950's, a pair of boots worn in the Vietnam War and a commemorative program from the 1913 Fleet Entry into Sydney Harbour are just some of the items to be found in the Fleet Air Arm museum's most recent display. Museum curator Ailsa Chittick has created a Curiosity Cabinet, a curation style which dates back to the Renaissance and the earliest museums when objects beyond categorisation or that didn't

seem to belong with anything else, were displayed in whatever order seemed right or looked interesting. Modern interpretations of the Curiosity Cabinet display apparently unrelated cultural artefacts to encourage curiosity and exploration. Ailsa says every item in the cabinet was chosen for its significance and the story it has to tell and says she hopes the object will act as a trigger to encourage Museum visitors to learn more about the Fleet Air Arm.



Lieutenant Ben Lancaster, RAN and Leading Seaman Aircrew James English in front of a Sikorsky S-70B-2 Seahawk at HMAS Albatross, NSW

On Wednesday 31 July a helicopter crew from 816 Squadron were able to play good Samaritan by providing in-flight assistance to a light aircraft reporting an unsafe gear indication at Merimbula on the NSW South Coast. The pilot of the Canberra based Piper which had two passengers on board had radioed to Merimbula airport that he may have a problem with his undercarriage. Fortunately a Navy Seahawk helicopter was transiting through the area on a navigation exercise at the time and the crew, LEUT Ben Lancaster (aircraft captain) LEUT Ian Parrott (TACCO) and LSA James

English (SENSO), heard the message and volunteered their services. The Seahawk flew beside the aircraft and the crew conducted an air to air visual inspection. LEUT Parrott said "We were able to assess the aircraft visually and with our FLIR thermal imaging technology and advised the pilot that his landing gear appeared to be down and locked. At the time the pilot had no indications whatsoever of the landing gears position". The plane landed safely at about 3.15 pm and by 3.45pm it was in the air again on a return trip to Canberra after an inspection and minor adjustment by Merimbula Aircraft Maintenance. The Seahawk and crew then continued to on their way to Albury as planned. "We were just happy to have been in the right place at the right time and able to assist", LEUT Parrott said adding that the response was a well coordinated crew effort which involved formatting on the Piper, communicating with the pilot and conducting the necessary visual and FLIR inspections."

VICTORIAN ASSOCIATION



Government House reception 01/08/2013

Sitting Les Jordon

L-R Ron Christie, Bob Jordon, Governor of Victoria
Mr. Chernoy, George Self



Anti room Wardroom HMAS Cerberus prior to lunch

26/08/2013 L-R Ron Christie, Mal smith, C.O. Capt. Kath
Richards, Ron Andrews, Rob Taylor, Terry Egan



After wreath laying ceremony at HMAS Cerberus

25/08/2013 L-R John Champion, Ron Christie,
Charles " Hank " Fargher, C.O. Cerberus Capt. Kate
Richards, Senior Chaplin Russel Joyce



Shipp Division Naming 29/08/2013

L-R Ron Christie, U.K. U.K., Mal Smith, George Self



This group includes members of the '2nd
Contingent' RANHFV [Sept 1968 – Oct 1969]
at the Shipp Naming Ceremony.

L to R: Jed Hart, Rick Symonds, Alan
Hutchings, Thomas Staadt US Army, Bob Ray,
Max Speedy, Bob Kyle & Ted Wynberg.



**Old boys lunch at the Bridge hotel Nowra
18th July , Spanner wankers monthly get
together .**

Brad Hock ,Pete Penny , Simba Smith, Col Chessell,
Kev Longford , Spike Jones , Pete Smith ,Debbie
Reynolds , Denis Mulvihill , Dave Groom, Len Con-
nell , Jetpipe Fields , Tom Kinross.

Front Col Poulton , Don Parkinson
(Photo Courtesy Don Parkinson)