

SLIPSTREAM



HMAS DARWIN

Shows what she is made of in rough weather



Published by the Fleet Air Arm Association of Australia Inc
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The Australian Defence Force Gap Year - Navy is an opportunity for young Australians to experience military training, service and lifestyle through a gap year program of up to 12 months service, with no further obligations on the participant to continue to serve.



Australian Defence Force Gap Year - Navy participant, Seaman Sinead Prewett conducts her sea training phase onboard HMAS Adelaide.



(L-R) Mr Tim Leonard, Mr Rob Starks, Major Anton Leshinkas and Lieutenant Commander Tony Hammond in front of the EC-135T2 Helicopter after conducting flight trials at HMAS Albatross.

The Royal Australian Navy and Australian Army have commenced flying operations in the latest aircraft to be acquired by the ADF – the EC135 helicopter, which will provide the Live Training Environment as part of the new Helicopter Aircrew Training System (HATS) being delivered under Joint Project 9000 Phase7 by both Boeing Defence Australia and Thales Australia. HATS will deliver state of the art, contemporary training and the EC135 along with a suite of simulator training devices, will provide initial helicopter conversion training to Army and Navy Pilots and Aircrewmen, along with Navy Aviation Warfare Officers and Sensor Operators.

Today's flights were a combined activity conducted by the first tranche of Flying Instructors from both Navy, Army and Boeing who will now commence building aircraft familiarisation and training design to support commencement of the training of the first students in 2018. As a modern twin engine helicopter, the EC135 will provide a generational change in training to what both Army and Navy currently utilise with existing training systems.

FROM THE EDITOR

MY REPORT TO THE FAAAA FEDERAL COUNCIL MEETING 2016

Fifteen issues of Slipstream and still John (our Printer) and myself are still hitting our heads against a brick wall trying to work out how to correct the page format. As you would have noticed in the September issue on some pages the reports have had the bottom sentences cut off, which was very disappointing to say the least.

I have since had it pointed out to me by an old but smart ex sailor where I could be going astray. What he said makes sense so hopefully the December issue should be spot on, also John will print off only one copy for me to check before printing the rest, so once again I hope this will also solve problems.

Again as you can see I have increased the size of Slipstream to 52 pages and this is as far as I want to go, I have no problems in filling the pages with reports from members but if I spend any more time in front of the computer I think you might find my name on the "Rest in Eternal Peace" page.

Many thanks to the proofreader and his sometimes helpful suggestions also to Brian Carrol, Frank Larter, Jim Lee, Greg Wise, Pincher Martin, Dennis Mulvihill and Ian Ferguson for preparing Slipstream for posting

I have tried to create a magazine more interesting with a mixture of yesterday/today's ways of life plus articles of a various nature which I feel will be pleasing to readers. So far no complaints, so I will endeavour to reproduce the magazine as it stands today. I have been reminded that the standards of navy life from yesterday era differ vastly from today standards and I will have to tone down some of my reports which of course will be no problem. My many thanks to those members who send in their stories which bring back memories for all to enjoy. My gratitude to the Association's Scribes who send in their reports when they are due, although there is a couple who need to be prompted more than once. Many thanks to the National Association for purchasing a computer for the sole purpose of producing Slipstream, which has made life a whole lot easier.

I take great pride in creating Slipstream for members and am always open to any suggestions on how to improve the magazine. I sincerely thanks members for allowing me to continue being editor of our magazine. From that report I wish to apologize to Blue Larter for referring to him as Ray Larder, hell knows what I was thinking.

The second apology is to Geoff Ledger who took the heat for me from a Senior Officer. It seems that a Senior Officer took offence at a couple of the jokes that were in Slipstream. Jokes that I copied out of a magazine I purchased over the counter at a local newsagent.

But I am led to believe but I can't confirm that this stems from the Political Correctness Policy which I hate with a vengeance and I always have. I was brought up in the "Old School" and can't get my head around it., but like most things these days I will have to go along with it. A certain fellow on the national exc. has offered to send me to university so I can get the hang of it. "Good one Dennis", I have also heard on the "grape vine" that another ex-officer is going to resign from the Association because of the jokes. True or False, I do not know. If this is so I would like to read his reasoning for doing so. The last incident was, that I was told at the National Association elections that an apologize was listed on the Website, once again lack of communication I know I wouldn't be able to stop it but it would have been nice to know before hand. and that was the final straw, I jumped up and down, threw things and was going to tell them to stick it up their "jumper". (I am being polite) But once I calmed down I realized that I wouldn't be doing Slipstream if I didn't like doing it. To be honest I think it keeps me on the straight and narrow side of life. I can only surmise that the standards of the Navy in my time differ greatly from today's standards

I do not mean any disrespect to any one person with the above statements but it is the way I feel and as it stands at the present moment I do not know if I am allowed to place any type of jokes in Slipstream or not? so to play it safe

There will be no more jokes in the magazine.

Cheers Ron



Morning Ron; hope you are well.

Just a few sad memories:



The memory of my Navy days are very important to me and they fill a lot of my inactive moments, including sleep time. All in all, those reminiscences are mostly pleasant and welcomed but some are repulsive and will not go away. The recent tragedy at Dream World, in Queensland, stirred up my past and the very thought of members of that team needing counselling seems, at the onset, out of the ordinary. They were not dynamically involved so why do they need any form of therapy?

I now take you back to April 29th.1966 when Sea Venom, 866, crashed off HMAS Melbourne due to arrestor gear failure. Lt. Kennell lost his life in that encounter. It was not an accident; it did not happen by chance. It happened because of political bastardry by dockyard workers who supported the opposition government of the day and refused to service the arrestor gear onboard Melbourne because she was sailing to escort the Sydney to Vietnam..

Frank (Shorty) Neilsen was allocated to 866 and it was his pride and joy. I would often find Frank in the hangar, after flying had finished, polishing his aircraft. Because of its cleanliness and shine it appeared to be around five to ten knots faster than other 816 Squadron Venoms and Pilots enjoyed flying it.

Frank was waiting on Melbourne's brow when 866 went over the side. He witnessed the approach, the touchdown and the crash. He was holding the boarding ladder. With a strange, blank look on his face he walked back to the sponson in front of the island, dropped the ladder and said, "We will not be needing this any more." He then sat down on a chock and cried uncontrollably.

There was no counselling, no therapy, no aid, In those days, if you showed emotion you were a sook.

Shorty was no sook.!



Pilotless Plane's Air Drama over Sydney

By Robert Kendall Navy News Sept 19– Oct 3 1980 (225)

FOR more than three hours on a fine, calm August morning 25 years ago [over 58 now], the eyes of Sydney's suburbia were fixed skyward, anxiously watching the flight of a pilotless Auster aeroplane as it circled above and headed from Bankstown to the City, pursued by Service aircraft.

It was school holiday time, the alert had gone out over the radio, and the mums had herded in their children, police patrolled areas by car, cycle and foot, firemen stood by their tenders, ambulance men remained on the alert and firefloats stood in readiness in the harbour . . . all eyes still looked up . . . no one knew when or where the plane might suddenly come hurtling down.

The end came - thankfully five miles off the coast - when two Navy Sea Furies opened fire on the Auster, which levelled out pouring smoke, then started down in a slow spiral. The two Navy pilots followed it down, firing two or three more short bursts on the way and with a splash, the errant aircraft, still in one piece, hit the water at 1142 and disappeared. It was all over!

The media had a field day . . . with such newspaper headings as "Possible disaster in flight", and "Thousands watch air drama of flyaway plane", reaching the overseas press. Politicians asked embarrassing questions and criticism of the Services followed as did a Department of Civil Aviation enquiry . . . but how, when and why did it happen?

On the morning of August 30, 1955, Mr Anthony Thrower, aged 30, of Granville, Sydney, rented an Auster from Kingsford Smith Aviation School. He had completed only one circuit of his planned one hour practice when the engine failed 10 feet from the ground. Landing the plane in the middle of the strip he climbed out, swung the propeller by hand (there was no self-starter) and the engine immediately roared into life. In a million-to-one chance the brake failed to hold and although pilot Thrower grabbed a wing strut to check the plane he was quickly forced to jump clear, just avoiding the tail.

Aided by a favourable south-east wind with well trimmed controls, the pilotless plane sped across the strip and became airborne. It then narrowly missed the control tower, which was subsequently evacuated, and other airport buildings then slowly circled the aerodrome at low altitude. After continuing right hand circuits of Bankstown for a further 15 minutes the Auster steadily gained height and began drifting towards the city.

Bankstown Aerodrome officials alerted control personnel at Mascot who broadcast a general alarm to all aircraft as well as the police and other Government organisations. One report stated that a schoolboy might be at the controls. The police radio station at Bourke Street broadcast at almost one minute intervals the plane's last known whereabouts.

Meanwhile, Commander J. R. W. Groves, RAN, was returning to Schofields aerodrome from exercises, with three other personnel onboard. At 0850 the Navy Auster was alerted by Mascot of the runaway plane. Nearing Bankstown they saw it at 1500ft and climbing in tight circles. Approaching to within 50 yards it was noted to be unoccupied and that the controls were fixed in the one position. The Navy lightplane **continued** to pursue the unmanned aircraft as it gained height passing over the Sydney suburbs of Punchbowl, Bexley, Hurstville, Rockdale, Mascot, Alexandria, Redfern and finally arriving above the centre of the city about 9.30 am.

In the meantime anxious mothers in suburbs where the plane passed over herded children, who were on school holidays, into their homes. Police patrolled areas by car, cycle and foot. Firemen stood by their trucks and ambulance officers remained on the alert, and firefloats stood in readiness in the harbour. No one knew when or where the plane might suddenly come hurtling down.

By 0953 the Auster was over Vaucluse at 5000 feet. RAAF Wirraway A20-728 departed Richmond at 1010 to join the chase. Onboard was Wing Commander D. R. Beattie and Squadron Leader Tom James. The target was contacted at 1020, 2½ miles offshore and now at an altitude of 7000 ft.



A Navy Auster piloted by Commander Groves RAN assisted in the chase

Pilotless Plane's Air Drama over Sydney *(continued)*

Instructions were then received that they were not to open fire until the Auster was five miles offshore and there were no fishing or coastal boats below. The runaway plane continued climbing in tight orbit to 10,300ft and at 1045 hours reached a point estimated at five miles from the coast.

Two firing passes were then made with the hand held Bren gun from the rear cockpit without any noticeable effect. Before departing the Wirraway rear canopy and fairing had been removed and Squadron Leader James was so cold, it was minus five degrees celcius – that he was unable to change the magazine and his hands were sticking to the gum.

Meanwhile a RAAF Meteor had arrived from Williamtown near Newcastle and after directing it to the target the Wirraway broke off the attack and returned to Richmond. The Navy Auster, which had now been airborne some 3¼ hours, headed for its base at Schofields at about the same time.

But luck was not with the RAAF that day. Firstly Meteor A77-80, piloted by Squadron Leader Holdsworth, had been delayed some 13 minutes on departure when a Sabre preceding his departure, had burst a tyre on landing and obstructed the runway. Then after arriving in the target area, and in the Meteor's initial firing pass from the rear, both cannons jammed after only a few rounds had been fired. Some strikes were observed on the starboard plane of the Auster.

Squadron Leader Holdsworth then requested that two more Meteors be sent and the reply was received that they were on the way in addition to two Sea Furies from the Naval Air Station at Nowra. While awaiting their arrival A77-80 made four passes directly below the runaway Auster and pulled up sharply in an attempt to dislodge it from its flight path and into a dive. However, the jet wash was not sufficient and the plane continued in the same determined fashion.



Lieutenant
Peter
McNay RN

Sea Furies from 805 Squadron Nowra appeared on the scene at 1135 and were piloted by Lieutenants J. R. Bluett and Peter McNay (both aged 26), of the Royal Navy, who were on exchange duty in Australia. LEUT McNay lowered his flaps to slow down and approached to within 100 yards of the target to again confirm it was unoccupied. Then, pulling up astern he gave it a short burst from his four cannons. LEUT Bluett followed this with a beam-on attack and after about 15 rounds, a great sheet of flame rose from the cockpit. From the first strikes on the Auster until the time it hit the sea was 1½ minutes.

At 1145 a police broadcast announced "the Auster has been shot down. It's all over." The barrage of calls from anxious enquirers gradually subsided at the police, newspaper and radio station switchboards throughout Sydney.

When the Navy Sea Furies returned to Nowra, enthusiastic groundstaff quickly painted a small yellow silhouette representing an Auster on the fuselage of LEUT Bluett's plane. This 26-year-old British pilot had seen eight months' action in the Korean war from HMS GLORY on ground attack. LEUT McNay had only been in Australia eight months after completing his training in England.

The incident did not quickly subside here. Embarrassing questions were directed in Federal Parliament to the Government of the day by both Mr C. Chambers (Member for Adelaide) and Mr F. Daly (Grayndler) during the Budget debate the following month. They asked why was so much money being spent on defence to an Air Force and Navy that took over two hours to shoot down an unarmed light aircraft?

Aviation authorities stated that nearly "dead calm" weather had probably prevented a major disaster as the Auster could have crashed anywhere on its route had it been a windy day. The then Department of Civil Aviation held an enquiry.

The harsh criticism against the Services was unfounded though and despite some initial bad luck the Navy and Air Force had performed creditably on a difficult and elusive "ENEMY". In addition they were provided with an exciting Tuesday morning over and around Sydney with a free but stubborn target to practise on.

FOOTNOTE: LEUT Bluett was last heard of several years ago, still in the Royal Navy, with the rank of Commander,

Surprisingly, Peter McNay can be found working as a public servant at RAAF Office in Canberra! It appears that he was "shot down" some years ago by an ANA hostess and married the lass!

From Brian Farthing's files.

HOW TRUE

The Faithful Few

When the meetings called to order and you look about the room,
you're sure to see some faces that from the shadows loom,
that are always at the meetings and stay 'till it is through,
the ones that I would mention are the always FAITHFUL FEW.

They fill the vacant offices as they're always on the spot,
no matter what the weather's like, it may be awful hot,
it may be dark and rainy but they are tried and true,
the ones you can rely on are the tried and FAITHFUL FEW.

There's lots of worthy members who'll come when in the mood,
When everything's convenient, they can do a little good.
They are a factor in the club and quite necessary, it is true,
But the ones who never fail us are the always FAITHFUL FEW.

If not for these few faithful with their shoulders at the wheel,
To keep us moving forward, no matter how we feel,
What would the fate of the club be with so much good to do,
It surely would go under but for the FAITHFUL FEW.

K B Smith



From: Warren Walters
Sent: Saturday, 8 October 2016 8:00 AM
To: ronbatchelor64@gmail.com
Subject: Photos 4 U

G'day Ron from way the hell over here in Election-effected and Hurricane-harried US of A! Warren Walters calling from deep in the heart of Awesome Arkansas, one of the best kept secrets in this country mate, it is gorgeous. And this particular slice of it where I live, Hot Springs Village is not too shabby at all, 26,000 acres, gated, natural beauty, twelve man-made lakes, eight beautiful golf courses, all within our boundaries, all sorts of other amenities of course as well as Pickleball, the fastest growing sport in the US and a game I play at least five mornings each week (one for golf and one for church and it's time to start another week!). Check us out on Google sometime and you'll see what I mean mate, hsypoa.org and you'll be in for a surprise. I have been in this house here for the eleven years that I have been in the Village but the time has come that I must move on. My darling wife Maria died some seven years ago and at 82 this house is a wee bit too big for me. So, as I was clearing out a cupboard the other day, that I swear hasn't even been opened for ten years, I came across a whole bunch of photos which I had taken at Albatross and also during my sea time on Melbourne on JETEX 61 and on Moresby in my role as Aircrewman on the Scout Helicopter in '65 and '66. Col Wheatley was my first pilot until he had stomach problems in Tassie and they flew Tom Small down in the DC 3 (you should ask Barry Lister to tell you that story sometime – he can recall every sordid detail!) to take over from him for the remainder of that cruise and the following one. I would be more than happy for you to have all these prints Ron as they may come in handy occasionally in Slipstream when you are

*stuck and have some white space to fill. If you could send me your snail mail address please I'll get them to you soon. I have to send a box of stuff to my daughter in Brisbane and I'll get her to mail them to you direct, if that's OK? Off now Ron, a couple of golfing buddies are picking me up for dinner and a few drinks! Life is good, ciao,
Warren*

YESTERYEAR



" TIFFIES " UK 1947

First class of Australian Artificiers to U/K
on the Esperance Bay December 1947

Back Row L- R

Harry Gibson, Nat Hallis, Ron Higgins, Ken Roberts, Gordon Foale, Jim Lamb, Allan Woods, Maurie Green, Jeff Coker Godson.

Middle Row L-R

Doug Eastgate, Ron Smith, Col Price, Jack Sargeant, Brian Gilroy, Ted Barker, Max Gardner.

Front Row L-R

Ken Nichols, Stan Paul,

Arthur Sara, Stan Cox.

New Generation-Ready: Serco delivers Multi-role Aviation Training Vessel



Serco has proudly delivered the Australian Navy its first Multirole Aviation Training Vessel. This 94 metre long ship has a flight deck for training of crews of most types of helicopters used by the Australia Defence Force. The new ship, SYCAMORE, was launched in Vietnam on 30 August.

“The vessel’s primary role will be to support Defence helicopter training,” Serco Defence Managing Director Steve Richards said. “This is a multi-role vessel, designed to fulfil a range of training functions, including sea familiarisation training for new officers, and training in mine warfare, torpedo recovery, consort duties and unmanned aerial vehicle support.”

The MATV is part of the upgraded Helicopter Aircrew Training System, HATS, which will train Army and Navy pilots to operate new

generation naval combat and battlefield helicopters. Known as Air 9000 Phase 7, the \$157.1million project will meet the future rotary wing training needs of the Australian Defence Force. While Serco is delivering the platform, Boeing and Thales are supplying the aviation component of the project.

The ship will undergo sea trials and then arrive in Sydney in 2017.

Serco Defence has already overseen the construction in Vietnam of the 83-metre submarine escape gear ship, EGS BESANT, and the 93-metre submarine rescue gear ship, RGS STOKER, both of which Serco Defence now operates and maintains.

WHAT A FIGHTER/BOMBER



The plane in this picture is still officially the Number 1', a prototype, on board the USS George Washington CVN-73 for catapult fit checks. Not exactly still Top Secret but certainly not yet made public. It is believed to be Mach 3.5 (top speed in the Mach 4 range) fighter/bomber/interceptor with approximately a 4,000nm range.

AWESOME



... Check out the Navy test pilot in the cockpit of the F/A-37... LT Kara Wade. .

REST IN ETERNAL PEACE

A Letter of Thanks

Dear Editor,

My family and I wish to express our sincere thanks to the many members of the Fleet Air Arm, past and present, who sent condolences on the sad occasion of Gwen's death. We have been over whelmed with telephone calls, cards and e-mails. Thank you everyone.

Yours sincerely

Toz Dadswell



(resubmitted by the editor)

From: John Dacosta
Sent: Sunday, 9 October 2016 3:06 PM
To: John & Pam DA COSTA
Subject: VALE Margaret Mary LEWIS

Hi,

Rob Lewis has informed that his mother, Margaret Mary LEWIS passed away at 3am today and requested that close friends be advised. Funeral arrangements will be advised when to hand.

Margaret will be remembered fondly by many in the Fleet Air Arm community.

Commander Freddy F. Lewis' address details are:

57 Connie Fall Block, Anzac Village, 4 Colooli Road, NARRABEEN, NSW
2101

(02)9972 9367/0413 023 168

Regards,

John DaCosta



REST IN ETERNAL PEACE

SMILEY *Charles USN*

Good Afternoon All

This is ex-Cdr Bryan (Ben) Matthews.

I was in San Diego recently & found out that Captain Charles B (Chuck) Smiley, USN had died on 24 June 2016.

He served as Lieutenant Charles (Chuck) Smiley in 725 Squadron as a Wessex pilot in 1963-74 and was the pilot of the first Wessex to be ditched.

As a matter of interest (to some) the manikin pilot in the Sea King on board the USS MIDWAY Museum in San Diego is wearing Chuck's flight jacket with a 725 Squadron Badge proudly displayed on its right arm.

On return to the USN he served in Sea King Squadrons and was Commanding Officer of HS4 which was the Squadron utilised for Primary Recovery for Apollo 10 and Apollo 13 lunar missions.

Perhaps a brief mention in Slipstream & on the FAAA Association website is in order/

Cheers. Ben



LEVIS *Ron "Boon"*

To all,

Sorry and it is with great regret to pass along the news that our old shipmate Ron "Boon" Levis has passed away after a long illness. I am not sure of the exact date but it was less than a week ago.

Ron was a member of Handlers class 46 , 18-5-53 service number R49026. I was in the next class and knew him well. He was well liked by all.

To his wife and family we extend our deepest sympathy.

Glen Hartig the expostie



LEAK *John Malcolm*

Sadly, I have received the following advice from Geoff Vidal regarding the passing of John Leak, known to many in the FAA community, especially the RANHFV group. John passed away on 27 October 2016. There was a private family funeral at Kilcoy, followed on 2nd November by "memorial drinks" on the Gold Coast, arranged by his family and hosted by the Vietnam Veterans Golfers. A small Navy party (Rod Fayle, Gary Northern and Geoff Vidal) attended.

Rod Fayle recalled that John was one of his term at RANC, joining in 1959. Other members of that term were Andy Craig and Bob Salmon. After leaving RANC, and the Navy, John later rejoined as an adult recruit but was quickly Commissioned into the Supplementary List (Aviation) and was one of the first contingent of helicopter pilots to go to South Vietnam, under Neil Ralph. He flew helicopter gunships, using the callsign "Taipan". John sponsored an annual TAIPAN golf day for the Vietnam Veteran Golfers explaining that this was in memory of Tony Casadio and Darkie Phillips who were killed in a gunship in August 1968.

Regards, John DaCosta



UPDATE ROBERT GLENDINNING

I would like to advise that an -ex FAA member, Robert 'Flash' Glendinning (POATA) is doing it very tough at the moment. He is in hospital in Wollongong NSW in a critical condition post cancer surgery with severe follow on complications. I would ask that all that know him and his family spare a thought or a prayer for him and his family. Visitors are not encouraged at this time. I can provide further info if you provide me with a POC

Regards

Rick Collins - ex WOATV



Does anyone have any stories re this young pup

*Please be advised South Coast Members **PAM JENKINS** is still available to service all DVA CPAP Requirements as she has for the last 12 years. The only thing changed is the name. The business is now know as **AIR ADVANTAGE***

AIR Advantage

BOX1196 Batemans Bay 2536

72 O'Connells Lane
Nowra NSW 2541

Unit 1 63 Cranbrook Rd
Batemans Bay NSW 2536

31 Parker St
Bega 2550

Ph: 02 44728 410
Mobile: 0428 481 556
Fax: 02 4472 5050



pjenkins@airadvantage.com.au



Hi Ron,

From time to time in our magazine I notice that the latter portion of an article or letter seems to be have been cut off at the end of a section or page without the remainder of the text appearing on either the next or some subsequent page. The current edition is a case in point where the letter of thanks from Toz Dadswell was printed but his name was left out (I take it the note was from him as it refers to his late wife Gwen). In addition there is no attribution at the ends of either the Tasmanian or ACT reports (p 30).

Then, on page 36, we have the story about a Gannet ditching which appears to be incomplete as it finishes mid way through a sentence. This is unfortunate as the reader consequently has no clue regarding the identity of the pilot/ writer, a matter for concern as the story, based on the claimed date and location, raises a number of questions!

This is because on the 22 April 1963, HMAS Melbourne was alongside in Sembawang, Singapore, having embarked 814 Squadron (RN Wessex) on the 20th. and didn't sail again until the 23rd. so was not at sea on the date the ditching is supposed to have occurred.

I think I know who the pilot was as a very similar account exists in the Patynowski book, Submarine Hunter, but in that earlier account the date of the ditching given is 26 August 1963 at a time the carrier had just left Sydney for Moreton Bay. All very confusing.

Examination of the record also shows that apart from the ditching of XA350 (Original Side No. 316) (Smith, Lawson and Hancox) off the west coast of Manus on 16 March 1963, the only other Gannet lost that year was supposed to have been on 9th. October, well after we had all disembarked from the 1963 FESR deployment. However, this date for the ditching of this second Gannet must be incorrect as the ship was in dry dock from the 4th.October so that may be the date of striking the aircraft rather than the date of the accident itself.

Furthermore, I had the SAR Sycamore flight in Melbourne during the 1963 deployment and had lifted the crew of Gannet XA350 from the water just off Nihon Island in March of that year and would have been involved in any later ditching in the first half of 1963. So, to have been recovered by sea boat means a chopper had not been available and we did have one available throughout the 1963 deployment.

Then there is the referral to a CCO or catapult control officer; at that time and until I flew off for the last time in a Skyhawk (885)(Serial No.154906) in 1974, the Flight Deck Officer (FDO) did the honours with the flags and the plumbers (Flight Deck Engineering Team) then fired us off.

Finally, a minor point, I think Peter Moy was 2 to 3 years senior to Harry Beardsell and as a consequence I would have expected him to be in the centre (Observers) seat unless Peter was a passenger or there was some other reason for the odd crewing arrangement.

I realise that it is possible that the article was written without reference to the author's log book and the other records available and due to the passage of time his recollection of events, certainly in terms of time and location has suffered accordingly. But while not wishing to be too critical of the work of a contributor there is a number of issues requiring clarification and in particular those related to the date and location of the ditching.

Keep up the good work,

Regards,

Jerry O'Day

Jerry the Author and Pilot was Noel Dennett who I contacted for 'clarification'ED

THE RIGHT OF REPLY

Hi Ron,

When I rechecked my logbook I found the incident occurred on the 25th April 1963. To that extent Jerry is correct. Everything else he says is rubbish. The event is entered in my logbook as certified by the squadron CO, Lt. Cdr. A.E. Payne. The aircraft was WN 457 side number 816. Jerry is obviously unaware the Observers on the Gannets routinely swapped seats and, on this occasion Peter Moy was in the back seat and Harry Beardsell in the centre. The position I've recorded was N 02 degrees 22 minutes, E 105 degrees 53 minutes which is not far off the coast of what was then Malaya. If he was the pilot of the Sycamore he'd be aware that, in the temperatures at the time, it was too gutless to lift all three of us back to the ship and, in the event, only Peter Moy was rescued by the chopper and Harry and I were rescued by a seaboat. The film showed that Peter ran down the wing inflating his dinghy and was away from the aircraft by the time the chopper arrived. Harry and I were still close to the aircraft.

Undoubtedly the temperature was the reason why my Gannet couldn't recover from the engine failure as, typically, the Mambas only used to show about eleven hundred shaft horsepower under these conditions instead of their rated thirteen fifty and we launched at pretty well max all up weight.

I'm not a member of the Association and don't get copies of Slipstream. I was just talking to Barry Lister and he asked me to submit my article to you. I hadn't realised that it would receive such critical scrutiny. However I can assure you that the details are still indelibly recorded in my mind as, without Harry's intervention, I'm not sure I'd have survived the experience.

Jerry and I have a somewhat chequered relationship while I was in the Navy and I can't say I'm his greatest fan. On this occasion, however, I can assure you that my version is correct.

Kind regards, Noel Dennett

Hello again Ron,

I realise that I should have mentioned that Melbourne backed down into full reverse as soon as they knew we were in difficulties. One of the engineers who was eating by himself in the wardroom said his plate was bouncing off the table with the vibration. The result was that she hove to almost beside us and maybe 200 yards away. The motor cutter which was launched as a seaboat reached us very quickly which was why both Harry and myself were picked up by the boat. Had the distance been greater the Sycamore would, probably, have returned after dropping Peter Moy on board. I don't know who was flying the chopper but it, obviously, wasn't Jerry

Regards, Noel

L to R : Barrie Beck, Garth Perkins, Peter Dasilvera and Peter Steve at window. All joined in Feb 58 , part of the first intake for 9 years engagement. C22 was our first Albatross mess hut after leaving Cerberus



THE YESTERYEAR STORY BEGINS

(Next Page)

By Garth Perkins



A more mature group of Feb 58 intake in Nowra 2012. L to R: Tom Hobbs, Barrie Beck, Garth Perkins, Graham Sharp and Mick Stubbington

723 SQUADRON THE BRISTOL SYCAMORE

during the 1960's as recalled by Garth (Polly) Perkins



Garth (Polly) Perkins

" I started flying training on 13/6/62, my first flight as a trainee winch operator was in a sycamore XN 448, side number 852, and the pilot was Lt. O'Day with myself trying to direct the lowered winch hook into a floating box.

Flying training lasted till we went onboard HMAS Melbourne in JB 9 (Jervis Bay) where duty as "plane guard" Commenced on the 16/1/63. At the time I flew with Lt. Wood until we departed for Tasmania, the rest of the trip was with Lt. Jerry O' Day and Lt Eckersly with John (Bing) Andersen and me as winch operators. Both Bing and I were A/E (Aircraft/Engine) mechanics, so we were able to maintain the aircraft we flew in, XA 220 with the original side number 907, later 849 and was the oldest operational Scyamore in the world. (Photo in the book submarine Hunter page 207) now resides at the Fleet Air Arm Museum in Nowra.

There were a few incidents in Hobart, of particular interest was that of an American Radio ship from the Antarctic with a damaged prop shaft coupling. Imagine the problem of lowering our Chief onto the heaving deck of the cluttered ship, it was OK lowering the replacement coupling , but I was sure that winching the Chief down I was likely to impale him on one of the many aerials. We eventually persuaded the ship to lower a boat to accept our brave Chief.

Another one was when we were requested to do a wet winching display for the Queen who was on the Britannia, the Duke watched on with great interest as he had also become qualified to fly Sycamores. We winched three 'bodies' from their life floats , placing them in a work boat standing near by , the last person was an obnoxious volunteer from the constabulary, who was accidentally dunked a few times. In modern terminology it's called 'tea bagging' and the Derwent River was icy. The Duke was not impressed.

One notable transfer in the SE Asian Sea, we spent half the night preparing 'Pedro' placing seat covers onto the canvas stools in the vast passenger compartment that was my workplace . Our mission was to transfer the new BRITISH Admiral from Melbourne to his Flag Ship HMS Victorious I gave instructions to the Admiral regarding alighting procedures, mindful of his tallness and his brand new Admirals cap, the clearance of the rotor blade in front was only six feet. When we landed on Vic's flight deck the whole ship's company were on deck to welcome him, dressed in whites and the band playing, the captain and the senior officers were in front of the crew. The admiral stepped down from 'Pedro' placed his cap and started to walk forward, somehow I managed to get unbuckled and running after the Admiral grabbed him to a standstill, as I held him I pointed to the almost invisible rotor blade inches away from decapitating him! I then directed him to a safe passage.

As we took off in front of both crews of the Vic, and R21 Melbourne which had drawn nearby to farewell our guest 'Pedro' (crews nickname for the Sycamore), at that critical moment "farted" with a momentary loss of power. We used what height we had gained and the fact that the Vic was two decks higher than R21, to flop back onboard. My log book indicated a flight of 15 minutes but does not register the fact that their new Admiral could have been short-lived.

One other incident that comes to mind was the mail deliveries. 'Pedro' was full of postal bags, the deliveries took ages as the ships were dispersed all over the ocean, it was a dismal day and identifying grey ships in a grey ocean was not easy. However, each ship turned dutifully into the wind and accepted the offered mail without a thought that the brave crew of 'Pedro' inhaled contaminants that belched from their funnels. The final bag was delivered and we headed for home, suddenly the sun set and the traditional tropical daylight immediately became night, we were flying without night instruments and the exercise we were doing demanded blackened ships was in force. As we neared Melbourne she blipped her deck lights for second, fortunately with peripheral vision I sighted her, we performed the last mirror assisted landing in the world. As we reached Sydney 'Pedro' took off with Eck and Jerry, heading for Nowra so full of rabbits. Bing and I had to find our own way home.



Sycamore XA 220 / 907, winching (tea-bagging) exercise in Hobart, HMAS Wagga (Corvette mine sweeper) 3315-M183 in background. photo courtesy Mrs McPhee.

South Australian FAAAA Association November Meeting



L-R standing

Mike Stubbington, John Siebert, Jan Akeroyd, Kathleen Cain, Fred Driver, Derelie Laidler, Roger Harrison, Chris Parrington, Ruth Morris, Malcolm Parrington, Moira Saywell, Eve Gray, Pat (Scobie), Gordon Gray, Bob Scobie.
Seated. Michael Cain, Ian Laidler, Doug Morris.

Warrant Officer Ian "Tiny" Warren Honoured



Retired Warrant Officer Ian 'Tiny' Warren was presented with a Chief of Navy's 'Certificate of Appreciation' following the RAN College Passing Out Parade on Thursday 01 December 2016. The presentation was made jointly by CDF, ACM Mark Binskin AC, RAAF and CN VADM Tim Barrett AO, RAN in the presence of Tiny's wife, Mrs Lillian Warren.

The citation acknowledged the nearly fifty years of involvement Tiny has had with the RAN and in particular his superior performance in the areas of career-management, mentoring, and welfare of the thousands of sailors with whom he has been connected during his Permanent and Reserve Service in the RAN, spanning 1962 to 2012.

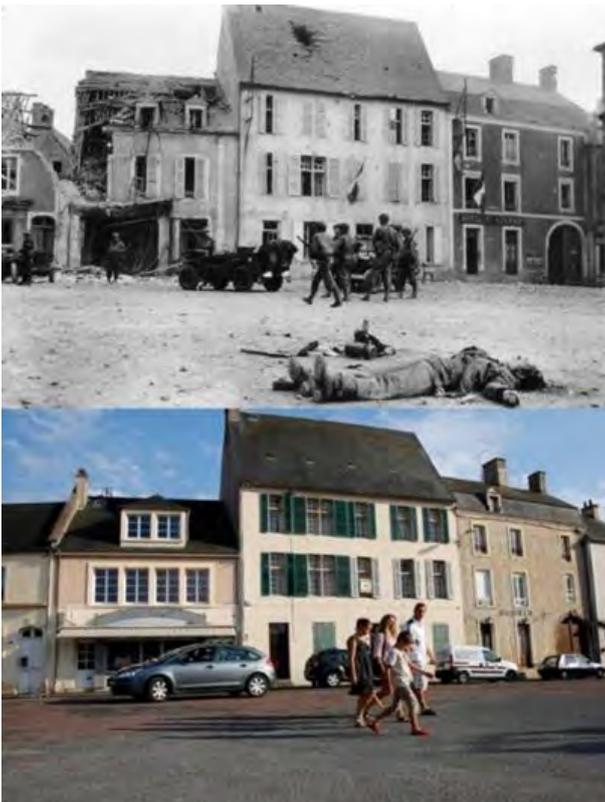
From all your colleagues within the Naval Heritage Collection and Fleet Air Arm Museum, we say a hearty congratulations

Hi Ron

Thought these photos would be of interest for inclusion in one of the Slipstream editions.

Regards Colin (Butch) Baker

Tour D-Day in France, June 6th, 1944, then and now D-Day + 70



This was the day when things changed. Names will be omitted to save ME.

It was either 1966 or 1967 and the four Sea Venoms of 816 Squadron 'B' Flight were Melbourne's first line of defence. I do not remember which year it was so I cannot be sure if we were exercising or actually playing for real in Vietnam waters but in any case, we were on 'Alert 5'.

My Venom was mounted on the catapult and ready to go and CAG was strapped in. Flyco suddenly yelled, "Scramble" and things started to happenfast.

I had recently been promoted but we were short on staff so I was acting Plane Captain.

CAG was waving his arms madly, asking me to give him the O.K. to start and if you remember, the Plane Captain used to give the pilot the thumbs up when everything was ready.

The forward lift was down and a Wessex was running up, aft of the lift and a little towards the island. The flight Deck Officer, who was standing alongside me, said to give CAG the 'Go' as soon as the lift came up. At this stage CAG was getting very vocal.

The lift was secured and I signalled that all was ready for a start.

The 'wing unfold' function must have already been selected because as soon as the cartridge fired the wings began to spread. In those days the catapult was not fitted with the 'blast deflector' and there was a Wessex running up in the background but I reckoned it was in the clear, but what would I know?

Flyco was obviously talking to the Venom because it shut down immediately, before the wings had reached the vertical position. The hydraulic jacks in the wings were double action and with full tip tanks the wings came crashing back to the fold position. The aircraft survived and we finally launched after the Wessex got airborne. Then the message came that Flyco wanted to see me NOW. Although he was not summoned, nor did I ask him, the Flight Deck Officer came with me.

Two American Officers were in Flyco at that time and as I was announced, I heard one of them say, " I think we would be better off out of this place."

Commander Air got stuck right into me and demanded to know why I had given the 'go ahead' for the aircraft to start. I told him that everybody had heard the order to 'scramble' and my pilot was anxious to get going. Commander Air and Little 'F' both denied that 'Scramble' was ordered and they were lying. The rest of the deck crew, along with the Flight Deck Officer heard the pipe; that is why we all reacted. In the middle of a tongue lashing regarding my obvious disregard for safety I was about to let fly myself but then realised that I was in big danger of being demoted and all things bad but I had to say something.

When Commander Air paused to take a breath I told him I would never clear an aircraft for start-up again and since he was in radio contact with his Handler Supervisors, he should tell them when to initiate the start.

That seemed to slow things down a little bit and I was cautioned and told to leave. As we were leaving the island I told the Flight Deck Officer that I thought we had lost that argument and he answered, "No we did not. If we had lost it, he would still be "yelling"

Ron Smith.



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**DEADLINE FOR ARTICLES
FOR NEXT EDITION IS
WEDNESDAY 1ST
MARCH 2017
GOING TO PRINT FRIDAY 10TH
MARCH 2017**

THE SEARCH FOR THE “GOLDEN”LYRE BIRD

Stage 1:

In a “Mail order” magazine we’d received here there was for sale a large diameter wall clock with each of the “hours” indicated by the picture of an Australian bird. The 7 number is indicated by a Lyre Bird and , at 7pm, the Lyre Bird performs songs and so on. Anyhow, we bought the clock and enjoy it greatly and it’s fun to see the looks of surprise on guests faces when the various bird sounds occur.

Like: where is that whip bird? (at 2pm). Bit of a laugh! Not many people have seen a Lyre Bird in the wild so we set out to try and find one.

I had seen one a long time ago—I had been staying with friends in Albury and set out around 7pm on the Sunday night to drive back to the Naval Air Station at Nowra, NSW. On the outskirts of Albury, a semi came toward me and flung a large rock into the windscreen of my VW, smashing it entirely. I went back to the friend’s place and we cleaned out most of the glass, tried to cover the hole with a plastic sheet but that was a waste of time! So, I set out with windows wound up and this allowed the car to pressurise which wasn’t too bad. Kept most of the bugs, rain and wind out! After a long night drive, I pulled over at daybreak at the top of the Camberwarra Range above Kangaroo Valley for a bit of a breather and general clean up of insects and so on. As I sat there quietly (how else would you sit??) I began to hear some noise from the bush to my left. Looking over, I saw a Lyre Bird in full array dancing around and performing his repertoire of wonderful sounds and mimicry-like a chain saw and other things. Sitting watching this show was an Albino wild rabbit and a couple of wild rabbit kittens were playing around as well! What an exhibition! Wonderful.

Stage 2 (and hire car saga!)

Last year, we were planning to visit Tony , and Lisette, son and daughter-in-law and two lovely grand daughters, Bianca and Lauren, who live in Cheltenham, Melbourne. We spoke to various friends here on the Sunshine Coast about the search for Lyre birds running wild in the bush. Yep, they said. You’ll find them in Fern Tree Gully, in the Dandenongs, in Werribee somewhere (I thought Werribee was noted for the sewage farms!) Generally they are around the Yarra Valley upper reaches –or somewhere!! So we decided to hire a car from near Morabbin Aerodrome and go up to the Dandenongs and find a B&B where we could base our search from.

We were taken by Lisette to the hire car lot and duly filled in the paperwork. In the meantime, Lisette was putting our gear in the car. The hire bloke put the key in the ignition, Lisette closed the passenger door and –lo and behold –the damn thing locked itself! No one had a spare key so the hire bloke phoned a rescue mob who turned up within 10 minutes. They had the car open within 30 seconds, much to our relief! So off we went to Sassafras.

After enjoying a meal at Miss Marple’s Tea Rooms, we duly got into a nice B&B. We spoke to the owners about our quest. No Problems, they said. Lyre Birds coming out of your ears, they said! So we set out on foot in damp and chilly early evening conditions hoping not to get lost or attacked by the wild life.

No luck so went back for a delivered meal and ruminations by the open fire.

A drop of rum was appreciated! The game plan was to be up early and set out again to try and find a frolicking floor show or two.

Stage 3

At 7am it was pretty hard to arise to face the foggy, cold and very damp morning and my thoughts were—Who gives a stuff about Lyre Birds!-- Dee definitely wanted to press on as one from UK might expect so before breakfast off we went into the very damp, chilly and generally unpleasant country side strolling along without a care in the world. Sometimes things happen when you’re not expecting them but no such luck this time. Not a Bird in sight. No cassowarys, emus or ostriches or even wedge tail eagles! Nothing! Right, back to the B&B to warm up, have breakfast and discuss the dilemma. The B&B owners then told us that there was a bird Sanctuary near Healesville which is in the Yarra Valley and that we might find the elusive bird there!

Stage 4

The Sanctuary

Well here we are in the Sanctuary, and, boy, are these birds elusive! Every time we got near them, they were off like a sharp stick! Nevertheless we did get a couple of photos just to prove that there are Lyre Birds around and we saw them!

Stage 5

The Finale:

Well, as far as we were concerned, our mission had been successful! One day we may see a Lyre Bird in the wild. The Sanctuary was great and they put on a wonderful show of all types of birds of prey and others, much to the delight of the crowd. After a good look around we headed into Healesville for coffee, hot pies and a general walk around and warm up. We reckoned it would be a nice place to visit during the summer as part of a run around the Yarra Valley wine region regardless of Lyre Birds!.. **(Sorry lost author’s name Ed)**

To All,

Last weekend saw another great reunion which down somewhat in members turned out to be very enjoyable weekend. We thank those who contacted us and sent apologies and want to remind all that on the first Saturday in November next year we will be meeting at the Redlands RSL Club at Cleveland once again.

I will not mention who or did not come but it was great to see old mates and although we are getting older and we do sit down a lot more we are still able to talk and sip our beer etc.

See you all next year,

The Expostie Glen Hartig



Yo Ron,

Another smallish dit, if you need to fill a slot, plus a couple of pic's from my recent travels.

Yours Aye, Skinhead.

First up with Les "Juke" Matterson at home, than Recently at Nepean Blue Mountains Naval Association rooms at Penrith was delighted to meet with John Kelly, who needs no introduction to Aircraft Handlers, MT Drivers & Hangar Bears. In the middle Chef extraordinaire Robert "Monty" Montgomery. He & I go back to 1954 on enlistment. Monty career promotions were rather erratic and on separation from the Service was the only LCK in the RAN, qualified for CPO(CK)....."



Last but not least

THE OLD AND THE BOLD



*Dave Groom
and
Ralph Catenich*

AUSTRALIA SHOULD ORDER ONE



NEWPORT NEWS, Va., Jan. 11, 2016 (GLOBE NEWSWIRE) -- Huntington Ingalls Industries (NYSE:HII) announced today that shipbuilders at its Newport News Shipbuilding division recently completed the installation of more than 14 million feet of electrical and fiber optic cable on the aircraft carrier *Gerald R. Ford* (CVN 78)—enough to reach from Earth to the International Space Station more than 10 times.

Gerald R. Ford's design makes a significant leap to electrical power. With more than 10 million feet of electrical cable and 4 million of fiber optic cable, the ship's electrical power replaces several legacy steam-powered systems onboard and brings extra electrical capacity to the ship for future technologies.

"*Ford's* increased electrical capacity makes this ship unique," said Rolf Bartschi, Newport News' vice president of CVN 78 carrier construction. "The *Ford*-class aircraft carrier establishes the most capable, lethal and flexible platform for the Navy to incorporate the latest technologies. This platform equips the warfighter with the best weaponry, communications and operating systems that our nation has today. Electrical systems take less manpower to operate and maintain, so in terms of costs, the shift toward electrical not only improves the flexibility of the ship's technologies, it also reduces operating and maintenance costs during the carrier's 50-year service life." The *Gerald R. Ford* class's design shifts away from steam power. The transition from steam to electrical power includes the carrier's Electromagnetic Aircraft Launch System (EMALS), which contributes to a 33 percent increase in sortie generation rate compared to *Nimitz*-class carriers and steam catapults.

The millions of feet of cable make up the carrier's electrical distribution system. The system provides the ship with over 250 percent more electrical capacity than previous carriers. This electrical capacity will help the ship load weapons and launch aircraft faster than older carriers. The increase in *Gerald R. Ford's* fiber optic cables improves automations systems and data networks used by sailors onboard.

NATIONAL ASSOCIATION ANNUAL MEETING OCTOBER 2016



Terry Hetherington was taken by surprise when he was presented with Life Membership by Geoff Ledger



John Schonberger accepts the Certificate of Merit on behalf of Peter Fleming from Geoff



John Dowton receives his Life Membership from Geoff Ledger at the Association luncheon held at the museum.



Ron Batchelor looks like a stunned mullet when he received his Life Membership from Geoff



*(BACK) Pincher Martin, Denis Muvhill and Greg Wise
(FRONT) John Dowton*



Ian Ferguson and John Schonberger at the luncheon



John and wife Helen Dowton at the National Association Luncheon held at museum



Alan Dickie and Greg Kelson



Terry Hetherington and Ian Warren



Fred Dawson Jim Lee Mal Smith

Jim Ferguson (Pilot) LCDR Retired

Jim served with the Fleet Air Arm and rendered service in the Korean and Vietnam War during his service with the Royal Australian Navy. Jim served on 805 Squadron and flew Sea Fury Air- craft on HMAS Sydney during the Korean War between 1953 & 1954, and flew Helicopters with the RAN Helicopter Flight Vietnam, between 1967 & 1970, In past years Jim had been residing overseas in the Philippines and after suffering a severe stroke he was left to fend for himself. His Daughter Lisa, and her husband Richard were urgently called upon to rescue Jim and repatriate him back to Western Australia, for immediate medical and health care treatment. Due to his underlying personal and living situation, Lisa and Richard had to mount a brave and secret recovery mission to bring him back to Australia and rescue him from the clutches of a hostile set of extenuating circumstances. He was initially hospitalised at Sir Charles Gardiner Hospital and later moved to a Residential Aged Care Nursing Home in Subiaco.

The good news is that Lisa and Richard have accepted our invitation to join us for Christmas



805 Squadron Photo HMAS Albatross, Nowra NSW 1952

Front Row Names of people seated left to right Chief AA, S/Lt Shamus O'Farrell, Warrant Officer Engineering, Sub/ LT Smith (RN), LT Williams Senior pilot (RN), LTCdr George Brown Commanding Officer, Lt/Cdr Ray Green Electrical Officer, Lt Ian Josselyn, S/LT Noel Knapstein, **S/LT Jim Ferguson**



Presentation to Jim with his Certificates of Service,
and pictured with him, from left to right is, Sally Gutman,
Director of Nursing; John Selsmark and Jim Bush;



Jim in Vietnam with a member of
RANHFV

Keith Taylor



HMAS Perth's embarked Aviation Department with the MH-60R Helicopter in the hangar.

Statement from RADM Mark Campbell AM CSC RANR

G'Day Everyone.

Please accept my sincere apologies that I cannot be in attendance at the AGM today, but I was asked to spend a week in Paris in uniform at a Defence Exhibition the Euro Novel. Therefore, it was Paris. . or Nowra . . . I will let you figure out which option I took!

I have asked Geoff to read this message to the Federal Council Meeting, and want to thank all members for their attendance.

It is fair to say that I am not a long term member of the FAAAA, but I have been a member of the ACT Branch for several years. I have also been involved with naval Aviation for many years, firstly as an ASW Observer, now called AsWO, as a CO of 816 Seahawk Squadron, COS COMFAA and several senior aviation and defence capability policy positions in Canberra.

I believe that a strong FAAAA is important, and a forum that can and should contribute to the defence and maritime discourse in Australia. I think the steps that Geoff has made with respect to the FAAA becoming a member of the ADSO is excellent, and this gives us a great support organization that has the contacts in the right areas of senior defence and government. Also, the development of a first class website, this has enhanced the ability of the Association to reach its membership.

Naval Aviation has a fine heritage in Australia and next year it celebrates 100 years since those early days of launching of large cruisers in the First World War; the Fleet Air Arm today is currently well placed, with some of the most modern and sophisticated helicopters in the world today; and it has a great future ahead of it.

I remain both surprised and honored to be put forward as a candidate for President by the ACT and NSW Branches. If I can assist the Association in this role, I will be delighted. I am still reasonably well connected to Navy and the FAA which should facilitate discussion if and when it is required.

I am concerned that I have limited experience of FAAAA governance and processes, but I will seek to address that as soon as I can if I am elected.

I should advise from the outset that while I have retired from the PNF, I am reasonably busy doing reserve work and I am also busy volunteering in several sectors in Canberra including as a Volunteer Guide at the War Memorial. The Presidency of the FAAAA will not have my constant and undivided attention; nevertheless, with the support of a strong committee and the Australia wide association leadership, I will do the best that I can.

Kind Regards,

Mark Campbell AM CSC

RADM RANR

FAAAA Presidents Report

G'Day Everyone,

I do not have much to report on this occasion. Geoff Ledger and I have yet to complete our handover and I am still feeling my way into the President's position so there is not a lot that I can say.

I have commenced a due diligence exercise to ascertain the state of the organisation. I will review recent correspondence, I will talk with key people and examine the finances to gauge the health of our Association in general terms. I will accept input from any FAAAA member into this activity if you feel so inclined.

I would like to pass my thanks and appreciation to all members of the Federal Council, the National Executive and to all office bearers and key players of the States and Territory bodies. Your time is valuable and I appreciate you spending some of it on FAAAA business.

We have much to look forward to during the anniversary celebrations next year, so please enjoy the Christmas season and come back refreshed and ready to do your bit to ensure that the FAAAA remains a relevant and vibrant organisation.

I look forward to my role as your National President and I hope to meet up with as many of you as possible in the coming months. If you have any thoughts or suggestions, please forward them to me at markcampbell60@outlook.com.

All the best for a great Christmas and fantastic New Year.

Mark Campbell

Tasmania and the Navy

by
Petar Djokovic

As Australia's island state, Tasmania has a long naval and maritime tradition reaching back to the earliest days of the Australian colonies. Its contribution to the naval defence of Australia has been substantial and well out of proportion to its small size. Tasmania's first major encounter with the navy occurred in unusual fashion. Following the Rum Rebellion in Sydney in January 1808, the former Governor of New South Wales, Captain William Bligh, RN, having spent a year under house arrest in Sydney, spent another 12 months effectively under house arrest aboard HMS Porpoise anchored in the Derwent River just off Hobart. Bligh had been given command of Porpoise in January 1809 on the condition that he returned immediately to England. Instead, he sailed to Hobart where he tried to enlist the help of the Lieutenant Governor of Van Diemen's Land, Colonel David Collins, to re-take control of New South Wales. Collins refused. Bligh eventually returned to Sydney in January 1810 after Brigadier Lachlan Macquarie had been appointed NSW Governor and subsequently returned to England. Governor Macquarie visited Tasmania in 1811 and initiated its first colonial defences, issuing orders for the construction of a signal station atop Mount Nelson and a barracks in Hobart to be manned by British colonial troops. Earthworks for gun batteries around Hobart were started in 1854 but the batteries themselves were not installed and the works were allowed to fall into disrepair. Tasmania's first volunteer unit, the Hobart Town Volunteer Artillery Company, was formed in October 1859 and set about completing the batteries. [\[1\]](#)

The first Royal Hobart Regatta was held in 1838 and did much to establish Tasmania's maritime and naval heritage. The day was declared a public holiday and consisted of friendly competition between amateur sailors and members of the merchant navy. The event became a popular attraction for the ships of the Royal Navy's Australia Station and, along with annual fleet exercises conducted in Tasmanian waters in the later years of the 19th century, helped to make Hobart one of the most popular Australian ports amongst the British sailors. A joint survey of Australian waters was undertaken in the 1850s and 1860s with the colonies sharing costs with the British Admiralty. Tasmania, however, was unable to meet its part of the costs and withdrew from the survey after just one year, Major-General Sir William Jervois making special reference to Tasmania's largely unsurveyed waters in his report on colonial defences in 1878. Tasmania never had its own dedicated colonial naval force but it did have a naval presence throughout the 1800s firstly through the schooner *Eliza*, manned by British marines in the 1830s and 1840s and used to prevent convicts from escaping by boat. A torpedo boat, designated TB1, arrived in Hobart in May 1884 to be operated by the Volunteer Engineer and Torpedo Corps. The 63 ft, 12 tonne boat was a major investment for Tasmania costing some £3,300, however, it was barely seaworthy and the volunteers lacked the technical expertise required to operate it. It leaked, the concussive effects of the engine caused rivets to spring apart and its first trials were not until five months after its arrival, and then only because two engineer officers from HMS *Nelson* were visiting the colony. It took the better part of half a day to get the boat off its slipway and steaming. Consequently TB1 was rarely used and when it was, it remained within the confines of the Derwent River. It had fallen into complete disuse by the turn of the century and was transferred to South Australia in 1905. [\[2\]](#) Seven days after the granting of the Royal Assent to the Australian Navy on 10 July 1911, Tasmania was assigned its first permanent naval presence. Captain Walton Drake, RAN, was appointed as the state's District Naval Officer (DNO) based in Hobart, while a Sub-District Naval Officer was appointed in Launceston. A plot of land was also purchased on the western bank of the Derwent River in 1911 for the purposes of establishing a naval depot. Construction began the following year.

HMAS Canberra at the Hobart Regatta, February 1934.

The main responsibilities of the DNO were recruitment, training of naval reserves, assistance to visiting warships and the 'general responsibility as far as naval interests are concerned, for the coastline within his district including the arrangements for rendering the Signal Station service efficient for naval purposes in case of war.' [\[3\]](#) Within four years the importance of this last responsibility was demonstrated. On 2 August 1914, two days before the official declaration of war, the Director of Naval Reserves was ordered to establish an Examination Service at all defended ports, including Hobart. The Service was in place the following day and by 5 August, all ships were required to submit to an examination before entering harbour in order to identify and ascertain the character and intentions of the vessel. Local coastal pilots were commissioned as Lieutenants, RANR to operate the examination service while three local boats were requisitioned as examination vessels. The German-Austrian liner *Oberhausen* was detained at Port Huon within days of the outbreak of the war. She was subsequently re-named *Booral* and used as a cargo carrier for the duration of the war. Of the 109 known RAN casualties during World War I, 11 were Tasmanian, including telegraphist (and former HMAS *Protector* featherweight boxing champion) Cyril Baker, in the ill-fated HMA Submarine *AE1*. Only Victoria and New South Wales suffered a greater number of casualties. [\[4\]](#) The DNO continued in its support and training role in the inter-war period. From 1924 the torpedo boat destroyers, HMA Ships *Huon* and *Swan* were based at Hobart and Launceston respectively for Naval Reserve training. From 27 March to 3 April 1924, Hobart played host to the visiting RN Special Service Squadron on its Empire Cruise. The Squadron was commanded by Vice Admiral Sir Fredrick Field, KCB, CMG, RN, in his flagship HMS *Hood* accompanied by six other RN vessels and HMAS *Adelaide*. The cruise was a successful public relations venture for the RN, and a reminder to all that Britannia still ruled the waves. While the permanent naval presence in Tasmania was comparatively small, the RAN made its presence felt with vessels attending the Royal Hobart Regatta and with one vessel traditionally acting as flagship. The three months following the Regatta would be spent in Tasmanian waters conducting exercises to bond the ships' crews following the summer leave and posting period. This association with the Regatta continues to this day, with only the Great Depression putting a temporary stop to naval participation. Between 30,000 and 40,000 people attend the three day event every year.

HMAS Huon on the Derwent River, Hobart.

The Great Depression affected the naval presence in Tasmania in other ways as well. *Huon* and *Swan* both decommissioned in 1928 and, at the turn of the decade, staff levels were gradually reduced. From April 1930, only one officer, a surgeon lieutenant commander, was posted to the Sub-District Naval Office in Launceston. The onset of World War II led to an increase in naval staff in Hobart. An examination service and Port War Signal Station were in place on 3 September 1939, and five requisitioned ships acted as examination vessels over the course of the war. The signal station was moved from Mount Nelson to Cape Direction, overlooking Storm Bay, on 20 November 1939. The naval depot in Hobart had gone without a name since its establishment nearly three decades earlier. On 27 August 1939, the depot was commissioned as HMAS *Cerberus VI* following the naming convention applied to other naval depots around the country. When the decision was made to

abandon HMAS *Cerberus VI* following the naming convention applied to other naval depots around the country. When the decision was made to abandon this convention, the depot was renamed HMAS *Derwent* on 1 August 1940. However, the Royal Navy had a Hunt class destroyer, HMS *Derwent*, also in commission so the establishment was again renamed, becoming HMAS *Huon* on 1 March 1942. Tasmanian shipbuilders also made their contributions to the war effort with EA Jack of Launceston and Purdon & Featherstone of Hobart each building three harbour defence motor launches for the RAN. Purdon & Featherstone built the first vessel of its type in Australia, HDML 1321, which served in enemy waters under the control of the Allied Intelligence Bureau supporting Coastwatchers in the Pacific. In April 1945 she landed eight members of the Z-Special Unit on Muschu Island in New Guinea for a reconnaissance mission; only one returned. As with the previous war, many Tasmanians made the ultimate sacrifice during WWII. At least 139 Tasmanian sailors gave their lives, including 36 aboard HMAS *Sydney*. Many also perished in other ships lost during the war such as *Perth*, *Yarra*, *Canberra* and *Parramatta*. Four Tasmanians were lost in HMAS *Armidale* including Ordinary Seaman Teddy Sheean who was born in Barrington and last seen defiantly firing his gun at enemy aircraft as *Armidale* slipped below the waves. Three Tasmanians were amongst the 30 officers and sailors killed aboard HMAS *Australia* at Leyte Gulf, including the Commanding Officer, Captain Emile Dechaineux, DSC, RAN, from Launceston, who was killed when a kamikaze struck the ship's foremast causing an explosion and fire on the bridge. [\[6\]](#) The post-war demobilisation saw *Huon's* status downgraded to a care and maintenance base from 1946 until 1960. After 1960 it once again became the main support, recruitment and reserve and cadet training establishment in Tasmania. In some years, as many as ten per cent of new naval recruits came from Tasmania. The state's training capacity was boosted in 1982 with the transfer of the *Attack* class patrol boat HMAS *Ardent* to the Hobart Port Division of the Naval Reserve. The presence of *Ardent* in Tasmanian waters was a common sight for the next decade averaging 100 days at sea per year. In addition to training cruises, she also conducted fishery patrols off the southern Tasmanian coast. *Huon*, amongst a number of other bases, decommissioned on 17 June 1994 with the office of the Naval Officer Commanding – Tasmania moving to new offices at Anglesea Barracks, a petition containing 23,000 signatures not enough to keep the establishment open. *Ardent* sailed from Hobart for the last time that January. *Huon's* buildings have since been listed on the National Estate Register. Naval Headquarters Tasmania remains an important support and training base and continues to offer logistic services to visiting warships from Australia and abroad, as well as supporting a continuing naval presence at the Royal Hobart Regatta.



YESTERYEAR



Garden Island naval base, Sydney, in the late 1960s or early 1970s.

RAN vessels in view include:

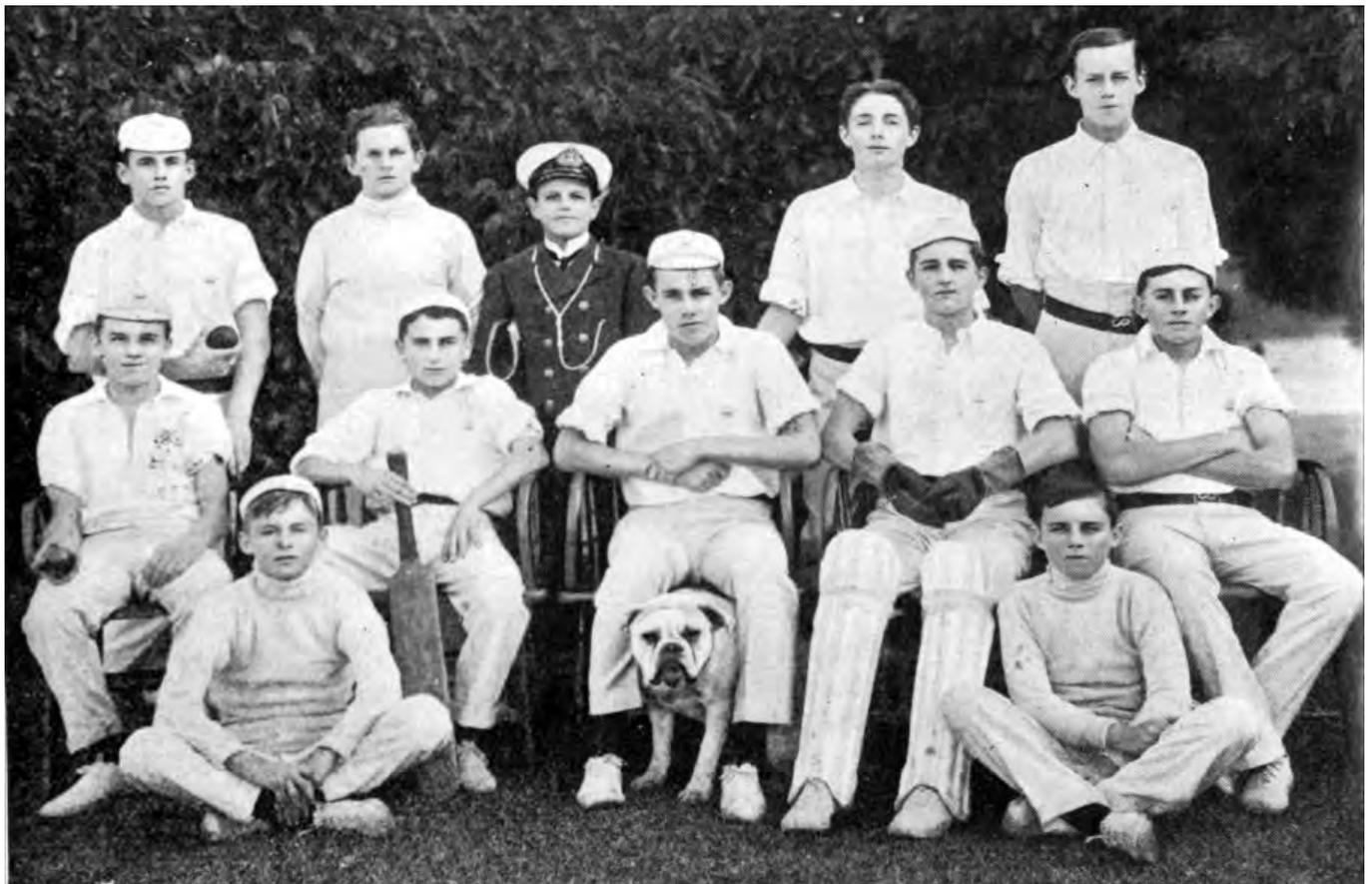
- * (left) the former aircraft carrier HMAS Sydney in its "Vung Tau Ferry" configuration as a troop carrier for the Vietnam War;
- * (second from left) a Torrens class destroyer;
- * (third from left, hull no. 41) HMAS Brisbane;
- * (left of the large crane) HMAS Supply; and
- * (right of the large crane) the aircraft carrier, HMAS Melbourne.

The fleet auxiliary HMAS Stalwart is the large vessel moored right rear, with a Q class destroyer alongside.

An unidentified Daring Class destroyer is in the dry dock at right centre.

Date taken: unknown.

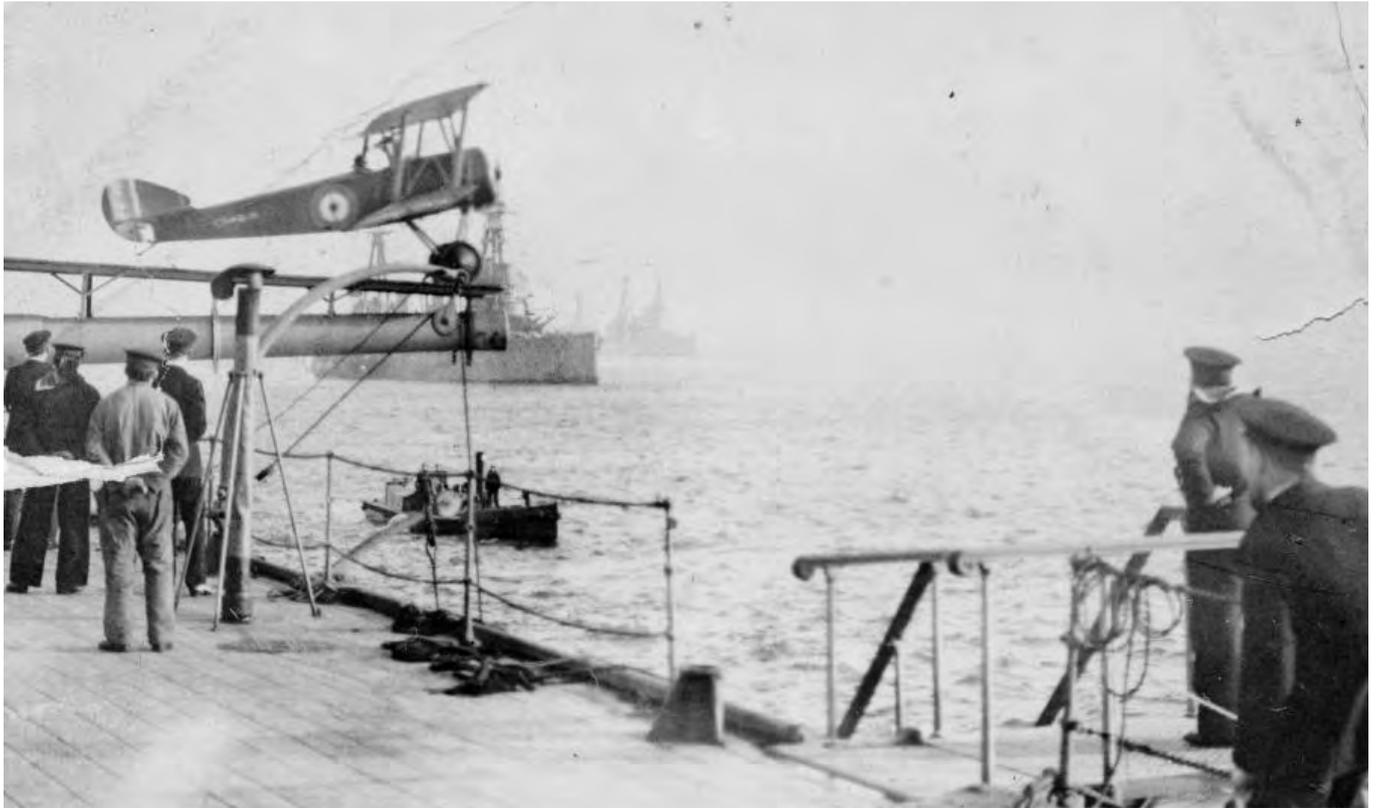
YESTERYEAR



HMAS Creswell celebrated 100 years of training excellence. 2015 marked the 100 year anniversary of Officer initial entry training commencing at the base with the arrival of the first Cadet Midshipmen in 1915. Parliament selected the site of Jervis Bay for the Royal Australian Navy College in November 1911. Construction of the main college buildings was completed in 1915. The first two entries of cadet midshipmen moved from the temporary college at Geelong in February 1915, with the first graduation taking place in 1916



YESTERYEAR

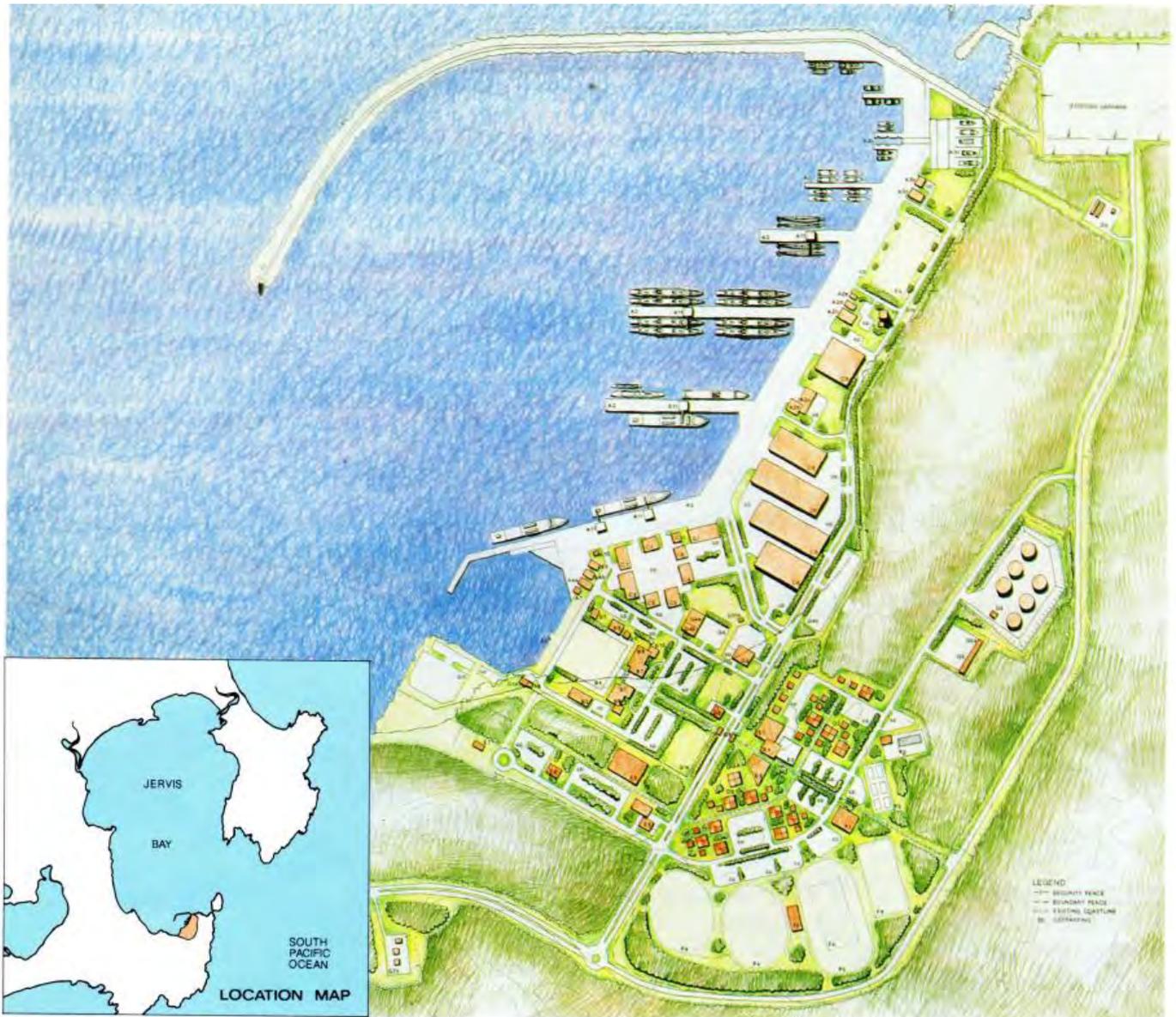


HMAS Australia I Launching Sopwith Pup



HMAS Barcoo Aground at Glenelg, S.A. April 1948 with HMAS Warrego

A long long time ago someone came up with an idea to move Garden Island to Jervis Bay. This is the first option they came up with



Fleet Base Option 1 Darling Road Notional Development Plan

In this plan the foreshore administration and workshop stores zone are located along the main circulation route on reclaimed land adjacent to the bay edge forest, producing a linear configuration.

The recreation, residential and community zones and some support facilities are situated inland to avoid encroachment on the valuable bay edge forest and to minimise visual encroachment on the focal viewpoint of the bay.

The landscape treatment within all zones maintains and reinforces the broader landscape link between the natural vegetation of the peninsula and the bay edges. This will maintain the recreational and tourist value of the area.

Public access to Murray's Beach and the boat ramp is maintained by a new road which roughly follows the original alignment.

The integrity of the forest is maintained by minimising roadways and reticulating major electrical services underground.



MAIN ACCESS ROAD BETWEEN EXISTING BAY EDGE FOREST AND STORES ZONE



Dennis F. Charlton (Dip. Teach. TAFE)
8 Weigela Court. Frankston 3199
Victoria. Australia

~~161730073 161730073~~

Hello Again Ron

Here's my submission for possible inclusion in a forthcoming edition of Slipstream, hopefully I'm successful with this..

Excuse the size of the paper, as I mentioned "Bloody computer" everything is different now and I'm trying to understand these NEW programmes

Thank you Regards

A handwritten signature in cursive script that reads "Dennis". The signature is written in dark ink on a white background.

VALE Harry's Cafe de Wheels

Perhaps many of you will recall -- on returning to Garden Island after a venture to King's Cross or Pott's Point, as you headed along Cowper Wharf roadway toward the main gate of Garden Island when a feeling of hunger emerged, and there "it" was a source of nourishment. What an institution. Harry's was a small caravan which was set up to provide 'snack' food and Goffas usually Lemonade or Coke (sorry "NO" alcohol) in a paper cup. Although usually referred to as "Harry's Cafe de Wheels" it's actual name was "Harry de Wheels" Initially "it" was a caravan with wheels however on a number of occasions some inebriated sailors wheeled it up the road causing considerable trouble, after which it was relocated, with the wheels removed and established on house bricks. The most notable food provided was "a meat-pie with mushy peas" at a cost of 1/6d One shilling and sixpence. About 15c in today's currency

Meat Pies with Mushy Peas

What a delight – the bloke in the caravan worked carefully (well sort-of) Removing the top of the hot pie and spooning in a good dollop of peas that had been boiled to a mush, replaced the crust, put on the top a large dollop of Tomato Sauce, slip the end product into a brown paper bag and "there" you have it.....

BUT wait! "Resurrection" all is not lost. Harry's has been saved, being now located in The Power House Museum in Sydney. Although I don't believe it is open for business (I wonder if they replaced the wheels?)

Fleet Air Arm Association of Australia

Victoria Division



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SLIPSTREAM VICTORIA DIVISION

Having recently returned from our Federal Council Meeting in Nowra it was good to catch up with some old and new friends. The meeting saw the election of our new National President RADM Mark Campbell. He unfortunately was overseas and couldn't attend but did send a message through Geoff Ledger. I particularly liked his statement that he had the choice of Paris or Nowra. No prizes for guessing who won.

I wish to take this opportunity on behalf of the Victoria Division to thank Geoff Ledger for his tireless work on behalf of the association during his time as President. Many good initiatives have occurred during this period and he leaves the chair with the FAAA better placed for the future.

Congratulations to those members who were awarded Life Memberships. Keith Taylor, Ron Batchelor, Terry Hetherington, Ray Murrell and John Dowton were all worthy recipients.

By the time this issue of Slipstream goes to print we will have had our final meeting for the year and Christmas Breakup. This is a trial at a new venue, the German Club Tivoli in Windsor. The club has been very accommodating and should this be successful we will have further discussions about its suitability as a permanent home. Time will tell.

Some of our members have been travelling lately with Ron and Val Christie just returned from their annual Korean Veterans Association function in Canberra. Ron Andrews who travels down from Horsham several times a year to join us has been on another cruise. I think Ron has clocked up more sea miles on cruise ships than he did in Pussers.

I mentioned in the last edition of Slipstream that we had arranged a tour of HMAS Adelaide in Melbourne at the end of October when she was going to be in town for Navy Week. Unfortunately the trip to Melbourne did not eventuate and we were disappointed. Hopefully Adelaide or Canberra will grace us with a visit in the not too distant future and another visit can be arranged.

We wish all members and their families a safe, healthy and happy holiday period.

Yours Aye Mal Smith

QUEENSLAND REPORT DECEMBER 2016

Hi Ron.

] The Sydney weather looks spot on for the Australian Open Golf and I'm enjoying watching it. Ever hopeful of picking up some pointers! It's such a shame that Clive Palmer stuffed up the Coolum Venue. It was always popular and a challenging, but enjoyable, course to play.

The reunion of the South Eastern QLD Birdies was a successful event, held at the Victory Hotel in Brisbane, on 28th October. There was a huge crowd there—we thought close to 200—Wayne Avery got to close 120 on the signed book-- the noise was incredible and you had to learn to lip-read very quickly otherwise all was lost in translation. The hotel management provided trays of hot finger food. Those present from the association were Dee and I, Ray Guest and Dot, Ian Henderson, Derek White, Larry Kent and Ted Winning. John Schonberger, ACT President, was very much in the forefront, badgering all and sundry to join the association. Their man, Wayne Avery, did a great job and used the mike well. He introduced me and I was able to get a clear message across for us to join forces. Ray Guest managed to talk a bit with Wayne and I suggested that Ray could have a good liaison link with Wayne. Wayne mentioned the age factor in that he said there were a couple of us approaching "80 years of knowledge" present. Fair dinkum, you'd think that was old! We will talk to the management about Anzac Day. It is much easier to access and closer to our finish point. We will advise on this.

I often wondered where all the "gap" age blokes had got to! It does show that the camaraderie and mateship still exists and should help bring us together.

We had a call from Max Inwood's widow, Denice, a couple of days ago to suggest that Max's uniform, badges, etc., could be passed on to the Museum at Nowra. I will drop a line to Terry to make the suggestion. I don't have his phone number at the moment but will do so in a couple of days. There was a good action photograph taken of the batman taking a running leap & dive into the nets with a SeaFury snapping at his heels! Someone must have this photo. It would be good to show it again.

What a pleasant surprise came along to us and Dulcie Blair! Gary & Sharon Reid have just returned from a cruise and took Dulcie with them. I've just spoken to all of them and Dulcie has her bags packed and ready to go again. They all enjoyed the trip immensely. It's a pity that Mick wasn't there as well but he would have been there in spirit. Dulcie tells me that Sandra Walters wants her to go on a trip with her! Looks like something could be generated here!

We are off to Perth and points south next Friday—25th November for 2 weeks. I last was there for 3 days in '58! I get into trouble when I mention that date as most people say that they weren't born then! I hope to see Graeme Price & Janelle whilst there. Long time since I saw them. GP had a couple of "bypass" ops earlier this year and I believe he's doing well.

Trevor is going to try to get our AGM held again at the Bribie Island RSL and we will organise another BBQ early in the New Year.

I take this opportunity to wish all a wonderful Christmas and New Year.

Yours always

Barry Lister

President



National Secretary's Report December 2016

Well another year is coming to an end and the editor will soon be screaming for reports so thought I would get in ahead of him for a change.

As you are all probably aware our Annual Federal Council Meeting was held in the Fleet Air Arm Museum adjacent to HMAS Albatross on Saturday 22nd October and all Divisions were represented...

President Geoff Ledger had already indicated that he would be standing down at the meeting and he was duly replaced by Mark Campbell who unfortunately was on business overseas at the time of the FCM, he had however accepted his nomination and sent a message to members to be read out at the FCM I will include this message at the end of my report. Retiring President Geoff Ledger chaired the rest of the meeting. Your new committee for the next three years is as follows;

President.	Rear Admiral Mark Campbell AM CSC RANR
Vice President	Phil Carey
Treasurer	Denis Mulvihill
Secretary	Dick Martin
Webmaster*	Marcus Peake
Welfare Officer*	Not Filled
Database Manager*	Not Filled

These new positions were approved at the FCM.

Our Patron Neil Ralph took the opportunity of the FCM to thank past President Geoff Ledger for his contributions to the Association over the past six years; he also thanked members of the Executive for their diligence and work.

Congratulations also go to our new Life Members, John Downton, Terry Hetherington, Ron Bachelor of NSW Division and Ray Murrell of the Queensland Division.

Diplomas of Merit Awards were presented to Michael Cain and Des Reardon of the South Australian Division. And also to Peter Fleming of the ACT Division.

With time running short and having spent the past two weeks without wetting a line it only remains to wish all of you the "Best for the Festive Season" and a Happy New Year

Pincher (Dick) Martin





GUESS WHO

ON HIS LITTLE
TRIKE

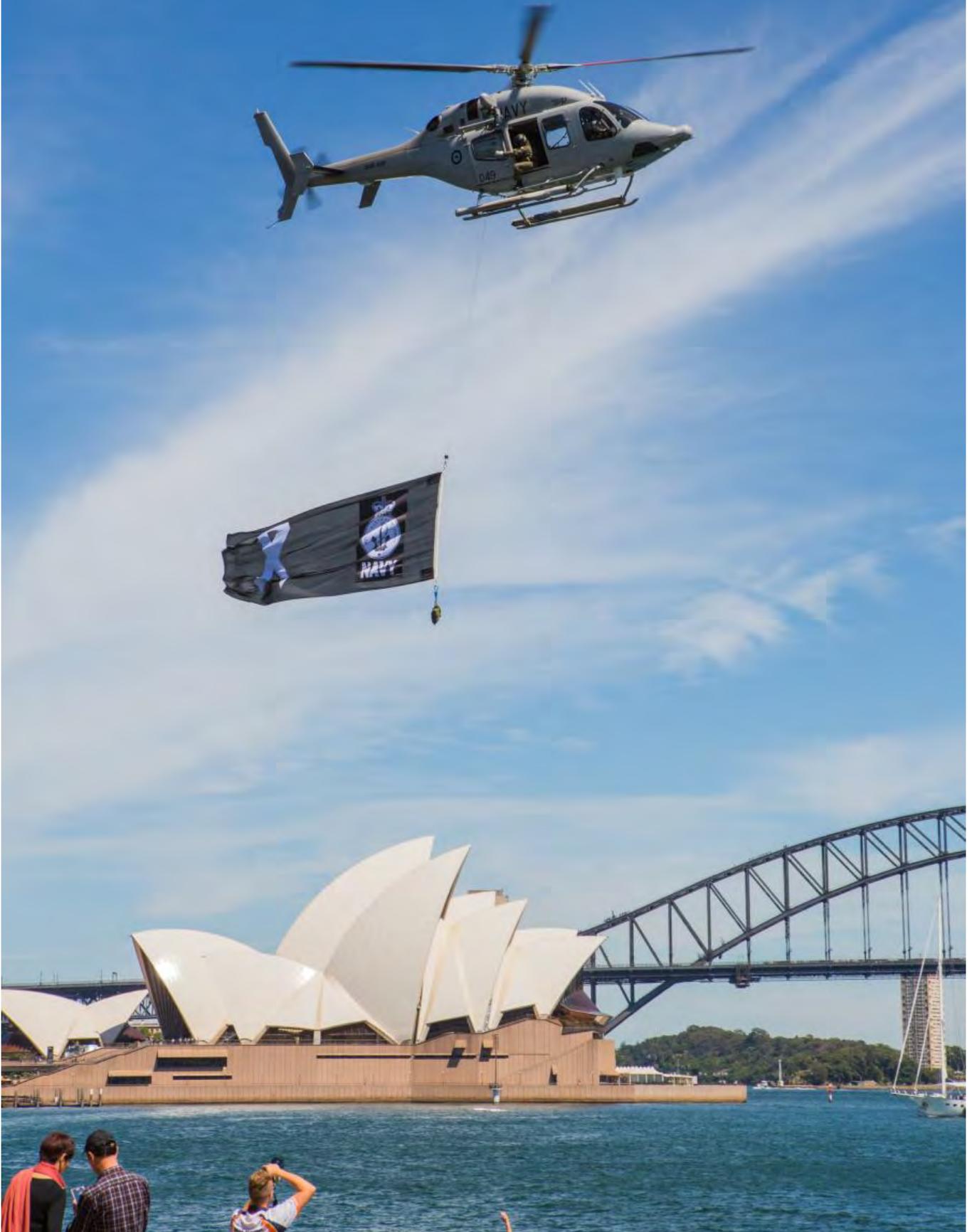


An Australian Submarine and a Navy MRH-90 Taipan conducted personnel transfers at sea. These transfers allow for RAN Submariners to practice transferring personnel to rotary wing assets whilst underway. This type of exercise or "sortie" also gives RAN aircrew the opportunity to refine their skills in winching personnel onto a moving and very confined area such as a submarine's forward casing or bow.

The Multi Role Helicopter (MRH) is the Royal Australian Navy's Maritime Support Helicopter, which replaced the SK50 Seaking. The introduction of the MRH90 has greatly increased and improved capability, agility and availability to meet the RAN's and ADF requirements



The Royal Australian Navy's commitment to supporting victims of domestic violence was on display over Sydney today with a Navy helicopter flying a White Ribbon banner over the harbour. The airframe from 723 Squadron in Nowra on the NSW South Coast flew over the harbour and Fleet Base East to bring attention to White Ribbon Day on Friday 25 November 2016. Navy was one of the first accredited White Ribbon workplaces and recently released a Navy Family and Domestic Violence Strategy, which focuses on ways to prevent, respond and support victims of domestic violence. White Ribbon is Australia's only national, male-led campaign to end men's violence against women. The organisation encourages men to speak up about domestic violence and get help for those who are at risk of committing or have committed violence against women.



Webmaster/Database Managers Report Dec 16

The last missing Slipstream Magazine (**August 1958**) has been kindly forwarded to me by one of our SA members, so the archive library is now 100% complete. It's taken nearly five months of work to find, scan and compile them but they are now preserved for history – and for you to read them too. Go to the website and click on the big orange button to access the library.

Since the last issue I've added a detailed history of the **Sea Vixen**, which joins the "Heritage" articles on the **Skyhawk A4G**, **Pilotless Target Aircraft**, the **Wessex 31A/B** and the **RAN Helicopter Flight Vietnam**. These heritage articles are quite detailed and grow as more information, stories or photographs come to light, so check them out.

There's also a growing list of "Snippets of History" which are worth a read, and of course the 'Mystery Photograph' series (now up to number 24) continues to be popular. If you click on the Mystery Photo on the front page you can access all of the previous ones too. There's a variety of pictures from over the years with some interesting facts and figures.

All this work - plus the 'normal' website content like news, our calendar of events and advice on reunions etc. is there for you to see for yourself. Our website is the hub of information for the Association so don't forget to put it on your 'favourites' list and have a look every now and again. Simply type "FAAAA" into your search engine or go to <http://www.faaaa.asn.au>

Until next time. Marcus Peake. Webmaster



Gash in the sea

I was playing golf with an ex-RN hydrographic officer last week when he told me an amusing story about the time he was in command of HMS Enterprise, an Inshore Survey Ship tasked with surveying the outer reaches of the Thames Estuary in the UK. It was Pay Day when each rating fronts up to the Supply Officer with his cap on, giving his name, rate and number. Marine Engineer Stoker Goodwin presented himself in overalls as he was on duty in the engine room. On being given his fortnightly pay in cash, he put it in the top pocket of his overalls. On returning to the engine room the Chief Stoker told him to ditch the Engine Room gash over the side. On leaning over the leeward side of the ship his hard-earned money slipped out of the upper pocket of his overalls into the sea. The Duty Leading Seaman came up to the bridge to inform the CO that Stoker Goodwin had thrown his pay into the sea. 'Idiot' was the reply from the captain before following with 'how much?' 'All his fortnightly pay' replied the Duty Leading Hand. 'Hard a starboard, reverse course' ordered the captain. Amongst the oily rags on the surface of the water floated £10, £5 and £1 notes. As the CO ordered Stoker Goodwin to jump over the side the Chief Bosun's Mate called out from the forecastle that he could not swim. 'Tie a rope around him Buffer' came the order from the bridge. Meanwhile the ship's diver was kitted up to be available to help the payless and non-swimmer stoker. With considerable encouragement and mirth from the watching ship's company, Stoker Goodwin splashed through the water picking up as many damp notes as possible. The ship's diver helped out with a container in which to put the sodden notes. This amusing episode was reported in the local Chatham Dockyard monthly newsletter and within a few days a small article on this incident appeared in the national Daily Express newspaper. When HMS Enterprise returned to harbour about a fortnight after this incident the duty postman staggered on board with a huge bag of mail. The majority of it was from Daily Express readers from as far afield as Aberdeen to Penzance, making very strong protests how is the Royal Navy allowed to contaminate the marine environment by ditching gash such as engine room rags into the sea?' No-one commiserated with Stoker Goodwin who overcame his fear of swimming to recover most of his pay. NB A few years later the Royal Navy introduced 'compacters' that crushed all rubbish into small bundles which could be landed on arrival in port

.Barry Lister

FLEET AIR ARM MUSEUM
REPORT TO FEDERAL COUNCIL MEETING
OCTOBER 2016

ACTIVITIES

Oct—Dec 15

Project Board decisions are still pending on the future of the HARS and RAN Historic Flight project.

Recovered 'Wessex' 813 and 832 from RAAF Wagga.

Jan - Mar 16

Northrop Grumman international seminar and support with CMDR Fred Sherborne's 'Wildcat' parts recovery from France.

Met with LCDR David Eagles RN (rtd).

Visit by Danish Chief of Air Force.

RANHFV Gunners presented 'Wings' by COMFAA at various ceremonies.

Apr-Jun 16

Demolition of Captain's House and production of photo book.

Meeting with Australian National Maritime Museum to discuss Wessex and Seahawk swap.

'Wings Over Illawarra' airshow at HARS.

Jul-Sep 16

Naval Heritage Collection and FAA Museum transferred to Deputy CN's organisation.

Visit to CN's Office to view Leonard Long paintings of Captain's House.

Opening of new HQFAA building and LCDR 'Pally' Carr Board Room.

Contents of Museum storage building transferred to I Hangar.

Major reconstruction finished of Albatross Road roundabout at Museum entrance driveway and Main Gate.

OPERATIONS

Navy Canteens continue to operate gift shop and Flight Deck Cafe.

Advertising focussed on school holiday period TV commercials and travel magazines.

Essential support provided by Navy Reservists, volunteers and tour guides.

Visitor numbers for past 12 months were 17,800.

SIGNIFICANT ACQUISITIONS DURING 2015/2016

'Seahawk' 870 installed into Museum for permanent exhibition.

'Squirrel' 862 installed into Museum for permanent exhibition.

'Blanik' Glider from RAN Gliding Association, to be returned from Charters Towers, Qld.

CONSERVATION ACTIVITIES DURING 2015/2016

The Double Mamba 'Gannet' engine nearing completion.

'Dragonfly' and 'Auster' restorations progressing.

'Dakota' engine restoration commenced.

RAN College Clock Tower Historical Collection building upgrades to display large heritage items from HMAS CRESWELL.

The FAAM photographic and document collection.

FORTHCOMING EVENTS

Commemoration ceremony 27 November, 60 years since mid-air collision of two 851 Squadron 'Firefly' aircraft over Jervis Bay.

Ceremonial Divisions on 02 December.

Disposal of RAN Historic Flight aircraft, engines, aviation artefacts and facilities under FAAM control.

Australian International Airshow in Avalon, Victoria March 2017.

TERRY HETHERINGTON

Manager and Senior Curator

Fleet Air Arm Museum

21st October 2016

National President's Report Federal Council Meeting- Nowra Saturday 22 October 2016

Can I commence my report in thanking all our National delegates and visitors for making the effort to attend this Federal Council meeting at Nowra, you are most welcome. On behalf of the National Executive and our Patron RADM Neil Ralph (Ret'd), I would also like to express my heartfelt thanks for your efforts over the past twelve months in helping the FAAA meet its objectives and supporting its members. Well done.

It would be remiss of me if I also didn't thank Terry and his hard working staff in the Museum for the continued fine effort in presenting our history and heritage in such magnificent surrounds. I also know that Terry and many of his volunteers spend days on the road visiting air shows and aviation events showing the FAA flag. Thank you. To our Commander FAA representative, Chief of Staff to the Commander, Captain Shane Craig who was a former CO 816 Squadron, thank you for your time here today, we look forward to hearing from you of the developments of the FM and the base. Captain Craig is shortly being posted to London as the Naval Adviser. This is a thoroughly well-deserved posting, and I am sure he will do the FAA and the country proud.

I believe over the past six to eight years we have built an excellent relationship with the Commander FAA and his staff, as well as the Commanding Officers of Albatross. This relationship is key to our survival and growth, and also provides the uniform FM personnel another avenue to meet former FAA personnel, and if and when needed, a forum that can provide advice on veterans matters through our association with the Alliance of Defence Service Organisations (ADSO). Next year we will commemorate 70 years of the FAA and 100 years of Naval Aviation; these significant milestone events cannot be coordinated, and or celebrated without an all in one family understanding of what the FAA traditions and history are.

Over the past twelve months we have continued to lose members of the FAA family. This is never an easy time for anyone; I just hope that within the FAA Association we have the right communication tools and processes in place to ensure that we never miss one of our shipmates passing on.

Developing a better communication strategy was one of the goals several years back. This has been a successful transition, and the work that Marcus and the National Executive have endorsed in this area has been most pleasing.

We continue to have a good association with the Australian Military Bank who provide an annual sponsorship towards a Slipstream advertisement. I can see no reason for this not to continue for years to come, it is a win-win story for both organisations. Our relationship with the ADSO is there when we need support, and I see no reason why this relationship should not continue for years to come.

I now hand over the reins to Rear Admiral Mark Campbell (RANR) who I have known for 35 years, he will make a fine President, with new and fresh ideas on how to keep the Association growing and relevant with the current serving members. Over the last six years, we have come a

long way, but we need to keep pushing and supporting each other at all levels. We don't need to be bogged down in paperwork, but practical applications of our knowledge and energy to get the job done.

In closing, I want to thank the National Executive for their outstanding support and patience over the past six years. To Neil, Pincher, Phil, Dennis, Marcus and Ray, a sincere thank you. To our Slipstream editor Ron and his volunteer team, also a big thank you for a fine production for all to be enjoy.

I repeat what I said last year, as we depart here today as a collective group, with a common desire for our Association to continue to thrive, I ask you all to have the FAA family at the forefront of your efforts. I'm confident we have developed a sound base to provide a strong footing for growth of the Association, as we watch the current FAA develop into the most sophisticated and highly skilled and capable aviation national asset we have ever had. These young men and women in the air, on the base and at sea, need our support, and that is what I hope we continue to do.

I wish you all the very best and safe travels back home.

Yours aye

Geoff Ledger

National President

From South Coast Register Newspaper Nowra



Lost flyers honoured

COMMEMORATION

BY ROBERT CRAWFORD

Jervis Bay

A CEREMONY to mark the 60th anniversary of a crash of a Firefly aircraft into Jervis Bay, which claimed the life of two young aviators, will be held on Sunday.

At 3.18pm on November 27, 1956 two Fairey 'Firefly' anti-submarine aircraft from 851 Squadron at HMAS Albatross, being flown by British pilots, Sub Lieutenant

David Eagles and Sub Lieutenant Arthur Arundel with trainee navigators midshipmen Don Debus and Noel Fogarty were on navigational exercises, when they collided at about 2000 feet altitude, two miles east of Huskisson.

Arundel (20) and Fogarty (20), a trainee observer were killed.

Their aircraft WD887, broke apart upon striking the water near the crash site.

Eagles (20) struggled to maintain control of his air-

craft, VX381, after seven feet of the starboard wing, including the aileron, sheared off by the collision.

Eagles and his trainee observer, Debus (18) ditched in Hare Bay, Callala Bay about three miles from the crash site, launching their life-rafts before the aircraft sank.

They were winched to safety by a Sycamore helicopter from 724 Squadron.

Despite extensive searches of the area, including by divers, the plane and Arundel

and Fogarty's bodies were never recovered.

Keen North Nowra diver Greg Stubbs has dived on the wreck of VX381 for a number of years and after researching the crash learnt of the wreck's story.

He even managed to track down the surviving pilot, David Eagles, now 81, in the UK and Don Debus in Canberra.

In March, after 10 years of searching, he has located the crash site of WD887.

"We have been able to

recover some debris and in that found items which identified it as the right plane," he said.

Mr Stubbs made moves to have a memorial put in place on the Firefly in Callala Bay to tell its story.

With help from the Royal Australian Navy clearance divers, and Commander Fleet Air Arm, Commodore Chris Smallhorn, from HMAS Albatross, that has been achieved and will be dedicated on Sunday.

2016-17 SLIPSTREAM EDITION

NOV/DEC/JAN

South Australia.

Yes, I am back on deck and slightly healthier than the last time I chatted to you all. The news sent out regarding my heart attack have been startling but a heart attack it was not. Had to have a quad bypass to correct some restrictions leaving me with a central scar on the chest and an 18inch scar on my left leg where the vein was removed to replace the arteries. All very clever stuff and for some, a bit Ho Hum!

My partner Loraine has insisted it not happen again as it scared the sh.. out of her. Also, thank you to all those Members who sent their best wishes.

Right, back to business.

November 11th saw Ian Laidler and Me attend the Remembrance Service at the Repat General Hospital. Special for that occasion but extra special because the Service will be the last one at the Repat. The State Government has other ideas for that valuable site.

I picked and took a hand full of bright red Flanders poppies along to present on the Memorial but by the time it came to deliver, those poor poppies had wilted dreadfully in the hot November morning. Such a good idea at the time. Placed them inside the Chapel with our FAAA plaque and did a runner.

The Association November 16th General Meeting was well attended so much so that Secretary Jan Akeroyd asked for a photo to be taken, which it was and if I or Ron can attach it here we will.

John Siebert spoke at length on the Federal Council Meeting held in October and questions were asked and answered.

2/

Christmas Dinner was pinned down to Wednesday the 14th December and be held at the Windsor Hotel starting around 6pm. A good number have shown interest in attending and you will have to wait for the next Slipstream edition to see how well it all turned out. Crystal Ball in for a Main Check 5.

January 2017 will see some of us gather for a quick Meeting at the Wittunga Botanic Gardens, Blackwood followed by an enjoyable and lazy BYO lunch on the lawns under those gigantic gums that suddenly drop large branches. Suggest you wear a hat. President Michael Stubbington has organized pleasant weather and we get underway around 11am. Plenty of parking, close to toilets, children, grand children welcome , no dogs or Stokers.

March 2017 will see the Association General Meeting plus the bonus of an AGM. As you read this section, think on how you could assist the smooth running of the SA Division and as Marcus Peake requests, grab a non member and sign the bugga up. My words, not his.

Hoping you all have enjoyed the Christmas and New Year madness with minimal blood letting. Looking forward to hearing how everyone else has coped.

MERRY CHRISTMAS TO YOU ALL, HAPPY NEW YEAR.

Regards.

Roger Harrison

Hon. Whipping Boy. (SA).

NSW Report

Another 3 months gone and it seems like a photo copy of the last 3 months, medical takeovers it seems some of us are just wearing out. Because I have been in a cast and live in a two storey abode I have been a stay at home fisherman with a bear's sore head.

Caution to the wind and magical invention called a 'knee scooter' I made it to the commemoration service on JB last week for the deceased aviators Arundel and Fogarty from the 851 Squadron Firefly accident in 1956. A plaque was affixed by divers to the aircraft of Eagles and Debus (still intact on the seabed in JB just off Callah). The two survivors could not attend but there was quite a collection of old 851 aircrew and maintainers present.

Included in this magazine are your membership renewals and you will see they are a little different but there was an omission on the form and the banking details were left off. Bank details are as follows and please ensure that you include your name as you would be surprised at how many have omitted this in past years and it makes it a bit hard trying to work out just who paid.

St George Bank Account No. 049612462 BSB No. 112- 879

I got out to the Museum today for the first time in over a month and surprise. Changes in the topography at Albatross keep changing rapidly. Just to make all the old chaps feel happy, they have demolished the canteen and 'wets', nothing left but a heap of rubble. Not long to go0 before nothing of the old ship remains. A new building has appeared in the middle of the old 'D' area car park and the hangar adjacent to the Museum has gone, only a concrete slab left.

Congratulations to our new Life Members, John Downton has given so much over the years to assist the FAAA and the Museum his award is most deserved. Terry Hetherington has been an organiser in FAAA activities over the last decade or more and lately the Manager of the Museum along with being active in all association events and he is deserving of his reward.

Greg Wise

TASMANIA

Hi to each and all,

It is that time again, gets here much quicker than before? no not really, but it is an avenue of each of us to communicate.

The Tas Div. held its last meeting on the 30th Oct. with some apologies, in the most due to health reasons, including your's truly.

We had a visit from Ray Murrell to the meeting who hales from QLD and may I add a long distant cousin of mine. We had our Pres. attending the national AGM in Nowra, and I note that on reading the minutes I see that there was no mention of the on going submission that I put forward last year, I'm surprised that there wasn't a report of some kind?

from that, it adds that there is the need for more and or better communication from those within the FAAA, sadly it is lacking.

Congratulations to all who have been elected to another term at the National AGM.

All within the Tas Div extend their best wishes for the Festive Season to each and all of our mates and their families and hope all have a very safe Xmas time.

Best regards
Tas Browning
Scribe

FAA Association contact details

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

NEW LIFE JACKETS



The new life jacket NMP 1940 will replace the Pattern 50N Lifejacket and Thermal Protective Suit with a new Personal abandonment Lifejacket and Suit (PALS). NMP 1940 has scheduled commencement of delivery of PALS to Fleet units commencing Dec 16, and continuing throughout 2017. Prior to delivery of PALS to fleet units, there is a requirement to train a number of Safety Equipment (SE) sailors in the differences between the old and new equipment. Thirteen key SE positions around Australia have been identified to receive a PALS Train-the-Trainer course conducted by Survitec Group, the manufacturers of the new NMP 1940 life jacket. The course was conducted on 22-23 Nov 16 at HMAS Cerberus (Boatswains Faculty)

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FROM
THE NATIONAL ASSOCIATION COMMITTEE
AND YOUR'S TRUELY

MERRY CHRISTMAS!

WISH YOU ALL A MERRY CHRISTMAS,
MAY THE JOYS OF THE SEASON
FILL YOUR HEART WITH GOODWILL AND CHEER.
MAY THE CHIMES OF CHRISTMAS GLORY
ADD UP MORE SHINE AND SPREAD
SMILES ACROSS THE MILES,
TO-DAY & IN THE NEW YEAR.