



Aerial photo of HMAS Albatross showing the removal of "C" and "F" Hangers

Captain Simon Bateman update on HMAS Albatross page 9

Published by the Fleet Air Arm Association of Australia Inc
Editor Ron Batchelor email ronbatchelor64@gmail.com
Print Post Approved - PP100002097

McNicol Trophy Awarded to 808 Squadron



Since 1968, the prestigious McNicol Trophy has been awarded annually to the Royal Australian Navy helicopter squadron which has excelled in all aspects of aviation operations, safety, reliability and unit level training. This year the trophy was awarded to 808 Squadron, which flies the MRH-90 multi-role helicopter. Commander Australian Fleet, Rear Admiral Stuart Mayer, presented the award to Squadron Commanding Officer, Commander Adrian Capner, during a recent visit to HMAS *Albatross*. "The attitude of 808 Squadron has been fantastic," Rear Admiral said. Your desire to make this capability work has been first rate and has been much commented on. Your dedication and hard work can be seen by the maintenance availability and flying rate, and the Squadron's ability to get this aircraft to sea and on operations has been impressive."

Afterwards, Commander Capner said that it was gratifying to see the tireless efforts of his personnel over the last 12 months recognised with the presentation of the award. "It's been a very high tempo time for us and we have achieved some significant milestones. We are particularly proud of the Squadron's rapid response to humanitarian assistance tasking for Operation PHILLIPINES ASSIST, following Tropical Cyclone Haiyan and Operation PACIFIC ASSIST earlier this year in response to Cyclone Pam. "On both occasions the Squadron was able to embark within 48 hours and provide continuous service throughout "This clearly demonstrated the versatility and reliability of the MRH-90 and the professionalism of the crews.

"808 Squadron worked hard to achieve the Operational Capability Maritime 1 qualification and we received this just in time to time to deploy for Operation PACIFIC ASSIST. "The qualification allowed us a greater range of flying operations, and our contribution to both operations proved invaluable with the MRH-90 helicopter providing a reliable and efficient means of distributing supplies, providing medical help and accessing remote communities. "Most recently 808 Squadron supported Navy's role in Exercise TALISMAN SABRE, where they provided essential logistical support, in both a ship-to-ship, and ship-to-shore environment and supporting front line operations. During the exercise we also completed a record number of cross deck landings on US ships."

Earlier in the year aircrew and maintainers conducted navigation training and support to the Reserve Clearance Diving Team in Tasmania; in June we supported Army's 8th Brigade during training serials at Singleton Barracks and were involved in the first phase of helicopter trials at sea with HMAS *Canberra*.

"None of this would have been possible without the commitment of the men and women who serve on 808 Squadron and our support networks and I'm very pleased that we'll be able to add receiving the McNicol Trophy to our list of accomplishments," Commander Capner said.

LEST WE FORGET



It is my sad duty to report the passing of Terry Egan at 1540 on Tuesday 15th September. Terry joined the RAN in October 1947 and was discharged in October 1959 with a rating of L/A (O). Terry served on HMAS Cerberus, Albatross, Sydney (Korea) Melbourne and was attached to various squadrons. Terry was a long serving and valued member of the Fleet Air Arm Association. Our thoughts are with Helen and the family at this difficult time.

Yours Aye

Mal Smith



WANTED

Someone to manage our Facebook Page

Low maintenance FB page needs willing volunteer to paste material from time to time and engage in members visiting the site.

Not much work.

Prodrive Racing Australia Crew visit to HMAS Albatross



Description/Caption Commander Fleet Air Arm, Commodore Vince di Pietro, CSC, RAN, Commanding Officer 816 Squadron, Commander Marc Pavillard, RAN, and sailors of 816 Squadron with the Prodrive Racing Australia crew during a visit to HMAS Albatross. Mid-Caption Ford V8 Development Series Supercar driver Chas Mostert was named an Honorary Lieutenant in the Royal Australian Navy (RAN) in 2012. When the RAN announced a five-year agreement with Ford Performance Racing for a unique outplacement scheme which places two Marine Technical sailors with factory Ford. The 12 month placement designed to assist in the training and development of Marine Technicians especially in the area of carbon fibre components. Chas Mostert visited HMAS Albatross with fellow driver Mark Winterbottom and 2015 Team Navy Outplacement sailor Able Seaman Aviation Technician Airframe Sam Devers, where they met with 816 Squadron personnel

Hello Ron,

Thanks for the good work on 'Slipstream'.

I've attached a story and photo which I thought might be of interest to readers – a feature about RANAS Nowra lost in the mists of time.

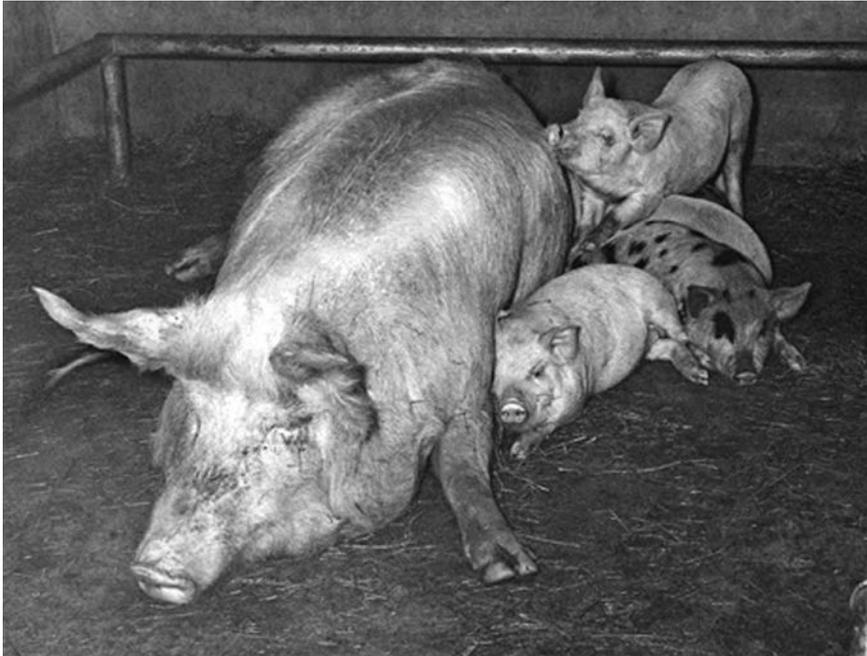
Hope you find it suitable to include.

Regards,

Kim Dunstan



The 'Albatross' Pig Farm



Up until the late 1950's there was a sizeable pig farm at HMAS 'Albatross'. It was located on the Braidwood Road side of the airfield, near the intersection of Perimeter Road and the road which crosses runway 21. The site included a substantial a brick building, which had undercover enclosures for the pigs and outside yards where the animals could wander freely.

Because the pig farm was under the supervision of the First Lieutenant, several sailors from the 'Jimmy's Yard' were employed there fulltime, mucking-out the pig pens and enclosures and feeding and attending to the pigs. It was generally thought that - to be assigned to the pig farm was a punishment draft. But, overall it

was quite an impressive operation, complete with three-ton truck to collect the food, boiler rooms and food storage areas and crew room.

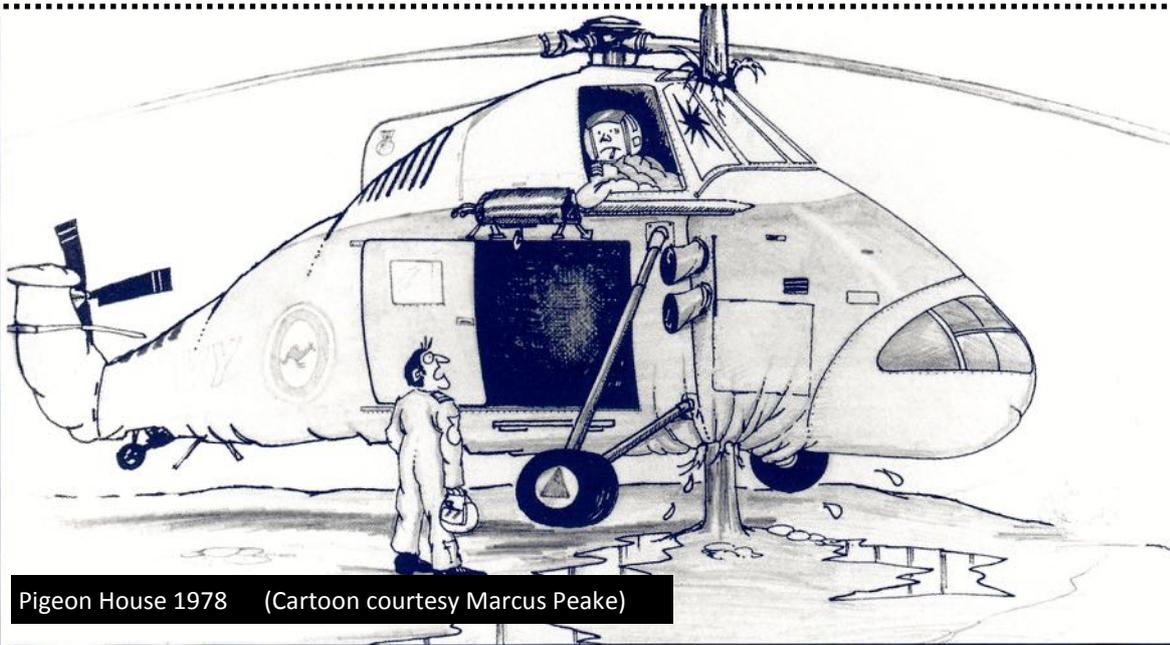
The pig farm managed to be quite a profitable operation as there was a steady turnover of pigs going to market and lots of piglets from an active breeding program. A major source of food for the pig farm came from the slops and left-over food from the sailors 'scrans hall' with further supplies from the Officers, CPOs and POs messes. None of this food went to waste as it was collected after each meal and returned to the pig farm where fresh material was sorted, the slops were boiled-up - and thereafter quickly consumed by the pigs.

It was a standing joke at 'Albatross' that 'we were being fed pig food - only we got it first'. There were, however, unfortunate cases where the pigs suffered rather badly - this happened when broken glass or bottle tops from the galleys were thrown into the waste bins which ended-up in the slops eaten by the pigs who, not surprisingly, died. This was a source of great distress to the 'Jimmy's office' as it created fees from veterinarian visits and autopsies to determine the cause of death, all of which were rather costly - and all because of carelessness.

In other respect the pigs seemed to thrive. And like all good pigs they had a lovely time eating, sleeping and doing the things that pigs like to do. Another benefit was, there is reason to believe some of those who worked at the pig farm, went on to be successful pig farmers, following their DEE. Sadly, the 'Albatross' pig farm came to an end when an Act of Parliament decreed that pigs were not to be fed waste food. The reason for this was to stop the spread of highly infectious pig (and human) diseases via recycled food from kitchens and food processing plants. Not everyone agreed with this, because it put an end to a cheap, nation-wide way of raising pigs. However it closed the door on a dangerous practice as the quarantine and health experts pointed out.

For the curious, if you Google Nowra Airport map and look at the satellite photo of the airfield the faint imprint of area described is easy to see.

YESTERYEAR



Pigeon House 1978 (Cartoon courtesy Marcus Peake)

'We landed on Pigeon House but unfortunately, as it turned out, the boy scouts from Canberra had been there recently and had cemented a 'bus stop' in the centre of the landing spot.. Neither of us saw the yellow post as we approached and we subsequently landed on top of it. It was extremely difficult to get the helicopter settled on the landing pad - due to the unknown obstruction underneath. Acknowledging something was wrong an emergency take off was initiated. Once airborne it was realised that the helicopter had a serious fuel leak. An autorotation into a bush clearing was made minutes before the engine stopped through lack of fuel. There was a positive ending to this sad and sorry tale. The RAAF flew the aircraft back underslung beneath a Chinook helicopter and the Wessex was made serviceable for flying operations soon after. The 'bus stop' had pushed the high pressure fuel pipe feeding the engine up into the aircraft and was severed, causing a massive fuel leak. Thank god for Rolls Royce engineering!' Lieutenant Ian Stanley (RN exchange) was the rescue pilot' (courtesy FAA Museum)



'Senior Sailors Mess – HMAS Albatross May 1977 (RAN Photo)

Whereas it has come to pass that this Mess is doomed, let us ponder its nautical history before playing the Last Post. The original Chiefs and Petty Officer's Mess was opened in 1948.

Separate Messes were provided in 1950 when the Chief Petty Officers moved into this building.

In February 1976 the Senior Sailor's Mess was formed when the Petty Officer's Mess was scuttled.

Therefore should the salty memories of all who have been Members be forever with us as this Mess sinks slowly below the waves, and let this certificate testify that the holder attended the official decommissioning on Friday 19 August 1977.

Signed James Lee, President'

(Courtesy of FAA Museum)

RANGA

The Gliding Club was pretty active when I decided to join during the early 1960's, mainly due to the influence of Don Daniels. At the time I was fully involved with the hockey team, playing at Representative level. Don reckoned I should do one or the other so I chose gliding. At the time, the main members were Don, Keith Hodges and Don Allen (a civilian businessman from Nowra) and Arthur Johnson as the instructors. Weekends were the busy time as we were on the go from breakfast to dark. New members –like me-had to work hard all day and , if lucky-got a 2 minute flight back to base hangar. It was a deliberate ruse to see if a new blood would stick it out! The benefit was that you learnt all of the ground operations as well as observing flying ops.

We had 3 aircraft at that time which were the Kookaburra MK4 and the Mk2 as well as the Nymph. The Nymph was a single seater and, on launch, began to porpoise which got worse unless you corrected immediately and gently. I found that, at slow speeds, as in a thermal, a vibration began from the aft end travelling forward. Increasing speed fixed that. Otherwise, it was a good little aircraft. Due to the proximity of NAS Nowra to the coast, the sea breezes knocked most thermals on the head, so that our circuit training was at a high standard as each flight duration was usually around 5 minutes or so. The 3 ton truck with driver & observer were kept busy as was the launch crew. Mention has been made of the courses we put on for the Midshipmen from the College. Busy days and good fun. Most of the cadets went solo during the week or shortly after at NAS Nowra. Arthur Johnson had arrived back on the scene & took over as CFI. Peter Welsh joined as well.

John Crawley arrived on the scene and was very keen to get to solo quickly. He went on to become CFI later. Bob Connellan joined also and Colleen with their 2 dogs were regular visitors. One day, I took a bloke flying in the Bocian. At 3000ft, I looked behind to ask him if he was enjoying the trip. He was struggling not to vomit into his hankie so I got back to land asap. He owned a Sunbeam Alpine and Colleen's 2 dogs had their leads looped over the rear bumper overriders. He leapt out of the glider & into the car in a rush to get to the bush & be ill out of view from the rest of us and drove off with the 2 little dogs about to get airborne. Everyone shouted and luckily, the car stopped and dogs were rescued. Lots of relieved laughter.

The Kookaburra Mk2 had been involved in a crash at the infamous end of Runway 26 with no one injured. Keith Hodges and John Crawley were the flying crew.(Re the crash some long time previously when Harold Kent was injured, the other person was Mick Wynum, who lives in Bombaderry). Arthur and I loaded the damaged aircraft on the trailer and with a trusty Land Rover set off to Adelaide for Harry Schneider to repair the old Mk2 and to collect our brand new Arrow from him. Overnight, we pulled the trailer off the road onto the gravel near the wire fence and slept (?) on Navy stretchers. The worst thing was being woken early in the am by a screeching flock of Galahs. A couple of shots fired into the air sent them packing! We got through to the nearby dam to get some water to clean our teeth and the water was so cold, it nearly cracked our teeth off! Fun! As we were running well down the Aeroplane Hills and feeling a bit drowsy, I looked up and saw that the front former holding the wing in place had broken and the wing was on it's way upwards. We were travelling fairly fast so I suggested to Arthur that he slow down slowly to allow the wing to settle. Gave him a bit of a startle as well. Anyhow, we repaired the trailer and made it safely to Gawler. Our trip back to Nowra was uneventful and the Arrow created great excitement in the club. It was our first high performance machine and a pretty good machine for distance flights. In '63, 11 of us travelled to Cowra for a couple of weeks camp—in the vacant asparagus pickers huts-about minus 5 star! I went to the neighboring farm to try and buy some chooks but the farmers wife said NO! I explained why but she said no again and then said that we were all to come to their place for Christmas lunch and dinner! What a family! We were treated most royally and as their own family.

The local crop duster let us use his pilot and Tiger Moth with all of the spray gear attached for aero towing. To fly straight needed almost full right rudder and stick! I went off in the Arrow and got to 9000ft over the Wyangla Dam then to 11000 feet with a huge flock of Swifts who were enroute to somewhere land, so after 6 hours, landed back at Cowra Aerodrome. Much excitement! Gliding conditions were pretty good. I was up in the Mk2 Kookaburra to get my height qualification for silver C and to get down to let someone else have a go. I had great difficulty in doing so. With the stick fully back, it wouldn't stall and had a 500ft /min climb! So I sideslipped all the way down &. that was enjoyable!

We got permission to swim on a property & when we drove out at dusk, the farmer had flood lights on, a long bench, loaded up with cold beer and sandwiches. It turned out he was a Lancaster pilot from WW2 and got a bit excited to have a bunch of Navy fliers on his property. Arthur and I eventually sent him solo in the Mk4 Kookaburra. That really gave him a thrill.

In December 1965, a team of us set off for Waikerie, South Australia , to take part in the National Championships. We had 2 Landrovers with the Arrow and Mk4 Kookaburra on trailers. The racing team was comprised of Arthur Johnson, John Crawley and myself. The sky overhead the Airfield got pretty congested and you had to keep a good lookout at all times-no looking inside the cockpit! I recall around 21 or 22 gliders in one big gaggle trying to get away from the aerodrome area. That was certainly thrilling to say the least.

On one race day, we had to fly 100km out and then return. It was difficult to get away as there was an inversion at 3000feet which meant we couldn't get any higher than that in a thermal. So there was a lot of aeroplanes milling around waiting for a break. I finally got away and was down to 1500ft over some rough country by the Murray river, thinking that things looked a bit dodgy! Off to my right, I spotted a bunch of pelicans en route to Lake Eyre and they were gaining height in a thermal so I whistled over and joined them. That took me up to 7000 ft and from there up to 10000ft. I turned over Spalding to head back but didn't realise that a strong headwind had sprung up. Eventually after 7.1/2 hours, I landed in desert type country, one orange orchard short of the aerodrome. It was 7.30pm. The lights were shining in the darkness! There was a very strong wind blowing and, with the sandy soil, the glider stopped almost instantly, nearly catapulting me out of the cockpit! I walked to the farmhouse, knocked on the door which opened to show me a group of people playing cards and drinking beer. The bloke who opened the door shouted "F.... off" and slammed the door in my face. I found out later that there was a penal farm near by plus I was wearing the light green summer flying suit. Eventually, after getting to the road, I was picked up and taken to Waikerie airport where I was able to organise to crew to come and collect me and glider.(That was about midnight!)

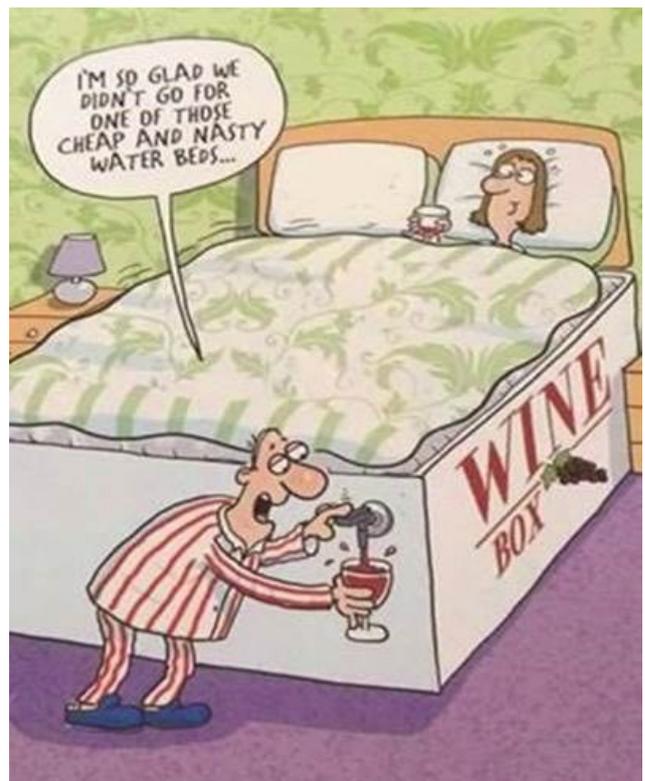
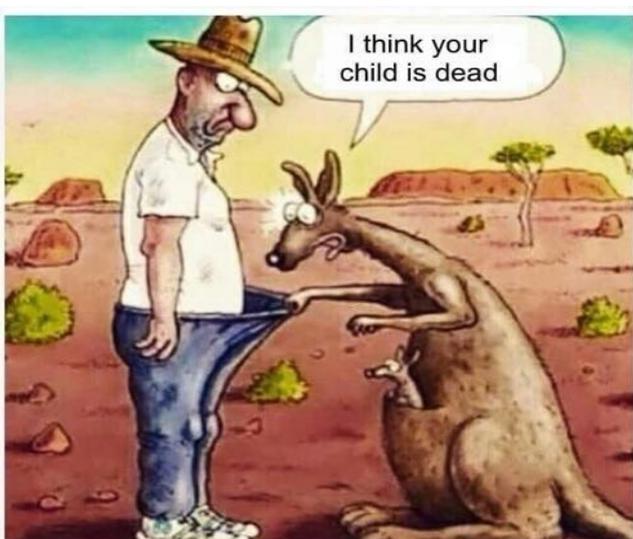
Ken Horton –a civvie from Wollongong University- was part of the support team and he had a flight in the Kookaburra to try and get his height , distance and out landing components for his Silver C certificate. It was suggested that he look for a landing area, near a gate, house-easily accessible from the road and so on. So off he went. Myself and a couple of others set off in the Land Rover ,with trailer, in the direction of Nuriootpa. Sure enough, there was Ken flagging us down from a car heading toward Waikerie. He said that he'd landed in the next paddock over to the North Well, he sure had –in fact you could have landed a fleet of 747's there!. The problem was to get to it.

Landrover in 4wd, over fallen trees on the fence line and so as not to wreck the Glider trailer. Got there! How do we get out? While derigging the glider, I drove up to the corner of the paddock to a claypan which ran up a sand dune on the fence line. With luck, we could run up the pan and, with all pushing, get the whole rig over the top. This came off & we were becoming dehydrated as it was very hot(120 in the shade) and our small supply of water had expired! It was a huge relief to get back to Waikerie airport and then to swim in the Murray. Ken happened to dive in with very expensive sunnies on though we yelled out to him to stop-too late, the glasses were never found again.

John and Ros Crawley took over the running of the club and there was an Auster tug to get people up quickly. Both of them did very well and the club had some adventurous times..

Ken Horton was flying the tug at Benalla one day and suddenly there was a BANG and over speed engine which he managed to shut down quickly. His propeller had decided to part company with the aircraft not long after take off. Ken manage to "dead stick" back to the airfield and they were able to recover the prop from the nearby farm. Ken came over to UK and he & Ingrid lived with us in my home near Henley on Thames. I bought an old Auster so we had wheels again. Rowing got into us a bit and then we went to Lasham to the gliding club there for some flying. Derek Piggot took us (as poor Aussie waifs!) under his wing and checked us out on the Motor Falke glider. Nice bloke. We flew the Auster over the Channel to Cambrais in France, scene of some big battles in WW1. A large storm nearly blew us out of the sky trying to get into Ashford aerodrome-there were light aircraft scattered every where. I think we were the only ones to make it. A lovely French family adopted us and were were a couple of days before we flew out of France

Barry Lister



Hi Ron,

I did enjoy reading the latest Slipstream but I was concerned about an item in Junes Navy News which later appeared in the Slipstream.

The current role of the AVN sailor is a bit over the top. I am surprise their role could be classes as being a AVN Technician.

Regards

Gary Tearle
North Nowra 2541 NSW



Coniston Close

North Nowra 2541

The Editor
R8-LG-038,
PO Box 7909
Department of Defence,
ACT 2600
Dear Sir or Madam,

I wish to correct an item in the Navy News dated June 4, 2015 and the Slipstream magazine date June 2015. The particular item is titled Leap into a new world (Navy News). It suggest that the AVN category was formed in 2011. As a former AVN sailor I occupied the rank of LSAVN back in 1973 thus the so called new category was formed earlier that 2011.

I believe your article takes licence when POAVN Paul Parnell decribes the course he took to become a AVN sailor as "The hardest aspect of the course for me were maintaining situational awareness with so many concurrent and dangerous activities happening on the deck at once and being responsible for anyones safety,..."

The present AVN sailors are dealing with rotary winged aircraft where there are dangers but compared to the 70s where the AVN sailor was dealing with both fixed and rotary winged aircraft on the flight deck of the carrier HMAS Melbourne the dangers were considerably more perilous. My point is the present AVN sailor is blowing out of all proportion his actual role to those of the AVN sailor back in the 1970s.

Yours sincerely,

Gary Tearle
Ex LSAVN - RAN
8th July 2015
CC Editor - Slipstream magazine

**DEADLINE FOR
ARTICLES FOR NEXT
EDITION IS WEDNESDAY
9TH DECEMBER 2015
GOING TO PRINT
FRIDAY 11TH
DECEMBER 2015**

DISCLAIMER

Slipstream is published by the Fleet Air Arm Association of Australia Incorporated. All rights reserved. Reproduction in part or whole is forbidden without the express permission of the Editor "in writing".

All care will be taken with material that is submitted for publication but no responsibility is accepted or assumed by the publisher or editorial staff for any loss or damage incurred to it. The views and opinions expressed in this publication do not necessarily reflect the views and opinions of the Association or Committee of Management.

* * *

ALBATROSS TODAY

As I perused the last edition of *Slipstream* I realised that I as the Commanding Officer have been extremely remiss in not providing an update on what is happening here at HMAS *Albatross*. Those of you who may have had the opportunity of visiting recently would have noticed that the 'Tross is essentially one big construction site at the moment. I'm not complaining however, as I think that after 67 years the place was in dire need of a facelift.

The renovation which is occurring here is an accumulation of a number of major infrastructure projects. Firstly, you would have seen previous *Slipstream* articles on the introduction of the new MH-60 Romeo Seahawk Helicopter. With that acquisition project came the construction of a fantastic new building on the western side of *Albatross*. This state-of-the-art building now houses the newly commissioned 725 Squadron along with 816 Squadron and the Romeo Training Facility. The building is also home to one full-flight mission simulator with another to be installed next year. It also houses the B-Romeo which is a whole aircraft used for aviation technical training as well as a number of other training simulation devices. The interesting challenge that has been raised by the location of this building is that there are now nearly 500 uniformed people on the other side of the airfield. This has led to us establishing the Seahawk Café in the building and we are working on a reasonable adjacent grassed area for PT to be conducted. You never know, we may also see a requirement for a shuttle bus arrangement at some point in the future in order to move people back to the primary support services on this side of the base.

It is on this side of *Albatross* where the real action is occurring. The HMAS *Albatross* Redevelopment Project has been running for a number of years however it has really got a head of steam just recently. Much of the work has been occurring underground as all the primary services including power water and sewerage are being renewed and replaced. This has required a tremendous amount of ditching and tunnelling. I truly believe that we have a monopoly on all the temporary fencing in the Shoalhaven area....

This temporary fencing is also around a number of construction and demolition sites. Sadly, we have recently seen the demolishing of C- F Hangars of which I know many *Slipstream* readers would have fond memories. Unfortunately these hangars contained asbestos and other heavy dust and were no longer being properly utilised and as such it was determined they had to go. At some point in the near future we will also see the demolishing of the old canteen complex along with the main gate buildings. They will be joined soon after by the old Headquarters Fleet Air Arm building. However this won't occur until the new replacement buildings currently being constructed are completed.

The last major project affecting us all here is the recently announced Helicopter Aircrew Training System or HATS project. This project had been gestating for a little while but it has now been approved that all basic helicopter training for both Navy and Army will occur at *Albatross*. This means that even more construction will commence shortly with another large training facility similar to the Romeo facility being erected over the car park opposite the current 723 and 816 Squadron buildings. 723 Squadron will also be temporarily located in B Hangar and Hunter Block whilst their current digs in L Hangar are refurbished prior to housing the HATS Live Training Facility. The HATS trainee will be accommodated in two new buildings which will be constructed over the current officers accommodation in Melbourne Block.

As you can see there is an enormous amount of work occurring here at *Albatross*. In September 2015 there will be 22 workfronts opened across the base. Despite all this construction it is an incredibly exciting time to be here. I look out my window every day and not only do I see B-Double trucks trundle by but I also see new Romeo helicopters in the circuit, MRH-90s lifting loads, AS-350 Squirrels still doing a great job and shortly they will be joined by the HATS EC-135 aircraft. That's my challenge at the moment, ensuring that all this aviation capability can continue to be provided despite all the infrastructure work. It's a great time to be here in this period of renewal and rejuvenation for the Fleet Air Arm.

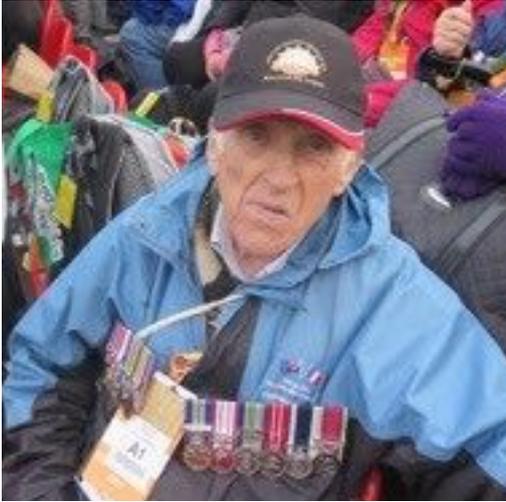
Simon Bateman
CAPT, RAN
Commanding Officer

YESTERYEAR

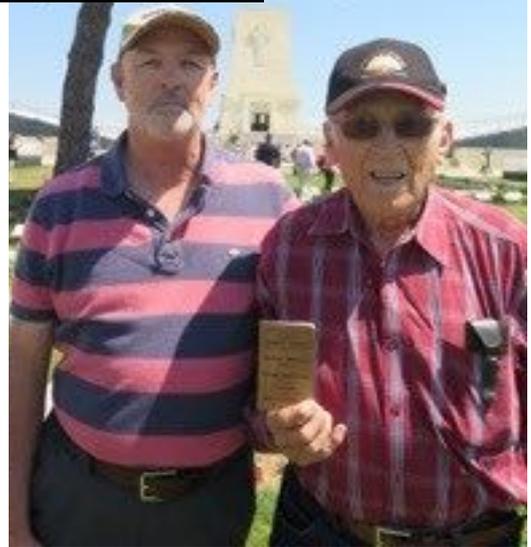
Photos from the album of the late JOE MALCOLM



GALLIPOLI 100 YEARS



Ian Ferguson
And Son
Grant



Dear Ron,

A few lines to tell of my experiences at the Centenary of Gallipoli. My son Grant and I during a family barbecue in December 2013, decided to make the trip to Gallipoli if we were lucky enough to win a spot in the ballot. Since we were both direct descendants, and veterans of other conflict we were eligible for each of the three parts of the ballot, i.e six bites of the cherry. Only one of us had to get a spot as each place was for two people. As luck would have it I got a place in the first ballot for Direct Descendants.

We decided we would not fly longer than ten hours at any one time. We made the first leg for a little R and R in Hong Kong for three days. Hardly recognised the place after fifty two years. A sleep stop in the Airport Hotel in Dubai, and then on to London for three days, we stayed with a retired British Army Officer friend of Grants in Roehampton, we picked up a car at Heathrow, then on to the Cotswolds for another three days. Grant surprised me and took me back to Yeovilton to have a look through the Museum. Things did not look a lot different to 1948, could see the hangar we did our practical training in. Took a short drive to find the "Lamb and Lark" there it was just the same as it had been in 48, with the addition of a car park, the only problem it was **closed** on Mondays.

We were in Turkey for a total of eight days, four of which were spent on the peninsula, the rest in Istanbul for sight seeing and shopping. We arose on the 24th April in the Hilton Bosphorus at about 7am and we left for the Dawn Service at 11am. The Bus trip is about six hours, however with the security requirements that were in place we arrived at the Commemorative Site at North Beach at a little after 10pm on the 24th. It took more than two hours to clear the first check point, there were a further two and a final airport type check on the walk to the Commemorative Ste.

The Dawn Service was as expected a very moving and sombre experience, a new innovation was a laser light show, just as dawn broke the laser lights lit up the Sphinx which is immediately behind the grandstands and the seating facing the Aegean Sea, then the beams were directed out to sea in the direction of the approach to Anzac Cove. Shortly after all the ship which had laid offshore made a direct approach to Anzac Cove before turning starboard toward Gaba Tepe.

We were fortunate in that I had mobility assistance and did not have to make the 4.5 kilometre trek to Lone Pine. Before the start of the service at Lone Pine you would have thought we were at a pop concert when Prince Charles and Prince Harry took a walk among the crowd. The crowd was even more packed at Lone Pine and making a trip to the toilet was like spending 80 minutes in a rugby scrum, thankfully only had to make the trek twice. We finally made it into our bus at 4.30pm, and arrived at our hotel Canakkle at 9.00pm, all up 40 hours.

Prior to our departure Terry Hetherington Manager of the Fleet Air Arm Museum gave me a Small book of "The Gospel according to Saint John". This book was given to soldiers during the first World War prior to going into action. The book was reproduced by the same group who provided it in WW1 to commemorate the Centenary. The book had been given to Terry by Chaplain Porter from HMAS Albatross, who wanted a signed copy to place in the Albatross Chapel. Terry asked that Grant and I sign the book at some significant place on Gallipoli. We did so at Lone Pine on the 27th April with my fathers details included.

We made our return to Australia after a short stop in Rome, then transited through Dubai. Followed by a pleasant three days in Bangkok with Grants sister in law. This trip was high on my bucket list, to be lucky enough to be able to pay my respects to all those who never made it home, plus those six member of my family who saw service in WW1. My father John Malcolm and cousin John Hayter were the only two who served at Gallipoli.

Regards
Ian Ferguson

I WANT ONE OF THESE



725 SQUADRON COMMISSIONING



Caption (R-L) Commanding Officer 725 Squadron, Commander David Frost, RAN, full time reservist Leading Seaman Vicki Pearn and husband, Lieutenant Andrew Pearn, stand with 725 Squadron's commissioning cake. Mid-Caption The strength of the Royal Australian Navy Fleet Air Arm was enhanced with the Commissioning of 725 Squadron on Thursday, 11 June 15 at Naval Air Station at HMAS Albatross, Nowra.

Minister for Defence, the Hon Kevin Andrews MP joined The Member for Gilmore Ms Ann Sudmalis, Chief of Navy, Vice Admiral Tim Barrett, AO, CSC, RAN and Guest of Honour, Ms Gabby Kennard at the ceremony.

Equipped with the MH-60R Seahawk 'Romeo', 725 Squadron will operate as the training squadron. The maritime combat helicopters are the next generation submarine hunter and anti-surface warfare aircraft.

725 Squadron has a long and proud military history. This is the fourth time the Squadron has formed

WHEELCHAIR RUGBY PLAYED ON HMAS CANBERRA



It was a big bash of a different kind as the sound of custom-made wheelchairs colliding at speed echoed in HMAS *Canberra*'s hangar deck this week. In support of Navy's Fleet charity, Disability Sports Australia and Wheelchair Rugby, HMAS *Canberra* provided a unique venue for a celebration of the first quarter century of national wheelchair rugby competition in Australia. On a specially installed wooden playing surface, wheelchair rugby players, including several Paralympians, demonstrated their skills by playing a no holds barred game in front of a raucous crowd. It was a spectacle to remember for the almost 300 invited guests who represented the elite in sport, business and community.

Parliamentarians, industry heavyweights, sponsors and the disabled athletic community were initially treated to a taste of Navy with guided tours of the ship before witnessing a sunset ceremony. After a welcome from HMAS *Canberra* Commanding Officer, Captain Chris Smith, and the obligatory brief speeches, it was down to the other reason people were excited to visit Navy's largest ship. For those who had never witnessed wheelchair rugby, it was an exciting introduction to a sport played by competitors who literally throw themselves into the game. The main demonstration game was staged between the GIO NSW Gladiators and a Legends team comprised of players from around Australia. Several Paralympians took part, including Ryley Batt, Chris Bond, Nazim Erdem and Jason Lees.

Three time Paralympian, Ryley Batt, echoed the sentiments of the elite players when he said it had been a night to remember for the entire wheelchair rugby community. "I'd really like the Australian public to check out a game of wheelchair rugby, I'm sure they'd love it -we do, we love the physicality and the hits and the camaraderie," he said. "It's not very often you get to play on a Navy ship, let alone the largest ship in the fleet. "It's been an amazing experience and something I will remember for the rest of my life." Former field rugby union international and Wallaby, Nathan Sharpe, Welsh rugby international Ben Evans, sponsors and Navy personnel, including Captain Smith and Director General Navy Health, Commodore Liz Rushbrook, took to the wheelchairs for the celebrity game and promptly discovered wheelchair rugby is not for the faint hearted. "It's much harder than it looks," said principal sponsor, GIO's Matt Kayrooz, also who took part.

"The boys are fantastic, they're role models. People who have pretty bad accidents can see that it's still possible to play for their state, even their country...these boys are good." "It's fitting to see rugby, whether it's played on a field or from a wheelchair, to be one of Australia's premier sports," Mr Kayrooz said

PHOTOGRAPHIC REUNION

Hi All

I guess you have been scanning the pics of the last reunion in Slipstream and remembering the great time we all had. Well it is now time to start work on our next reunion. I have volunteered to help Trevor Klose in his efforts. I have also volunteered Ron Batch (wont tell you what he said but I reckon you can guess). Before we can commence organising things we need a notice of interest in attending. Therefore I ask that you respond to this ASAP so that we know where we stand..

Trevor has been beavering away seeking out Venues etc in the beautiful Barossa Valley and other basics that we need before we start. The basic plan is to base the function at the Tanunda Caravan Park since the Swan Hill was such a success.

The dates we have chosen are May the 4th, 5th, 6th and 7th 2017

Please reply yes or no asap. It may be a long way off but it requires a lot of planning for a successful reunion We are aware that there is a lot of our people who are not on the net or we do not have their Email addresses. If you know anyone of our old mates please encourage them to contact either myself on 0438466080 or Trevor Klose on (Mobile) 0418632508 Home (08) 85632829.

Cheers Pedro

We need your email address!

Email addresses are important because they let us communicate with you better, keep costs down and allow rapid exchange of information.

Across the whole of the FAAAA (excluding WA) only 40% of our members have recorded email addresses. Some Divisions are better than others, as per the table on the right.

Please help us by sending your email address to:

webmaster@theFAAAA.com

If we already have it, it doesn't matter if you inform us again as it's a good way to check we have the right one.

If we don't have it then you will be helping by giving us this information. The target is to have at least 70% of all members by the New Year.

Division	% of members with recorded Email Addresses
NSW	36%
VIC	66%
QLD	54%
ACT	100%
SA	69%
TAS	62%
WA	50%

MY DAD

I took my dad to the mall the other day to buy some new shoes (he is 76). We decided to grab a bite at the food court. I noticed he was watching a teenager sitting next to him. The teenager had spiked hair in all different colors - green, red, orange, and blue. My dad kept staring at her. The teenager kept looking and would find my dad staring every time.. When the teenager had had enough, she sarcastically asked: "What's the matter old man, never done anything wild in your life?" Knowing my Dad, I quickly swallowed my food so that I would not choke on his response! In classic style, he responded without batting an eyelid "Got stoned once and had sex with a parrot. I was just wondering if you might be my kid.



REST IN ETERNAL PEACE

EULOGY – CHIEF PETTY OFFICER (AIRCRAFT MECHANICIAN AIRFRAMES ENGINES 1ST CLASS)

RICHARD GEORGE MARKWELL BEM

I write this eulogy with a heavy heart as we say farewell to another member of the RAN Helicopter Flight Vietnam. In our elite unit, Dick Markwell stood out for his remarkable qualities; both professional and personal. In our unusual situation, where we combined with Americans to form the 135th Assault Helicopter Company of the United States Army, he earned the absolute respect of everyone in the Company, which was not always an easy thing to achieve when you take into account the very diverse training and culture of the United States Army. He was able to achieve this through his calm authority, professional knowledge, “unflappable” leadership and sheer hard work.

As his Commanding Officer, I always recognised his loyalty and devotion to duty, which made our task of maintaining morale and efficiency much easier. The number of hours flown and the enemy damage sustained by our “Hueys” meant that the pressure on the maintenance platoon, which Dick led, was astonishing and probably unprecedented in the history of the RAN Fleet Air Arm. The task of providing sufficient serviceable helicopters for each day’s mission, involving as it did, work around the clock in primitive conditions and harsh climate, was so great that it might easily have resulted in a complete breakdown of morale and discipline – which did occur in other Companies in Vietnam. The wonderful leadership provided by the Australian NCO’s led by Dick (and the man reading this eulogy!) was beyond price and was a major factor in the EMU’s reputation as the elite helicopter company in Vietnam. No matter how intense the pressure or how difficult the task, Dick always had a calm smile and the reassuring response “she’ll be right Sir!”

The fact that the Americans highly respected his ability, when National rivalries and pride might easily have clouded judgement, speaks volumes for all his qualities and his appointments as Chief Technical Officer and Acting Company First Sergeant caused not even a murmur of dissent.

In looking through my records, I have only just realised that Dick was the only member of the Flight who was older than me; but he never “pulled rank”!! On completion of his tour of duty, Dick was awarded the British Empire Medal which was little enough reward for his herculean efforts and I know that he felt he wore that decoration on behalf of all the maintainers; just as I wear the DSC on behalf of the entire Flight.

Vale Dick Markwell – a remarkable Australian who it has been an honour to know!

David Farthing

Commodore DSC RAN Rtd



WORRAM PHILLIP

It is with sadness that I have to report the passing of Commander Philip Worssam RAN (rtd)

Commander Worssam ho was a member of the Victorian Division "Crossed the Bar" on Saturday 4th July

Commander Worssam will be laid to rest on Monday 12th July at Doncaster Victoria

The Association's condolences are extended to his wife and family

Your Aye

Dick Martin



DOBSON ALLAN

Dear Ron,

It is with great sadness that I must inform you of the death of Alan Dobson..

My father died peacefully on Sunday 5th July 2015 after a short illness..

My very best regards
Tavid Dobson



THE WOLFMAN CONFESSES

The 'Wolfman' Confesses - The Truth and the Facts

As you could well imagine I was extremely interested in the article in Slipstream in the April 2001 edition written by 'Toz' Dadswel', a former XO of HMAS Melbourne, about the 'Wolfman'.

This article along with many stories about the Wolfman has many inaccuracies and distortions - there is only one person who can tell all, and that is the Wolfman himself.

In replying to the article I don't aim to offend anyone but to tell the readers EXACTLY what happened in a truthful and factual manner. Age or substance has NOT affected my memory and records; readers can judge for themselves.

There was some colourful language used during Wolfman's 'Reign of Terror' - for obvious reasons I will not include it - I'm sure the readers can fill in the gaps.

The Wolfman is born

The Wolfman made his first appearance in 1974 at the BONG BONG picnic races in the Southern Highlands of NSW. Having heard many stories about the fun and festivities to be enjoyed at Bong Bong, I was one of the first to put my hand up when the Bomaderry Australian Rules Football Club proposed a bus trip to go there.

In those days wearing fancy dress to such events was uncommon, but I decided to add my own entertainment and bought myself a mask and a top hat - to complete the costume I wore my trusty old Pusser's Burberry. Amongst the social confusion of the Bong Bong races, the Wolfman became a celebrity - so much so, that he appeared on what was the first live colour TV transmission in Australia.'

The Wolfman Joins HMAS Melbourne

In 1975 I joined HMAS Melbourne as part of the maintenance crew with HS817 Squadron operating Wessex helicopters, to participate in a RIMPAC exercise off Hawaii.

During this particular trip my duties were 'flight deck servicing'. This entailed being on duty every second night on the flight deck from 1800 until 0800 the following morning doing routine minor servicing, assisting with folding and spreading rotor blades and refuelling the helicopters.

I had done the same duties in 1974 during Exercise Kangaroo 1 and was well aware of how boring it was and how slowly those hours dragged by. The Wessex would return from their ASW (anti submarine warfare) sorties - change crews, refuel and take off again - being on deck approximately 10 minutes every 2 hours. Those of you who have worked the same routine will know what I am talking about - this night time boredom.

It was with this in mind that I decided that Wolfman would also join HMAS Melbourne - to liven up the ship and create some interest.

The Wolfman's 'Reign of Terror'

The Wolfman only appeared every second night - those nights when I was on duty from 1800 until 0800 the following morning (it must have been a full moon every second night). These events which I will describe DID happen, are TRUE and are the ONLY ones in which I participated in as Wolfman - any other stories are either fiction - or maybe there was more than one Wolfman.

On the first occasion I donned the mask (no top hat and Burberry) - I used some red bunting as a cape. It was about 0100 when I went up to the ComCentre and knocked on the shutter. When the duty communicator opened the shutter I asked him, "Are there any telegrams for the Wolfman tonight?" He wasn't frightened, but the look he displayed can only be described as 'Am I awake or dreaming?' When he gathered his thoughts he just laughed and I disappeared into the darkness.

The second occasion was about the same time (of course, in the middle of the night) when I entered the mirror gyro compartment. For those who aren't familiar I'll explain. A very important part of the landing mirror system is the gyro - so important in fact that a 'greenie' (electrical sailor) must keep watch in the gyro compartment to monitor the correct operation of the gyro during all flying operations.

This compartment was situated alongside what we called the 'TA100 Sponson'. This was where the maintainers from HS 817 would wait for the 'chopper's and fill out the aircraft log books (TA100). Naturally we got to know the greenies that kept watch in the compartment and also knew that as the gyro was very reliable, they slept for most of the period they were on watch. The compartment was air-conditioned and quiet - just the perfect place for a good sleep. They even had a padded vinyl covered board in there to make their naps more comfortable.

The night that Wolfman entered, AB Osborne was the greenie on watch. I gave him a shake and said, "Aren't you meant to be on

watch?" He awoke with a start and threw a punch that missed, and I disappeared. I don't think he would ever sleep on watch again!

Another night I decided it was time for the Wolfman to pay a visit to the briefing room. It was an ideal location as it had doors at either end – more chance of escape should he face the possibility of apprehension. I entered via the forward door - there was no briefing being conducted at that time, but many pilots and crews were relaxing - drinking coffee, smoking etc. I gave some growls and raced down the aisle and left via the aft door being chased only by laughter and cheers.

Of course sailors talk about what's going on and it was becoming known that there was a Wolfman onboard. This was evident during the next activity.

The maintenance crews for VS 816 (Trackers) would sit and wait for their aircraft inside the island on flight deck level. At night during flying operations this area was dimly lit with red lights, but being a Wolfman I could see quite clearly.

On this particular night two of the squadron Chiefs, Bill Strahan and 'Blue' Walker, were kneeling on the deck checking out a Tracker logbook. I leaned over their shoulders and pointed to the book and said, "What's that entry?" As I was disappearing to the flight deck I heard, "Did you cop the hair on that.?" and then, "That was the Wolfman!"

It was also becoming common knowledge amongst the 'birdies' that I was the Wolfman. When I entered the HCP (hangar control post - a small compartment overlooking the hangar) and gave my customary growl, the Chief on duty, CPO Egan said, "off Locko!"

The last time I appeared at night as Wolfman I entered the hangar to an area where the emergency party was sleeping. Every night several sailors from each squadron formed the emergency party and had to sleep on stretchers in the hangar. I gave AB Dixon a shake and he also said, "off Locko"

After such an exhausting RIMPAC it was time for some relaxation in Hawaii.

One afternoon I returned to the ship with three of my 'stepping mates', LS Goodsir, AB Joyce and AB Hazelton - we needed a shower and change clothes for the night session ashore. I had already 'had a couple', but was by no means 'socially confused', so I thought it would be a good time for Wolfman to step ashore.

I told my mates my plan. As I was Leading Hand of the mess I had to make out the short leave cards, I had a couple of blank spares and decided that Wolfman should also have a short leave card so he could leave the ship in a proper manner.

In the relevant boxes I filled the card out for Wolfman.

Name - WOLFMAN

Initials - GRRRR

Part of Ship - THE BLACKEST

Special sea duty - SCARING PEOPLE

Mess - WHAT A MESS!

Official Number - The mathematical symbol for infinity oo

I had hired a Dodge Dart vehicle for the length of our stay in Hawaii and I had it parked adjacent to the forward brow. I asked Norm Goodsir to go and start the car and then get into the passenger side. 'Dingo' Joyce agreed to put my proper short leave card on the short leave card box while the gangway staff were occupying their thoughts with Wolfman, and Steve Hazelton followed from behind.

From my mess (4 Charlie Starboard) I went up into the Supply mess on 3 deck and then aft out to the gangway - laughter following all the way. There was also laughter from the Officer and Duty Leading Hand on the gangway as Wolfman went growling and howling his way over the brow and into the waiting car. As I was driving off I waved to the ship, and noticed WOCOXN Tim Collins (a man I respect) standing on the flight deck with a less than amused look on his face.

At about 0400 I returned to the ship to pick up some belongings and at the brow I spoke with LS Tooke (Duty Leading Hand) and I said, "I believe the Wolfman stepped tonight". To which he replied, "Yeah - funny as all. It was! His card is still in the box". He pulled out the 'W' cards, and sure enough Wolfman's card was there.

When I returned later, I picked up my own card and didn't say anything about Wolfman - his card would be taken to the Coxswain's office along with those of others who didn't make it back on time.

This brazen act had really offended the ship's Regulating Department and shortly after departure from Hawaii, I was piped to the Coxswains' office. WOCOXN Collins questioned me about my knowledge of the Wolfman as he had heard rumours about me being connected. I assured him I wasn't Wolfman and I didn't know who was, but I thought that the whole thing was funny and kept the ship on its toes.

As you could imagine he wasn't impressed with my remarks and he then asked me, "Leader. Didn't you have a beard before we came to Hawaii?" I confirmed that this was so. He then asked me as to whether or not I had put in a 'request to shave off (you must have official approval to grow a beard and also to shave it off). I replied that I hadn't - I didn't have the heart to tell him that I didn't put one in the first place as I had grown it whilst on leave and during Cyclone Tracy in Darwin.

As a consequence of not following this procedure, I was told that I would cease shaving immediately. Because of this directive, the growth of beard would not be of acceptable appearance by the time we arrived in Fiji and therefore my leave was not good for that port.

During the trip back to Australia the Wolfman made no further appearances (he must have still been enjoying himself in Hawaii - after all, his card wasn't picked up).

However, what did happen, was that 'Wolfman Patrols' were instituted. The Officer and Leading Hand who were on duty and had failed to apprehend the Wolfman when he stepped ashore in Hawaii led them. I believe, (this is not necessarily fact as I was not a member of the patrol) that they had to sign a 'Wolfman Rounds Book' relating to their findings each night. On two occasions (that I know of) a Leading Coxswain came to my bunk at night to ensure I was in bed and not out 'howling around'.

Prior to arrival in Sydney the fixed wing elements of the Carrier Air Group - the Skyhawks and Trackers, flew off and made their way back to HMAS Albatross leaving just the six remaining Wessex helicopters to fly off while the ship was alongside.

Before I went up to the flight deck to witness the flypast I had stuck a poster sized painting of the Wolfman on the bulkhead alongside my bunk. A very talented and witty member of our Wessex flight deck crew, PO 'AJ' McCarthy had painted it and it bore a marked resemblance to the Wolfman. I wrote on it, 'The Wolfman says farewell to the Coxswain' and I signed it, 'W. Olfman'.

As well as the aircrew, several maintainers were given the privilege of flying back to Nowra in the choppers instead of the three-hour ride back in a Pusser's bus. One of these maintainers was PO Tim Wade, who asked if he could borrow the Wolfman mask and, as the chopper was leaving he would lean out of the back and wave to the bridge. I was all for it (naturally) and so was the pilot, LT Barry Costa - all was arranged and I would be on the flight deck taking photos of the event.

It was time. The six Wessex were started up, rotors engaged and they lifted off and as they flew past the bridge the Wolfman leaned out of the back and waved to the ship. I was standing alongside the FDO (flight deck officer) - LCDR Bob Salmon, taking photos and he said to me, "That man (referring to the Wolfman) is in a heap of trouble".

All of a sudden the Wolfman helicopter was recalled and PO Wade was escorted away by the coxswains. It took off again and was recalled for a second time so that the mask could be retrieved.

It is fact that the Wessex helicopter with the Wolfman inside was 819 and it had a Part 2 entry in its TA 100 clearing it for one flight only back to Nowra because of a serious oil leak. No regard was given to the safety of this aircraft or its crew - it was recalled twice - just to get the Wolfman.

I then decided that it might be prudent to return to my mess deck and remove the painting - not wanting to infuriate the coxswains any further. In the mess I was speaking with our squadron Regulating Chief, CPO Alec 'Boxhead' Stevens, when the pipe was made - 'Leading Seaman Lockett - Coxswains Office'.

What the Reg. Chief said to say to the coxswains was very colourful and explicit to say the least and fully echoed my sentiments.

POATA Wade had convinced the coxswains that he was not the Wolfman and of course I was now their target. In the coxswains' office I was accompanied by one of the squadron officers whilst I was questioned by WOCOX Collins. He told me that 817 Squadron couldn't disembark until I had signed a statement stating that I was Wolfman.

We had been away for over two months - there were wives, families and girlfriends waiting on the wharf but the Wessex maintainers were not allowed off to be with their loved ones. My brother-in-law had driven down from Newcastle to welcome me home - later he was allowed on board but I wasn't allowed off. There were also buses full of sailors waiting to depart for Nowra being held up until I signed a statement.

In my frustration I told him I would sign a statement and would be 'Batman' too if he wanted. My comments weren't appreciated but the WO said he would inform the XO that I was signing a statement and promptly left the office. About ten minutes later a pipe was made, '817 Squadron can now disembark'.

When WO Collins returned to his office I said that I wasn't going to write a statement any more. The WO met this with extreme anger and he escorted me to the ships Medical Officer (under instruction of the XO).

The MO, Surgeon Commander Bayliss, asked me some questions about my activities and I told him what was going on - he was laughing throughout the conversation and he filled out an outpatient's card with the words, 'no sinister symptoms - certified sane'.

Then the WOCOXN stated that my hair was too long and I was given an impromptu haircut at the hands of a Leading Handler.

Investigation and Trial of Wolfman

Of course I was not allowed to leave the ship and return with the rest of the squadron to Nowra, but was detained on board HMAS Melbourne for investigations and trial.

Part of the process was a hearing in front of the Officer of the Day to ascertain as to whether or not a person has a case to answer. WOAVN Jenkins approached me and offered to act as my Divisional Officer for this hearing. In conversation the WO told

me about a story that had circulated concerning him, in that the Wolfman had given him a heart attack. He went on to say that his medical condition at that time was totally unrelated to any activities of the Wolfman. Nobody received any injury or illness as a result of the Wolfman.

The Officer of the Day I had to appear before was LTCDR Gerry Purcell. I was informed that I was being charged with 'Creating a disturbance in Hawaii, and a second charge of, 'Telling a lie to WOCOX Collins' In my defence I stated that if I have been charged with creating a disturbance why is there nothing in the ship's incident log referring to such an event. At the end of the hearing LCDR Purcell said, "Leader - there is nothing here you should be charged with and I should dismiss the case but my hands are tied because the XO wants to see you at his table". I was then put on Commander's report.

Standing in the wings at the Officer of the Day session were two Sub Lieutenants, Garner and Bonzer (sorry - I'm not sure of the spelling). They approached me and asked if they could defend me at the Commander's table - stated that all the 'subbys' onboard were working on the 'Save the Wolfman' case. I replied that I didn't know who would be defending me, WO Jenkins had already offered his help, but I would have to wait until I received notification from Nowra as to who could defend me. It was reassuring to note that so many were prepared to help.

I was kept on the Melbourne for a further two weeks - during which time I did no work nor was I requested or ordered to do so. I had no aircraft to work on - all were back at Nowra and I basically did as I pleased except my leave was not good. All this time the Regulating staff was preparing their case. In this two-week period, the three mates I had stepped ashore with in Hawaii were also charged. They were at HMAS Albatross but would be brought back to Sydney to face a charge of, 'Aiding and Abetting' the Wolfman'. It was also confirmed that SBLT Fairhurst would be brought up from Nowra as our Divisional Officer.

The big day arrived and the Commanders table was set up in the 3 Mike Port Boat Space. Well, you have never seen such a set up (mind you I had been to many a Commander's table before). I had never seen so many coxswains in one place at any time. Prior to the Wolfman trial commencing, several other 'bad guys' were duly found 'guilty as charged' and punished accordingly. Then was it my turn? No - first of all, ALL the coxswains were piped to the boat space, with only one coxswain not being in attendance. Then the four of us were arranged in a square, back to back, with a coxswain at our sides - we might have whispered something or even worse, passed a note - it was comical!

Then the XO re-tucked his shirt into his shorts, readjusted his cap and gave a big sigh - I will never forget it! My three mates, Goodsir, Joyce and Hazelton were 'tried' and found guilty on the charge of 'Aiding and Abetting' the Wolfman. This was done even before I was fronted up - quite obviously this was to be another Kangaroo Court with the defendant already a guilty and condemned man. I know this sounds unbelievable but it is FACT!

For punishment they received 'admonishment' - a minor charge recorded against their names but no actual punishment or fine. This was only applicable for the period they were posted to that ship - but in effect they were NOT posted to HMAS Melbourne but to HMAS Albatross and therefore no conviction was recorded there.

Then it was my turn. SBLT Fairhurst, in an effort to defend me, raised the point that no one had actually seen me remove the mask so how could they say it was definitely Leading Seaman Lockett. Also at the table, six other masks of various varieties were submitted, so the Wolfman could have been one of a number of personnel. At this point the XO just said, "Shut up Sub!" and he took no further part. I was found guilty of both charges and fined \$50 for each offence.

The XO then said, "This is going to cost you your job in the Navy, Lockett - grown men just don't do these things. I am sending you to a psychiatrist".

An appointment was then arranged to see a consultant psychiatrist, Dr. D O Hill. He asked all sorts of questions about what happened and I sat the 'inkblot test'. At the conclusion of the session, he said, "You have got to be joking - all those big brave sailors - in theory, trained killers, and they are scared of someone in a mask. This is not a psychiatric case and I will write back and tell the XO that! You will do well in the Navy". I have attached scanned copies of both the Medical Officer's report and the Psychiatric report for verification.

Medical Officer's Report / Request for Advice

18.4.75 This sailor is referred at the request of the C.O. He has recently appeared at the Captain's table following several incidents on board in which he terrorised Junior Sailors at night by appearing in a 'wolfman costume' He states his activities were purely a practical joke and of no sinister significance. He does not appear to have considered the seriousness of his actions and the implications of someone being injured, say as a result of falling down a ladder after being frightened. His 'prowling' in the wolfman's costume always took place at night in the middle watch with one exception (when he went over the brow in Pearl Harbour). He has no past history of psychiatric illness, is not on medication, is single and has no history of behavioural aberrations.

I think that he now realises that his pranks were not compatible with the quiet enjoyment of rest in the silent hours, which the ship's company can reasonably expect.

I cannot detect any evidence of underlying psychological disturbance, however, I would be grateful for advice on the management of any possible psychiatric condition.

G. Bayliss, Surg. Cdr. RAN

Consultant Psychiatrist's Report

28.4.75 Referred after an incident on board MELBOURNE when he dressed in a fancy mask apparently causing consternation amongst junior sailors.

I agree with Surgeon Commander Bayliss.

This man is suffering NO psychiatric illness and this episode should be dismissed as one of exuberance in an otherwise responsible and able sailor.

D. O. Hill, Cons. Psychiatrist

I was then allowed to return to my base - HMAS Albatross - a free (Wolf) man!

The Outcome

When I returned to HMAS Albatross (it was evening) - there was a sign posted on my cabin door 'Welcome Home Wolfman'.

The following morning I went to my squadron and a 'clear lower deck' of 817 squadron maintainers was arranged with some of our Officers also in attendance. At this event, PO Kinross summoned Wolfman to the front where he was charged once again, the squadron Electrical Officer, LT Roach, then

spoke about the Wolfman giving some life to the ship and creating a good humorous atmosphere on board the Melbourne. He then presented me with a sum of money collected at Albatross in appreciation, and as compensation, for the fines received aboard Melbourne.

The Wolfman was never court martialled nor was he at any time placed in cells - all was recorded as 'minor charges'. As was the case with my three mates, the conviction was only valid during the time I was posted to HMAS Melbourne and I rejoined HMAS Albatross with a clean slate. Had I been posted back to the Melbourne I would once again start with a clean slate.

To further highlight the absurdity of the ship's action is the fact that although I was fined a total of \$100, I received an extra two-week's sea pay (even though we were alongside and I didn't have to work). I also received reimbursement of two weeks 'rations and quarters' which would have been deducted from my pay had I been living on board at Albatross during that time. Yes, I was financially better off - thank you for that!

The extra two weeks on board also completed an extra month sea time and for each completed month of sea time (I was alongside) a sailor would receive an extra day's long leave. But, Wolfman was a South Australian which meant he was entitled to 4 days travel leave to return home on annual leave so this combined with the extra day sea leave led into a weekend - so in effect I received an extra three days annual leave - thanks for that!

My three mates were paid detached duties expenses for being sent to Sydney to front the Commander on the Melbourne. All helped pay for the beers we drank the night before!

On top of it all we all had clean crime sheets and the Wolfman was certified sane - and has a certificate to prove it! How many of us can say that?

To all the readers of Slipstream, those people who have had an interest in the Wolfman or have heard (or read) some of the tales - you now have the FULL story - the FACTS and the TRUTH!

In writing such an article I cannot close without saying how fortunate I was to be part of a team of really great blokes on 817 Squadron. Both officer and sailor proved how good they were in the way they supported me - to all of you guys - a big thank you!

Ian (Locko) Lockett - 'Wolfman' (From Russia with love.)"



SOCIAL SCENE

Vietnam Veterans Day at Old Bar.

A group of past members of the RANHFV and 723 Squadron celebrated Vietnam Veterans' Day at Old Bar on 18 August. Although the numbers were small the service followed by a reunion dinner was most enjoyable.



John Macartney, Alan Davidson, Peter Vidler, Dave Bengue, PT Jones, Guy Cooper, David Fathing, Frank Miles (USN Seawolf) Col Payne, Jim Buchanan & John Leak. Missing Andy Perry, Rob McDermott & Chris Brown.

The service was arranged and conducted by the Staff and Student of the Old Bar Public School. The Students made yellow ribbons and printed the names of the 37 fallen EMU's, which included the five RANHFV members, and as the names were called out the Students placed a handmade poppy against each name.

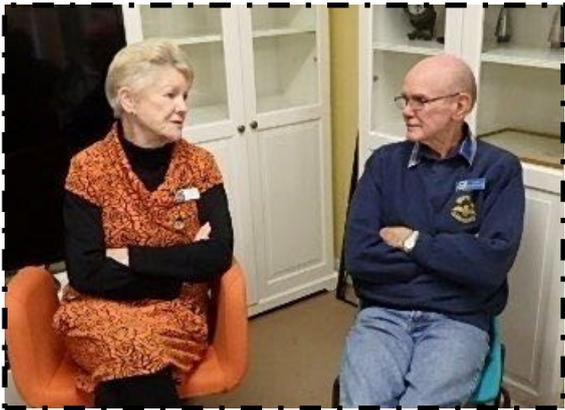


David Farthing took the salute and also gave an address at the service.

Many thanks to all who attended and I would like to extend an invitation to all FAAAA members to attend next year's parade at Old Bar NSW.

John Macartney
jrmaca@bigpond.com

SOCIAL SCENE



Dot Herman And Junior Henderson



John Stewart and Cam Barnes



Florence Henderson—Flossie Nugent—Brenda Stewart

QUEENSLAND

CDR Daniel Crocker during the Navy Alpine Snow Sports Initiative



LT CDR Joanne Haynes during the Navy Alpine Snow Sports



Navy Ladies Development Camp members hone their skills in skiing for the Navy Alpine Snow Sports

Leading Seaman Danni Humphries during the Boarders Slope Style





Prior to the memorial Service HMAS Cerberus
Chris Fealy, Kay Clark,
George Self, Ron Christie,
Paul Thitchener



Chris Fealy, Kay Clark,
Val Christie, Ron Christie,
Paul Thitchener



Prior to wreath laying HMAS Cerberus 2015
Mal Smith, (Bugler)
Chaplin Thorborn
C.O. Cerberus
Capt Steve Bowater,
Ron Christie



2015 Annual Dinner
Victorian Division
Chris Fealy,
Greg and Sandra
MacKenzie,
Ron Christie,
Greg Grist

723 Squadron member helps put smiles on faces of kids from Camp Quality



723 Squadron's Able Seaman Jye Alexander says the simple act of putting his hand up to volunteer to show a group of children around a Navy helicopter was a life changing one

I was on deployment in Darwin and we were hosting a visit from Camp Quality. "At that stage I knew very little about the charity but once I met these amazing kids and learnt about the hard times they faced, and saw how they bravely they faced them, I knew that I really wanted to help out in whatever way I could," Able Seaman Alexander said. Camp Quality is a children's cancer charity which believes in bringing optimism and happiness to the lives of children and families affected by cancer and for the last 12 months Able Seaman Alexander has worked for Camp Quality as a volunteer, regularly visiting children in hospital and more recently assisting at a five day camp at Lake Burrendong Sport and Recreation. These camps help equip the children to deal with challenges in a fun, safe environment, bring fun and optimism back into their lives and, most importantly, provide the opportunity to just feel like a normal child having normal fun.

"My main role is that of companion which involves being a combination parent/friend to the kids for the duration of the camp", Able Seaman Alexander said. "I was given two 10 year old boys to look after and it was my responsibility to ensure they stayed safe for the duration of the camp but I also wanted to make sure they had the most fun that they possibly could. "This was especially important as life has not been the easiest for these kids." Most 23 year olds would be fazed by this enormous responsibility but not Able Seaman Alexander.

"It can be challenging", he said. "You are a parent to a lot of kids and it is non stop from 6am to 11pm every single day with activities such as rock climbing, flying fox, canoeing, kayaking, archery, sports, fun therapy, abseiling but it's incredibly rewarding." "Just seeing these kids laughing and smiling and building their confidence back up after the experience of going through treatments for cancer at such a young age is an amazing thing to be part of." Another highlight of the camp was the arrival of a Bell 429 from 723 Squadron and the opportunity for the children to meet the crew Lieutenant Rob Garnock, and Sub Lieutenant Matthew Raufers and inspect the helicopter.

"The kids and volunteers all cheered very, very loudly and continuously as the helicopter approached and I marshalled it in," Able Seaman Alexander said. "And then when the pilot stepped out of the helicopter they cheered loudly and continuously again."

"It was a very proud moment for myself and Navy as the kids were so appreciative and excited and it was for such a good cause."

725 Squadron Forges ahead with Commissioning, Training and Operations

725 Squadron has had an extremely busy start to 2015. Since returning from Jacksonville, Florida it has maintained a busy schedule with the commencement of training and a move into its new purpose built building on the western side of *HMAS Albatross*.

The Squadron returned to work after a short Christmas break and settling in period post removals to Australia. Armed with the knowledge that the good work that they had achieved standing up a new helicopter capability in the USA was set to continue on home soil, they set about the task of establishing an operating base from their new facilities.

Greeted by a brand new, state-of-the-art purpose built facility, all agreed that planners, architects and construction companies got it right and that it would serve the needs of the RAN for many years to come.

The move into the facility occurred in February and flying operations have since continued from the western side of the airfield. Additional to the SQN building occupation was the commencement of simulation and maintenance training from the Seahawk Warfare and Simulation Centre (SWSC) located adjacent to the SQN facilities. It is from within these walls that all future MH-60R aircrew and maintenance staff will graduate.

The SWSC will house two full motion simulators for aircrew training, advanced simulation models for maintenance training, classroom and computer lab for technical use and aircrew brief and debriefing facilities. It also houses a training aircraft, dubbed the 'Bromeo' used as a maintenance and aircrew training aid.

Although the commencement of operations from the Romeo precinct has presented a number of challenges for the men and woman of NUSQN 725, the achievements speak for themselves. Building on the training and experience gained in the USA, maintenance staff have worked tirelessly to turn out aircraft to support flying requirements the commencement of aircrew training

725 Squadron has achieved a number of significant milestones since returning to Australia, including but not limited to a successful deployment for First of Class Flight trials in *HMAS Perth*, the commencement of training for both Advanced and Basic aircrew courses and the delivery of an additional six MH-60R airframes from the USA.

The most significant achievement has certainly been the re-commissioning as 725 SQN, Royal Australian Navy on 11 June. For all involved in the introduction to service of this capability it was a defining moment and one that all involved in will forevermore be proud to have been a part of.

The tempo for the remainder of the year is set to remain high. Further courses of aircrew will commence training in June, in addition to the constant completion of Aviation Technician courses. Flight One will re-embark for a period at sea and 816 SQN will also re locate to the Romeo facility, where it will continue to operate the S-70B-2 as it prepares to transition to the MH60-R.

For the men and woman of 725 SQN, the last few years have certainly presented numerous challenges, however they've never taken their focus off the mission and lived their motto; 'Be Aggressive'. The result is a fantastic capability for the FAA and RAN.

Author – 725 SQN PRO

WALL OF SERVICE

ORDER # 33				
Fleet Air Arm Association of Australia – NSW Division (Wall of Service)				
SURNAME	INITIALS	O/N	RANK	SERVICE DATES
SMITH	P.W.	O 110921	LCDR GLEX O	JAN 72 TO JAN 96
MORGAN	H.E.	R 63122	POATA	APR 64 TO APR 73
EDWARDS	S.P.	R 64359	CPOATA	MAY 65 TO SEP 84
GLEESON	D.A.	R 35392	CPO AE	OCT 47 TO OCT 71
JACOBS	M.H.	R 46131	LAM (E)	OCT 51 TO OCT 57
HAWKINS	G.G	R 104513	WOATWO	OCT 68 TO OCT 91
DAVIES - GRAHAM	A.G.	O 51774	LCDR	MAR 56 TO MAR 71
O' DONNELL	L. J.	R 54392	LAM (W)	MAY 58 TO MAY 67
TAYLOR	W. J.	R 59951	LSATC	MAR 63 TO MAR 75
WINNING	G. E.	R 59249	POATA	JUL 62 TO JUL 82
SKINNER	C.	O 150889	LEUT (AE)	JUL 92 TO JUN 99
HERON	R. C.	R 47810	NAM (A)	JUN 52 TO JUN 58
COLLIER	J. K.	R 47355	NAM (E)	MAR 52 TO SEP 58

DIVORCE VS. MURDER.

A nice, calm and respectable lady went into the pharmacy, walked up to the pharmacist, looked straight into his eyes, and said, "I would like to buy some cyanide."

*The pharmacist asked, "Why in the world do you need cyanide?"
The lady replied, "I need it to poison my husband."*

The pharmacist's eyes got big and he explained, "Lord have mercy! I can't give you cyanide to kill your husband, that's against the law? I'll lose my license! They'll throw both of us in jail! All kinds of bad things will happen. Absolutely not! You CANNOT have any cyanide!"

The lady reached into her purse and pulled out a picture of her husband in bed with the pharmacist's wife.

The pharmacist looked at the picture and replied, "You didn't tell me you had a prescription."



to

YESTERYEAR



| This photo was taken at HMAS Cerberus in 1951 and the only person know is LCDR A.G. Whitten (SLUG). He served |
| on 723 and 817 Squadrons ,and also was phot Officer for a period of time. Can anyone place a name to any of the |
other faces.....ED

NEW TASMANIAN COMMITTEE

Good evening gentlemen,

Please be advised of the following office bearers elected at todays (Sunday 30th August 2015) Annual General Meeting of the Tasmanian Division of the Fleet Air Arm Association of Australia.

President: Mr Alan Dickie of 18 Natone Road, Stowport, Tas 7321 Ph: 0448 534 744 email: alanlibelle@hotmail.com

Treasurer: Mr Steve Beales of 7 Danbury Drive, Legana, Tas 7277 Ph: 0400 281 565/03 6330 3441 email: r59859@bigpond.com

Secretary: Mr Graham Nicholas of 2 Cassia Place, Kingston, Tas 7050 Ph: 0413 186 247/03 6227 1740 email: grahamnicolas@aapt.net.au

Kind regards,
Graham Nicholas
Secretary

PRESIDENT'S SLIPSTREAM REPORT

SEPTEMBER 2015

I hope this Slipstream issue finds all members and their families healthy and in good spirits.

At the Executive level of the State Divisions and National Executive, we are all preparing for the Federal Council Meeting which is being held in Melbourne this year on Saturday 24 October. I sincerely thank the Victorian Division for arranging the venue. I am hopeful that it will be a productive meeting and that as an Executive we can unanimously agree on forward thinking strategies to ensure the ongoing health and purpose of our Association.

Unfortunately we have lost some loyal and distinguished shipmates over the past three months. This is always a tough time for family and friends to cope with this loss. It is important that as an ex service family; we stick together and give support when possible, and where necessary. Our overall active member numbers have continued to decline slightly over the past three months. One of the action items that will be discussed at the FCM is a method to seek information from members who decide to leave the Association, on why they have made that decision. We will also be discussing new recruiting and retention strategies.

The Association has resourced the new website that has now been in existence for about 7 months. The webmaster has done an outstanding job in getting this up and running, and I think it depicts our association in a very positive and informative manner. To make even better use of our new website, I'm also hopeful that more members will elect to read their Slipstream electronically. This is a far more efficient way of doing business in the 21st century. As an association we will certainly continue to support those members wishing to have a hard copy of Slipstream, but the electronic method is available and strongly recommended.

Since my last report, the Association was accepted into the Alliance of Defence Service Organisations (ADSO) which through the Defence Force Welfare Association (DFWA) is a collection of reputable ex service organisations. The FAA association is one of the smaller members of the ADSO, but this affiliation gives us an opportunity to raise issues through a proactive and well represented body. Many of the issues that confront our members, are already, or have been addressed by the DFWA. Through the webmaster, I will be placing regular DFWA articles on our website for information of members.

On the operational front, the Naval Air Station continues to grow with new and impressive buildings that are housing the Romeo Seahawk ASW Helicopters, both 725 and 816 squadrons. The transformation of the Albatross landscape over the past 10 years has been significant. The latest joint user facility to join the Parachute Training School at Albatross, is another joint user facility. This is being commissioned as the ADF Helicopter Aircrew Training School, which is slowly replacing 723 Squadron, as a combined Navy/Army pilot/Air Systems Warfare officer/crewman training school. This facility will house Full Motion simulators, crew trainers, and part task trainers and operate the Airbus H135 twin engine IFR training helicopter, formerly known as the EC135.

Thank you for your continued support for the association. We still need new members. I will provide an overview of the key actions from the FCM in my December report. Until next edition, all the very best and stay healthy, and enjoy Spring.

Yours sincerely

Geoff Ledger DSC, AM

National Secretary's Report Slipstream September 2015



Well a fair amount of water has passed under the bridge since my last report especially here in Nowra we have had a deluge in the past week approximately 500 mls in 48 hrs. It would be the heaviest rain that I have seen since coming here.

As you should all know the Association's Annual Federal Council Meeting has been set down for next month with the Venue as follows.

Melbourne Naval Centre, 146 Toorak Road West, South Yarra on **Saturday 24th October 2015** commencing at 0930 (Time to be confirmed) in accordance with the FAAAA Constitution.

The Victorian Division are hosting the event and their Secretary Malcom Smith is asking all members who are attending to inform him if they are interested in attending a Luncheon after the meeting (Cost \$20.00 per person) Mal can be contacted via email: r59167@bigpond.com. (As soon as possible).

Visitors to Albatross would not know the place these days as it resembles a giant building site at the current time with more changes going from day to day however the cold westerly's and the blinding rain still remain.

The Tasmanian Division have just held their Annual Meeting and the new committee is as follows:

President: Mr Alan Dickie (alanlibelle@hotmail.com)

Treasurer: Mr Steve Beales (TBA)

Secretary: Mr Graham Nicholas (grahamnicolas@aapt.net.au)

I would be remiss here if I did not thank Maureen Douglas for her fine work as the Secretary for the Tasmanian Division over the past four years. It has been a pleasure to know and work with you Maureen and I wish you the best of luck for the future.

Guess that's it for this edition as the Editor is probably yelling for the paper work.

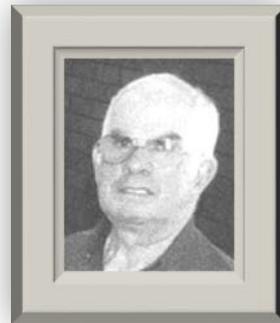
Your aye

Pincher

Dick Martin

National Secretary

TASMANIAN DIVISION



Hi Everyone,

It is with some sadness that we lost our President of Tas Div. David Alexander Innes, His involvement with us has been a long one and while in his time here he also became involved in the Sheffield RSL becoming their President soon after which was until his passing.

His RSL work took him into the schools as well as other community work, very rarely ever still.

David joined the RAN on the 8th February 1951 and reached the rank of Lieutenant Commander, with his discharge on the 3/10/1973.

David changed over to general service and was XO on HMAS Hawkesbury as his last sea posting.

A great role model.

Lest We Forget.

The Tas. div. has a new executive, with Allen Dicky as President, Graeme Nickolas as Secretary and Steve Beales as Treasurer, as well as Geoff Singline as Vice President.

This now gives us some more time in the life of the Tas Div. as I know they will put their best feet forward to achieve the best outcome for all.

It would be remiss of me If I did not mention the work of our past Secretary Maureen Douglas, her work ethics was the best, many thanks Maureen.

I can now give an update on my progress in regards to my Indonesian project. for sometime the WA div. has been supporting me in my work, but recently one of their group put together detail of documents and a refreshed submission, which is a breath of fresh air.

I will be tabled at the National conference in October, from both Tas. and WA.

I have found several important documents recently, one is of the passage of RAN ships in March 62 "Challenged the Indonesians for right of passage through the archipelago, this can be found in the RAN web-site under HMAS Voyager, page 18, under a photo of her ships company.

The second is where Indonesia declared war and with Defence and External Affairs dismissing it as illegal, my view here is that Governments respond to such declarations, not government departments?

The government Minister has had my submission since last February and has not responded. need I say anymore.

With best wishes from all in Tassie

Best regards

Tas

The IRISH 999 CALL

An Irish woman is cleaning her husband's rifle and accidentally shoots him. She immediately dials 999.

Irish woman: "It's my foken husband! I've accidentally shot him, I've foken killed him!"

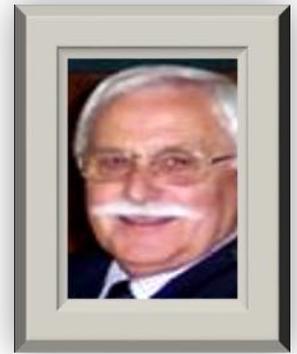
Operator: "Please calm down Mam. Can you first make sure he is actually dead!"

click* .. *BANG

Irish woman: "Okay, I've done dat..... What next?"



VICTORIA REPORT :



Well here we are again ,time passes so quickly these days ,.may I take this opportunity on behalf of the Victoria Division to pass on our greeting and best wishes to all members and their families wherever they be .

Since our last report we have conducted our Annual Dinner and the FAA Memorial Service ,the Annual Dinner was convened on Saturday 29th August at the Hastings Club at Hastings,and I may add ,it was the best attendance we have had for several years ,it was very pleasing to see and welcome some first timers,namely,, Greg MacKenzie and his wife Sandra, Chris Fealy,Paul Thitchener and Greg Grist and the regulars such as Col MacKenzie who makes the trip from Tasmania and Ron Andrews who travels down from Horsham each year and of course all the other guests ,for a very enjoyable evening.

The following day Sunday 30th August the Fleet Air Arm Memorial Service and Wreath Laying Ceremony was conducted as usual at the Chapel of St Mark at HMAS CERBERUS,the Commanding Officer Captain Steven Bowater AM RAN joined us for both the Service and Wreath Laying , conducted by Chaplain Andrew Thorburn and a Bible Reading read by Col Mackenzie and the Fleet Air Arm Prayer said by Alan Clark .On completion of the Memorial Service we all moved outside the Chapel for the Laying of the Wreath at the Fleet Air Arm Memorial Plaque in the Memorial Garden where Captain Bowater placed the Wreath on our behalf and the Ode to the Fallen was read by George Self and the Navy Bugler sounded the Last Post followed by a minute's silence and then Reveille and The Blessing by the Chaplain completing the ceremony.
It was also very pleasing to have a class of recruits to join us at the Chapel and Wreath Laying.

On completion of the above Service and Ceremony a BBQ Lunch was organised by our hard working Secretary Mal Smith in the WO's & Senior Sailors Mess where we could purchase the food prior to the day but would have to cook it ourselves ,the Mess President organised all the food for us.But on arrival at the Mess we were welcomed by the Mess Vice President an ARMY WO Brett Gear,who then offered to prepare and cook the meal for us ,and it was excellent and greatly appreciated by all ,our sincere thanks go out to all concerned. Thank you.

The next major event for the Division is hosting the Federal Council Meeting in Melbourne on Saturday 24th October 2015 at the Melbourne Naval Centre (ESU) 146 Toorak Road (West) South Yarra.
Unfortunately I will not be able to attend as I will be away ,but I am confident all will be successful.

Yours Aye
Ron Christie

Of course you don't have to be a senior to understand the frustration!

SENIOR TRYING TO SET PASSWORD

WINDOWS: Please enter your new password.

USER: cabbage

WINDOWS: Sorry, the password must be more than 8 characters.

USER: boiled cabbage

WINDOWS: Sorry, the password must contain 1 numerical character.

USER: 1 boiled cabbage

WINDOWS: Sorry, the password cannot have blank spaces.

USER: 50damnboiledcabbages

WINDOWS: Sorry, the password must contain at least one upper case character.

USER: 50DAMNboiledcabbages

WINDOWS: Sorry, the password cannot use more than one upper case character consecutively.

USER: 50damnBoiledCabbagesShovedUpYourArselfYouDon'tGiveMeAccessNow!

WINDOWS: Sorry, the password cannot contain punctuation.

USER: ReallyPissedOff50DamnBoiledCabbagesShovedUpYourArselfYouDontGiveMeAccessNow

WINDOWS: Sorry, that password is already in use.

SLIPSTREAM

QUEENSLAND DIVISION



Hullo to all members of the FAA Association divisions. I keep an eye on daily temperatures around Australia and am very glad to live where I live. Mainly because I do not like cold weather! Give me the humidity any time. We enjoyed our week in Darwin and the weather was just right with no rain and around 32c during the day. There was plenty of Military activity going on, due to the exercises all over. There were 4 US Navy ships (Assault types) and one Aussie ship. They were all loaded up with Marines, helicopters, hovercraft and so on. Most impressive.

One morning, We were walking near a beach and there was a group of US Airforce standing near us. I asked them where they were from and a girl said that they had just flown in the night before. I asked where from & she told me they'd come in from New Jersey! I said that was a long hop or two—there was a guy in civvies with them & he shuffled them all up and away. I could just imagine him saying “feelthy spies! Don't talka to them!” End of conversation!

The Air Museum ,with resident B52 in the hangar was pretty good.We did a trip to the Adelaide River & pork chop eating crocs. They could have jumped easily into our boat! Was I nervous? Nooo-just made sure I was in the centre of the boat. We were very impressed with the place and glad we'd made it there. At Last. My nephew was living at Cullen Bay-nice restaurants nearby.

Warren Walters & Gail are out here at the moment. They are staying with WW's daughter in Bald Hills, together with his 2 brothers ad families. We all joined forces for a BBQ at the favourite La Balsa Park. The weather was warm and the food good as was the company. I hadn't seen Clive, youngest bro, for many years. Ron Marsh sent up a photo taken in '61 at Trincomalee of WW sitting watching a snake charmer in action. The main photo was of WW with the tootlyf lute playing to the Cobra. This photo went round the World, compliments of the Courier Mail. This is the missing photo. Thanks, Ron.

Sad news is that Joe Linaker passed away on the 28th August. His funeral was held on 4th September. Neither Trevor nor I could attend. I went to see Mick Blair recently and was amazed at how he'd improved. When we walked into his room, he got up and walked to us and his hand shake nearly crushed my hand! What a difference! Just a mention re my photo in the last Slipstream with the footing re “the late Peter McDonald RIP”, the good news is that I am definitely not “RIP”.

The day out at the Naval hut 41 was a bit of a fizzer. Only 11 turned up. We've decide to have a couple of casual get-togethers, the first is at Kedron/Wavell RSL just to have a few conviviaals and a bit of lunch as needed. The date is 23rd September around 11am. We will

talk about our Christmas function which will be on November 25 at the Caboolture Sports Club, again at around 11am and hope the casual approach might be more attractive. Trevor reckons they are a pretty good bunch there and will look after us.

I'm not sure who might be going to Melbourne for the October Meeting. I'm currently having surgery for removal of a melanova on my back as well as one on my lip and on both arms. Lots of fun Also having cataract removal on my left eye. Had the right one done and was without a lens for a week, but that's ok now. Can just about see everything 3 times!

I've tried to send out a reminder for 23rd Sept., but a lot of email addresses bounced. If you've changed your email address, can you let Trevor know. We advise the webmaster of current addresses, which is nearly working well??

Well, that's it from me for the present. Best wishes to all from us in QLD. Keep warm!

Barry Lister.

President



Lieutenant Ian Parrott is all smiles after his 5000Hrs achievement at 725 Squadron, HMAS Albatross.

Some spend a lifetime dreaming of getting behind the controls of an aircraft, others such as Lieutenant Ian Parrott, have spent a significant part of their life actually doing it.

Lieutenant Parrott, of 725 Squadron, achieved a significant career milestone in June, surpassing 5000 hours of flight time. He ticked over the mark in a Seahawk Romeo helicopter, as an Aviation Warfare Officer.

Squadron Commanding Officer, Commander Dave Frost joined Lieutenant Parrott's family, the officers and sailors of the squadron to congratulate him.

"Very few aviators have the opportunity to achieve this milestone," Commander Frost said.

"Achieving whilst flying the Royal Australian Navy's newest aircraft makes it that much more inspirational for all of us in the Fleet Air Arm."

Lieutenant Parrott commenced his flying career in 1980 and has flown Wessex, Seaking, Iroquois, Seasprite and Seahawk helicopters as well as the HS 748 fixed wing aircraft. His breadth of experience is extensive and he now utilises that experience as an instructor, teaching aircrew how to employ the myriad of sensors and weapons in the MH-60R Romeo.

"I've enjoyed every hour airborne and it's such a pleasure to pass on my experience to naval aviators of the future," Lieutenant Parrott said.

Lieutenant Parrott has recently returned from the United States where he completed conversion to the MH-60R with the US Navy.



Vice Admiral Robert Thomas USN Visits HMAS Albatross

/Caption Commander of the United States 7th Fleet, Vice Admiral Robert Thomas (centre), his staff, Commander Australian Fleet Rear Admiral Stuart Mayer, Commander Fleet Air Arm Commodore Vince Di Pietro, and Commanding Officers of 723, 725 and 816 squadrons, in front of a MH60R Seahawk Helicopter at 725 Squadron, HMAS Albatross. Mid-Caption Commander of the United States 7th Fleet, Vice Admiral Robert Thomas visited HMAS Albatross where he met with Commander Australian Fleet, Rear Admiral Stuart Mayer and Commander Fleet Air Arm, Commodore Vince Di Pietro. The 7th Fleet's Area of Responsibility encompasses more than 124 million square kilometres-- from the Kuril Islands in the north to the Antarctic in the south, and from the International Date Line to the 68th meridian east, which runs down from the India-Pakistan border. The area includes 36 maritime countries and the world's five largest foreign armed forces -- People's Republic of China, Russia, India, North Korea and Republic of Korea. Five of the seven U.S. Mutual Defence Treaties are with countries in the area -- Republic of the Philippines, Australia and New Zealand, Republic of Korea, Japan, and Thailand. US Navy presence in the region is considered more important than ever with U.S. naval forces encouraging dialogue, promoting growth and ensuring the free flow of trade. Following discussions Vice Admiral Thomas toured 725 and 816 Squadrons and met with personnel



Description/Caption From left Hans Schiebel explains the workings of the Schiebel S-100 Camcopter Unmanned Air System to Commander Fleet Air Arm, Commodore Vince Di Pietro, CSC, RAN, at Jervis Bay Airfield, NSW. Mid-Caption The Navy unmanned aircraft system development unit (NUASDU) are taking part in a demonstration held by Austrian based company Schiebel who are wowing them with their S-100 Camcopter

**WESTERN AUSTRALIAN
DIVISION**



Greeting's to all;

It's been a very quiet period over this way except for some outstanding Football (Aussie Rules) Result's, interesting time's for the Grand Final.

Owen Gardiner & wife Shirley hosted a great afternoon's BBQ at John & Merryl-Brown's home, which was well attended . We welcomed a new Member but old friend in Captain Brett Dowsing , just back from two years as Naval Attaché in South Korea now at HMAS Stirling, great to see him and hear of his travels to the Demilitarised Zone.

I represented the Division at the Vietnam Veterans Memorial Day service on the Sunday prior to the 18th Long Tan Day, which again attracted a great attendance at Kings Park.

We had a good attendance at the Malay & Borneo Veterans celebration of Merdeka Day, 31st, August; the Malay lunch was worth getting wet for as it rained during and poured after .

Yours aye

Keith (Squizzy) Taylor

Scribe



Lest We Forget

**HOME**

Welcome to the FAAAA

FAAAA

Who we are

POSTS

News & Views

GALLERIES

History & Photos

SQUADRONS

Sqn Histories

MEMBERS

Private Area



Our brand new Website is up and running. You can join the organisation, change your details, buy a Plaque on the FAA Wall of Service or elect for electronic slipstream – or you can just surf through the news and views or read what other members have to say.

There's a private section too, if you want, where you can see a Calendar of FAAAA Events right around the country, peruse records of FAA accidents or read your Slipstream magazine on line, amongst other things.

FAAA Website - <http://www.faaaa.asn.au>

How Do You Want To Read Your Slipstream?



Domestic FAAAA Members now have the choice of reading Slipstream on line.

Visit <http://www.faaaa.asn.au/electronic-slipstream> to make your nomination, or tell your Division.

Fleet Air Arm Association of Australia

South Australia Division

SLIPSTREAM REPORT (September 2015)

Welcome to the "End of Winter" Slipstream report from the cheerful Members here in South Australia. Well not from the members so much as from me, the local whipping boy. Queensland are thinking "what is Winter?" and who is this whipping boy!

You will notice that I have not included a photo of myself on the top of the page and the reason for that is that at some stage I may wish to travel into Queensland and hope not to be recognized and assaulted.

The South Australia Division have laid pretty low during this cold and wet winter and so newsy reports on all our activities over these winter months, you ain't going to get.

Some of the news is that the James Town Air Spectacular bus trip in October has been put on hold due to distance and time spent in the bus from A to B and back again. All a bit too hard on some of the old darlings struggling with bladder issues. So it reverts back to getting to James Town on your own.

We welcome some new prospective Members to the Association and they are, Wayne Wissell, James Muldrew, Trevor Grant, Peter Rodda, Stephen Pearson, Ian McBeath and Glenn Peddey. Glenn, if you read this, contact me re your e-mail address.

Graham (Zork) Rohrsheim is having issues with memory related items and I paid a visit recently to catch up. He spent most of that half hour wondering who the hell I was. But, he looked fit and well and as feisty as ever. He is recovering at The Kensington Aged Care Unit, Portrush Road. He was our Senior Pilot on 723 Squadron around 1966-7 before he took on CO of Helicopter Flight Vietnam No. 2.

Only 2 Naval Officers bothered me whilst in the Navy and he was both of them.

Henry Young (Fury Pilot) is still active with his Masters/Seniors tennis competitions and remains a credit to long life and good living.

John Berry is keeping well and being well looked after by the staff at the Resthaven Home, Silkes Road, Paradise. SA.

To all other Members who are battling demons of some sort, I wish you well as do the other Divisions throughout this large brown land. Large green land for Queenslanders.

The Federal Council Meeting is due in October and Gordon Gray has kitted out with John Siebert's undamaged Flak jacket and will attend the meeting on our behalf.

Being located in Melbourne this year adds some variations on an old theme.

Hoping the committee can come to some agreement on those important agenda items circulating through the electronic wireless system.

Ian Laidler is trying to bring our current Membership details up to speed and if you can help him with your change of address, e-mail details and information of a general nature, not mentioning the women down your street with the big knockers, he would be most grateful and so would Marcus Peake come to think of it.

Jan Akeroyd has tried to organize the Division for a day in the country in and around her home town of Kapunda. Once again the logistics of travel and distance will put the possible next scheduled mid-week Meeting out of reach, but a weekend is a different matter. So we will not forget the offer and reschedule into those warmer months.

While in England last week visiting my daughter and family, they organized a day visit to Duxford Aviation Museum. The whole day was a success except when wandering through the hangar 3 titled "Air and Sea" I came across a dark blue RAN Sea Fury complete with folded wings, Australian kangaroo roundels and smoke pods on the underside wing tips. The registration numbers are WH 589 and under the tail plane F-AZXJ. !!! There were no details anywhere regarding this aircraft.

Speaking to my dear mate Leon (Bomber) Brown in Cambewarra last night, he researched the number and it appears to have been sold to the Yanks by the appropriate Government Department and somehow found it's way to Duxford.

If anyone out there has more details on that aircraft then perhaps a small article for the Slipstream Editor would be in order. Refer photo below.

The American Air Museum was closed for a squillion dollar make-over and re-opens in Spring 2016, what ever day Spring is. Where do they get the money?



Photo of mystery Sea Fury at the Duxford Air Museum.

Next Association General Meeting will be 18th November at The Windsor Hotel, 410 North East Road, Windsor Gardens. Start 1130 for 1200 light lunch followed by a short but sharp meeting headed up President Mike (Stubbo) Stubbington.

Ian (Locko) Lockett if you read this, can you forward me your new e-mail address as someone has misplaced it within the system. Thank you.

Due to my absence from my desk, this report is running late and I know Ron will be wondering "Where the hell is SA's report, usually early".

For what it's worth, here it is.

Sending regards to all our hard working mentors behind the scenes, State and Federal, keeping the Empire of Naval Aviation and this Association, alive and well. Good luck with the October Federal Council Meeting 2015.

Regards to all

Roger Harrison

Secretary FAAA.SA

Hon. Whipping Boy.

DEFENCE AND THE NAVY – MEDIA COVERAGE

There has been considerable further coverage over the last 4 months of themes which have become very familiar:

- . the size of the Defence Dept and the Defence Material Organisation.
- . the continued rising cost of the Air Warfare Destroyer build,
- . the replacement submarine.

The Defence Department/Defence Material Organisation.

Following 'an exhaustive review of Defence' by an external team of experts, the Government has ordered the culling of 1000 jobs and the movement of the DMO back into the Defence Department. The culling will include 7 deputy secretaries, one 3 star military appointment, and a reduction by 32% of positions at high management level. About 650 public service middle management roles will be abolished and about 1000 of the 4300 uniformed positions in civilian areas of Defence to become civilian. The reductions might see Defence civilian numbers reduce further to 16,000-17,000 following recent reductions from 22,300 to about 19500 since 2012.

The Air Warfare Destroyer Project.

We have read continuing reports of the increasing costs of the AWD build and the most recent states that the total cost will be near \$9bn for the three ships, meaning that this cost is between 30%-40% more to build ships in Australia than in other countries. One comparison made is that the AWD if built in Navantia in Spain would cost \$1bn.

Additionally, the completion dates have been deferred, HOBART should be delivered in June 2017 vice Dec. 2014, the second AWD deferred from March 2016 until Sept 2018 and the third deferred from June 2017 until Mar 2020.

The government has stated that costs of shipbuilding must reduce if other projects such as the replacement of frigates are to be built here.

The Replacement Submarine.

There have been more lengthy articles on the 'new submarine build' and there'll be many more as commentators closely follow further developments. Currently the situation can be distilled to:

- . three contenders- ThyssenKrupp Marine Systems (TKMS) of Germany, DCNS of France and the builders of Japan's Soryu Class,
- . the task – to build between 6 to 12 conventional submarines of about 4300 tonnes to replace the Collins Class from the mid-2020's to avoid a capability gap since extending the Collins Class would be a very expensive option,
- . each bidder is to address three options – build largely overseas, in Australia or a combination of both.

The Germans and the French have the advantage of building submarines for other countries – moreover Japan may have political problems arising if export of defence equipment attracts controversy.

Germany's TKMS intends to submit its tender based on a 4000 tonne Type 216, will offer a fixed-price contract, and has claimed that it could build 12 such submarines in Australia for \$20bn. France DCNS proposes to build a non-nuclear powered version of its 5000 tonne Barracuda submarine, and also to build under a fixed price contract in Australia. Both would build or develop the necessary facilities in Australia within the contract price.

If these European builders stick by their claims, Japan may find them very hard to beat if it cannot build entirely in Australia. On the other hand, if they are otherwise very competitive, a shared build, i.e. some in Australia and some in Japan could win the day as there are advantages in developing defence- equipment and perhaps accompanying regional defence co-operation relationships with a country of our region. Think replacements frigates, logistic ships etc.,

The Competitive Evaluation submissions from the prospective builders are expected by end 2015.

Webmaster/Database Manager's Report

This is the last edition of Slipstream before the Federal Council Meeting in October. The FCM is the 'big one' – a meeting of all Divisions of the FAAA from around this wide brown land to look at the past year and, more particularly, to think about those ahead.

The website is – or at least should be – a key tool in the running of the Association. It alone has the ability to reach into any home and present information. It can inform our members on news, views and events and non-members on who we are and why they might like to join. It can deliver material cheaply and quickly, and it can be open to all or restricted to members only.



So for the first time in years we have a bright, modern and reactive website. That's great news - but there's more, folks! For the very first time ever we have a National Database of members. Using the data and analysis that provides we know exactly how many members we have across the whole organisation; their status, membership trends, connectivity and so on. We can generate material automatically, cutting down on work, time and effort. The two work well together, and I'm running them both.

All this means I don't have a lot of time to find new material, so I'm always on the look out for new stuff for the website. I need old photos, stories, recollections, news, events and so on. Anything you think someone, somewhere, will be interested in. A website is only good if it is up to date and refreshed frequently, so please help out. Every single member has a part to play!

I'm also looking for someone to help with our Facebook site. I'm not a FB person – frankly, I hate it – but it has a part to play. There's little work involved so if you think you can help, please stand up and be counted.

Until next time.

Marcus Peake

webmaster@theFAAAA.com

Gascoigne Wally

The FAAAA is sad to learn of the sudden passing of Wally Gascoigne. A talented fixed wing pilot who flew the Dakota, Tracker and HS748, Wal served with distinction until his retirement from the RAN in the mid '80s. After a brief sojourn in business in Tasmania, he returned to his first love – flying. Initially employed in various instructing jobs in General Aviation, he then joined the Frank Lowy Group to fly their Bombardier Global Express G4 and G5 Executive jets all over the world until his retirement at the age of 68.

Wal was unexpectedly diagnosed with advanced pancreatic cancer and less than a week later passed away in Newcastle, NSW on 3 September 2015.

Wal leaves behind his wife and son who remember him as a loving husband and a wonderful father. The Fleet Air Arm will remember him as a highly professional officer and all round good bloke. May he Rest in Peace.



NSW REPORT.

It is that time of the quarter again and I am running late again. Things have been very quiet over the last couple of months. We have got the raffles sorted out and once again John Downton has excelled himself with the paintings he has done for us. I will leave the descriptions until I get some photos of these and include them in the next issue. The actual paintings are on display at the Museum if you happen to be out that way.

Change is the main event around the Museum at this time. The old guardhouse is about to be demolished and a completely new complex is at present rising in the air to the west of the main gate and continuing across the football field. The triangle outside the gates has gone and in its place is a massive round-a-bout and just getting into the depot this week will be a cross country challenge as they have part roads going in all directions. I only hope someone somewhere knows what is going on. The 'Aussie Rules' ground (Artie Smith Oval) has been trimmed around the edges and the toilet block and spectators' stand have gone to heaven, no doubt they will get remade somewhere down the track.

The Webmaster would like all of our members to contact him with a current email address, we as a division are by far the least represented group in the data base and from memory we have only 35% of our members who have a listed email address. Also some of the ones that are registered are alas not correct so please go online to the website and register so as we have an easy (and cheap) way to contact you. You may also wish to avail yourself of the electronic issue of this magazine. Sign in (www.faaaa.asn.au) and you can browse the last editions and check if you are happy with an electronic copy or whether you prefer to remain with the hard copy.

The Federal Council Meeting this year in October is being sponsored by the Victorian Division and Ron Batchelor and myself are travelling down to the Mexican State to represent our Division. By the paperwork already received it will be a busy day.

For those that spent some considerable time and effort in years past in the restoration of the old 'Melbourne's 32 foot Cutter' you will be pleased to hear that after a lot of rather drastic years in the open and being used for a lot of neglect the Museum found a shipwright and at considerable expense had it again restored to as original condition and it now resides inside the Museum. BZ for a job well done, this particular vessel holds a lot of memories and certainly deserved the effort to maintain its heritage.

Greg Wise

NOTICE

To All,

Just to remind you that our reunion is on the first Saturday in November every year. That Friday 6th and Saturday 7th commencing on Saturday at 10am until whenever,

The Postie

Glen

FAA Association contact details

NATIONAL EXECUTIVE

President : CDRE G Ledger DSC AM RAN (Ret'd) -57 Wikins St., Mawson ACT 2607
(02) 62861140 email : chadled@inet.net.au

Secretary : Mr Dick Martin - PO Box 7115, Naval PO, Nowra. 2540
(02) 44225860 email : pincher@iprimus.com.au

WESTERN AUSTRALIA

President : John Gregory Kelson 23 Wilmott Drive, Cooloongup WA
(08) 95913882

Secretary : Mr Keith Taylor- 26 Hefron St, Mount Helena, WA. 6082
(08) 95721487 email : ktt59345@bigpond.net.au

SOUTH AUSTRALIA

President : Mike Stubbington email mstubbington@bigpond.com

Secretary: Mr Roger Harrison 2 Gwendoline Crt, Coromandel Valley, SA 5051
(08)82788307 email: coroman@adam.com.au

VICTORIA

President : Mr Ron Christie- 15 Bianca Court, Rowville, Vic. 3178 (03) 9764 5542
email : seafury1@bigpond.net.au

Secretary : Mr Malcolm Smith- 24 Invermay Grove, Hawthorn East, Vic. 3129
(03)98130308 email : r59167@bigpond.com

TASMANIA

President :Mr. Alan Dickie 18 Natone Rd stowport Tas 7321

PH. 0448534744 email: alanlibelle@hotmail.com

Secretary : Mr. Graham Nicholas 2 cassia Place Kington Tas 7050
Ph. 0362271740 email : grahamnicholas@aapt.net.au

QUEENSLAND

President : Mr Barry Lister - 3 Royal Close , Regatta Pk, Wurtulla, Qld. 4575
(07) 54934386 email : blister@westnet.com.au

Secretary : Mr Trevor Tite - 37Miles St,Caboolture,Qld. 4510
Ph.(07)54993809 email : trevlor@outlook.com

NEW SOUTH WALES

President : Mr Greg Wise - 4 Bindaree St, Greenwell Point, NSW. 2540
(02) 44471602 email : gregwise@sctelco.net.au

Secretary : Mr Mike Heneghan- 98 Suncrest Ave ,Sussex Inlet, NSW. 2540
(02) 44412901 email : mheneghan1@sctelco.net.au

ACT

President : Mr John Schonberger- 41Noarlunga Crescent Bonython ACT 2905
0412 882 810 email : John.Schonberger@defence.gov.au

Secretary : Mr George Sydney- 12 Feakes place, Campbell, ACT. 2612
(02) 6247 9221 email : sydneys5@optusnet.com.au

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

INNES DAVID ALEXANDER

Lieutenant Commander (Retired) David Alexander Innes passed away suddenly on June 16th 2015 whilst on holidays in NSW. He held the position of President of The Tasmanian Division of the Fleet Air Arm at the time of his death. A Memorial Service for David was held at the Sheffield (Tasmania) Bible Chapel on July 18th 2015 which was extremely well attended. He will sadly missed by all.

Maureen Douglas

Secretary

FAAAA (Tas Division)

June Slipstream inadvertently announced incorrect month of David Passing.



VALE

RAMSDALE WILLIAM

GASCOIGNE WALLY

EGAN TERRY



LINKER JOE

Hi All,
Just in case you haven't heard Joe Linaker passed away midnight Friday 28th, I haven't got any details yet re his funeral, could you pass it on to your Handlers mail list.

Bob





How's your retirement looking?

Protect your retirement savings with ADCU Capital Guaranteed Super and Pension.
Get the most out of:

- ▲ No entry, investment or ongoing fees
- ▲ No risk of negative returns
- ▲ View balances online

w: adcu.com.au **p:** 1300 13 23 28 **e:** retire@adcu.com.au

These products are issued by Australian Defence Credit Union Ltd ABN 48 087 649 741 AFSL and Australian credit licence number 237 988. The Product Disclosure Statements ("PDS") for these products are available at adcu.com.au/retirement. Please read the PDS when deciding whether to acquire or to continue to hold the product.



Courtesy of George Self

CORONATION REVIEW OF THE FLEET



BY
HER MAJESTY THE QUEEN
AT SPITHEAD ON MONDAY 15TH JUNE 1953

OFFICIAL SOUVENIR PROGRAMME PRICE 2/-

Published under the Authority of the Commander-in-Chief Portsmouth