

SLIPSTREAM



**723 Squadron Antarctic rescue
for two stranded squirrel
helicopters**
Page 27



**Future ADF raining helicopter arrives at
HMAS Albatross page 18**

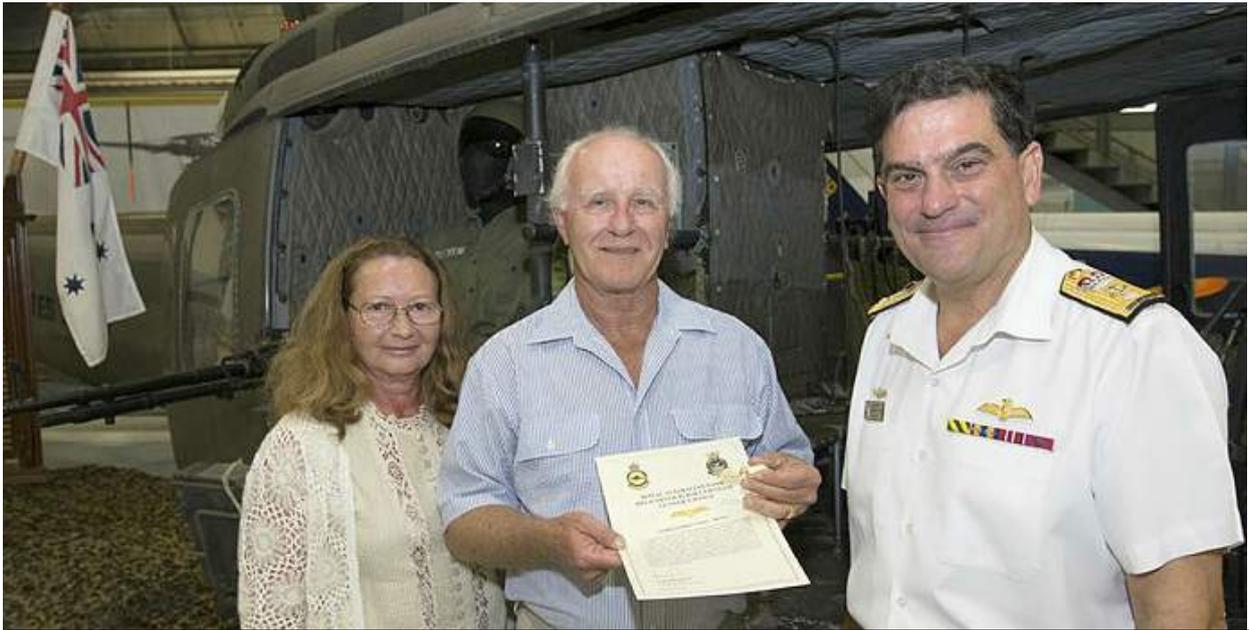
**Lieutenant Commander David Balme, borne
October 1920, died January 3 2016.**

**Navigator, Fleet Air Arm Observer, Fighter
Direction Officer, Enigma Recoverer.**

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RECIPIENTS OF THE AIR GUNNER'S WINGS



Mr John Dawe and his wife, Barbara attend a ceremony at the Fleet Air Arm Museum where Commodore Vince De Pietro CSC, RAN presented John a formerly a Petty Officer Photographer in the RAN with his Aircrew Door Gunner Wings

RECIPIENTS OF THE AIR GUNNER'S WINGS



From left: Able Seaman (AB) Keith Wardle (rtd), AB John Peart (trd), and Petty Officer Peter Jones (rtd), receive their "wings" for service as "Window Gunners" during the Vietnam War at a ceremony held at HMAS Penguin and presented by Commodore Vince De Pietro

FROM THE EDITOR

Times are changing for us older members , I attended the funeral today the 22nd June of Wanda Dobson wife of Les (BALDY) and meet up with some old shipmates I haven't seen for many years. It seems it is the only time we get to see each other again and it is a bloody shame but I am afraid that it is life as today. For this issue I have to give a big thank you to Fred Lane for gaining permission to reprint "Navy Air Strikes Vietnam" by Vice Admiral Robert F. Dun USN ret. Fred also typeset the report for me. Also my mate Jim Lee for being my proof reader (poor Bugger). It seems I have upset a certain person on a captain to a phot in the last issue but I would like to remind this person if you dish it out you should be able to take it as well. I wish All members good health and fair sailing until the next issue of Slipstream.

Ron

NEWSLETTER APRIL 2016

SOUTH AUSTRALIAN ASSOCIATION

Greetings All,

No doubt by now you are aware of the new committee, but just in case I will do the best I can from memory,

President Mike Stubbington

Vice Pres.....Fred Driver (elected in absentia)

Treasurer.....Gordon Gray

Secretary.....(open to offer) (Start July meeting Jan Akeroyd)

Auditor.....Mike Cain.

Other than the above, there is not much to relate. The January meeting was cancelled at Wittunga Park due to inclement weather, and the March meeting was held as usual at the Windsor Hotel.

On the 4th April I attended at the Naval HQ Adelaide for the presentation of Gunners Wings to AB (read NAAH) John P Senty. The wings have been awarded to personnel who were door gunners on HFV choppers during their tour of duty.

The award was approved a couple of years ago and has taken this long to be approved and made, and now awarded to these sailors, (and I believe some Army guys as well, who were volunteered to fill these positions).



John and Cmdr Ted Wynberg



The Wings on Johns Tie



Ian Laidler

Refer to South Australian full report on page 43 and "wings" presentation page 23

G'day Ron



Another article re "Wolfman"..... But the bloke didn't put his name to the letter. As we were all "single runners" at the time I have no idea who has a spouse "Sue".

Could you please advise as I will say hello.

Also re the "Pabst Blue Ribbon" In the "unopened Beer and Dunny Doors".....the PO's Mess (had our 817 SQN guys there) gave me \$50 US to get some goffas from the "Commisary" as I had the "Dodge Dart". When I got there I noticed that "Pabst Blue Ribbon" was on sale and in fact the same price as goffas and the carton DID look like a goffa carton.....never let a chance go by so amongst the 20 cartons of goffas were 2 cartons of Pabst Blue Ribbon. When I got back to the ship we unloaded and it was PO (AJ) McCarthy who was helping..... I said to him "One carton for your mess and one carton for me". Everyone was a winner.

I have many yarns re "Beer Issue" (as would many sailors) and a couple of knocking off cartons of it as well as escapades in Darwin during Cyclone Tracey- can a bloke still get hung for contravention of Navy Law 40 years down the track?

My philosophy on life is that you only live once so make the most of it- lucky for me I was "born young" so there is still plenty in the tank

All the best

Regards

Locko

Dear Ed



I was interested to read about Locko meeting up with ex naval types while on a cruise . So here is my experience in meeting an ex navy pilot. My wife and I had a cruise on the ARCADIA in March this year . One night when we went to dinner we where seated next to an English couple (nearly all poms on this cruise ship) .anyway we got to talking about tourist spots in U,K and I mentioned that I spent time in Cornwall with the Navy during 1955-56 He then asked if I had been in the Fleet Air Arm, And he told me that he had been on lone to albatross in the early 60s Flying seafurys and fireflys (wich he was disappointed about be cause in U.K he had been flying the new jets) His name David Eagles I am sure many of you will remember him. We had a good old chin wag about the old days at Albatross.

Another story of interest he told me was He had a collision with another A/C over J.B. and a Diver recently came upon the wreck and sat in the cockpit .This diver contacted the museum at Nowra to try and find out who the pilot was. They then contacted David in U.K and he informed them he was coming to Sydney to join the ARCADIA for cruise to Hong Kong . From there it was arranged (through Terry Herrington of the Museum) to meet David in Sydney and

present him with a vial of sand out of his aircraft By a strange twist we were sat with him at dinner on this cruise. Further to Davids History he is mentioned in a story on page 21 where he was a member of a fury aerobatic team

other stories I was interested in Ejection seats .I was on 723 SQD in 1954 when we received the first vampires and I went onto the maintenance crew As a result after doing some work one day I was asked if I wanted to go on the test flight. I did and I can remember lugging my shute out No ejection seats and I can remember the pilot say no aerobatics. Never believe them

Ray Murrell

G'day Ron



Here's a photo I took of a very rare Navy Bird. It's a RAAF sabre jet painted in 724 Squadron colours. In 1982 Tony Brooks and myself were sent to RAAF Base Amberley to do the RAAF SURFIN (aircraft spray painters Course). We were told to paint this sabre jet, and so we did. Couldn't miss an opportunity and so we painted it in the only colours we knew.

The C.O. of Amberley was an ex sabre jock. He was not impressed!

Mark Webb Milton



SEX AFTER DEATH

A couple made a deal that whoever died first would come back and inform the other if there is sex after death. Their biggest fear was that there was no after life at all. After a long life together, the husband was the first to die.

True to his word, he made the first contact: " Marion Marion "

"Is that you, Bob?"

"Yes, I've come back like we agreed."

"That's wonderful! What's it like?"

"Well, I get up in the morning, I have sex. I have breakfast and then it's off to the golf course. I have sex again, bathe in the warm sun and then have sex a couple of more times. Then I have lunch (you'd be proud - lots of greens). Another romp around the golf course, then pretty much have sex the rest of the afternoon. After supper, it's back to golf course again. Then it's more sex until late at night. I catch some much needed sleep and then the next day it starts all over again"

"Oh, Bob are you in Heaven?"

"No.....I'm a rabbit in Arizona

COMMON SENSE



Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years. No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape.

He will be remembered as having cultivated such valuable lessons as:

- Knowing when to come in out of the rain;
- Why the early bird gets the worm;
- Life isn't always fair;
- And maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you can earn) and reliable strategies (adults, not children, are in charge).

His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place. Reports of a 6-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job that they themselves had failed to do in disciplining their unruly children.

It declined even further when schools were required to get parental consent to administer sun lotion or an aspirin to a student; but could not inform parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the churches became businesses; and criminals received better treatment than their victims.

Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault.

Common Sense finally gave up the will to live, after a woman failed to realize that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death,

- by his parents, Truth and Trust,
- by his wife, Discretion,
- by his daughter, Responsibility,
- and by his son, Reason.

He is survived by his 5 stepbrothers;

- I Know My Rights
- I Want It Now
- Someone Else Is To Blame
- I'm A Victim
- Pay me for Doing Nothing

Not many attended his funeral because so few realized he was gone. If you still remember him, pass this on. If not, join the majority and do nothing

R.G. (Bob) WILKINS

YOU MAY PRINT THIS AS A REMINDER TO ALL US OLDIES WHO REMAIN AND KNEW COMMON SENSE WELL

JIM PARSONS

Dear Ed

LETTERS

On behalf of the former RANHFV members who received their Gunner's Wings at the Museum I would to thank Terry Hetherington for making us feel welcome and providing the Museum as the venue for the presentation.

Having EMU 290 as a backdrop added a nice touch and brought back many memories. This UH- 1H arrived with the 135th AHC in May 1968 with one hour on the clock and departed in February 1969 having logged 1,169 hours as a Slick.

Once again , many thanks Terry—greatly appreciated!

John Macartney

NCOIC 68th Signal Detachment/135th Avonics

Blackhorse/Bearcats 1968/69

A man walked into a supermarket with his zipper down. A lady cashier walked up to him and said "Your barracks door is open". Not a phrase that men normally use, he went on his way looking puzzled. When he was done shopping a man came up and said "Your fly is open".

He zipped up and finished his shopping. At the checkout, he intentionally got in the line where the lady was that told him about his "barracks door". He was planning to have a little fun with her so-when he reached the counter he said "When you saw my barracks door open did you see a sailor standing in there at attention?". The Lady (naturally smarter than men) thought for a moment and replied "No, no I didn't . All I saw was a disabled Veteran sitting on a couple of old duffel bags".



MISSING SLIPSTREAMS

The Fleet Air Arm Association is engaged in a project to scan all past copies of Slipstream Magazine to electronic format. If anybody has copies of the following magazines could they contact the project manager please?

Num. 2 May 1957.

Num. 12 April 1958.

Num. 13. May 1958.

Num. 14 June 1958.

Num. 16 August 1958.

Num. 21 January 1959.

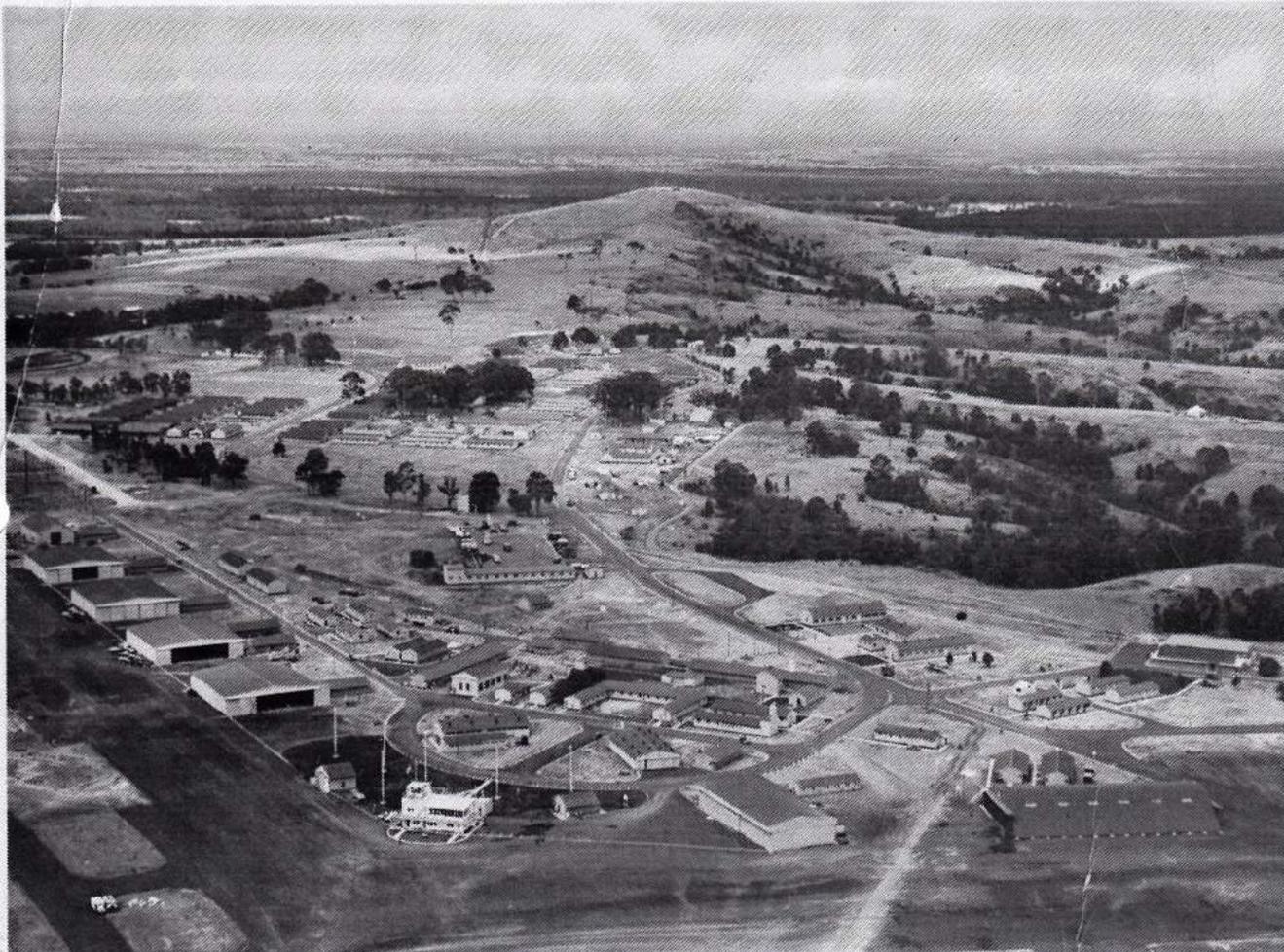
Num. 35. March 1960.

Vol. 11-1 June 2000.

Vol. 11-2 Sept 2000

Please ring Marcus Peake on 0413 250 969 or email webmaster@theFAAAA.com

YESTERYEAR



HMAS ALBATROSS

Circa 1950?

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**DEADLINE FOR
ARTICLES FOR NEXT
EDITION IS WEDNESDAY
14th SEPTEMBER 2016
GOING TO PRINT
FRIDAY THE
16th SEPTEMBER 2016**

Subject: Enigma—RIP

I read the book “Ultra Secret” soon after the Enigma Story was de-classified in the 1970’s. The book re-wrote some of WW11 history.

Great story, although there is more to it.

The Polish Secret Service reconstructed one before the war and gave it to the British. The capture of the machine by Balme was very important, because the British were able to get their hands on internal rotors from it. Apparently the Brits were wary at first, because the Poles had been infiltrated by German spies. The Brits thought the info was a plant.

ICS
3 January 2016 • 5:47pm
Lieutenant Commander David Balme, who has died aged 95, led a boarding party which captured the secrets of Enigma from a German U-boat during the Battle of Convoy OB138 in May 1941, a turning point in the Battle of the Atlantic.

At midday on May 9 1941 Commander Joe Baker-Cresswell, captain of the destroyer Bulldog, was about to order the ships of the 3rd Escort Group to leave west-bound trans-Atlantic Convoy OB318 in order to refuel at Iceland, when two merchant ships were torpedoed in quick succession. The torpedoes were fired from U-110, commanded by the U-boat ace Fritz-Julius Lemp, who failed to notice the proximity of the corvette Aubretia. Before his second salvo of torpedoes struck, Aubretia’s Lieutenant Commander Vivian Smith commenced a counter-attack with depth charges which blew U-110 to the surface



The destroyer Broadway attempted to ram the surfaced U-boat and all three British ships opened fire with their guns. There was panic in U-110 and the crew abandoned ship: 15 men were killed or drowned including Lemp, and 32 survivors were picked up and hurried below deck in Aubretia. The action was over in minutes, and when Baker-Cresswell stopped Bulldog alongside the U-boat he found it wallowing stern-down in the Atlantic rollers.

Balme was ordered to row across in Bulldog’s whaler to “get whatever you can out of her – documents, books, charts, and get the wireless settings, anything like that”. Jumping on to the U-boat’s outer hull he walked, revolver in hand, to the conning tower, at which point he had to holster his pistol in order to climb three ladders to the top of the tower and down again inside the U-boat to the control room. It was, he later recalled, “a very nasty moment because both my hands were occupied and I was a sitting target to anyone down below”.

Balme was very frightened; he expected the boat to sink, or scuttling charges to blow up at any moment, or to be overcome by chlorine from damaged batteries. The inside of the boat was dimly lit, there was a “nasty” hissing noise, and he could hear water slopping in the bilges. “I immediately went right for’d and right aft with my revolver in my hand to see if there was anybody about,” he said later. Noting that

despite damage the U-boat was clean and well-kept and there was food on the table, but finding no Germans aboard, Balme called down the boarding party and “started ransacking all the treasures of the U-boat”.

In the wireless office, telegraphist Alan Long found “a funny sort of instrument, Sir, it looks like a typewriter but when you press the keys something else comes up on it”. Balme recognised this as “some sort of coding machine”, which he ordered to be unscrewed, and he organised a human chain to carry the machine and other equipment, charts and documents up the ladders and into the whaler.

Balme and Long had found an Enigma machine, the cipher device which the German U-boat service used to communicate to its fleet in, as the Germans thought, an unbreakable code. Besides that day’s settings they also recovered the daily settings until the end of June, which, when delivered later to Bletchley Park, enabled Alan Turing and his team to read the German naval “Hydra” code, the officer-only code, and, with the knowledge and experience gained, to go on to crack several other codes

Lemp's crew were so demoralised and ill-disciplined that later in prison camp they talked freely to their interrogators about U-110 and about other boats in which they had served.

Balme and his men spent six hours inside U-110, where for some time they were left alone in the Atlantic, listening to the distant sound of depth charges while the 3rd Escort Group hunted another U-boat. When Bulldog returned, Balme passed a towline, and for a day U-110 was pulled towards Iceland, until about 11.00 on May 10 1941 when the German vessel reared its bows in the air and sank stern-first.

The loss of U-110 enabled the British to throw a cloak of secrecy over the whole affair, a cloak so dark that even when Captain Stephen Roskill, the official historian of the Royal Navy, wrote about the capture in 1959, only those already in the know were able to read between the lines and would have realised that the secret of the capture was not the U-boat but the Enigma material which was salvaged from it. Balme had been told that the truth of his secret capture would be kept forever, and was surprised when in the 1970s its secrets began to leak out. Baker-Cresswell and Smith were awarded the DSO, Balme the DSC, and Long the DSM, for enterprise and skill in action against enemy submarines.

There were also breaches of security: Baker-Cresswell had told Balme to bring him back a pair of binoculars. Balme brought back two, and he used these swastika-stamped Zeiss binoculars in his yacht for 50 years. He also pinched Lemp's cap from his cabin, keeping it as a souvenir until he presented it to the Imperial War Museum in 2003. David Edward Balme was born in Kensington, London, on October 1 1920, of Huguenot stock. Aged 13, David entered Dartmouth Naval College in the Anson term of 1934.

Balme's naval career was unusually varied. Pre-war, as a midshipman, he served in the cruisers London and Shropshire in the Mediterranean during the Spanish Civil War; he recorded the rising tension in Europe in his midshipman's journal. When he was re-appointed to the destroyer Ivanhoe in June 1939 she was on the Palestine Patrol, preventing illegal immigration into the Holy Land, and when she was recalled to Britain at the outbreak of war he witnessed the torpedoing of the carrier Courageous in September. In mid-October he took part in the Battle of Convoy KJF3 when two U-boats were sunk.

Balme had a very enjoyable few months on his foreshortened sub-lieutenant's courses in Portsmouth and Greenwich in early 1940 and his next appointment was as sub-lieutenant of the gunroom in the cruiser Berwick. On November 27 1940 she fought against the Italian fleet in the Battle of Cape Spartivento, when she was hit by two 8in shells which knocked out her after turrets, killing seven men, wounding nine others and igniting a fire which took an hour to subdue.

Then on Christmas Day that year Berwick was off the Canaries escorting Convoy WS-5A when, despite being hit several times, she drove off the German heavy cruiser Admiral Hipper, thus saving a valuable troop convoy bound round the Cape for the Middle East. When Berwick returned to Plymouth for repairs, Balme was appointed to Bulldog as her navigator. Bulldog, he declared, was "a happy little ship and far the best time that I ever had in the Navy". While in her he took part in several trans-Atlantic convoys, and in the occupation of Iceland.

Balme's navigational skill led to him being selected as an observer in the Fleet Air Arm. En route to Egypt in June 1942 he commanded a party of British gunners on-board the American merchantman Chant, part of a convoy intended for the relief of Malta – but was sunk. Rescued from the water, he spent two nights in an air raid shelter in Malta before flying on to take up his duty as senior observer of 826 Naval Air Squadron.

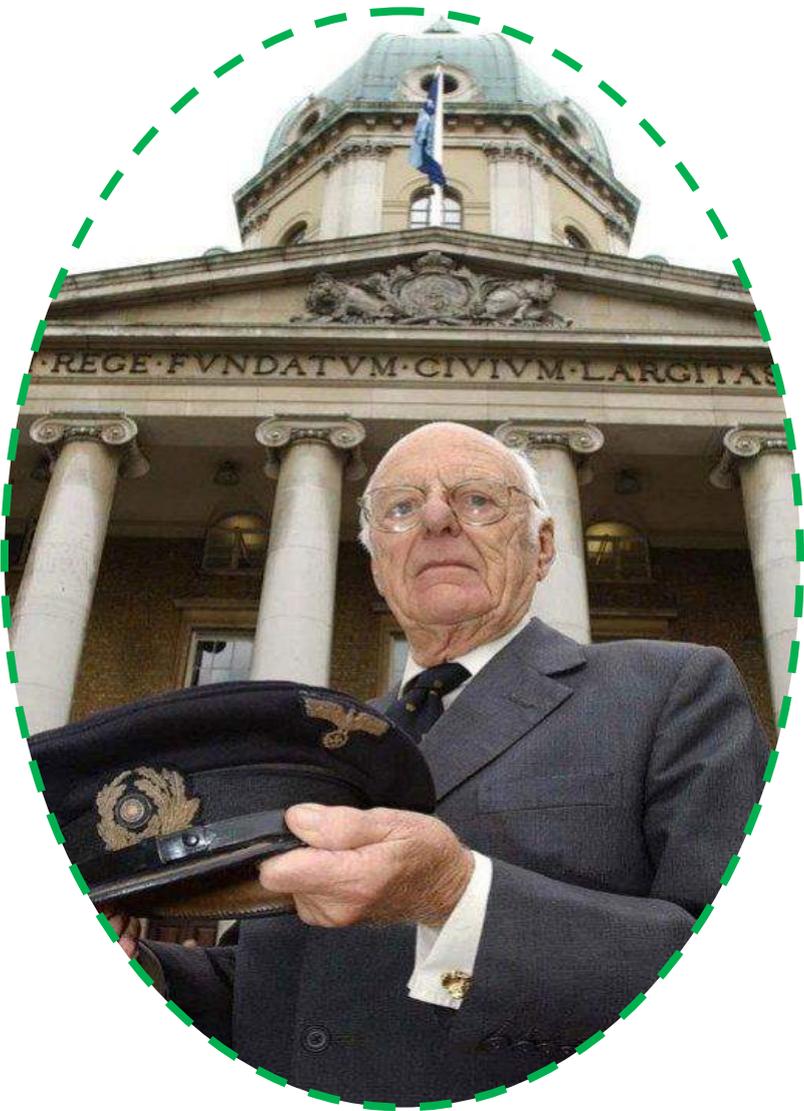
Balme's Fairey Albacore bombers perfected the technique of pathfinding – dropping flares for RAF Wellingtons to bomb. When he left, in February 1943, the Air Officer Commanding sent him a signal of thanks for the "magnificent work with and for the Wellingtons. There is no doubt that these night attacks were one of the decisive factors in crushing the enemy's attack. The successful conclusion of the land battle may well prove to be a turning point in the war in Africa." Balme was mentioned in despatches.

Next Balme qualified as fighter direction officer (FDO) and was sent to the battleship Renown, and when she brought Winston Churchill and his staff back from the Quebec Conference in September 1943 Balme studied him closely. Balme also attended the 21st birthday party of Mary Churchill (later Lady Soames). Almost Balme's last appointment was as staff FDO in the Eastern Fleet, in the battleship Queen Elizabeth, when with acting rank he became the youngest lieutenant commander in the fleet. His service included a month in the escort carrier Empress directing her aircraft on photo-reconnaissance missions over Malaya.

Post-war Balme joined the family's wool-broking business. He hunted with the New Forest Hounds and, as a member of the Royal Yacht Squadron, sailed the coasts of Western Europe. In 1999 Balme was historical adviser during the making of the Oscar-winning film U-571, which recast the capture and boarding of U-110 as an American victory. When the prime minister at the time, Tony Blair, called this an affront to British sailors, Balme, the one-time chairman of Lymington Conservatives, pointed out that it was a great film, that it would not have been financially viable without being Americanised, that the credits acknowledged the Royal Navy's role in capturing Enigma machines and code documents, and that he was glad the story had been told in tribute to all the men involved.

Balme married Susan im Thurn in 1947. She survives him with their two sons and a daughter.

Lieutenant Commander David Balme, born October 1 1920, died January 3 2016



(from story on previous two pages)

Lieutenant Commander David Blame with the cap belonging to Commander Fritz-Julius Lemp. Balme took the cap from Lemp's cabin before the sub sank

DVA (WA) hosting Ex Service's Organisations 2015



Captain Wayne Gardiner (Director Army Museum WA) , Mark Stevens (Fremantle Legacy), Greg Kelson & Michelle Pauly (DVA-WA)

Defence Forces Welfare Association (WA) 2015 Christmas Lunch



Shirley Mooney (Defence Widows Service Group)

&

Lt Cdr Sarah Jane White formerly of HMAS Albatross now HMAS Stir-



David Simmonds (Former range commander JBMR), Greg Kelson (Presient FAAAA-WA), William Wilson (Deputy WA War Memorial) and Bill Farrell (Former Bandmaster– Director Of Music)

Flashback, Jervis Bay Missile Range 1986– 1990



Range Commanders Bill Paton

&

David Simmonds

Jindivik Maintainers

Skinhead (x RAN)

Terry Parks (exRAAF)

Bernard Charter (exRAF)



REST IN ETERNAL PEACE

BATCHELOR HERBERT (WALLY)

Hi Graham

Info for Wally Batchelor:

HERBERT WALTER (WALLY) BATCHELOR

Official No. Unknown

Ex FAAAA (Tas. Division)

Passed away 20th. April 2016 at "Masonic
Peacehaven"

LAUNCESTON Tasmania.

Kind Regards

Maureen.



BRAY JOHN

Dick,

Had a call from Dick Allchin to say that John Bray has passed away in Caloundra. His Funeral was held on Tuesday, 12th April at 1300 hrs. The Service was held at Gregson & Weight chambers in Caloundra.

I had not seen him for some time & dont know what his illness was other than age.

Trevor Tite will be sending out the Newsletter next week.

Regards

Barry



JONES BOB

It is with regret that I have to inform you of the passing of Mr Bob Jones, member number T2195. Bob passed away at 8.30pm Friday 6th May in hospital. I will advise of funeral details as soon as we have them. Denis, please place an obituary in Slipstream for the TAS Division. Thank you.

Kind regards,

Graham



YESTERYEAR



Rear Admiral G.C. Oldham D.S.C. inspecting the Air department at R.A.N.A.S. Nowra. Ratings from left - L/A Rule, N/A Ellis, N/A Smith, N/A Annivitti, N/A Rainbird, N/A Dobbs, N/A Duszynski, N/A Fenwick, N/A McDonald, N/A Foster

13/09/1960



Name on back Jack Todd



A late Joe Malcom photo

CHILDHOOD

By Jason Stevens

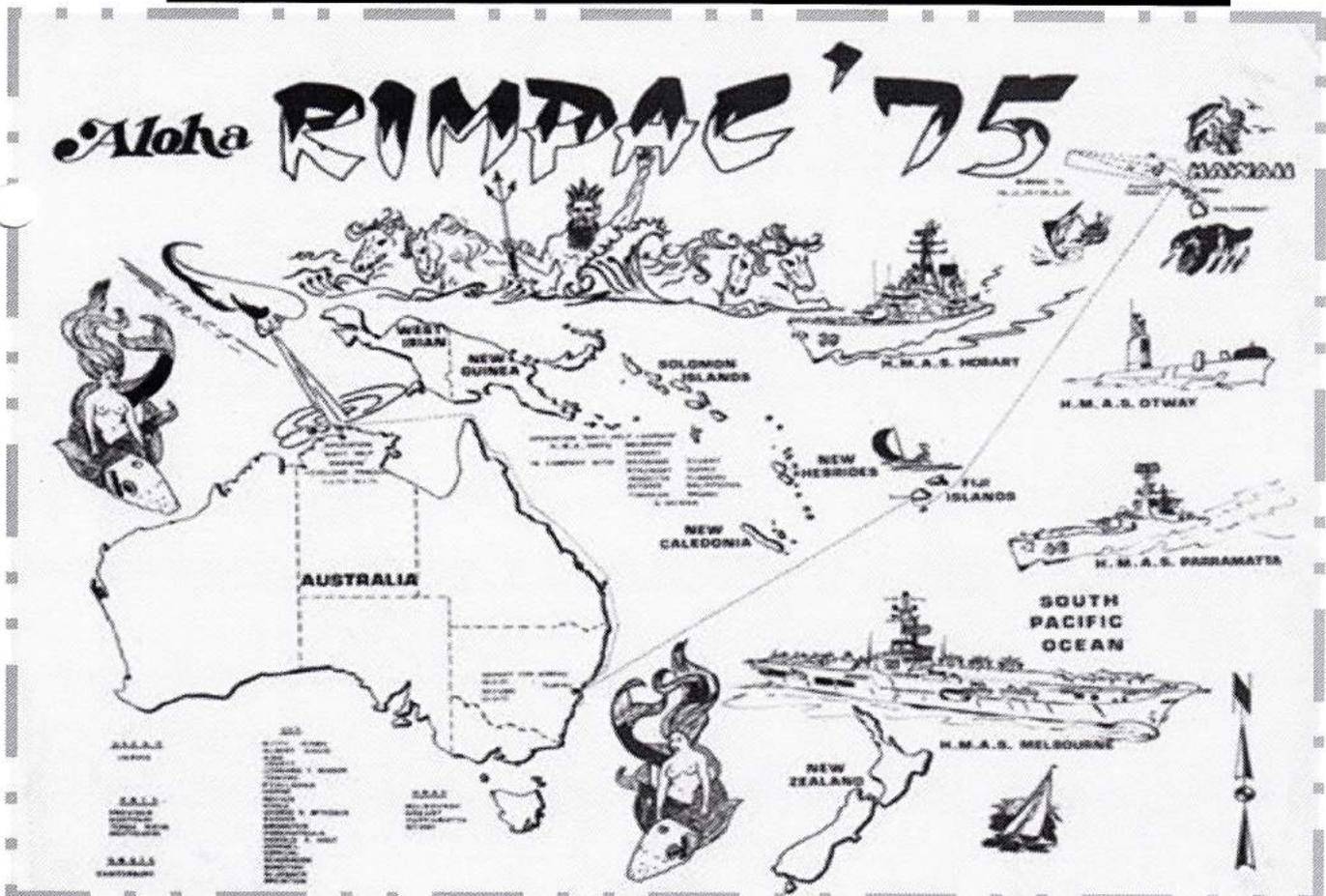
childhood was different from others, it seems
With slang and Nautical jargon it teems
I grew up with Dad in the Navy you see
And life had some different lessons for me
At meal times we'd gather , my Dad and his clan
For the food Mum had cooked us, the Duff and the Scran
In our Married Quarters house, not far from the base
We'd fill up our Goffas and then we'd say Grace
There were lots of times though, when Dad wasn't at tea
He was away on the 'Melbourne' working at sea
I missed him those times when he wasn't there
But because you follow orders doesn't mean you don't care
I know,
Because when he got back we'd have fun
With thousands of presents from Dad's Rabbit Run

There were records and books (if Dad saw it—he'd grab it)
One thing was confusing though—where was the Rabbit?

Navy slang to a kid is confusing you'd guess
Like your room's not the only thing considered a mess
And Dad's got a half-day he's come getting jolly
It's called M&M, but you don't get a lolly
So the Navy taught Dad and then Dad he taught me
I've a "thing" for routine and a love of the sea
"What a wonderful childhood you've had" my friends say
Different and wonderful, well I like it that way.

Written by the eldest son of Boxhead Stevens the
greatest Handler to ever lay his head on a Chock.

YESTERYEAR



PASSING OF COMMODORE JOHN DOUGLAS GOBLERAN (rtd).

John was born in Brighton, Victoria and entered the RAN college in 1937. In December 1941 he was posted to HMAS CANBERRA for a short period and later in HMAS AUSTRALIA in the Coral Sea and Solomon Island actions during 1942. In 1943 he attended courses in the UK to qualify for promotion to Lieutenant and on completion was posted to a landing craft (Assault) Flotilla that took part in the D-Day landing on 6th June 1944 (for this he was honoured with the French Legion of Honour in November last year). He was then posted to HMS BATTLER, an escort carrier built in the USA and part of the British Eastern Fleet based at Trincomalee, Sri Lanka.

John was one of the Fleet Air Arm's original aviators being among the first group of RAN officers to qualify as a pilot shortly after WW2 and served with the RN until 1948, which included a year in 827 Squadron on board HMS TRIUMPH, a light fleet carrier. In 1949 he returned to Australia as a member of 816 Squadron on board HMAS SYDNEY and in 1951, he returned to the UK to attend the RAF Central Flying School. He then served as a Flying Instructor in the UK until returning to Australia to become the CO of 817 Squadron.

Between 1955 and 1959, he served on the Naval Aviation Staff, then a year as XO in the Battle Class Destroyer HMAS TOBRUK and from there as Commander (Air) at NAS NOWRA. In an unexpected move he was then posted as the first XO of HMAS SUPPLY. From 1964 to 1967 he was Director of Naval Air Policy. During this period the Government approved the acquisition of the Tracker and A4 Skyhawks aircraft. This was followed by two years with the Joint Planning Group in the Department of Defence.

In 1969 he commanded HMAS VAMPIRE and in 1970, HMAS STALWART. He then moved to Nowra in Command, which was followed by a year in the RAN Trials and Assessment Unit. After six months period as CO of the carrier HMAS MELBOURNE in the latter half of 1973, he was appointed COS to the Fleet Commander for two years.

John retired from the RAN in February 1976 to study for a career in Law from which he retired in 1992.

He was farewelled in the Chapel at Anne Wilson Funerals, Mona Vale at 1400 on Thursday 9th June 2016



Good morning Gentlemen,

I have received advice that Commodore John Goble passed away yesterday afternoon. His nephew CMDR David Goble has forwarded details of CDRE Goble's career which is attached

Commodore Goble was the son of AVM Stanley Goble, himself a member of the WW1 Royal Naval Air Service, and later Chief of Air Staff RAAF.

Commodore Goble trained as an FAA pilot in the UK immediately following WW2, where he had served in the Normandy Landings, and he was a founding member of 816 Firefly Squadron on its commissioning in 1948. He commanded 817 Squadron, HMA Ships Vampire, Stalwart and Melbourne and he was the Commanding Officer of HMAS Albatross during 1971-72.

On leaving the Navy CDRE Goble took up a legal practice in Sydney. He was a very influential supporter of the Fleet Air Arm Museum from its inception and he initiated the construction of the replica Sopwith 'Pup' aircraft of Flight Commander Robert Alexander Little RNAS, a colleague of his father Stanley, and the highest-scoring Australian born fighter ace of any era.

Commodore John Goble was a gentleman's gentleman. He will be farewelled in the chapel at Anne Wilson Funerals, Mona Vale at 1400 on Thursday 9 June, 2016.

Regards,

Terry.

TERENCE HETHERINGTON
MANAGER
FLEET AIR ARM MUSEUM



As a boy I remember my Mum telling me she went for a flight in a small aircraft before she was married and in fact she had a pic of her standing beside the plane.

I recently found the pic again and just for the hell of it searched the registered number of the aircraft on line and blow me down if it is not still registered and is owned by a bloke at Clifton Qld which is about 1.5 hours travel from Stanthorpe.

The aircraft is a Portafield made in Kansas USA in 1936. It won an air race from Brisbane to Adelaide in 1936 piloted by Reg Ansett and was nearly totally destroyed by fire at Essendon aerodrome in 1940.

I had my pic taken beside it on the weekend (as attached) and have also attached the pic of Mum...amazing that the thing is still around let alone being able to locate it

Barry Lister



ANZAC DAY QUEENSLAND



Future ADF training helicopter arrives at Albatross



Under the JP 9000 Phase 7 Helicopter Aircrew Training System (HATS) project, a new joint helicopter training system for both Army and Navy aircrew will utilise the EC135 T2+ helicopters, along with flight simulators and a new flight-deck equipped sea-going training vessel. The EC135 T2+ is a consummate military training helicopter, offering a glass cockpit with high visibility, a multi-axis auto-pilot, the performance and safety of a twin-engine helicopter replacing current single types, plus

***LORD,... THEY ARE FINALLY TOGETHER***

**Judy got married and had 13 children.
Her first husband, Ted, died of cancer.**

She married again, and she & Bob had 7 more children.

**Bob was killed in a car accident, 12 years later.
Judy *again*, remarried,.... and this time, she & John had 5 more children.**

Judy finally died, after having 25 children..

**Standing before her coffin, the preacher prayed for her.
He thanked the Lord for this very loving woman and said,
"Lord, they are finally together."**

**Ethel leaned over and quietly asked her best friend, Margaret:
"Do you think he means her first, second, or third husband?"
Margaret replied:.....**

"I think he means her legs, Ethel...."



FLEET AIR ARM ASSOCIATION OF AUSTRALIA

The TRI Annual Election of the National Executive will take place during the Federal Council Meeting to be held at the HMAS Albatross Museum on Saturday 23rd October 2016

NOTE: All positions will be declared vacant-Nominations for office bearers must be in the hands of the National Secretary in accordance with Rule 14.7 Of the Constitution

14.7 Nominations for the National Executive are to be in the hands of the Federal Secretary 90 days before the relevant Federal Council Meeting, notwithstanding extenuating circumstances.

Dick Martin
Hon National Secretary

Email pincher@primus.com.au

Don't argue with me I
am the National
Secretary
(name withheld)



NA(AH) Charles Clifford (Blue) St Clair R94852

It is with sadness that I advise that Blue peacefully passed away at his home in Wagga Wagga on 3 June. His funeral was attended by family and friends on 14 June. Blue is survived by his wife Colleen and their children Michael, Rebecca and Daniel.

A number of his flight attended and formed a guard of honour as his coffin left the chapel. Also in attendance was the Warrant Officer of the Navy and his assistant.

Blue joined the RAN as a 16 year old Junior Recruit and spent 12 months at Leeuwin before being posted to Albatross to do his Handlers' course. He served on the Melbourne before being posted to the RANHFV in early 1968 and left for Vietnam in October '68.

He served at the US Army's camps Blackhorse and Bearcat and, while flying as a door gunner, he was wounded in June 1969 and repatriated back to Australia. He was discharged from the RAN from Concord Repatriation Hospital. While in Concord he married his childhood sweetheart Colleen in August 1972.

RIP Old Mate

Mac.

John Macartney

Old Bar

Below is the account of Blue being Wounded In Action as told by his Aircraft Commander:

I just thought I would tell you all what happened on 16 June 1969. The crew consisted of Colling (AC), Miller (Pilot), Tilt (Crew Chief), and St. Clair (Gunner). It was a typical day of making combat assaults in the morning and special missions in the afternoon. We were called on to do a Medevac in the "Wagon Wheel" area (north of Dong Tam and northwest of Cai Be).

We flew to the given grid coordinates and as we flew around the LZ they popped smoke. I made my approach from east to west and crossed perpendicular to the canal at the east end of the LZ. We received a little sporadic fire crossing the canal, but nothing too alarming or surprising (so common in that area it was hardly worth mentioning). I was rapidly decelerating as we headed towards the smoke. I was down to 20 – 30 knots when all hell broke loose. We received heavy fire from the tree line on the north side of the LZ and some from the tree line on the south. St. Clair and Tilt were returning fire.

I decided that we weren't going to make it in, so I nosed it over and started to pull pitch. At that very instant a VC with an AK-47 popped up out of the elephant grass and aimed his weapon straight at me. I ducked my head behind the instrument panel (apparently Miller did likewise). Most of the rounds hit my side of the cockpit and a few hit Miller's side. At about the same time both of our M-60s fell silent. I had to stop this guy, so I nosed over a little more and dipped the front left skid in hopes that I would make contact. I'm guessing that I did, because I felt a slight thump and the firing from his position ceased. At this instant I felt a tug on the cyclic. It was Miller on the controls. I told him that I've got it and he looked at me with eyes about as big around as silver dollars. The cockpit was pretty shot up and there was blood all over the instrument panel. We both thought that each other had been hit.

There was very little room left at the west end of the LZ. The only option was to make a climbing right hand turn to get over the trees. As I did so we received more fire. At this point, the aircraft was in pretty bad shape – transmission oil pressure was zero and the turbine was losing some rpm. I had to get the aircraft on the ground as soon as possible, so I continued to turn and initiated a downwind autorotation (luckily there was very little wind), but I left the throttle on in case I needed to avoid a rice dike or get away from a hidden gun position. I made a mayday call on the way down and positioned the aircraft to land as close to the center of the rice paddy as I could. As we touched down, Miller was quickly out of his seat. I finished the shutdown and quickly exited the aircraft.

I ran to the front of the aircraft to remove the KY-28 (scrambler decoder) out of the avionics bay. The electrical harness was on so tight I couldn't budge it, so I pulled out my Colt 38 and put a couple of rounds into it – besides I couldn't stay any longer because rounds were hitting all around me. I was thinking about setting up the M-60s on rice dikes just to the east and west of the aircraft, but at that very moment Schunemann was approaching our position. I saw Tilt holding his bleeding hand and heading towards Schunemann's approximate landing position. Where were Miller and St. Clair? I ran around the aircraft on the south side and saw Miller trying to extricate St. Clair from his gunner's seat. The two of us managed to get St. Clair out and started to carry him towards Schunemann's aircraft (about 50 yards away). The ground got soggy and it felt like we had 30 pound weights attached to each ankle. The gunner was motioning us to hurry up. We went as fast as we could. We were all still under fire and I'm sure glad that they weren't very good shots.

When we got to the cargo bay we lifted St. Clair up and in as far as we could. Miller jumped in and was pulling St. Clair in while I was lifting and pushing his legs. Just as we got St. Clair fully in the aircraft, Schunemann started to lift off while I was standing on skid leaning into the cargo bay. The gunner grabbed me by the belt and helped me scramble the rest of the way in. It was about a 15 minute flight to Cai Be and all the while Miller was doing what he could to keep St. Clair alive. Schunemann had called ahead and had an ambulance with medics meet us at the Medevac pad. We helped load St. Clair and Tilt into the ambulance. I talked to Schunemann and decided that he would refuel and would be waiting for us somewhere near the Medevac area. Miller and I headed to the hospital to find out what we could. The medics told us that Tilt was going to need some work on his hand and would be a while before he would be 100% again. St. Clair was going to need specialized neurosurgery, if he survived long enough to get it. The medics didn't seem too optimistic.

When Blue St. Clair reaches the Pearly Gates, they should be wide open, because he has served his time in hell.

Ed Colling

EMU 23, Bearcat 1969

QUEENSLAND'S VERY WET BAR-B-QUE



John Stewart, Ian & Florence Henderson, Flossie Nugent



Peter Andrews, Peter Andrews, Dee Lister and Ray Murrell



Phil Blakemore from Toowoomba With Sec.Trevor in foreground



The Two Barrys: Barry Lister and Barry Costa



Les Chefs: Alan and Judy Arnell

Wanda Shirley Dobson

All our heart felt feeling got to Les and the Dobson family for the loss of Wife , Mother, Grandmother and Great Grandmother.

Les and Wanda had been married for 63 years a feat on its own

Wanda would of turned 90 on the 11th July

Editor

REST IN ETERNAL PEACE



www.135ahc.net

John Macartney

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Planning is under way for a reunion for RANHFV/723 past & present members and their family &/or friends to coincide with Vietnam Veterans' Day (18 August 2016) in Old Bar NSW (on the coast from Taree).

The basic format with approximate costs will be:

- Wednesday 17 August Meet & Greet (\$15);
- Thursday 18 August Service and wreath laying commencing at 4:00pm followed by 3 course Dinner (\$47). All drinks will be at your own cost.
- Friday 19 August Train trip to Gloucester for the day returning to Old Bar for an informal dinner that evening. Train fare \$2.50 with Seniors' Card.
- Saturday 20 August a visit to the Cattai wetlands with lunch at the Coopernook Pub. Informal dinner that evening.

Sunday 21 August farewell Brunch at Club Old Bar commencing at 9:00am.

To assist the organising the event please contact John Macartney jrmaca@bigpond.com or (02) 6557 4165 / 0427 787 296 for a registration package which will include further details of the reunion and available accommodation for you, your family and friends who wish to attend.

Of course friends of RANHFV/723 from other Squadrons, Ships, Services and Community are also most welcome, particularly 2 RAR who served with us.

Yours Aye

Mac

RECIPIENTS OF THE AIR GUNNERS WINGS

Held at the Fleet Air Arm Museum HMAS Albatross



IAN WASKIW



MICHELLE (FOR N.J.HILL



FRANK EYCK



KEVIN CAMM



Peter Vidler



John Martin



TERRY HETHERINGTON
Receiving the certificate
and wings on behalf of
the Museum



JOHN MACARTNEY

**Presented by
Commodore
Vince De Pietro**

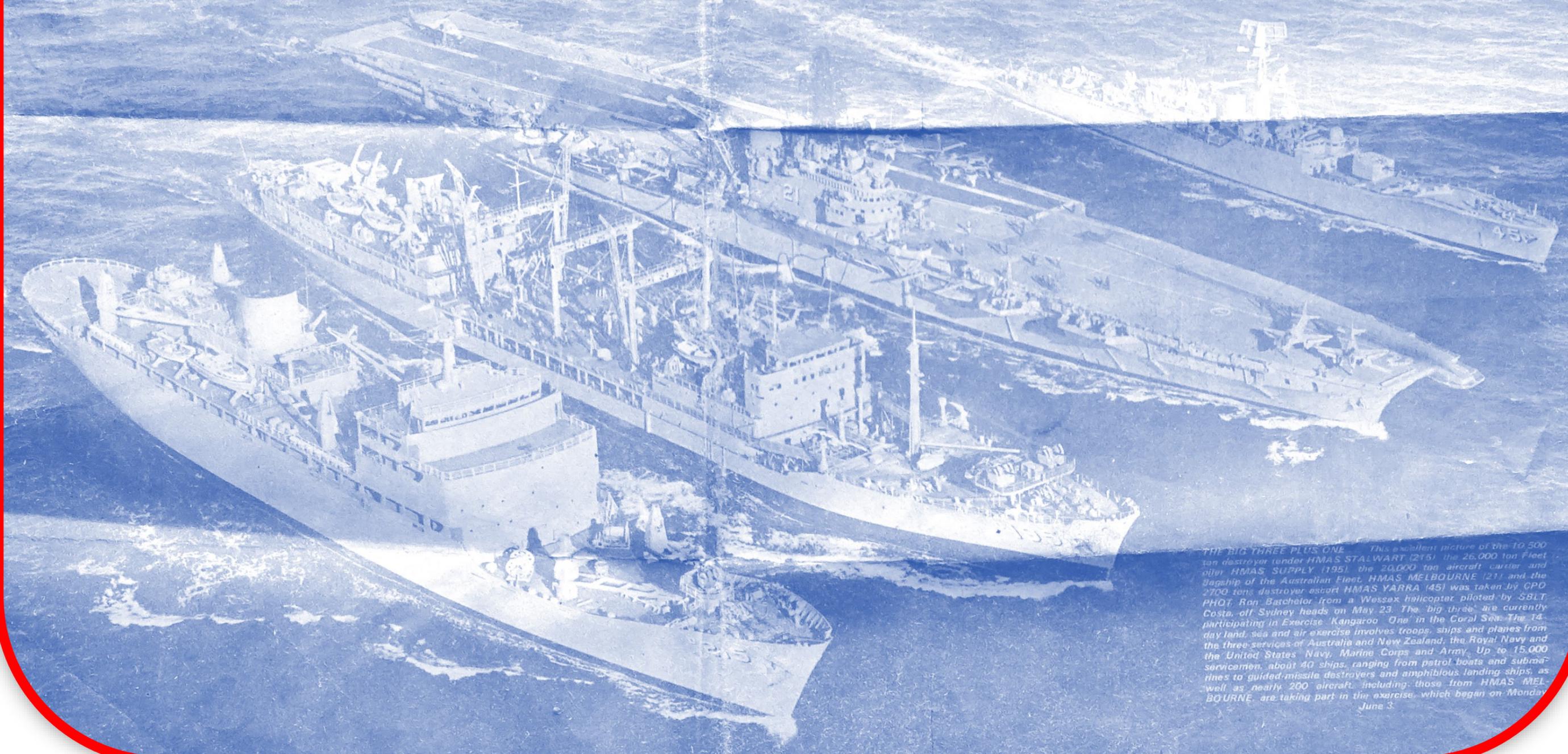


Victorian recipients of the helicopter Flight Vietnam Wings and presenters after their presentation ceremony held at Recruit School of HMAS Cerberus, Victoria Left to Right: Commanding Officer Recruit School, Commander Luke Ryan RAN, Able Seaman Retired Ian Wilson, Private Retired Bob Devers, Private Retired Robert Carmichael, Able Seaman Retired Jeffery Moore, Private Retired Stan Jaruga, Leading Seaman Retired Wayne Sissing, Private Retired Bill Wearne, Commander Max Speedy, RAN Retired

ROYAL AUSTRALIAN

NAVY NEWS

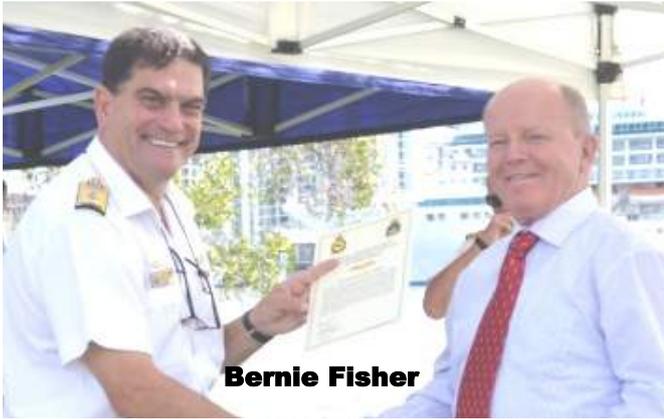
Volume 17, No. 11
June 7, 1974



THE BIG THREE PLUS ONE This excellent picture of the 10,500 ton destroyer tender HMAS STALWART (215), the 26,000 ton Fleet oiler HMAS SUPPLY (195), the 20,000 ton aircraft carrier and flagship of the Australian Fleet HMAS MELBOURNE (21) and the 2700 ton destroyer escort HMAS YARRA (45) was taken by CPO PHOT Ron Batchelor from a Wessex helicopter piloted by SBLT Costa, off Sydney Heads on May 23. The 'big three' are currently participating in Exercise 'Kangaroo One' in the Coral Sea. The 14-day land, sea and air exercise involves troops, ships and planes from the three services of Australia and New Zealand, the Royal Navy and the United States Navy, Marine Corps and Army. Up to 15,000 servicemen, about 40 ships, ranging from patrol boats and submarines to guided-missile destroyers and amphibious landing ships, as well as nearly 200 aircraft, including those from HMAS MELBOURNE, are taking part in the exercise, which began on Monday June 3.

THE BIG THREE PLUS ONE This excellent picture of the 10,500 ton destroyer tender HMAS STALWART (215), the 26,000 ton Fleet oiler HMAS SUPPLY (195), the 20,000 ton aircraft carrier and flagship of the Australian Fleet HMAS MELBOURNE (21) and the 2700 ton destroyer escort HMAS YARRA (45) was taken by CPO PHOT Ron Batchelor from a Wessex helicopter piloted by SBLT Costa, off Sydney Heads on May 23. The big three are currently participating in Exercise Kangaroo One in the Coral Sea. The 14 day land, sea and air exercise involves troops, ships and aircraft from the three services of Australia and New Zealand, the Royal Navy and the United State's Navy, Marine Corps and Army. Up to 15,000 servicemen, 40 ships ranging from Patrol Boats and submarines to guided—missile destroyers and amphibious landing ships as well as nearly 200 aircraft.

RECIPIENTS OF THE AIR GUNNER'S WINGS



Bernie Fisher



Adrian Whiteman



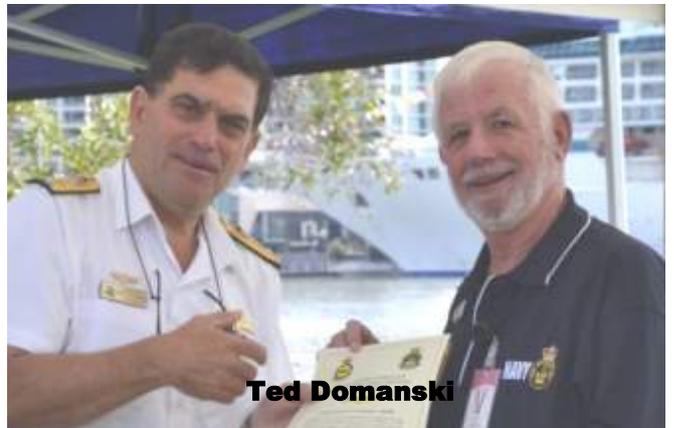
Brian Goener



Gordon Hurford



Mahendra Blackman



Ted Domanski

**Held at the Bulimba Barracks
which is the new NHQ QLD
on the Brisbane River. Wings were
presented by Commodore Vince
De Pietro**



Frank Lord

Antarctic rescue mission for stranded squirrels



Do you have a Squirrel helicopter you need recovered from Antarctica? Who you gonna call?...Who else but 723 Squadron!

The maintainers from the Squadron are definitely the 'go to' team when it comes to the AS350 Squirrel helicopter, so when the Australian Antarctic Division needed assistance removing three of them, Leading Seamen Aviation Technician Aircraft Jodie Khan and Tim Graham, along with Petty Officer Aviation Technician Aircraft Mark Anderson, took on a rare task.

The team was collected from HMAS *Albatross* in a Royal Australian Air Force Globemaster and flown to Hobart.

Successfully landing in colder conditions than previous flights, the C-17A Globemaster III touched down at Wilkins Aerodrome for the sixth time since November 2015.

Wilkins Aerodrome is near South Casey Station, a permanent base in Antarctica managed by the Australian Antarctic Division. The runway is located on a glacier and only operates during the Antarctic summer, so it was important to get the helicopters out before winter set in and the window of opportunity was closed off due to weather.

Leading Seaman Khan described herself as "over the moon" at the opportunity.

"It was a once in a lifetime chance," she said.

"I'm from Queensland so I'm definitely not used to that level of cold but it was all part of the experience.

"Even the departure briefs were different to our usual guidelines.

"The Australian Antarctic Division gave us videos to watch which explained how to dress to stay warm, to vacuum our clothes to remove any seeds which may contaminate the environment and they also stressed the importance of not touching the penguins," Leading Seaman Khan said.

Leading Seaman Tim Graham shared the excitement.

"It was a huge adventure going somewhere most people don't normally get to go, but while we were going into the unknown in terms of wilderness and climate, we were on very familiar territory when it came to the task ahead of us," he said.

Due to the tight timeframe, the pre-departure period was intense.

"Morale is always high at 723 but everyone was very keen to help out in whatever way they could to ensure our success," Petty Officer Anderson said.

"Everyone at the Squadron pulled together to make this happen, they appreciated what a great opportunity this was."

As well as their expertise, the team provided specialised equipment including aircraft lashings, handling wheels, a special towing arm and loading ramps developed by the team specifically for loading Squirrel helicopters into a C17.

"Working on ice presented a few unknowns for us but we were working with the Australian Antarctic Division team who were very familiar with that environment, so along with the Royal Australian Air Force, Navy worked together, sharing our individual areas of expertise and all with same common goal," Petty Officer Anderson said.

"It wasn't entirely straightforward; our Squirrels are slightly different to the Australian Antarctic Division's which meant we had to readjust the ramps.

"It was a bit tricky to get them lined up perfectly.

"We were on the ground for just five hours, with 20 kilometres per hour winds and temperature of minus 17 degrees celsius.

"But we were so focussed on the job it wasn't until the end of the day that we could stop and take it all in.

"We were waiting on the runway and I was shuffling in the snow when I saw the light blue ice of the glacier below us which is when I really got my bearings and a sense of where we were."

Navy Air Strike North Vietnam

By Vice Admiral Robert F. Dunn USN ret

Reprinted from *Naval History with permission; Copyright © 2015 U.S. Naval Institute/www.usni.org*

Dodging SAMs by pulling high 'Gs,' and weaving and jinking to avoid anti-aircraft fire were key survival skills for the pilots of Operation Rolling Thunder—the three-and-a-half-year campaign to force Hanoi to the peace table.

A half century has gone by since Rolling Thunder broke over North Vietnam. Frustrated by continual attacks against American installations in South Vietnam and the increasing support of Viet Cong in the South by the communist regime in the North, the Johnson administration decided to take action. An air campaign designed to apply slowly increasing pressure on North Vietnam by moving attacks farther and farther north was ordered, a campaign to be executed gradually, like a line of thunderstorms advancing across the countryside—thus, Rolling Thunder.

Success would be achieved when the offensive forced the North Vietnamese to meet at the negotiating table and stop supporting the Viet Cong. U.S. Air Force, Navy and Marine airmen flying from bases in Thailand and South Vietnam and from aircraft carriers in the Gulf of Tonkin were to apply that pressure in the North by disrupting supply routes and destroying resources that facilitated aggression in the South. Specific targets included electric power, war-supporting industry, transportation, military complexes, petroleum storage facilities, and air defences.

Unfortunately, the campaign was compromised and circumscribed by unprecedented micro-management emanating from the White House and the Pentagon and relayed through the cumbersome chain of command to the pilots and aircrewmembers trying to do their jobs in the actual theatre of war. At the start of the campaign, prohibited bombing zones were established around Hanoi and Haiphong, within 25 to 30 miles of the Chinese border, and in other areas. There was also a requirement for specific approval from Washington and the commander-in-chief, Pacific, in Hawaii to strike individual targets above the 19th parallel, which was about 175 miles north of the Demilitarised Zone separating North and South Vietnam. Most aircrews were not particularly discomfited with such rules. That was more a bother for commanders. Flying one or two combat flights each day, the aircrews on the line had enough to do with the missions available. It was the weather that more directly affected them. During long periods of the year, November through March, monsoon-driven fog and overcast precluded visual strikes, and the only truly all-weather aircraft, the A-6



This RAN 805 Squadron A4 was one of 2960 Skyhawks built after Douglas Aircraft signed the initial government purchase contract in 1952. Some 64 years later, of the 2960 built, 47 Skyhawks were still flying in military, civilian contract and private hands. A popular workhorse for US Navy and Marine pilots in Vietnam, the Skyhawk was renowned for an amazing ability to take major battle damage yet safely return its human cargo. About 267 USN and USMC A4s (single seat) and TA4s (twin seat) were lost in combat over Vietnam.

Intruder, was just making its first appearance. In these frequent bad-weather periods the North Vietnamese had ample opportunity to rebuild roads and bridges, replenish munitions, and send support south.

Initial Attacks to Alpha Strikes

Southeast Asia was not entirely new to American airmen. In 1955 a Marine unit delivered AD Skyraiders to the French in Da Nang for use against the Viet Minh insurgency, and in the later 1950s there were reconnaissance flights from carriers, by Navy patrol planes operating from the Philippines, and by the Air Force. In 1960 a Navy group was established in Saigon to train the South Vietnamese in the Skyraider. Then in 1964, in response to the Gulf of Tonkin Incident and other aggressions, U.S. aircraft flew several retaliatory strikes.

In April 1965, Rolling Thunder officially commenced with attacks on targets in southern North Vietnam by Air Force planes flying from their shore bases and by Navy aircraft flying from Task Force 77 carriers operating in the Gulf of Tonkin—"Yankee Station." Soon thereafter "Dixie Station" was established off the coast of South Vietnam, a point from which assigned carriers launched air support for ground forces fighting the Viet Cong in the South.

Both the bombing of North Vietnam and air support for troops in South Vietnam continued for the rest of 1965,



A VA 154 A-4 Skyhawk with two big 1000 lb bombs and a 400 gallon centreline tank launches from the Midway-Class USS Coral Sea (CV-43) for a North Vietnam target.

the former evermore constrained by rules guided by the belief that by applying gradual military pressure "We can get the signal through to convince North Vietnam to stop attacking its neighbour." When that didn't seem to work, the United States attempted to bring Hanoi to the peace table by using a different tactic: A bombing halt was declared over the Christmas season of 1965. That also failed.

Christmas Present

It did work for the North Vietnamese, however. During the pause they installed new anti-aircraft artillery (AAA or flak) and surface-to-air missile (SAM) sites; improved and increased other air defences; reconstructed and improved roads and bridges; put most of their petroleum, oil, and lubricants (POL) storage underground; dispersed their military-support base; and sent increasing amounts of materiel to South Vietnam via a winding route through mountains and jungle along the Laotian border that came to be known as the Ho Chi Minh Trail.

Aircrews were the unwilling beneficiaries of all this when Rolling Thunder operations resumed on 31 January 1966. Although there was a plethora of targets, such as newly reconstructed roads, bridges, and storage sites, on the minus side there was more intense flak on almost every mission and as time went by more and more SAM sites were built. Also, the mission had subtly changed. No longer was the goal merely to encourage the North to negotiate; now it was interdiction to shut off the supply of men and materiel to South Vietnam.

Operations, however, were still mostly restricted to the southern half of North Vietnam, and most Navy missions continued to be flown in connection with cyclic operations; that is, a launch and a recovery every 1.75 hours within a 12-hour flying day for each ship. To effect more complete coverage, flying days were staggered among the several carriers on station so

that there would be some effort over North Vietnam at all hours. In the first half of 1966, very few large "Alpha," or "Alfa," strikes were flown, but that began to change at the end of June. On 29 June, Task Force 77 aircraft hit the Haiphong POL, up to that time out of bounds. Results were spectacular. Fireballs lifting from the exploded tanks were caught on camera and the photographs published in Newsweek. Smoke rose to 20,000 feet. That success seemed to break the ice with the authorities in Washington, and from then on an increasingly higher percentage of Task Force 77 effort was in the form of Alpha strikes—large multi-plane, often full-deckload, efforts against POL, electric-generating stations, bridges, storage sites, missile emplacements, and a few smaller airfields.

Armed Reconnaissance

When Alpha strikes weren't tasked or the weather closed in, road and waterway reconnaissance, searching out traffic, truck parks, moving barges, and bridges continued. When all else failed, ordnance was used on not-very-effective road cuts. None of this pushed the North Vietnamese to the negotiating table. They were dug in, determined, and resilient. Though aircrews were also determined, they more and more came to the realisation that "We aren't going to end this war by catching Ho Chi Minh under a manhole cover." (When the air-raid sirens sounded in urban areas, many North Vietnamese would climb down manholes to seek shelter underground.)

Nevertheless, aircrews pressed on. Aircraft continued to fly "over the beach" and deliver ordnance as directed, despite the losses of too many friends and shipmates.

Defences and Countermeasures

North Vietnamese opposition mostly consisted of AAA—lots of it. While generally increasing in intensity as one got closer to Vinh, Thanh Hoa, Haiphong, or Hanoi, it could be expected everywhere. Every peasant, it seemed, had a gun. Artillery from 12.7-mm to 105-mm abounded. Aircrews could tell which kind it was by the colour of the bursts—black for 105-mm, white for 88-mm, a stream of tracers for 12.7- and 35-mm—and countered it when they could by weaving and jinking. Over some targets the flak was so thick it looked like newsreel scenes of World War II B-17 raids on Berlin.

The only choice was to press on . . . and there is no record of anyone ever turning back. The smaller the calibre, the greater the rate of fire, and the 12.7-mm tracers coming up, especially at dusk, looked like a stream from a garden hose. Sometimes larger aircraft standing off from the action could jam targeting radar, but the best defences against the flak were to stay high until close to the target and to weave and jink

continuously while over land. Still, more Navy and Air Force aircraft were lost to flak than to any other North Vietnamese defensive system. SAMs were always a concern but not a real problem until mid-1966. By the middle of 1967 as many as 80 SAMs would be launched against just one strike. While some aircraft were indeed lost to them, their more lethal effect was to drive the attacking planes down into the AAA envelope as they manoeuvred to evade the missiles.

When Navy carrier aircraft first deployed to Southeast Asia they had no specific defence against SAMs other than what the pilots called "The Mark 1 Eyeball" and manoeuvre. Everyone was well aware that electronic warfare (EW) was the key to defence against the missiles, but without any such defences on board attacking aircraft, their pilots had to depend on remotely stationed EW aircraft such as the EA-3B Skywarrior operating from the carrier, the Marine EF-10B (later the EA-6A) operating from Da Nang or Chu Lai, or U.S. Air Force aircraft. These were standoff platforms and advisory in nature. Active on-board defence was needed, and fortunately bright people back home knew the problem and came up with quick fixes.

New Systems

Even while deployed, new electronic warfare (EW) systems were installed that proved their worth almost immediately. Aircrews now received both a visual (a red light on the instrument glare shield) and an aural warning when either a SAM or AAA radar was active. Another kind of warning sounded when a SAM was tracking, shifting tone when the pulse repetition rate changed. This was paralleled with a strobe on a small cockpit-mounted scope showing the direction the SAM was tracking. Thus there was afforded an opportunity for manoeuvre and evasion. Also, an

automatic feature on board aircraft spread the radar blip on an enemy launch team's weapons-tracking radar, thus complicating the AAA gunfire solution. Once the aircrews gained confidence in these systems, no one wanted to go over the beach without them. Nevertheless, with or without AAA and SAM warnings, as soon as any aircraft crossed the beach, jinking and weaving would begin.

AGM-45 Shrike

Aside from manoeuvring and on-board EW equipment, the AGM-45 Shrike anti-radiation missile carried by specially equipped A-4, A-6, and, later, A-7 aircraft proved effective. The Shrike was designed to take out a SAM battery's guidance radar. Very often a radar operator detecting a Shrike would shut down his equipment, causing a miss—not as good as a kill, but okay. Without the radar the SAM wouldn't guide and the strike group could get in and out of the target area with either no missiles launched or SAMs launched without guidance. Very soon special two-plane sections of A-4s (later, A-7s) with Shrikes, called "Iron Hands," would accompany each strike. A third concern for attacking aircraft, much publicised but not nearly so lethal, were North Vietnamese MiGs—MiG-17s and MiG-21s. They did not oppose many strikes, and Navy attack aircraft never considered them a major threat because they never disrupted a carrier-plane strike. Navy fighters—F-4 Phantom IIs and F-8 Crusaders—looked for them and did shoot down some. To them goes the credit for keeping the MiGs that did show themselves off the backs of attack aircraft.

Don't miss the next *Slipstream* issue when this enthralling article will be concluded.



"SAM one o'clock five miles"

The SA-2 Guideline anti-aircraft missile (left) evolving from the 1944 German Wasserfall, was first deployed in 1957. Early credits include a high-flying Taiwanese RB-27 Canberra near Beijing 7 October 1959 and the Gary Powers U-2 shot down 1 May 1960. Using Spoon Rest early warning and Fan Song precision tracking and guidance radars, the first SA-2 victory in Vietnam was a USAF F-4C on 24 July 1965. Within a month the Naval Air Test Centre had shoehorned a Sanders AN/ALQ-51 "S Band" ECM system into a Skyhawk's 20 mm ammunition box and set up aials and a cockpit display. Trading 20mm ammunition for Guideline protection was a no-brainer. The ALQ-51 warned the pilot of Guideline-specific radar

activity and emitted a strong jamming signal aiming to break the radar lock-on, forcing operators to use less accurate manual tracking modes. By Mid-October a production line had been set up in the Philippines with Yankee Station Skyhawks receiving the first sets. F-8 Crusaders, F-4 Phantoms, A-6 Intruders, A-7 Corsairs and the rest of the strike-related community quickly followed. Later developments included wider-band ECM, also air-to-ground radar-homing rockets such as the AGM-45 Shrike and dedicated anti-SAM aircraft, including the USN "Iron Hand" and the USAF "Wild Weasel". Despite all this, August 1967 proved to be one of the nastiest months for USN aviators, with 16 aircraft lost and reports of 249 SAMs launched.

NO NEED FOR A NAME IN THIS INSTANT, PEDRO????????



Interesting Photo

Not the guy testing the structural strength of the flying suit

But the camera he is holding

A K20 all alloy "oblique aerial camera"

Clearly shows the cocking handle and trigger release bottom
left'

Webmaster/Database Managers Report

The website continues its transition from what has essentially been a short-term 'blog' of news and events to embrace a 'one stop shop' concept for anyone who wants to learn a little about our Heritage. The Skyhawk A4 pages are now on line, as are the Unmanned Aerial Vehicle (UAV) pages. They tell the story of these aircraft types – where they came from, how they got here and what happened to them. The RANHFV Heritage pages are under construction and when I have a few moments I'll start on the S2 Trackers - but it is time-consuming work.



Snapshots of history are never complete – there are thousands of old photographs, articles, tales and memories yet to be captured, so please – share them with me! I'm particularly interested in the stories of the maintenance of these aircraft as well as the anecdotes of incidents and accidents that occurred to them. Please...don't just ignore this plea: pick up the phone and dial 0413 250 969 now!

Our 'Snippets of History' collection is also growing. These are one page stories of particular aspects of aviation history, such as the story of Eugene Ely's very first (and dodgy!) take off and landing on a warship; the story of Stan Dallas, an Aussie fighter Ace in the first world war, and how a Fleet Air Arm officer captured the German Enigma machine which eventually led to breaking its code. Check them out under the "Our History" menu.

The 'Digitise Slipstream' project is now about 75% done. Most of the task has been conducted on a manual (single page) scanner and I've now got blisters on top of my blisters...but it will be a worthy record as it captures an irreplaceable snapshot of Albatross and the Fleet Air Arm going back more than 60 years. A list of what Volumes are available is on the website under the 'Members Only' menu, and each edition (in .pdf format) can be requested from the webmaster at no cost should you wish to see them. In time I'll do a universal index so things are more easily found, but that's a way off yet.

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

Until next time.

Marcus Peake
Webmaster



Bon Voyage Canberra

It was a pitch dark night, great dark billows of thunderclouds twisted and scudded obscuring the tropical stars. Through the darkness slipped "Canberra" at an easy speed her phosphorescent wake trailing back like a glittering feather, deep in her vitals hummed and moaned her idling turbines. Up on her bridge, keen eyes glued to powerful night glasses scanned the distant horizon, the searing fingers of her direction finding gear probed the dark still waters of the Solomons.

It was exactly 0105, the 9th morning of August, 1942, a night that was always to be remembered as a night of horror and death for many years after by this gallant ship's survivors.

Suddenly it happened, the warning scream of the action alarm bored through the ship's compartments, weary men leapt to their feet, manning their stations. From above came the groan of the turrets as they swung to face the enemy, the wonderful organisation of a warship in action quickly formed. From down below in the heat and sweat of the boiler room came the hiss of oil as it sprayed into the fiery maw of the furnaces; in the gleaming engine rooms great throttles slowly spun wide as the clang of telegraphs seemed to instil a note of urgency, the gently throbbing turbines suddenly roared into pulsating speed, and "Canberra" seemed to leap and tremble like a live thing as her bows sliced through the twinkling water with ever increasing speed.

Over on the scarcely visible horizon crouched several low sinister shapes, one against many, but there was a man on the bridge, a short squat man, who was slowly giving orders in a quiet even voice and how many of the men with him through proudly "our skipper", and so on tore the "Canberra" her hurtling propellers quickly closing the range with the enemy; out to starboard eyes caught the white wake of torpedoes, the water cross-crossed with them. Desperately she twisted and turned but it had to happen and it did. There was a lurid flash of flame which seemed to caress her side, once, twice; at the very same moment it seemed the very heavens to port seemed to split open in multi-coloured flame, the cackling roar of gunfire echoed and crescendoed through the night shrouded islands. "Canberra" still mantled in spray from torpedoes beginning to wallow, her power gone, her boiler room a fury of searing steam, took it all, forward and aft; blue and red sparks showered, as shell after shell tore into her vitals; her gunners sitting helpless in their dead turrets could only stare helplessly, it was the beginning of the end.

The events after now march through my mind in stark realism. My story is similar to others, excepting maybe, I was spared some of the horrible sights amidships. I was one of the luckier ones. I was forward, even after the exploding shell which penetrated near me had flung me and I awoke with the salty taste of blood and broken teeth in my mouth. Will I ever forget the bitter, sad looks of my companions as the order called down the smoke filled hatch from above "Abandon between decks". I picked myself up from the wreckage strewn gently sloping deck and made my way to the chaos of the upper decks.

My mind had been somewhat prepared for the terrible sights which I imagined I might see, but never in a thousand years could it have prepared me for the unspeakable bloodiness my shocked eyes took in. Why! There was a cobbler of mine – only a couple of hours ago we had been laughing and joking together – and as I stared down at him the hot sea wind ruffled his curly brown hair and the blood stained overalls he wore. I forced myself away to where heroes in tattered clothes were dumping red hot boxes of cordite and guncotton into the sea. I will not, I could not describe some of the scenes about me – of maimed and broken bodies – some piteously calling for Mothers or water; some in the still stiff pose that could only be death, as even now my mind refuses to believe the fact that the "Canberra" is now no more. Even till the end of my life will I remember her and the good Aussie boys who are between her shattered decks even now.

Heroism too I saw, unstinted heroism, between torn and smoke-filled desks, rescue parties were at work, risking horrible death by fire or steam, while the decks grew hotter and the "Canberra" listed further and further. Then came the order, passed from mouth to mouth, "Abandon all decks, all hands up top". We knew then that this was the "Canberra's" last voyage.

There was not much panic, an isolated case here and there, as some youngster, only a kid who could still have been at school, broke down at the frightfulness of it. A lot of them had never seen death before and they knew that some of their cobbles would never see Australia again.

The whole ghastly nightmare is now unreeling before my eyes; I see the red glare of the burning plane outline gaping shell boxes and twisted gun barrels, all that is left of the 4 inch gun deck. I see the yellow glare creeping along the blood spattered walls and still huddled forms. I smell the choking black smoke pouring from the ventilators from the inferno below; I see men hurrying to and fro with pitifully inadequate buckets of sea water and sand; the epic of the medical officers working under the weak glow of torchlight, trying to bring peace and quiet to men in gore soaked overalls. I see too, the Ensign fluttering proudly, defiantly, above the death and destruction below.

I prayed that night, as others did, and the tropical rain came down to wash the reddened deck and dull the fires. Everything after that seems minor to those last two crowded hours when death walked arm in arm with destruction. All the while meantime a ferocious battle had been raging, the splitting roar and thunder was inter-mingled with that of gunfire; white tracer shells criss-crossed the night sky all around our dying ship.

I began to be dulled to it all. I saw a man go to his death between the grinding sides of our ship and a rescue destroyer. I saw the shooting flames from amidships illuminate the low black coiling of clouds. I saw men's faces go tense as the hum of enemy aircraft filtered down from above and relax wearily when they passed. I saw men die and others slowly draw a sodden blanket over the still white faces and two men risking death by going below in the now dangerously tilted ship to get blankets for the wounded, and I thanked God when the lightning flashes lit up the dim form of rescue destroyers.

Gradually a grim grey dawn filtered over the jagged ranges of Florida Island. How many of us had ever hoped to see that dawn? Then came our rescue ships. We piled down ropes, mess stools, davits, any thing onto her shiny still decks. Wounded still alive were handed down over the gaping crevasses of the ship's sides, then suddenly the decks vibrated under our shivering feet as we drew away. There she was, flame and smoke pouring from her, exploding ammunition cracking sharply on the thin morning air. Her guns still where they were pointed to face the enemy, steam and smoke gushing from her funnels. Never, never, will I forget that sight, the gaping holes in her sides, twisted and torn superstructure looming up against the silver lined morning sky.

I saw a man near me wipe his cheek, he looked at me, wiped his face again remarked something about sweating. I had a queer lump in my throat as they gave three cheers and as we sped away into the sea mist there came the sound of gun fire hastening her end. Even now I can remember my last look at her as she drifted away into the mist, her flag still on high, out of our sight forever.

Here we are back in Australia, our wives, mothers and friends are with us again. Yes! We have lost our Captain too—that quietly confident man on the bridge. It seems some power, some unknown devil steered the old "Canberra" through thick and thin for nearly three years, then he let us have it all at once. She never had a chance and she went to eternity bathed in blood and glory.

They say that memory dims, but I'm sure in after years come what many, I'll always have a thought for that ship, even though she lies buried for all time deep in mud and drifting sands of the Pacific. She will, in my mind at least, sail, the Gallant Canberra.

AB Peter Rozinski member of HMAS Canberra then HMAS Shropshire wrote this recall of the fateful night Canberra was lost. He died on Anzac day 19 getting ready to assemble with other members of the 97, he was Canberra/ Shropshire group when he had a heart attack and died there just before the march.

This is an exact transcript of his hand written recollection. Peter was a long time friend and I am honoured to pass his recollection on to all sailors and friends.

Colin Tietzel

PETER ROSE

RECIPIENTS OF THE AIR GUNNERS WINGS



A group of six Vietnam Veterans from the Royal Australian Navy and the Australian Army stand together after being awarded Certificates of Service and Gunner's Wings for their actions as helicopter door gunners in the Vietnam war in the Officer's and Sergeant's Mess at Leeuwin Barracks

Left to Right. Allan Winchcombe (Navy), Ralph Hoger (Army), Keith Taylor (Navy), Andrew Curran (Navy), Doug Rasmussen (Navy), Barry Todd (Navy)

TASMANIA

Another three months have passed since our last report and here we are again, The Tassie division has been doing all the normal things with Anzac Day being at the forefront of commemorations with our President attending the Greenwell Point Anzac Day service and like so many Anzac Day commemorations around the country they are all so very well attended.

This does show that the general community see the value of the service of our servicemen and Servicewomen in this day and age.

It is very humbling to see so many people at the Dawn service the turn up to the Day Service.

However there appears to have been some poor management with regards to the laying of the wreath at the Launceston Service, sadly it seems that a lack of understanding of what and who are ex-service organisations that are within our community, something that I have mentioned previously is that While the Fleet Air Arm has a very enviable record of service since its start in 1948? there still remains little knowledge of it in the community at large.

Sadly we have lost another of our stalwarts, Bob Jones passed away on the 6th May 2016 and we extend our kind sympathy to all the family.

At this time I have some health issues that like so many others don't tend to go away very quickly, but am working hard to resolve and in saying that I wish a speedy recovery to each and all.

Tas. Div. extends our good cheer for the remaining part of the year and do come down to the south Island and pay us a visit mmm.

Best Regards

Tas Browning

FLEET AIR ARM ASSOCIATION

Wall of Service Administrator

As from the 1st July 2016 due to cost of plaques being increased due to foundry costs, prices will have to be upgraded and will cost \$160.00 for FAAA Members and \$190 for non FAAA Members.

The current status of Wall of Service (WoS) plaques/applications is as follows:

- A. The total number of plaques on the wall now stands at 835.
- B. Order number 34 (with 14 plaques) has been received back from the foundry with placement to occur in July, and
- C. Current order no 35 is open with one application received.

The application forms are available electronically on the FAAA of A website www.faaaa.asn.au/, which allows for direct debit payment to be made. Hard copy forms are also available from State Secretaries, the WoS Administrator and from the front counter of the FAA Museum Shop.

An update list of all plaques mounted on the Wall of Service is available for viewing on the FAAA of A website

This Concludes my report.

J. BALAZIC

WoS Administrator

14 June 2016

A GREAT DIGGER

Lads,

Gary Mayer was Lt Peter Cosgrove's sig in Vietnam, in fact he was with him when Lt Cosgrove won the MC.

As we all know Lt Cosgrove is now General Sir Peter and seemingly a good bloke at that.

But my mate Gary, who now resides in Maleny in the Qld hinterland, has a battle with cancer and all efforts to halt the dreaded killer are near exhausted.

Last weekend he got a call from his old skipper saying that he was in Brisbane and would like to drive up to Maleny for a cuppa.

And he did just that.

An unmarked BMW with 2 fed coppers aboard followed by a 4 wheel drive with more feds made the trip up and a fair bit of bullshit was relived over the cuppa.

About 2 hours later, the General was on his way back to Brisbane for the VIP flight back to Canberra.

Now is that a fair dinkum good bloke or what ??? !!!

A young jackaroo from outback goes off to Queensland University but halfway through the semester he has squandered all of his money. He calls home. 'Dad,' he says, 'you won't believe what modern education is developing... they actually have a program here in Brisbane that will teach our dog OI' Blue how to talk.'

'That's amazing!' his Dad says. 'How do I get OI' Blue in that program?'

'Just send him down here with \$2,000,' the young jackaroo says, 'I'll get him in the course.'

So his father sends the dog and \$2,000.

About two-thirds through the semester, the money again runs out. The boy calls home.

'So how's OI' Blue doing, son?' his father wants to know.

'Awesome! Dad, he's talking up a storm... But you just won't believe this.

They've had such good results with talking, they've begun to teach the animals how to read'

'Read?' exclaims his father 'No kidding! How do we get OI' Blue in that program?'

'Just send \$4,500. I'll get him in the class.'

The money promptly arrives. But our hero has a problem.

At the end of the year, his father will find out the dog can neither talk nor read.

So he shoots the dog.

\When he arrives home at the end of the year, his father is all excited.

'Where's OI' Blue? I just can't wait to talk with him, and see him read something!'

'Dad,' the boy says, 'I have some grim news. Yesterday morning, just before we left to drive home, OI' Blue was in the living room, kicked back in the recliner, reading the Wall Street Journal.

Then he suddenly turned to me and asked, "So, is your daddy still bonking that little redhead barmaid at the pub?"'

The father groans and whispers, 'I hope you shot that bastard before he talks to your Mother!'

'I sure did, Dad!'

'That's my boy!'

ANZAC DAY 2016 WESTERN AUSTRALIAN DIVISION



JIM BUSH AND KEITH TAYLOR ORGANISING BANNER



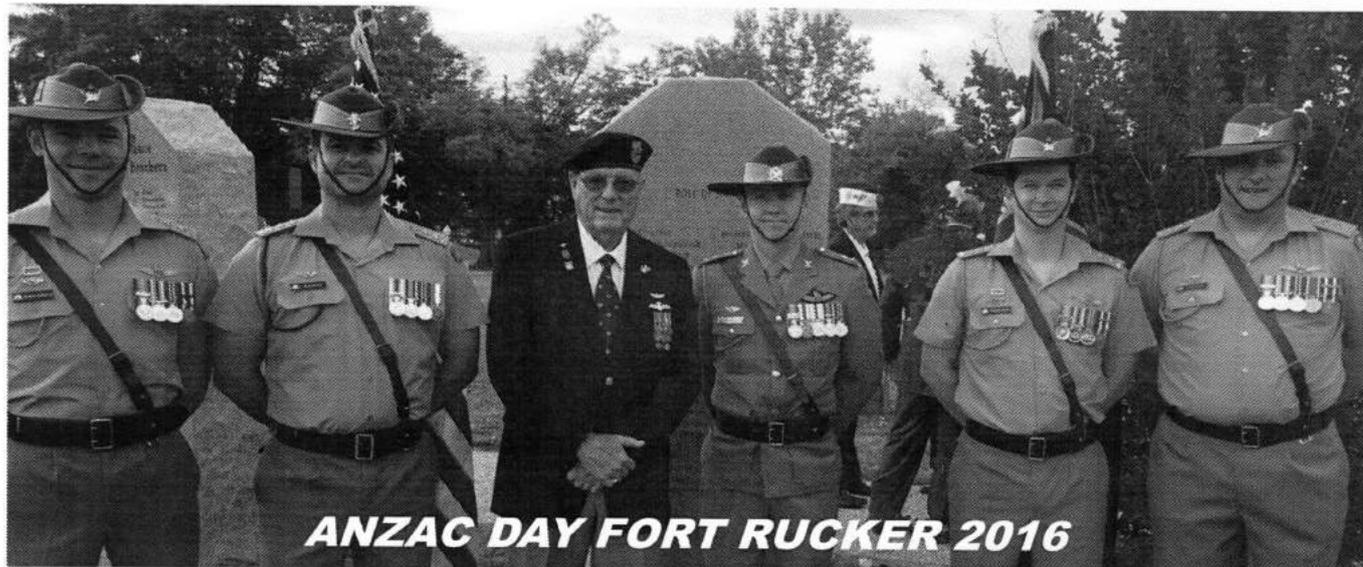
JAKE HORSTIN OUR PROUD FLAG CARRIER



CHOOKS CLEARY READY TO GO



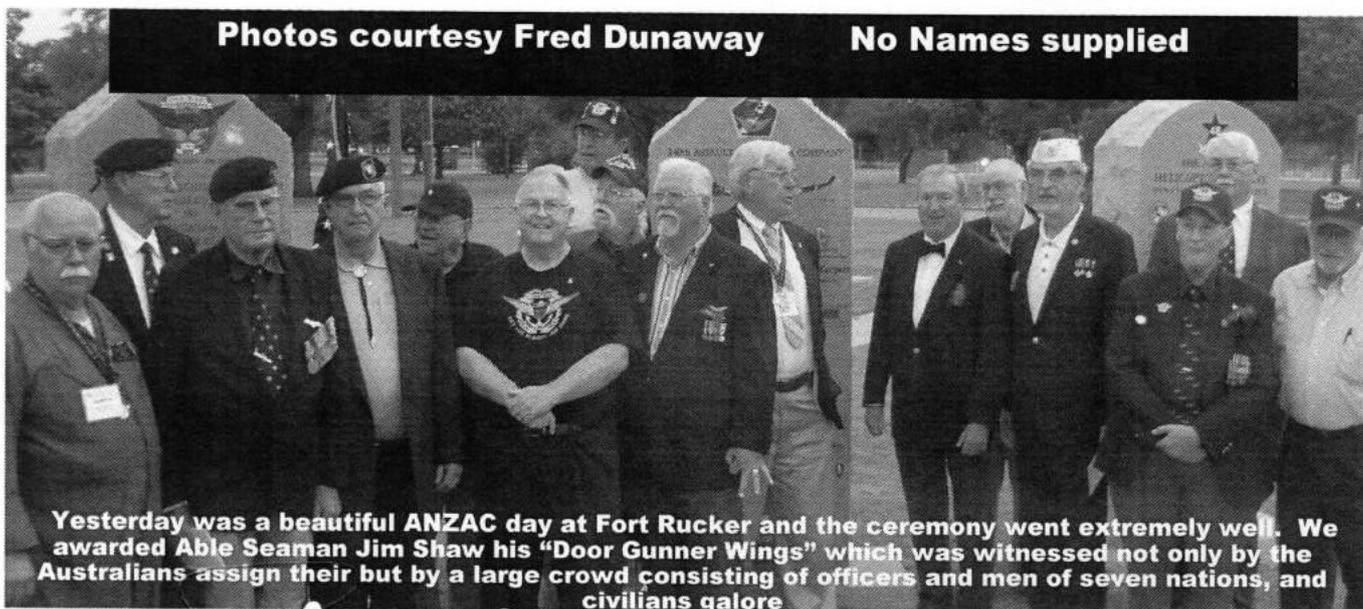
ROSIE O'GRADY'S WELCOMING BY JIM BUSH



ANZAC DAY FORT RUCKER 2016

Photos courtesy Fred Dunaway

No Names supplied



Yesterday was a beautiful ANZAC day at Fort Rucker and the ceremony went extremely well. We awarded Able Seaman Jim Shaw his "Door Gunner Wings" which was witnessed not only by the Australians assign their but by a large crowd consisting of officers and men of seven nations, and civilians galore

AS TAKEN FROM THE US NEWSPAPER THE SOUTHERN STAR Wednesday , MAY 4th 2016

The 135th Assault helicopter company was organized at Fort Hood, Texas on the 1st February 1967. In October 1967 the unit deployed to Vung Tan, Republic of Vietnam. At the time of deployment the Australian Government dispatched a Navy helicopter flight to Vietnam consisting of eleven officers and thirty six enlisted men. The Australian flight was assigned to the 135th, and the unit became known as an "Experimental Military Unit", or EMU for short. The unit's first roll was to support the Royal Australian Task Force and other free world units working in III and IV Corps. To facilitate operations the 135th moved to Blackhorse in December 1967 and then to Bear Cat in November in

1968. Working as part of the 214th CAB and 222nd CAB the EMU's wrought devastation on the Viet Cong from the southern edges of the U Minh Forest to the Bamboo of Bu Dop and east to the boundaries of II Corp. On the 8th September 1970, the EMU's moved again, this time to Dong Tam, supporting strictly Vietnam Army Units in the Delta. As other aviation units in the Delta deactivated the only US/Australian helicopter unit in existence took up the slack. The 135th daily flew great distances from home station in support of the war effort. As the only completely integrated Multi-national Helicopter Company fighting in Viet Nam, The EMU's developed pride and dedication to their motto, "GET

THE BLOODY JOB DONE". In honour of their Australian Brothers the EMU's gathered at the 135th AHC Memorial, at Memorial Park in Fort Rucker at 5.30 AM to recognize the sacrifice the Australian Army made as they invaded Gallipoli on the tragic 25th April 1915. "First Light" was the start time for the battle by the Australian/New Zealand Army Corps (ANZAC) on the southern coast on what is now Turkey. LTC Charlie Barton gave the ANZAC Day address. Col David Francis and LTC Barton a wreath at the 135th AHC Monument in memory of the fallen, as did their children Isabella and Alice Barton and Emma Davis on behalf of future generations. Members of the 135th Army Helicopter

Company (AHC) read the Combat Honour Roll. In addition to the memorial service there was a rare opportunity for an Australian soldier to receive an award for service with the US unit, that can now be worn on the uniform. Col Fred Dunaway (Ret) former EMU Commander, presented the new "Forgotten Hero" to recognize the service of door gunner Jim Shaw

Slipstream Victoria Division

Greetings to all members from the Victoria Division

Firstly let me say that I have been correctly chastised for not doing justice to Ron and Val Christie after they stood down at our recent AGM. Ron along with Clem Conlan was one of those responsible for setting up the Victoria Division in 1984. Since that time he has held every responsible position and it is fair to say that without his contribution we would have struggled at times to survive. He has now decided that it is time for others to take the load and we are forever in his debt. Val likewise has done far more than her share over the years and is Irreplaceable. At this stage we do not have anyone to take over from Val as Social Coordinator and I am already finding out just how much she contributed. Ron and Val are still active members and they can be assured that I continue to seek their advice.

Anzac Day was spectacular with perfect weather and a good number of members for the March and Reunion. This year our march contingent was led by our relatively recently installed President Chris Fealy resplendent in his Captain's Uniform. We were delighted to be joined this year at the march and reunion by some visitors and family members including the following:

Alan Clarke's (Happy) son Andrew

Ian McInnes's daughter Adrienne and partner Lachlan

Ivor Jansz's widow Kath and daughter Melody

Rob Earle's son Chris

Darren Hooper a member from Port Macquarie.

Lindy Smith my partner.

Jenny Smith who is in London for two years made a surprise appearance as he was in town for a few days.

If I have missed anyone then I apologise

Great to also see our past secretary Peter Barnes and partner Millie in attendance.

Kay Clark one of our cheerful associate members has been in sick bay but I am assured is making a good recovery. We look forward to seeing her shortly.

Committeeman Rob Gagnon missed Anzac Day as he was in Switzerland representing Australia in the Seniors World Curling Championships. My knowledge of Curling is reasonably close to nil but have been informed that he is a player of world standard and we wait his report when he returns.

The sale of our long term home at the Melbourne Naval Centre has now been confirmed so the search is now seriously on to find a new venue. Our October meeting will be our last at the MNC.

We are just commencing planning for our Annual Dinner and Memorial Service at HMAS Cerberus. This is a major event for the year and I will report the details in the next issue of Slipstream.

Yours Aye

Mal Smith

Secretary



Ian McInnes and daughter Adrienne



President Chris Fealy

PRESIDENT'S SLIPSTREAM REPORT – JUNE 2016

A hearty welcome to all members and their families to our winter Slipstream edition for 2016. With winter well and truly on top of us, I trust you are all keeping healthy and out of the cold. I also welcome any new members, and encourage them to be active members of the association.

Unfortunately we continue to lose close friends and members of the Association; this is always a difficult time for family and friends. Please be assured, you and your loved ones are always in our thoughts. Another great supporter of the FAAA who recently passed away was our own Toz Dadswell's beloved wife, Gwen. She will be sadly missed by family and friends. I have also just been informed of Commodore John Goble's recent passing. John was one of the Fleet Air Arm's original aviators being the first group of RAN officers to qualify as pilots shortly after WW2 and served with the RN until 1948. John was also an outstanding supporter and contributor to the FAA Museum. We owe much of what the FAA is today to his efforts in uniform, as well as the time and effort he put into supporting the FAA in retirement. Our thoughts and prayers are with his wife and family.

Since my last report we commemorated Anzac day, I sincerely hope that all divisions had a good turnout, and members and a chance to catch up on the day. We had an excellent group march in Canberra consisting of current serving and ex serving members in front of several thousand enthusiastic side line supporters. It was a great day, and well lead by ACT President John Schonberger.

The Federal Council Committee recently met at our half way house, the Nerriga Pub. They light the fire for us, and cool the tinnies, and it makes for a relaxed environment to discuss FAAA matters. I thank all the Divisions and their committees for their continued efforts in maintaining the Associations support mechanisms and information flow to members and prospective members.

Marcus Peake our Webmaster and I had the pleasure to represent the FAAA at the recent Wings over Illawarra Airshow at Albion Park. It was a spectacular show and very well attended by the public and also well supported by ADF assets and reserve personnel. The FAA Museum desk attracted some interested, and Terry and his volunteer group were kept busy handing out brochures and spinning warries.

Hopefully at our next Council meeting we will be in a position to present medallions of merit to successful members that excelled whilst undergoing their trade course at the Albatross Training Department. Our secretary Dick is working closely with the Training Department to get this worthy project back on track.

Thank you to all members and your families for your continued support of our Association. We still need new members, and word of mouth certainly helps, and please continue to use our website as a medium for information gathering and submitting notices of interest. Having our FAAA website relevant for viewers takes a lot of hard work by the webmaster, so please support the site and help our organisation continue to grow.

I wish you all the very best, take care.

Regards
Geoff Ledger
National President

APOLOGY

Due to Adverse circumstances NSW President Greg Wise will not be able to submit his report in this issue of Slipstream

Thanks ED

SLIPSTREAM

QUEENSLAND DIVISION

It doesn't seem very long since my last Newsletter sent from Adelaide. Many thanks , Ron, for including the info about Graham Quick. He is currently in WA lecturing on the RFDS. Not too tough a life. Our Anzac Day went well , I've just sent some Anzac Day photos from Dee's I- pad as it's too complicated from my machine at present. John & Denice Ward travelled by Jeep and Royce Kimlin turned up prior to the March. We hadn't seen him for some long time. Our normal after march function was all at sea due to continued restorations, so I had to make a snap decision to relocate to the Kedron/Wavell RSL. Ray Murrell had arranged for a table for 20 or so which helped, but some finished up in a large room upstairs with free beer and nibbles on the go. By the time all of this came to light, some tables were taken away so that 2-UP could commence so all had to relocate downstairs to the eating area. In the end, the best shot was to close the eyes and just get on with ordering food! With any luck, we'll be ok for next year.

We had to forgo carrying the White Ensign for the March. I had been requested to write to the Secretary of the March Committee & then a letter came back to say that the only ones to carry the Ensign were to be the uniformed group-RAN-who were at the head of the Navy contingent. I later discovered that the CPO who had been haunting us took my letter to Navy HQ at Bulimba & gave a biased comment on our use of the Ensign. Some work to be done there! HMAS Moreton has been recommissioned at Bulimba! Wonderfu I news. We look forward to being able to get involved there again.

Had a call from Ray Murrell, in Sydney, to tell me that HMAS Adelaide may be coming into Brisbane fairly soon. I have made contact with Navy HQ in Brisbane, to ask if a visit can be arranged. They will let me know asap.

Warren Walters has put his house on the market & hopes for a quick sale. He aims to downsize when it all happens. Meanwhile he's playing Pickleball & golf and looking after his mother -in-law who is not well. He's had huge amounts of rain but not catastrophic as in other parts.

We've been very lucky here in that the huge storm which has rolled down Australia's East Coast, has pretty well missed us with only light damage and pockets of heavy rain. The Gold Coast has copped it as well as NSW North Coast. Sydney and the South Coast has taken a battering. No doubt Nowra has had a fair cop as well. Now we are heading back up to 27c with clear weather again. Then I might have to put some long-uns on!

With any luck, we should have a good weather day for our BBQ on 16 June. Dee and I will get up there around 9.45 or so to get the Flag up and food at the BBQs. We will be doing hamburgers as well as sausages, onions, etc. We're expecting a good roll up. We'll hold a meeting as well.

Anyone wishing to apply for the President's job should get a Nomination Form from Trevor. Nominations need to be lodged three months before the AGM.

I had a call from CDR Ted Wynberg asking if I would attend a Presentation of "Gunnery Wings" at Bulimba. CDRE Vince Di Pietro was going to present our guys with the WINGS wch were finally issued from Vietnam days. I was delighted to represent the Association. The Navy Phot bloke didn't turn up, so Dee was asked to do the Honours! It was a glorious day and most of the Gunnery came along together with Partners. Good to see Andrew Craig there as well.

Hopefully, here are a couple of photos.

Regards Barry

Lister. President



ACT DIVISION UPDATE

Hi again to all for this edition of Slipstream.

A get together for the ACT Division was held in February at the Canberra club with a small number in attendance. Hoping we can get a few more along to our next function.

Anzac Day 2016 saw a good turn-out at the Canberra National service with approximately 50 members and current serving personnel marching under the FAA banner. Personnel from HMAS ALBATROSS travelled to Canberra to also participate and special thanks go to those sailors from NAS Nowra Squadrons for carrying the banner on the day. The National President Geoff Ledger joined me in leading the squad and all went smoothly despite the usual stop / start marching pace.

I have included a few photos of the Anzac march .



A reminder that the 'South East Queensland Birdies' reunion is to be held on Friday 28th October 2016 at the Victory Hotel (in the Nelson Bar), 127 Edward Street Brisbane CBD, commencing from 1300 till late. This event draws a good roll up of FAA personnel and their partners from all over Australia and I expect another great turn out this year, so if you are keen to attend please email the reunion organiser Wayne Avery at waavery@gmail.com



Well that is all from me for this edition. Until next time take care.

Regards,

Schonners

John Schonberger
President, ACT Division

2016 SLIPSTREAM EDITION

APRIL/MAY/JUNE 2016

South Australia.

Greetings to each one of you throughout this magnificent country and beyond. I believe Ron Batchelor ships some of these Slipstream magazines overseas and beyond.

Have had a few things happen in our Central Summer Time State since our last communication. Decent weather being a part of it to be followed up smartly by crap weather with wind and rain not from Queensland surprisingly, but The West. Not to criticize The West in any form as we and them have this understanding which has been with us over centuries. But that sort of weather from Queensland is clearly a mistake. Besides, The West has their own Skinhead Kelson and you don't need him knocking on your door at 3 in the morning to alter your thinking!

March 2016 was our Annual General Meeting and was well represented by Members who thought someone had mentioned a free beer issue was involved. Lets face it, I will do most things under-hand to get Members to attend an AGM.

Elected:

President Michael Stubbington.

Vice President Fred Driver. (Elected in absentia- not a small village in the Hungarian Alps)

Treasurer Gordon Gray,

Secretary left vacant but will be filled by Mrs Jan Akeroyd in June 2016 pending a meeting with current Secretary (me) on 1 st June.

We also elected 4 committee members as per our State Constitution.

April the 4th saw NAAH John Sedy receive his Gunners Wings for efforts as a door gunner in Vietnam (HFV). Cmdr Ted Wynberg presented the Wings to John at the Keswick Barracks and our Ian Laidler attended and took photos and posted a report for Members.

I can remember John Sedy always being called Sludge Sedy which seems a tad cruel to me.

ANZAC Day has come and gone for another year. Some confusion at the location for our meet-up which was placed on North Terrace a matter of metres from our normal spot. But!

The Division was ably led by President Mike Stubbington assisted by someone in the rear rank repeating the Eyes Right in a proper naval fashion which startled the Members in front of him. It was just as well Admiral VAT Smith wasn't taking the salute for the Division would most certainly have had to Go Around till they got it right.

Lunch at the Windsor Hotel was a success with extra desserts supplied by the Hotel Staff for the Heroic Members.

Past President John Siebert is touring the USA once again with his wife Annie and hopefully enjoying better weather mixed with their confusing political system.

Member Peter Rodda has been abducted by Aliens and disappeared from the scene completely. Non delivery of those precious Slipstreams, no home phone connected, no recorded mobile phone, nothing. Where are you Peter?

Treasurer Gordon Gray is experiencing some ill health at present and I do believe that after a short stay in hospital, he has been allowed home. Specialists are wondering what it is that has made him ill. Wishing you a speedy recovery Gordon.

Past President/Member Rodney Venning has slipped his final mooring with his funeral taking place at the Enfield Memorial Park on May 9 th . Always great fun to have him around and although he was no longer a Member, he did occasionally front up for the ANZAC Day March. Farewell Rod Nugget Venning.

Recently spoken to Leon Brown (Cambewarra) regarding the major development work going ahead at Albatross Those of us who see the Tross over scattered years are apparently going to be amazed at all the changes taking place. Nothing left to recognize as we remember it to be. Leon says the security has made the casual entrance to the Tross a nightmare and you would have to sleep with the duty RPO to get Onboard with a vehicle. My words not Leon's

Leon also suggested that the phone call I received from Queenslander Adrian Whiteman several weeks ago was an attempt to fix my home co-ordinates into some missile tracking system. No neurotics here, move on, nothing to see.

To close off, I would like to send out to all our brothers within the Association, a hearty Good Cheer as winter slowly settles into a normal pattern of wind, rain, wet noses and red eyes.

What a joy!

Finally, after a man escaped from an asylum, raping a washer-woman as he fled, the headlines for that afternoon read:

NUT SCREWS WASHER AND BOLTS.

Regards to you all.

Roger Harrison (Temp/Secretary)

Hon. Whipping Boy. (SA).

WESTERN AUSTRALIAN DIVISION



Greeting's again from the Far West;

ANZAC Day here was very wet, we all got drenched waiting to step off ; crowd's were understandably down but again those that braved the weather still made it worthwhile.

We welcomed a whole herd of visitors to join the rank's and at Rosie O'Gradys later; Bill Huntriss; Bob McIlwain; Maurie Snell; Peter Howatt; Barry Yeomans; Terry Wilkinson and JJ (Blue) Harrison. (apologies' if I have missed anyone)

From the WA Division first timers Danny Joyce; John Clayton & Michael Gough it was great to see old friends re-uniting over a couple of gallons of the amber fluids, Rosie's was in full swing when Ryan Jose led the No2 Pilots Course in after their annual trip out to Rottnest to participate in the ANZAC Service there. Again our thanks to the Rosie O'Gradys staff for their great service; I'm not sure who enjoys it most the staff or us.





The former Wardroom at Leeuwin Barrack's as it is now known, was taken over by the Navy again for a Presentation of Gunner's Wings to Members of the Helicopter Flight Vietnam ; Barry Todd; Alan Winchcombe; Andy Curran ; Douglas Rasmussen; myself and one of the Army Machine Gunners Ralph Hogar; unfortunately Nigel Lee and Russel Boyce were unable to make it. CDRE Vince DePetro and CDR Ted Wynberg and CAPT. Brett Dowsing Officiated . There were several people in attendance at the ceremony who had strong memories of Leeuwin; Winston James last Commanding Officer; Clive Mayo Divisional Officer; Alan Winchcombe; Doug Rasmussen and Barry Todd— Junior Recruits.

Other than that it has been quiet Division wise , we have attended Battle of the Coral Sea; Naval Cadets Passing out Parade; T.S. Canning Inspection day and most recently United State's Memorial Day.



Keith Taylor Scribe

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GOLF CART

Many years ago, during my married days, I accidentally overturned my golf cart.

Elizabeth, a very attractive and keen golfer, who lived in a villa on the golf course, heard the noise and called out: "Are you okay, what's your name?"

"It's John, and I'm okay thanks," I replied as I pulled myself out of the twisted cart.

"John, she said, (firm loose breasts undulating beneath her white silky robe) "forget your troubles. Come to my villa, rest a while and I'll help you get the cart up later."

"That's mighty nice of you," I answered, "but I don't think my wife would like it."

"Oh, come on now " Elizabeth insisted.

She was so very pretty, very very sexy and very persuasive ...

I was weak. "Well okay," I finally agreed but thought to myself, "my wife won't like it."

After a couple of restorative Scotch and waters, I thanked Elizabeth . "I feel a lot better now, but I know my wife is going to be really upset. So I'd best go now."

"Don't be silly!" Elizabeth said with a smile, letting her robe fall open slightly. "She won't know anything. By the way, where is she?"

"Still under the cart, I guess" I said.

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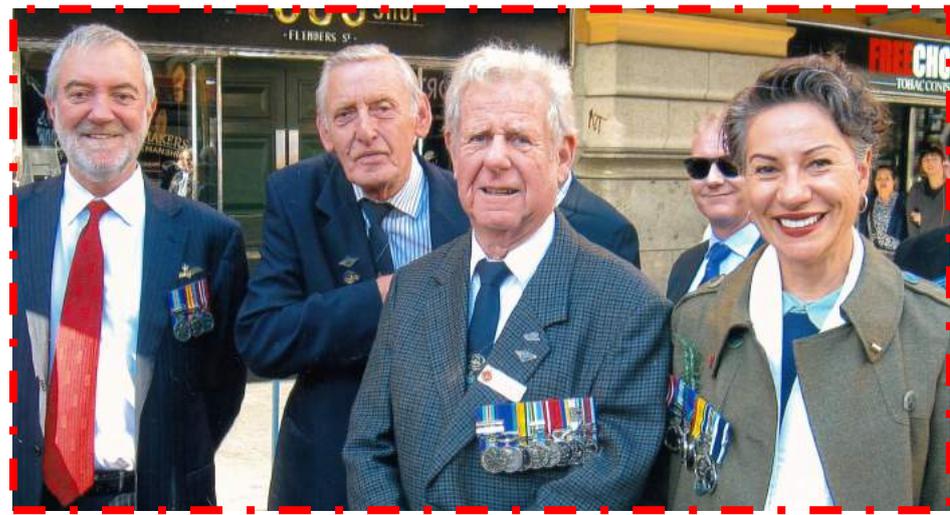


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