

SLIPSTREAM



AN "OLDIE" BUT STILL A GREAT PHOTO

HMAS Sydney in "Vung Tau Ferry" configuration as a troop carrier during the Vietnam War, in a replenishment at sea with HMAS Supply, and an unidentified Daring Class destroyer. Date taken: unknown. Due to the former version of the White Ensign being flown, the image is dated 1967 or earlier.

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

Presidents Report – Slipstream September 2017



G'Day Everyone,

As we move deeper into the year heading towards the RAN Helicopter Flight Vietnam commemorative activities and reunion, the end of the 'classic' S-70B-2 Seahawks and AS350 Squirrels in RAN service, and further considerations of FAA related matters by the Defence Honours and Awards Appeals Tribunal (DHAAT), there appears to be not enough time to get anything done!

We are continuing fruitful discussions with COMFAA and his staff on improving communications between the currently serving FAA team and the ex-service members in the FAAAA and I hope that you are all benefiting from the monthly e-mails that our Webmaster issues to what is becoming an increasingly large readership. Any issues or suggestions on information flow will be welcomed and considered by the National Executive.

We are also continuing the dialogue with the Defence Honours and Awards Appeals Tribunal into two matters: Higher awards for the extraordinary rescue conducted during their service with Helicopter Flight Vietnam during that conflict by Mike Perrott and Bob Kyle is the first item. We have received a response from the Minister to our submission on behalf of Mike and Bob that was not what we had hoped for, but we shall continue to work towards the right outcome in due course. The second matter is a submission to the DHAAT in respect of RANHFV. The DHAAT requested the FAAAA to make a submission on the Association's views on whether the RANHFV should receive a unit commendation for their service during the Vietnam War. We proposed that RANHFV receive a Meritorious Unit Citation, and that a Unit Citation for Gallantry would be an entirely reasonable outcome of the Tribunal's considerations. The Tribunal is holding hearings on 12 and 13 October in Nowra and I hope and trust that the FAAAA will be called to provide further impetus to this important matter.

We are continuing to push various authorities to provide details of the report into the death of a previous FAA member whose death was associated with his Defence service. You will know more if and when I know more.

We are also heading towards the Federal Council meeting in Nowra in October. Time is short to make submissions to be considered there, so move quickly if you wish something considered.

All the best.

Yours Aye,

M. G. Campbell
RADM, RANR
National President

FROM THE EDITOR



Have had a request from the son of CPO Dennis "Bomber" Brunswick who served from 1952-1974. He does not have a photo of his Dad in uniform, does anyone who served with "Bomber" have a photo of him that we can send on to his son. I am sure he would be very grateful. Have recently read in the papers that all three services have positions for women only. I don't find this offensive as a couple of the girls here at Albatross can throw those choppers around better than some men but positions that put women on the front line.....NO BLOODY WAY. Had the pleasure of attending a party for an 80th birthday down at Greenwell Point, didn't know he was that old poor "Cluey". How time fly's with the General Annual meeting of the National Association due next month. It only seems that we have just finished the last one. It is also four years since the last reunion so once again that is due in be in October 2018 and our National Secretary "Pincher" has been barking

out orders so that every thing will be in order by that time. Everything else is running along smoothly so I best sign off until the next issue

Cheers Ed

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Front Cover Page



HMAS Sydney (III)'s distinctive navy blue and gold 'as worn' battle honours board and name board now on display at the Fleet Air Arm Museum, Nowra, NSW.

Author**Anson E (Ted) Goater.**

Dear Editor,

As a retired aviator who has spent many years in an airline check and training capacity, I found Brian Dutch's letter on his successful Sea Venom ejection and the questions raised, interesting.

Without being privy to all of the data, this accident had all the earmarks of being the result of low level wind shear, but in the early sixties very little was known of this phenomena, and it is not surprising that the cause was determined to be "Poor airmanship and ability," or to put it more simply, "Pilot error."

Now, thanks to increased research and experience, we are more aware of the complex problem of wind shear and its various forms.

The proximity of the Dividing Range and the geographical and physical aspects of the runways – particularly runway 26 – at Nowra lend itself to localised wind shear, a condition which is almost totally unpredictable in terms of magnitude or severity, but can be expected whenever strong surface winds are present. Such conditions existed on the night of the accident.

Wind shear can change a routine approach into an emergency recovery in a matter of seconds. An aircraft is affected by the change in wind direction/velocity because the wind also changes the aircraft motion relative to the ground.

With the wind conditions that existed at the time a tightly banked turn from the upwind leg with its bearing of 260 degrees to the reciprocal downwind leg creates a shear that results from a decreasing head wind. In such a case, a transient loss of airspeed – equal to the amount of shear – and subsequent loss of lift, not necessarily equal on both wings, would cause the aircraft to overbank and descend.

The pilot must compensate for this loss of lift; the critical factor being whether the aircraft has sufficient altitude to complete a recovery, which in this instance at 400 feet, at night, in a vertical bank and on instruments would be an almost impossible challenge for any pilot.

For some years now – with the benefit of hindsight - airline training departments have put a lot of emphasis on up-skilling their pilots to recognise, avoid, or recover from wind shear conditions, but on that night in June 1960 there was definitely no deficiency of airmanship. In fact quite the contrary, Commander Dutch's quick reaction to gain height to facilitate an ejection allowed two aviators to live and fly another day.

**• O'Reilly was on trial for armed robbery.
The jury foreman came out and announced,
"Not guilty!"
"That's great!" shouted O'Reilly.
"Does that mean I can keep the money?"**

LETTERS

To All,

Just a reminder that the 2017 Handlers reunion is coming closer and should you wish to book a motel room or whatever do not wait until the last minute.

The reunion will be as usual on the first Saturday in November that is 4th November. There will be a get together on the Friday evening 3rd November and the show gets together from 10am till whenever Saturday morning at the Cleveland RSL.

For those who have mates who are not on the internet let them know also as we do not mail out anymore.

I will send out another reminder later on in the year.

Glen Hartig
The expostie

On the afternoon of Fri. 15th September 1972 (c.1600) a CH53E from Marine Helo Squadron HMH-464 landed on HMAS Melbourne after the last of the RIMPAC exercises and a week prior to the Ship leaving for Japan. The Sea Stallion loaded a group of HS817 Aircrew who were proceeding to MCAS Kaneohe Bay for a weekend of "liaison duties". Does anybody have, or know of the existence of, a photograph of this landing.

Thanks
John "Bomber" Brown

Ray and Bob, two Government maintenance guys, were standing at the base of a flagpole, looking up.

A woman walked by and asked what they were doing.

"We're supposed to measure the height of the flagpole", said Bob, "but we don't have a ladder."

The woman replied, "Hand me that wrench out of your toolbox."

She loosened a few bolts, then laid the pole down.

She then took a tape measure from their toolbox, took a measurement, announced, "Five point seven metres" and walked away.

Ray shook his head and laughed. "Well, ain't that just like a 'Miss-know-it-all' woman?" he said. "We need the height and she gives us the length!"

Ray and Bob are still working for the Government.

More truth than fiction here: Getting Older

As I get older, I realize:

- #1 - I talk to myself, because there are times I need expert advice.**
- #2 - I consider "On Trend" to be the clothes that still fit.**
- #3 - I don't need anger management. I need people to stop pissing me off.**
- #4 - My people skills are just fine. It's my tolerance for idiots that needs work**
- #5 - The biggest lie I tell myself is, "I don't need to write that down. I'll remember it."**
- #6 - I have days when my life is just a tent away from a circus.**
- #7 - These days, "on time" is when I get there.**
- #8 - Even duct tape can't fix stupid - but it sure does muffle the sound.**
- #9 - Wouldn't it be wonderful if we could put ourselves in the dryer for ten minutes, then come out wrinkle-free and three sizes smaller?**
- #10 - Lately, I've noticed people my age are so much older than me.**
- #11 - "Getting lucky" means walking into a room and remembering why I'm there.**
- #12 - When I was a child, I thought nap time was punishment. Now it feels like a mini vacation.**
- #13 - Some days I have no idea what I'm doing out of bed.**
- #14 - I thought growing old would take longer.**
- #15 - Aging sure has slowed me down, but it hasn't shut me up.**

LETTERS

Hi Members,

In my quest for Qualifying Service for the 1962/63 passages through the Sunda Strait I continue to meet brick walls so I am seeking blokes who served at that time in HMAS Melbourne who still do not have a AASM (Australian Active Service Medal) which means you don't have war service. From that I seek to put a submission to the Defence Honours and Awards Appeals Tribunal seeking due process.

What I am seeking is Fleet Air Arm blokes who served in the periods as above who wish to peruse this, I will need your full details of service and your written permission to put this submission on your behalf.

Some detail of documents I have sourced>>>>>

Declaration of War By Indonesia, copies of Report of Proceedings for those periods, ships log for those same days in question and copies of the 805 Squadron's log for those week/s together with other documentation.

With the process approved by those wishing to seek this outcome I will send a copy of the Submission. I make no guarantees of a positive outcome, but I will say it is the best that will happen, I have been trying for some 11 years and have gathered much evidence.

Best Regards
Tas Browning

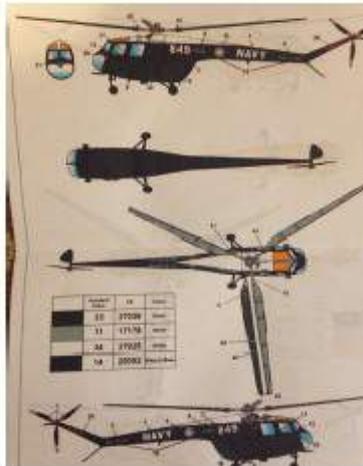
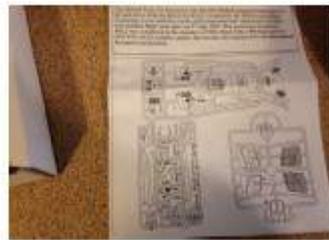
Hi Ron

I thought maybe some of your members might be interested in the attached.
Regards Tim Vickridge



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Friend John Champion writes to us about a hair-raising incident involving the RAAF Museum's Tiger Moth...

In A Spin – A17-692

LETTERS

Having returned from the UK where I had learnt to fly sailplanes in the RN, I naturally joined the RAN Gliding Club. It was decided to take the sailplanes to Uranquinty where there was still an RAAF Base, to compete in the Australian Championships.

Each competitor, as a team, could fly from where they liked. Uranquinty was an ideal choice. Being the only Power Pilot in the team, I was the obvious choice to fly our one and only Tiger Moth for towing and retrieving the sailplanes.

So, on the 3rd of January 1956, I flew the Tiger from Nowra to Uranquinty, refuelling at Canberra. (I must have had a head wind, as it took me a total of 3 hours.) Anyway, the next day, I started the engine, found it to be very rough running, and asked the Ground Crew (RAAF) if they could fix it. They did! (a bent valve guide), so I thought I had better take it on a test flight. It ran very smoothly; so, from five or six thousand feet, I decided to return to base.

Idiot me, I thought the quickest way down was to put it into a spin. Having spun it to the right previously, I decided to spin it

to the left, (or vice-versa). At an appropriate altitude, I decided to recover, but the aircraft had other ideas. I was not happy about this, needless to say, so I opened the LH hatch, and was about to leave the stupid aircraft, when I gave the engine a couple of bursts and it stopped spinning, much to my relief, and so I flew, very sedately, back to base – with my feet shaking like mad. I may have had difficulty leaving the aircraft as I had a bulky dinghy strapped to my parachute.

Anyway, on return to base, I mentioned my problem to a member of the Ground Crew, who said "No wonder! It hasn't been modified with 'Anti-spin strakes'"

That was the last time I ever intentionally spun an aircraft; and I flew until the end of 1990!

Anyway, after this episode I towed and retrieved the sailplanes, landing under power lines in farmers' fields, and having a great time; till I returned to Nowra, on the 15 January – never to fly a Tiger again! The Navy owned this Tiger from 1948 to 1958. Here endeth my association with A17-692.

As originally designed, the DH.82 Tiger Moth had unpredictable spin characteristics. Many aircraft were lost because spin recovery took too long (i.e. too much loss of height). Many examples of the type have been retrofitted with anti-spin strakes, which extend forward along the top of the fuselage from the empennage.

The anti-spin strakes don't prevent spinning completely, but they make the spin more manageable and more predictable. Some operators of the type nowadays haven't added the strakes, because they have found their aircraft to behave itself in the spin even unmodified. There's a theory that the unpredictability of the type was the result of variations in material and construction quality in wartime.

Thanks to Aviation Stack Exchange, which is a question and answer website for aircraft pilots, mechanics and enthusiasts.

Anti-spin strakes can be seen running along the top of the fuselage



A17-692 in Navy service



A17-692 at the RAAF Museum, Point Cook, where it is still airworthy



Airframe log books are available from 1961 and indicate that although A17-692 has had some major repairs, the lay ups were not overly protracted and the aircraft has remained in reasonably continuous service throughout its life. Additionally, research carried out by Museum staff indicates that A17-692 may have been the last Tiger Moth operated by the Australian Military. *RAAF Museum website*

Supplied by Mal Smith

Aerogram June 2017

25

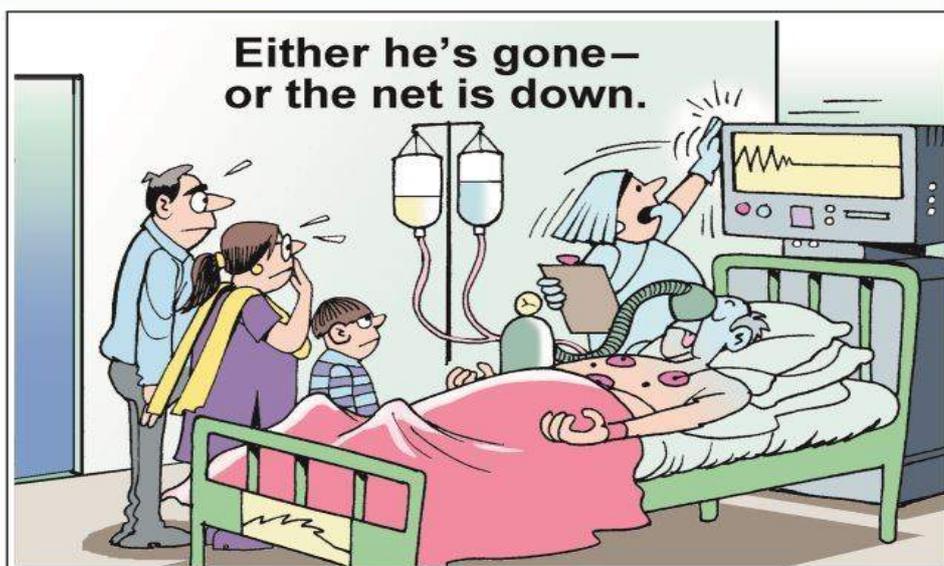
YESTERYEAR



RAN Macchi trainers in flight over Nowra.

iToons

Sunil Agarwal & Ajit Ninan



The Tactical part-task trainer situated at the Joint Helicopter School



Thales site manager Mark Town operates the tactical part task trainer, one of the synthetic training systems in use at the Joint Helicopter School.

The tactical part-task trainer used by students at the Joint Helicopter School is just one of the synthetic training systems in use.

The trainer simulates the physical environment and is used to prepare aviation warfare officers for further education in their role on the Seahawk. It is also used for advanced training of sensor operators in some of the tactical employments of the aircraft as it simulates the technology and capabilities trainees will experience on an operational aircraft.

The introduction to the various sensors and using the devices in a simulated tactical environment at the school means students can train in a less time-sensitive setting at all hours, day and night, rather than using a helicopter.

Thales site manager Mark Town said the simulation equipment in the new Australian Defence Force Helicopter Aircrew Training System was programmed to represent the New South Wales region and ocean area in the vicinity of HMAS *Albatross*.

"We have also simulated allied and other force entities," he said.

The system provides valuable training as it simulates a set of typical mission sensors and weapon systems for a modern, generic tactical helicopter used by military forces.

"These include radar and electro-optics such as the forward-looking infra-red, laser range finder and electronic warfare systems, as well as self-protection systems in the form of flares and chaff, as well as communication systems such as radio and data-link," he said.

"Synthetic training significantly reduces the cost of training because it is done through simulation systems rather than in operational platforms or dedicated operational mission simulators.

"Students will be able to experience complex scenarios which are difficult to generate in the real world because of the costs of the assets required."

Other synthetic training systems include virtual reality trainers such as that used for flight deck marshalling used to teach aircrewmen skills without the expense of operating a real aircraft.

Another aircrewman virtual reality trainer is also used to practise aircrewman hoisting, winch and hook procedures before progressing to live aircraft training.

This device also provides for training in cabin gunning procedures. There is also an elevated complete aircraft replica trainer which can be used for winch training and abandon aircraft drills.

Navy is increasingly using simulation to support training in all manner of scenarios with the ability for real-time feedback on decision-making.

LETTERS

Ref: Sea Venom Night Ejection: Brian Dutch. SLIPSTREAM Vol 28



Author
Barry Lister

NORD 1203 (at Speke airport)
ME109 SCHEME. CROATION JAGSTAFFEL
(permit from Tito's gov't)

I had just finished a test flight away from the Chester area. An onset of heavy rain was enough to call the test off and select the nearest airfield at Chirk, North Wales..I knew it well as I'd operated a fair bit from Chirk, 600 yards, fence to fence and sloping left to right.. Needed some care! I could make out the strip ok and lined up on finals, selected flap down (it had large flaps) and was about to go around a nasty tree on the approach line. On flaps down ,there was an immediate hard roll to the left. I had full right aileron and rudder, then put flaps up, applied full power to go round. Then immediately thought, No, get on the deck asap. Flap up gave momentary levelling, but at flap down again, hard roll came back on, By this time, I was trying to line up to keep on the high side, warn Pete, my penciller, to expect a wing strike and just hang on! At the last second, the left wing lifted and we were instantly on the deck clear of all nasties. The stall was entered at that precise time. I was trying to get on the stall for landing and that happened. The left flap dropped to level the game with the right flap.

The Venom Ejection

Brian, I was totally enthralled by your detailed account of the night of your ejection. I was on 724 at the time and recall the event. There was a lot of chat about the cause and no one laid it on your abilities. My reference is only that I suffered the hard left roll late on the landing approach. Had there been more time to evaluate the problem, I may have worked out that an asymmetric flap event was the cause. I found ,on inspection, that the port flap operating arm securing pin was missing. Sabotage was looked at but not proven.

Having had a fair bit of knowledge of the various systems of the Venom and its operations, I find it hard to relate to flap, or aileron malfunction at the precise time of encountering the high gusting wind speeds. In the gliding club, we treated the approaches to runway 26 with great respect. Wind shear was always lurking.

REST IN ETERNAL PEACE

Hi,

Sadly, I have to inform you that an Old and Bold, and much respected, Fleet Air Arm officer, Jim (Seamus) O'Farrell, passed away this morning at the Sacred Heart Palliative Care Hospice in Darlinghurst, Sydney. Jim had been ill for some years, but had a severe downturn last week after a fall, and was transferred to the Hospice from the Nursing Home where he had been since the loss of his wife, Margaret, earlier this year. I am glad that I had the opportunity to visit him in hospital earlier this week with Ed Bell. We both owed him a lot as Commanding Officer 723 Squadron.

The following, is something that Jim had put together himself that was passed to me by one of Jim's sons, Paul, who has given permission for me to send it out verbatim:

"I joined the Royal Australian Navy as a Recruit in January 1947. Recruit training was carried out at Flinders Naval Depot, Westernport, Victoria, which is also known as HMAS Cerberus.

The RAN Fleet Air Arm was formed at about this time and I was selected for training as a Pilot. This training was carried out by the Royal Australian Air Force at No1 Flying Training School, located at Point Cook Victoria. I was awarded my Wings by the RAAF on 13 December 1951.

This only qualified me to fly land based aircraft and the RAN then sent me to England to do further operational flying training to qualify me as a Carrier based pilot. I spent 6 months at a Royal Navy base at Lossiemouth in the far north of Scotland. There I converted to a Navy version of the Spitfire. I was then sent to Culdrose in Cornwall for about 6 months where I converted to the Sea Fury, the fastest piston engine fighter plane ever to enter service.

I carried out 24 successful deck landings on board HMS Triumph and I was now fully qualified as a Fleet Air Arm pilot.

Back in Australia in January 1953 I joined 805 Squadron, flying Sea Furies from HMAS Sydney, our first Aircraft Carrier, which operated in the Korean area until mid 1954.

Back at the Naval Air Station at Nowra NSW, also known as HMAS Albatross, I converted to the Sycamore helicopter, which I flew on rescue missions during the floods at Maitland about 1955. I served at Nowra as Lieutenant for many years including periods when I trained as a flying instructor with the RAAF at East Sale. I also served as a flying instructor at RAAF Base Point Cook and at RAAF Base Pearce WA.

I was promoted to Lieutenant Commander in February 1961 and became the Commanding Officer of 723 Squadron at Nowra. This was a training squadron where pilots were converted to helicopters. In September 1964 I was promoted to Commander and became Commander (Air) of the Naval Air Station Nowra. This meant that I controlled all aircraft operations from NAS Nowra.

In August 1965 I was posted to HMAS Melbourne, our only carrier, as Commander (Air) where again I was in charge of all aircraft operations and adviser to the Captain and the Flag Officer Commanding the Australian Fleet on the operational use of all air assets. Late in 1967 I was posted to Navy Office in Canberra ACT as Deputy Director of Naval Aviation. There it was my responsibility to develop policies within the Fleet Air Arm to meet government directives as required by the Minister for Navy. During this period I made several overseas trips to review aircraft and equipment being considered for purchase by the Australian government.

I was promoted Captain in July 1971 and continued working in Navy Office as Director of Naval Aviation Policy. This resulted in much increased overseas, travel reviewing other navies and their aircraft. On the 26 January 1978 I was made a Member of the Military Division of the Order of Australia, for exceptional performance of duty.

On 16 September 1978 I was promoted to the rank of Commodore. This was followed by a posting to Washington DC as the Australian Naval Attache to the United States Navy. My wife Margaret and three of our sons accompanied me to a residence supplied by the Australian Government, where we lived for three years. It was a large house, fully furnished and with a dining room table to seat 16. For three years we were required to entertain with formal dinners and informal cocktail parties. This was a huge task which I could never have managed without my wife Margaret. When we weren't entertaining at home we were out attending dinners and receptions at other foreign embassies or dining with Admirals of the USN.

Back in Australia in January 1982 I was posted to Canberra as the Director General Operational Requirements in the RAN. This meant that I headed a staff of about 150 people who were required to obtain and enter into service, ships, submarines, aircraft and their equipments. This was to be a very busy time.

I was pleasantly surprised to receive a letter on 26 March 1982 stating "Her Majesty the Queen has been graciously pleased to approve your appointment as Naval Aide-de-Camp to Her Majesty to date 30 March 1982". This was a very pleasant appointment, for Margaret and I were able to attend several functions and meet the Queen and her husband when she visited Australia. We were also frequent attendees at official receptions and functions at Government House, Yarralumla, Canberra.

My service of 37 years in the RAN ended on 31 January 1984, just four days before I turned 55."

Regards,

John DaCosta

REST IN ETERNAL PEACE



G'day Dick,

It's with the greatest sadness that I write to inform you, as National Secretary of the FAAAA, of Dad's passing yesterday, 7 August 2017. He died peacefully at David Berry Hospital in Berry, NSW.

As I'm sure you're aware, having joined the RAN in October 1947 and as one of the "originals" on Naval Airmans' Course 1, he was a very proud life member of the FAAAA. My sister, brother and I would be very grateful if you could publish the details of his passing in Slipstream.

Attached is a photo of him taken while on course in 1948 and another I took outside RNAS Yeovilton in April 2015 when we travelled to UK before going to Gallipoli for the centenary of ANZAC a few days later.

Thank you.

Sincerely,

Grant Ferguson

Mobile: 0400 574 855



REST IN ETERNAL PEACE

Eulogy

LCDR Henry Hall MBE, OAM, RAN (Rtd)

Wednesday, 5 July 2017 – HMAS *Albatross*

Commodore R.G. Morrison CSC, RANR

Lieutenant Commander Henry "Nobby" Hall had a milestone anniversary a few months back - 95 years young he was - four score and fifteen. He was proud of his innings and rightly so.

My thanks to Nobby's daughters, Gwyneth and Jenny, for inviting me to share a few words about their much-loved Dad. Indeed, a special and personal thank you. My thanks to dear Joyce, Nobby's devoted partner as well.

May I also take this moment, on behalf of our Chief of Navy, to thank all past and present uniform folk for your presence here today – Nobby would be so humbled.

Nobby Hall joined the Royal Australian Navy just prior to World War 2 and served our nation for well over four decades. Almost half of his time was served at sea, and much of that in challenging times.

My name is Bob Morrison and Nobby Hall was a mate of mine. We met at HMAS *Albatross* in early 2007. I was the Commanding Officer at the time; we clicked from word go and have kept in close touch ever since.

Nobby was a great man - a truly great man - with top shelf human qualities integral to his make-up. His long and distinguished career in our Navy only helped to draw them out.

A young sailor during the Second World War, Nobby was a proud "Cruiser" man. He served onboard many of His and Her Majesty's Australian Ships including *Australia*, *Mildura*, *Canberra*, *Hobart* and *Shropshire*. Later in his career he served in the carrier's *Sydney* and *Melbourne*. He served with distinction - he served with honour – he served with pride.

He was decorated for his courage at the Battle of Savo Island. He was there at Balikpapan, Brunei Bay, Tarakan and the Philippines. He was at the Japanese surrender in Tokyo Bay.

He later commissioned; was made a Member in the Order of the British Empire and of course he spent many years serving here at *Albatross*. In 2010 he was recognised in the Queen's Birthday Honours list when he awarded the Medal of the Order of Australia for services to veterans and their families.

His close friend and colleague from the Returned and Services League, Fred Dawson, will share with us later the detail of Nobby's extraordinary career record – and I mean extraordinary. Please listen between the lines and absorb the extent of this fine man's contribution to our Navy and, in turn, our Nation.

Nobby served through times the likes of us have never seen or are unlikely to see. He joined the Navy in 1938 as an Ordinary Seaman and "swallowed the anchor" 43 years later, as a commissioned officer, coinciding when the likes of our current most senior officers were embarking on their own careers. He served through the on-set of the atomic bomb and nuclear weapons. He served through the missile age. He served in tumultuous times.

To me and many others, it is Nobby's post service contribution that we also respectfully remember. A noble and utmost selfless man, after he retired from the Navy he devoted his efforts into supporting veterans and their families, and mentoring young sailors and junior officers under training. He did so with gusto, sincerity and equal distinction.

There are many stories I could share with you about the wonderful times I had with my good friend which I cannot do justice during this brief moment.

Much of Nobby Hall's life was the Navy; the Navy was Nobby's life. He loved the Navy – he breathed Navy – he dreamt Navy – he had it for breakfast, lunch and tea.

Nobby Hall was a man of our people

For years Nobby was a most welcomed guest at Navy activities and events across the Illawarra and South Coast regions and wider when the occasion called. It often did.

He cherished his involvement with the commissioning of HMAS *Canberra III*, all those years after that fateful period with her namesake at the Battle of Savo Island. He was very proud to be referred to as 'Father of the Met' (meteorology) Branch.

Nobby had many, many friends – serving and ex-serving – in uniform and out. Sailors, Officers, Admirals, Chiefs and young Seaman, Commanding Officers and their crew, ship's drivers, stokers, bosuns and more. He knew all the Commanding Officers at *Creswell* and *Albatross* - everyone knew Nobby.

Along with his generosity and vast knowledge, he particularly valued accepting invitations to attend Official Receptions and Graduation parades at the Royal Australian Naval College.

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Along with his generosity and vast knowledge, he particularly valued accepting invitations to attend Official Receptions and Graduation parades at the Royal Australian Naval College.

Indeed, his professional affinity with junior officers under training at the College was something to behold. He was always encouraging our new trainees to strive for their best. He was well known for his palm cards that he would hand out to anyone within earshot. These cards held words of wisdom for a junior officer - they always had a leadership message - they were snippets of gold.

While avidly sharing his knowledge and encouraging juniors, Nobby was equally passionate about Navy's future and what should be done, particularly with the ongoing development of Navy people. He was never backward in coming forward in letting the incumbent Chief of Navy know how to improve the RAN Divisional System - I am sure Admiral Barrett and his predecessors can vouch for that!

Nobby was a model Divisional Officer

A personal story.

He was a regular visitor to HMAS *Albatross* during my time as CO and where he always and I mean always inquired about the welfare and wellbeing of the many folk who worked at the base. Very, very giving, I was particularly grateful for the time and support he devoted to the younger serving men and women, which also extended to their families.

After my departure, I was aware Nobby made separate contact with the Office of the Chief of Navy requesting the details of a current serving sailor who he had never met, but the "sailor's sad family situation" brought about by military service and which he had heard about through the media, needed to be "acknowledged by others besides the chain of command". I know LCDR Nobby Hall followed through with yet another unselfish deed. He was the ultimate Divisional Officer.

Nobby loved wearing his Navy uniform which he wore on every appropriate occasion

His rig was always immaculate from top to toe – he wore it well – he wore it with much pride.

I recall a time we had in my office early in our association: "Nobby, you're out of uniform. You're missing your Navy Sea Readiness Badge". Distraught he was. So down to *Albatross* 'Slops' (clothing store) we marched to make matters good. On the way I made the mistake of asking if he had completed 12 years at sea and thus qualifying him for a Tier 4, Gold badge. "Walked up the gangway in 39 with my kit bag and can't remember going ashore", he retorted with a 'why are you asking me this, with a glint' in his eye. What a character.

Nobby was a Flag Man – a vexillologist and a very knowledgeable one at that.

He always had a flag or pennant flying at the main mast at 'Spin Drift', the family home at Currarong. Mind you, not any flag – predominantly naval flags and pennants that any 'Bunting Tosser' (signals yeoman) worth their salt would be proud - the *Royal Standard* was a favourite. I wouldn't be surprised if he had a Chief of Naval Staff flag. I can confirm he had a Chief of Navy car pennant in his collection – on loan it is!

Nobby had a wonderful way with language - language from a bygone era.

Not only 'JackSpeak' which readily rolled off his tongue, but with the Queen's English. He was well read and was sharp as a tack. He was also prolific with the pen and had beautiful, beautiful writing. Moreover, each piece of correspondence was often accompanied by a meaningful message.

Nobby loved to spin a yarn or three – he was superb at it.

Only recently he was sharing more stories with me about Navy and his experiences with "VAT Smith" and "Tony Synnot" (both those distinguished flag officers received big ticks from Nobby), when out came a flash-back about "Harry Farcomb", and then another about the "Talking Horse"!

Typical Nobby – stories, stories, and more stories, Wonderful stories, brilliantly articulated and often accompanied by a *ditty* or two. He had phenomenal recollection - Lo and behold if you were a senior officer and a light-weight!

That said, he was always, always respectful.

While Navy was in his blood, Nobby was very much a Family Man.

He loved his family. I have been fortunate enough to meet Gwyneth, Jenny and Joyce in recent years. Thank you for allowing me to be a part of Nobby's life.

I very much enjoyed visiting him during his later years at the "Beach House" at Currarong and at the "Town House" in Bomaderry. I witnessed many special times – he loved his family in spades.

My wife and I had the privilege of visiting Nobby at Currarong a few weeks back – he was tiring, but rallied for the occasion. Gwyneth and Joyce were there, along with his great-grandson. Nobby talked and talked – he was holding court. He talked about the Navy and our people - he talked fluidly and with purpose and presence - it was special and precious.

I have my own memorial space at home dedicated to Lieutenant Commander Henry Albert Longdon Hall, MBE, OAM, RAN (Rtd) – many books, papers, letters, cards, snippets, trinkets and Navy memorabilia that he has kindly passed my way over the years.

I mentioned Nobby Hall was a generous man. One time he gave me his personal Navy officer's sword – a beautiful gesture. It will stay with Navy.

However, Nobby's defining gift to me without doubt, was his friendship – **a wonderful Navy friendship.**

Rest in Peace and God Bless You Lieutenant Commander Nobby Hall

A good life - a good man.

A great Navy man - one of the finest to don the uniform.



REST IN ETERNAL PEACE

Hi,

I regret to advise that Alun Evans passed away on Wednesday 19 July at Royal North Shore Hospital, Sydney after several months of failing health.

Jenny's home address is 2/3-15 Christie Street, WOLLSTONECRAFT NSW 2065

I have taken the liberty of precisising an obituary prepared by CMDR Ron Osborn who was an RANC Term-mate.

Alun Evans was born at Tongala in the Goulburn Valley of Victoria on 7 November 1933. He entered the RANC in January 1947 and graduated in January 1951. After sea training and Subs courses with the RN, he returned to Australia and qualified on No. 3 Observers Course in 1956. He served in FAA Squadrons until 1960 when the Navy decreed that he should undertake the Long TAS Course and exchange service with the RN, including on Icelandic Fisheries Patrols.

Following his return to Australia he returned to the FAA and his postings included Command of 817 Squadron. A posting to the Staff of the Naval Attache in Washington followed and while there he was promoted to Commander. He later enjoyed his posting as NOIC Queensland especially the period when he was part of the Royal Tour Directorate for the State.

Alun considered that the peak of his career was his command of HMAS *Yarra*. His final years in the RAN were spent in Navy Office Canberra, but despite being selected for promotion to Captain (which he declined) in December 1977, he decided to resign and left the service on 8 November 1978.

After leaving the service Alun was offered the position of Technical Adviser by the ABC for the new series Patrol Boat and this kept him busy for much of 1978/79 and again in 1981/83. He was also involved in the Antarctic Ship Programme which, unfortunately, was cancelled by an incoming Government.

After retiring from the Navy, Alun enjoyed living on his property at Bilpin in the Blue Mountains before he and his wife Jenny finally retired to Wollstonecraft in Sydney.

Take care,

John DaCosta



Dear Members

It is my sad duty to inform you of the passing of Ray O'Keefe. He passed away on 22nd June at home in Maryborough surrounded by loved ones.

Ray served from 15th January 1946 until 19th September 1951.

His rating on discharge was N/A SE 2.

Ray served on HMAS Cerberus, Lonsdale, Penquin, Kanimbla, Sydney, Albatross also HMS Siskin, Gannet, Vulture. He was attached to 816 and 817 Squadrons.

Our thought are with his family at this sad time.

Yours Aye

Mal Smith



REST IN ETERNAL PEACE

REAR ADMIRAL DARYALL FREDERICK LYNAM CBE RAN ret.

It is with much sadness that I advise of the recent death from natural causes of "Fred" Lynam. He passed away peacefully in the Prince of Wales Hospital, Randwick, at 4:30 pm on Wednesday, 12th July, aged 91. Fred was well and widely known in the RAN where he served in a variety of technical positions in both the naval aviation and surface ship communities over his 30 year career.

He served as a private in the army in the latter stages of WW2, after which he pursued his education at Sydney Technical College and Sydney University, from where he graduated with a degree in Mechanical and Electrical Engineering. He joined the RAN with the rank of Lieutenant as a direct entry engineer on a short service commission in July 1954.

Fred spent the first years of his naval career in the aviation world, serving in ALBATROSS, SYDNEY and MELBOURNE, principally with 816 squadron. On promotion to Lieutenant Commander in August 1957, he was posted to TOBRUK as the Weapons Electrical Engineer for the 10th Destroyer Squadron. After postings to Navy Office, Melbourne (June 58 – July 60) and Garden Island Dockyard (July 60 – Sept 61), he was a member of the team to introduce the Wessex helicopter into RAN service from September 61 to June 63.

He was promoted to Commander in June 1963, and became part of the RAN Charles F. Adams DDG team for the introduction of this class into the RAN. He became the commissioning Weapons Electrical Engineer of the first of class HMAS PERTH, which commissioned in July 1965. From March 67 to late 70, he was the Superintendent Weapons Engineer at Garden Island Dockyard.

Fred was promoted to Captain in December 1970, and served in a Navy Office posting in the DDL project and as thereafter, as Director Naval Weapons Design. He was the Chief Staff Officer Technical for ANRUK in London Jan 77 – Jan 79, and returned to Australia to fill the post of Director General Fleet Maintenance and Naval Adviser (Technical) in which he was confirmed in the rank of Commodore in March 79. Only a few months later in July 79, he was promoted to Rear Admiral and posted as the Chief of Service Laboratories and Trials Division DoD. In mid 80, he became the Chief of Naval Technical Services. He was awarded the CBE in December 1982 for services to the Navy particularly as CNTS. He retired from the RAN late 1983.

For 4 years after his retirement from the RAN, Fred served as Chairman NSW of the Defence Industry Mobilisation Course. He also served on the boards of Krupp (Australia), NSW State Dockyard Newcastle, and Stanilite Electronics. He was President of the Naval Officers Club from 1993 to 1995.

Fred is survived by his wife Mona, to whom we offer our sympathy and condolences.

For the NOC Committee,
John Hazell



Author

Brian Farthing LCDR(O)

805, 808, 724 and 816 squadrons.

I read with interest the story by LEUT(P) Brian Dutch following his and LEUT(O) Sandy Sandberg ejection from their Sea Venom on a dark and stormy night in 1960.

I have just one point of difference with Brian concerning the limits of the Mark 4B Martin Ejection Seat. As memories dim with age, I googled Martin Baker' web site to obtain the performance date for their 4B seat. The seat was designed for ground level ejection with a minimum 90 knot true air speed. The RAN Sea Venom was the first naval aircraft to be fitted with a ground level/90knotsTAS ejection seat

Some history of the Sea Venom FAW 53 operated by the RAN may interest your readers.

The aircraft was originally delivered in 1955 to 808 Squadron who were "working up" at RNAS Yeovilton with LCDR(P) Peter Seed as CO. The aircraft were not fitted with ejection seats at that time.

During the squadrons time at Yeovilton one aircraft was lost together with its crew when it failed to get airborne on take off and crashed into the caravan park adjacent to the airfield. The aircraft pilot was LEUT(P) Peter Wyatt and his passenger was CMDR "Spanky" Brown, the RAN Liaison Officer in the UK, who was being flown to RNAS Culdrose to inspect the newly formed 816 & 817 Gannet squadrons..

Another Sea Venom was lost together with its crew following a ditching after a catapult launch from the deck of Melbourne in late 1956. The crew was LEUT(P) Barry Thomson and the Observer was LEUT(O) Keith Potts

As a result of these two accidents, all Sea Venoms were grounded until the Martin Baker 4B ejection seat was fitted.

If memory serves me correct, there were four ejections (one unintentional) from Sea Venoms. The first was Brian Dutch and Sandy Sandberg and this ejection was well documented in the previous edition of Slipstream The second was a successful ejection by SBLT(P) Albert Riley following a mid air collision during a formation aerobatic display over Sydney Harbour. Albert received much praise from the Sydney press for ensuring his aircraft plunged into the harbour and not suburbia. In later conversations with Albert, it seems it may have been more good luck than good management.

The forth ejection was by LEUT(P) John DaCosta following the failure of the knuckle which joins the deck wire to the main arrester gear with the result, the aircraft plunged over the side of the ship LEUT(O) Ted Kennall who failed to eject, was lost in this accident .

The remaining unintentional ejection is the most interesting. This ground level accidental ejection caused the death of SBLT Ron Hodgson and a squadron LAME . (his name escapes me.)

The ejection was the result of an undershoot on the approach to runway 26 This runway had a notorious reputation when a strong Westerly was blowing due to the downdraft caused by the terrain. (A RAAF Caribou was an earlier accident and another Venom crewed by LEUT(P) Kevin Knowles and LEUT(O) Brian McKeon was also a victim.)

The undershoot broke the back of the aircraft, causing the canopy to open and break away from the airframe. The resulting slipstream over the top of the ejection seats caused the drogue chutes to deploy, which in turn, fouled the ejection cables which passed over the top of the drogue chute and so activated the firing mechanism ejecting the crew. While the main chute deployed on both seats, the speed of the aircraft was insufficient to allow it to fully deploy. Both aircrew survived the subsequent impact with the runway, but died later of their severe injuries.

Following an inquiry into this ejection by Martin Baker, the firing cable was rerouted around the top frame of the seat by securing it with red thread. I am sure some of the squadron armourers will confirm this.

I am happy to be corrected on any of the above details. As previously mentioned memories dim with age and I am now 86 years old.

I flew in Venoms for almost six years with never an incident. I was lucky to fly with both LEUT(P) Don Davidson and LEUT(P) Geoff Litchfield both 8 assessment pilots. My memories of both pilots performing horizontal 8 point hesitation rolls within the length of runway 26 during aerobatic displays are still vivid. My only responsibility during these aerobatics was to watch the VSI to insure we were pointing upwards at all times!

Coded as 210/Y Crashed 25/06/57 when the aircraft undershot runway 26 at RANAS Nowra crashed and burned. The crew of Leut (P) Knowles RAN and Leut(O) B. McKeon RAN were injured In the crash but survived. Aircraft written off.

WZ936



Crashed 21/05/59, Fatal. When with 724 Squadron. Flown by LEUT(P) S.R Carmichael RAN & ASLT(O) Mike Williams RAN on a photographic exercise crashed into sea off Ulladulla NSW. Crash seen by a passing Merchant ship. Port wheel cover at Australia's Museum of Flight

WZ937

On the 21st May 1959, 723 Squadron scrambled to search for missing Sea Venom WZ909. From 724 Squadron Leut S. Carmichael RAN and ASLT(O) M. Williams were killed when their aircraft crashed into the sea off the NSW South Coast. All that was found were small pieces of Debris off Warden Light. Nearly 20 years later wreckage from the sea venom was recovered by a CSIRO Research Vessel.



Lieutenant Stanley Carmichael with 808 Squadron in 1955. Carmichael and Acting Sub-lieutenant Michael Williams were killed when their 724 Squadron Sea Venom crashed into the sea off the NSW South Coast in 1959. Carmichael is second from the left in the front row, with the beard.

Crashed 11/05/59 Jervis Bay NSW.
Flown by LEUT(P) P.Vickers, RAN of 724 Sqn, heard a thump,
ASI failed, vibrations, fire warning light, undercarriage and flaps
could not be lowered, engine off.
Pilot made a dead stick landing at Jervis Bay airfield, aircraft
overshot runway and written off.
Disposed off 4/02/60.

WZ894



Used by de Havilland Christchurch Hampshire, UK to design ejection
seat layout.
Damaged 04/02/58, Nose wheel failed to lower when with 808 Sqn.
Restored to ground running by ABATA Steve Long 1981 and to
taxying condition in 1982.
Participated in the last fixed wing airday at Nowra and led the A-4's and
Trackers out to runway 21 with Fairey Firefly WD-826.
Restoration to flying condition started 1986 but was cancelled. VH-NVV ntu
Aircraft currently stored with the RAN Historic Flight

WZ895



Crashed 28/08/57 Nowra NSW.
Flown by LEUT(P) Rowe, RAN & LEUT(O) A.L Eccelston,
RAN from 808 Sqn.
Crashed on finals at RANAS Nowra into bush 500 yards
short of runway 26.
Crew survived suffering from shock and abrasions.
Aircraft written off 10/12/57

WZ896



First Sea Venom to fly in Australia.
Ikara missile trials aircraft
Damaged 29/10/58 whilst being flown by SBLT(P)C.Patterson
RAN of 724 Sqn
Aircraft descended to low and hit trees on approach to Nowra.
To Swan Hill Vic.
Fuselage pod moved from Swan Hill to Sydney Tech College,
date unknown, as spares support for WZ-910.
Label found in cockpit states aircraft reduced to spares 1972
Sold to Camden Aviation Museum.
Fuselage pod under restoration by Steve Long
Currently located at Camden Museum of Aviation
This is a private collection and not open to the public

WZ897



Damaged 22/10/57 during landing.
To HMAS Nirimba as an Apprentice training aid 1970,
Still there in 1976 with side No's 874/NW.
Used as spares support for WZ937
Has had major component changes with WZ910 and WZ937
Listed for disposal as scrap 1979 and bought by Queensland
Air Museum on 25/07/79.
Now on display at Queensland Air Museum as 862/M.
Has tail of WZ910 fitted.

WZ898



YESTERYEAR



Never seen the likes of this one before. A Sea Otter landing on the flight deck of HMAS Sydney in the Jervis Bay Area early 1950



HMAS Sydney departs Sydney for a 2nd tour of Korean duty 19th October 1953

Photos courtesy of George Self

YESTERYEAR



On the ground at NAS Nowra from front to back: Gannets, Sea Venoms, Sea Vampires, a Dakota and Wessex Helicopters.

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**DEADLINE FOR ARTICLES
FOR NEXT EDITION IS
WEDNESDAY 6th DECEMBER 2017
GOING TO PRINT FRIDAY 15th
DECEMBER 2017**



Aircraft Director Leading Seaman Aviation Support Charanpreet Anand controls a hot refuel of a S-70B-2 Seahawk helicopter from 816 Squadron, while a MRH90 Taipan helicopter of 808 Squadron conducts concurrent deck landings aboard HMAS Adelaide, in the East Australian Exercise Area off the coast of NSW.

Following a period of maintenance, HMAS *Adelaide* sailed from Sydney's Fleet Base East in July for trials with over 50 technical staff embarked to verify and validate the work undertaken during her dry dock.

Whilst in dock, *Adelaide* was subjected to a detailed inspection and renewal of her propulsion pods. Navy also took the opportunity to rectify a number of minor defects and routine engineering tasks.

"It was a very busy period for the ship's engineering departments and the rest of the ship's company," said Commander Engineering, Commander Ben Hurst.

"We worked closely with our suppliers, BAE Systems, Navantia, Siemens, Thales, and all of us were united in bringing the ship to a state arguably better than when she was commissioned," he said.

Prior to sailing, *Adelaide* completed several harbour trials, various departmental audits and was subject to the Seaworthiness Assurance Board process to ensure the ship was ready to put to sea.

Whilst at sea, *Adelaide* achieved her Aviation Sea Safety Assessment, which enables her to safely conduct helicopter operations during the day and at night. This was a vital step in renewing the skills of the aviation crews onboard. The assessment was conducted with numerous aircraft and crew from 6 Aviation Regiment and 808, 816 and 725 Squadrons.

Commanding Officer, Captain Jonathan Earley, said the ship is well on track to achieve full mission capability status in the near future.

"There has been a tremendous amount of time and effort invested by both ship's company and various stakeholders ashore, which has enabled *Adelaide* to safely return to sea," Captain Earley said.

"We are achieving what we need to at sea and I expect to be ready in all respects when we sail for a three-month deployment early next month

Victorian FAAA Members Church Service and Wreath Laying HMAS Cerberus



*Victorian FAAAMembers
with Captain Tim Standen
on the steps of the
Memorial Chapel of St
Mark
HMAS Cerberus*

*Chaplain Kate Lord and
Commanding Officer of
HMAS Cerberus Captain Tim
Standen at the church
service and wreath Laying
ceremony*



Victorian FAA AAmember Ron Christie laying a wreath



Lady members of the Victorian Association at the Franklin Naval Memorial Club
 L to R Sandra Mackenzie Val Christie Lindy Smith Michell Long Maeion



Outside Chapel.
 Members of the Victorian
 FAAA with Chaplain Kate
 Lord, Captain Tim
 Standen and his wife
 Karen

Photos supplied by
 George Self



Victorian Members pose along side Chaplain Kate Lord at the Franklin
 Naval Memorial Club



Skinhead, Grahame Bessell - Browne & John "Bomber"
Brown at Rosie O'Grady's Pub.



At 1548 hours Phil Heilman & wife Suzanne visited Kelson of Coo longup

HMAS HOBART

The Royal Australian Navy's newest ship, the guided missile destroyer (DDG) Hobart, arrived in her home port of Sydney for the first time prior to her commissioning in September.

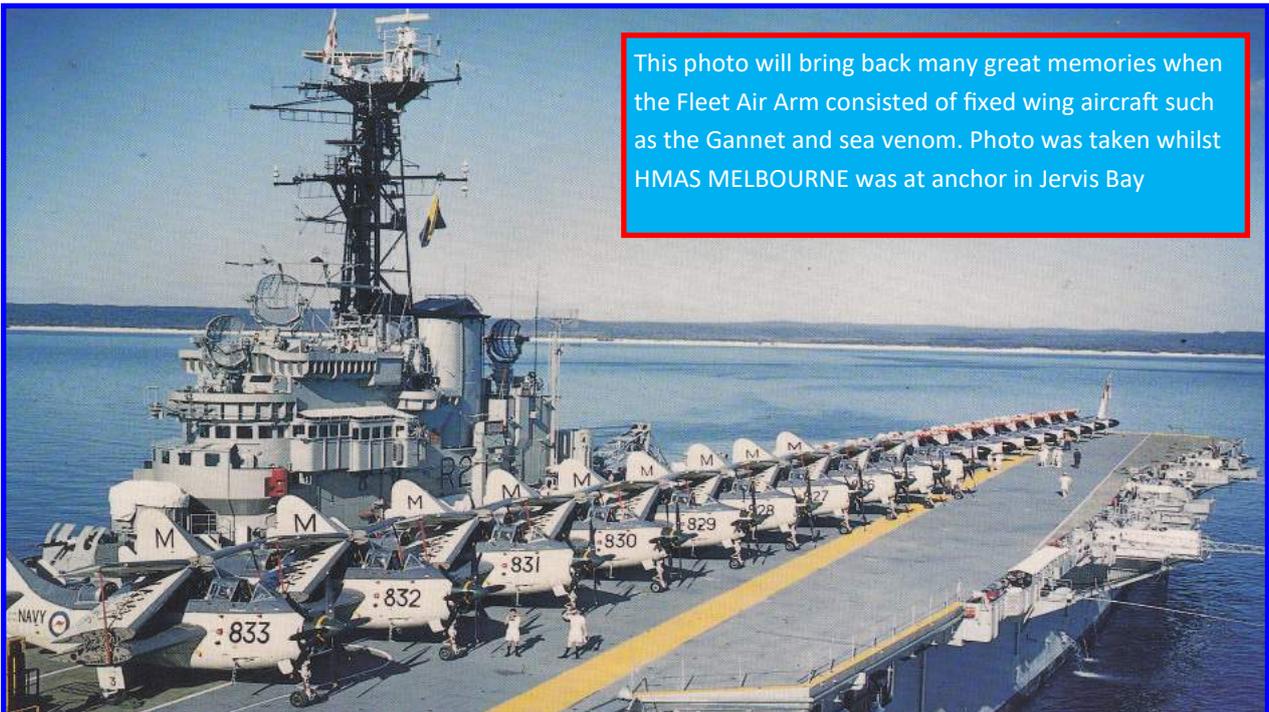
The future HMAS Hobart is the first of three Hobart Class DDGs. In 2017, Hobart successfully completed builder and acceptance trials which tested the ship's handling, equipment and systems to ensure they conform to the design and build specifications.

The ship's company are preparing for her commissioning, at which point she will enter the fleet as Her Majesty's Australian Ship (HMAS) Hobart and start her test and evaluation period.

This period will integrate the ship into the fleet and train Navy personnel to operate the warship in an operational environment. When commissioned, the warship will have a ship's company of approximately 180 personnel and will displace 7,000 tonnes when fully loaded. The ship is 146m long and can travel in excess of 28 knots.



This photo will bring back many great memories when the Fleet Air Arm consisted of fixed wing aircraft such as the Gannet and sea venom. Photo was taken whilst HMAS MELBOURNE was at anchor in Jervis Bay





Corporal Craig Roy operates the crane for aviation technicians from HMAS Canberra's flight as they conduct an engine change out on a MRH-90 aircraft while at sea



Leading Seaman Aviation Support Daniel May stands by as USS Bonhomme Richard's V22 Osprey helicopter refuels on the flight deck of HMAS Canberra during Exercise Talisman Saber 17.



NUSQN 808. 18th AUGUST 2011



“I admit, I didn’t handle that well, but I don’t want this to discourage you from being honest with me in the future.”



SEQ-Birdies Reunion 2017



IT IS ON AGAIN

You and your partner are cordially invited to the South East Queensland event,
The Annual SEQ-Bridies Reunion

This annual event has been building over a number of years. Its format is a casual one where you drop in when you can. We started with just a handful of attendees to attracting 150 at last year's event so the probability is high that you will know someone there. Attendees are coming from all over Australia just to reconnect face-to-face (not social media) with forged friendships from days past. So come along and spin a warrie or 2 and enjoy quality fellowship.

When: Friday 27th October 2017

Time: Drop in when you can from **1PM**

Where: [The Victory Hotel](#), 127 Edward St, Brisbane

Bar: The Sailor Jerry Room

NOTE: This room is upstairs

Cost: We don't charge just pay your own way.

They are offering **\$4.00 Coronas and basic spirits** once again. Winner!

Accommodation: Oaks Hotels & Resorts are once again offering a discount for Oaks Charlotte Towers or Oaks Felix in Brisbane. These 2 locations are a very short walk from the venue. A flyer is attached that has all the information and the Promo Code you will need at time of booking. You are also welcome to find your own elsewhere as there are plenty around.



NAVY17 Group Code Flyer.pdf

If you need anything else please call or email me. My details are below. I look forward to seeing you all there.

Regards

Wayne Avery

Ex-CPOATV

Ph: 0478-677-722

email: waavery@gmail.com

2017 SLIPSTREAM EDITION
JULY/AUGUST/SEPTEMBER
South Australia.



Welcome to another Slipstream Magazine put together with skill and care by our long suffering editor, Ron Batchelor, who I believe, has developed a thick skin to ward off slings and arrows of outrageous fortune. How does he do that?

We in south Australia have also had to put on our thick skins as the weather here has plummeted to Normal, that is rain, frosts and an ill wind blowing in from the West. Maximum temperatures hovers around 12-15 degrees and 4-8 degrees overnight. How does that compare with our cousins in the Queensland Division?

The July 2017 FAAA General Meeting was attended by our regulars, and was instrumental in defining the secretaries responsibilities as per our State Constitution regarding keeping accurate membership lists and contact details. Can not believe how hard this has become as Members move on or their circumstances alter and those Members on the committee who are entrusted with the details never get the Heads Up. Full marks to those of you who do take the time to let the Secretary know and I know most of us do. (Thank you.) Our Treasurer, Gordon Gray does a lot behind the scenes in chasing after Members for what-ever reason to get them back on line as well as organise Death Notices, wreaths and call-outs to committee. So if you receive an e-mail asking for updated details or a phone call from our Secretary Jan, then please do respond as it is important that we all pull together even just to keep Marcus Peake's blood pressure at a manageable level.

On that note, it is regret that I have to inform Members of the recent death of long-time Member Richard (Dick) Widger No. S1761 who had a Funeral Service attended by State Members, on Tuesday the 1st August at the Berry Chappell, Norwood. Another decent chap, gone, along with 22 others from last year. I mean, Peter Penny..... thought he would live forever along with all the others. Now I hear of Max White, my generation navy has died as well as Ian Ferguson, earlier generation, for crying out loud.

This growing old has a lot to answer for.



2/

Have caught up with Qld Transferred Member Brian Dutch and I do remember him from the past. One of these old darlings who can tell an excellent anecdote with flare and flourish similar to our President Mike Stubbington.

We lost a Member to Qld namely Steve Griffiths so the status quo remains. He has completed a short fire-arms training session to qualify entrance into Queensland as per their immigration requirements.

I am in the process of contacting a Major Chris Rowe from the Keswick Army Barracks Museum regarding the FAA Association SA dropping in on him and wandering around his excellent museum as well as picnic on the lawns surrounding the museum. As a current operational military establishment, I can only imagine there would be endless signage directing the masses to stay off this and don't touch that. Will keep everyone informed as it all unfolds. The picnic will be scheduled for a warm and comfortable Sunday in the coming months.

To date no return call but he's not from the Senior Service so we can forgive him that much.

My reliable contact (Leon B) in Cambewarra 2540 informs me that they are experiencing an unusual weather pattern of very warm weather for that time of year (July Aug) Some days of 26 degrees and all that in a Nowra winter. Never happened to me when I was there. He also calls me with up-dates of familiar faces living locally who I would know, that have not survived the following day. Scary getting a call.

The Federal Council AGM would have concluded by now with further direction the Association Committee Members should take for the survival of this Association. Several issues have been listed including alteration of the FAAA Constitution covering Life Members. Our delegate John Siebert will be there to report back at the next SA State General meeting in November 2017. Stores Department has informed me that he has already signed for the Mk 4 Stab Vest and Rape Whistle. Good luck John.

Member Ian Laidler is unofficially our Statistics Officer for this Division and his portfolio, amongst many, will be to correct membership details so they reflect accurately, just who is still with us, their address and e-mail details, are they financial, do they qualify for long service leave etc.

On closing this edition, I will, on the Division's behalf, send out positive vibrations of good health and happiness to all Members on the sick list. This includes Ian Laidler's lovely wife Dee who is experiencing poor health at present although by the time you read this section, she should be improved 100 percent and at home.

Finally,

"Have you got anything to say for yourself naval airman?" said the Commander sternly after hearing the case.

"F... ..all" said the naval airman

"What did he say?" asked the Commander leaning forward to his XO.

The XO stood up, turned, and whispered quietly to the Commander,

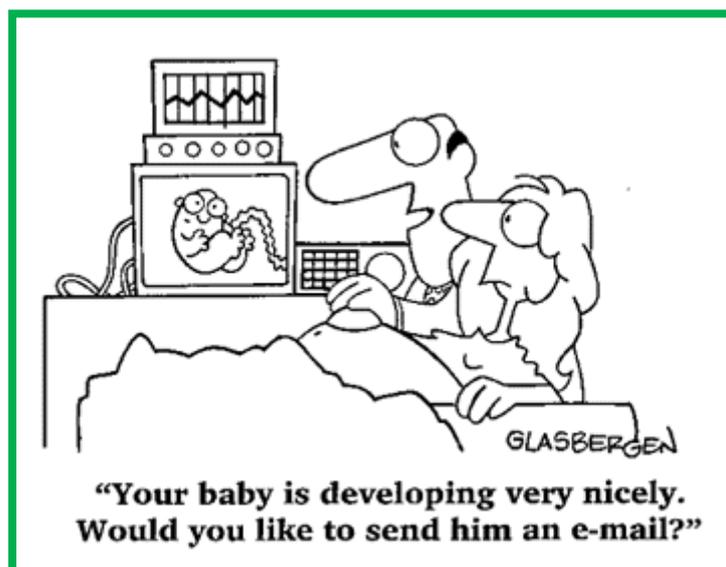
"He said F.....all Sir"

"That's funny," said the Commander, "I'm sure I saw his lips move."

Cheers and good health to each and everyone of you.

Regards from

Roger Harrison
Hon. Whipping Boy
SA Division.



Unreliable Memories

After recently reading about Polly Perkins experience with the not so wonderful Sycamore helicopter, it recalled an experience I have as a recruit Naval airman recently arrived at HMAS Albatross in 1962. "Never volunteer" was new to me and I forgot that good advice.

The Training Department was asked to supply a couple of volunteers to complete Wet Winching in Jarvis Bay that morning and I thought that sounds like great fun and shot up my hand and was duly detailed off to get flying gear and report to the duty CPO. Can-not recall who else had volunteered.

We were transported to HMAS Creswell on the bay and boarded a tidy rescue launch tied up at the wharf. So far so good. I did notice several pilot one-man life rafts stowed to one side on the deck. Eventually the rough-neck General Service sailors transported us out to the middle of the bay where, without ceremony, we were bundled into the life rafts awkwardly, and dropped over the side at regular spacing around the harbour.

I thought this could have been handled better as I settled into a comfortable albeit wet position inside the raft gently rocking and wondering what was going to happen next. Still excited.

Looking around the bay, I found it all very pretty and pristine, completely unspoilt unlike other coastline areas on the eastern seaboard. The sun was out and warming me and the atmosphere at an even pace and at that point I looked over the side to see a vast black shadow glide alongside and the under the raft. Thought, that's odd, wonder what that was as it was twice the length of my flimsy raft. I quickly pulled my hands in from the sides of the raft and tucked my legs up as well. I looked around and thought I could be in trouble here if that shark started circling my tiny raft looking for a quick bite. As you can imagine, I was thinking hard of contingency plans but none came to hand so wait and see and be ready to crack it over the snout with my Bone-Dome as a last resort. The shadow returned, and the back-passage clamped water-tight and my eyes widened to dinner plate size as I strained to keep track of that monster.

Then I heard a clatter of rotor blades approaching across the bay, very low and surprisingly unstable in its progress. At last help was on the way in the form of one silver Sycamore helicopter. Lovely sight as it whipped up the water and sent wind and sea spray in all directions but I was eager to get winched up and out of this rubber thing and away from that shadow. But on reflection, I didn't much like the way this chopper was struggling to maintain a steady hover directly over my head. The sling was lowered to me by the winch operator who may have been Pancho Walters, and I quickly swung my arms into the loop and gave the thumbs-up and away I went.

The raft was duly collected by the work boat which had bought us out and we settled into a noisy forward motion towards the oval at Creswell to be unloaded and collected and eventually bussed back to Albatross. "Never volunteer" has now been demonstrated successfully.

Roger Harrison SA Division.

WESTERN AUSTRALIAN

DIVISION



Greetings to all;

Winter almost gone roll on spring ; footy finals coming up, least said about WA teams the better.

The Division lost another Member; Tom Fish—a Life Member passed away in June. A quiet reserved man who was very respected by all Members.

Its been a quiet period , attended several services representing the FAAAA — United States Memorial Day; Battle of the Coral Sea and more recently Vietnam Veterans Day services. Winston James gave the address at the Naval Association WA service where the last of three plaques honouring all units of the RAN in Vietnam was unveiled and as this year is the 50th Anniversary of the first contingent of the RANHFV leaving for Vietnam the WA Vietnam Veterans Association’s service featured this and I gave the address there. Saturday 26th was Merdeka Day; Malaysia’s Independence Day which the Malaya Borneo Veterans celebrate.



Saturday night saw us at Sharron & Greg Spargo’s for Sharron’s 60th Birthday, theme night and a “Good night”

Keith Taylor

WEBMASTER'S REPORT SEPTEMBER 2017

Not much to report this time. The website is going well and I'm the amount of feedback and contributions is steadily increasing which is welcome. The Mystery Photo section seems to be the most popular regular feature, as does the library of videos.



Recent additions to the website are Kim Dunstan's piece on the RAN Aviation from 1919 to 1947 (when the Fleet Air Arm was officially formed) and a short history on Edward Dunning, who was the first aviator in history to land on a moving warship. There were no arrestor wires in those days so he relied on his mates to run after the aircraft and grab it to slow him down. Regrettably he lost his life on the third landing. A great story and worth the read.

Those of you with email addresses will have started receiving our new publication "FlyBy", which is a short monthly newsletter offering news and advice on forthcoming events or other matters of interest. If you are not on the distribution list and would like to be, simply send me an email at webmaster@theFAAAA.com.

I'm heading off overseas for six weeks – back mid October – so things in my part of ship will go quiet(er) until then. I'm still very happy to hear from you though, and keep your contributions flowing in as they are always welcome and valued.

Until next time,

Marcus Peake

Webmaster

REQUEST

My name is Jackie Dent and I'm a Sydney-based journalist working on a documentary to be aired next year about the the relationship between Australia and the US. It is about how the two countries have fought together in every major conflict over the last 100 years, and how the bonds forged in war were deepened by arts, business, sport, science and romance.

I'm interested in talking to Australian EMU servicemen who maintain friendships with veterans in the United States.

Any leads would be much appreciated. I can be contacted at jackie.dent@wildbear.tv

Thank you!

happy regards,
Jackie

SLIPSTREAM REPORT SEPTEMBER 2017

By the time this report gets out to you all it will be less than a month away from this year's Federal Council Meeting which will take place in the Fleet Air Arm Museum on Saturday 21st October 2017 commencing at 1000AM ESDST.

Again I would like to remind all members of the forthcoming event

The 50th Reunion of the RANHFV during October 2017 (Sunday 15th –Wednesday 18th), please note that the 15th and 16th are the two dates that the first contingent left Australia for Vietnam. Further details may also be found on our Website (www.faaaa.asn.au). Further information on this can be obtained from John Macartney on hfvemu67@gmail.com. John has been doing a power of work in organizing this event and is to be congratulated for a job well done.

Whilst on the subject of Reunions the Associations 5 yearly reunion is scheduled for October 2018 to be held here at Headquarters. The NSW Division will host the event as they have successfully over past years and have already commenced the organization.

On a sadder note the Association lost another stalwart last month in the death of Ian Ferguson who was an active member at both National and State Level.

Here at Nowra the annual westerly winds have started with cold nights and warm days and very little rain.

As I still have a mountain of paper work to process before the FCM I leave you with the following

“A dentist and a manicurist married, they fought tooth and nail”

Yours Aye

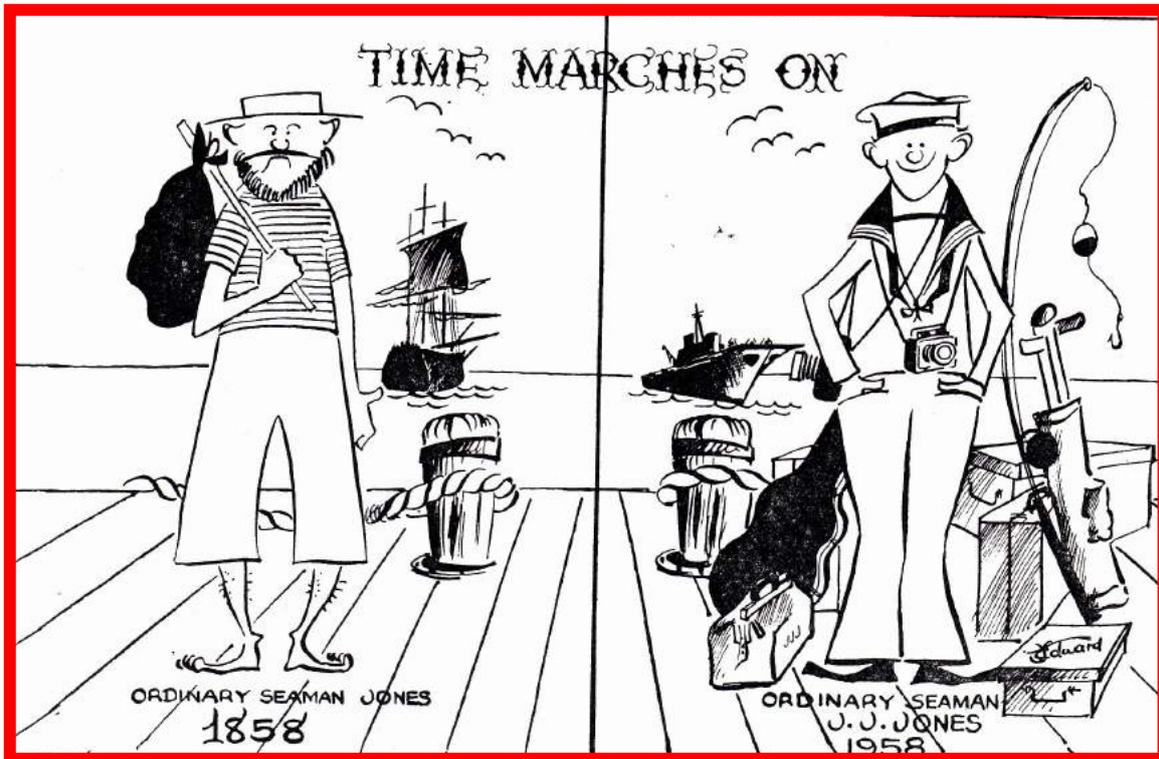
Pincher

Federal Council Meeting

Date: SATURDAY 21ST OCTOBER 2017

Venue: FLEET AIR ARM MUSEUM (HMAS ALBATROSS)

Time: 1000ESDST



***Drawings submitted by George Self
HMAS Cerberus from the 1948 era***



More truth than fiction here: Getting Older

As I get older, I realize:

#1 - I talk to myself, because there are times I need expert advice.

#2 - I consider "On Trend" to be the clothes that still fit.

#3 - I don't need anger management. I need people to stop pissing me off.

#4 - My people skills are just fine. It's my tolerance for idiots that needs work.

#5 - The biggest lie I tell myself is, "I don't need to write that down. I'll remember it."

#6 - I have days when my life is just a tent away from a circus.

#7 - These days, "on time" is when I get there.

#8 - Even duct tape can't fix stupid - but it sure does muffle the sound.

#9 - Wouldn't it be wonderful if we could put ourselves in the dryer for ten minutes, then come out wrinkle-free and three sizes smaller?

#10 - Lately, I've noticed people my age are so much older than me.

#11 - "Getting lucky" means walking into a room and remembering why I'm there.

#12 - When I was a child, I thought nap time was punishment. Now it feels like a mini vacation.

#13 - Some days I have no idea what I'm doing out of bed.

#14 - I thought growing old would take longer.

#15 - Aging sure has slowed me down, but it hasn't shut me up.

#16 - I still haven't learned to act my age.



Taken on the 19th January 1976
Left to right Reg Paterson, (This one's name escape me "Can you help" ED,)
Bob Liddcoat, John Green Jim Lee

This article is being written in the hope that some long lost Aircraft Handlers may be reunited with forgotten shipmates

of the past - either prior to, or at the 50th Anniversary of the Fleet Air Arm Reunion scheduled for 1998.

I am indebted to Ian (Jock) Stanfield for providing me with the almost perfect collection of AH3 Class photographs, names and course results, from 1948 to the disbanding of the AH and Aviation Branch in the 1980s. My thanks also extend to Dave Laird for matching names to photos for the period 1948 to '52 - which was before my time.

As a matter of interest, in the ten year period from Class No.1 in November 1948 to November 1958, almost 1300 sailors completed AH3 Courses and almost every class eventually produced at least one Senior Sailor.

Okay, slip the memory-box into gear, here we go!

I've heard that Bill Tierney is in Kiama and Alan 'Lips' Leslie in Hobart, but whatever happened to my old Recruit School instructor, 'Massa' Austin? Then there's Ken Marsden, 'Stalky' Mailey, Trevor (Snow) Tite, 'Gladys' Moncrieff, Wilbur Forrest, John Heffernan and George Houghagen. Let's not forget Peter Kelly who used to walk his imaginary dog on its imaginary leash around the depot.

What about Billy (Wombat) Love, who somehow managed to roll one of the Thorneycroft fire tenders - 'Tex' Rickard, Billy Castle and K.L. Kelly, who I am told, went to live in Canberra - and Don (Boong) Graham who went to Frankston as a school teacher.

There was Davey Cross, Jim Lemke, Ross Wyllie and Colin Cherry, Alan (The Great Gatsby) Cross, Ronnie Burns, Clive Tanzier, 'Rajah' O'Keefe, 'Murlex' Bradley. Not forgetting Barry Tyrell and Bruce Redpath who, with an unnamed Dental Assistant and 'yours truly', got into some bloody awful alcoholic concoctions in the Dental Surgery on weekends.

Martin Moriarty is a Queens Council in Queensland, Don (Dad) Bruce is at Crib Point, but where is Jimmy Sparkes, Reg (Snake) Kelly, Ronny Breaden and the one and only 'Strawb' Bruce, who used to man the Red Rover in our Air Traffic Control days?

'Chicken' Mickan went to Byron Bay, 'Ace' Kleidon is in Warwick,

Muster on the Flight Deck!

by Frank Larter

Queensland, and Ron Powell and his lovely wife, Gwen, are on the Gold Coast. Col Spence was working at Moorabbin and Johnny Goodwin has just re-emerged as a member of the FAAA in Victoria. 'Smiley' McGowan and 'Big Julie' Jeffries are living in Elwood, Victoria, and I have their telephone numbers somewhere.

There was Tom Henry, Ron Smith and Jimmy Good who, in my opinion, was one of the best Air Traffic Controllers to climb the stairs to Air Watch - where are you Jimmy?

Arthur Nixon (MAA), Ron Andrews, Jimmy McCook, 'Horrie' Swan and Teddy Blaine, Bill Barry and Terry Martin, who I think was a 'Mickey-mouse kellick'. 'Paddy' Burk, Lyle (Pop) Stark, John (Mother) Green, 'Nulla' Mount, Zane Weller, Ray Garlin, Ray Garland and Charlie Malpass - where are you all?

I think that 'Tubby' Murtagh is in Kiama but no word of 'Trigger' Trindall, Wally Barton, Cameron Reed and Doug Murray, who taught me to ride elephants in Colombo whilst on the way to UK in 1955.

Others that spring to mind are Ray (Whalesteeth) Cotterill, Artie Lysle, Jack Cattin, John Powell and 'Banjo' Patterson. Peter Donniger, Reg McCrory, Billy Sincocks, John Drinkwater and George Sawyers who was my Fire Crew 'kellick' in '57. 'Tick' Treloar, Mickey Hester, Des Malcomon and my old mate, Bob Dalton, who lives at Belmont near Newcastle.

Keith (Digby) Whitby, Don Pengilly, John Fenner, who has a cane farm near Mackay - Zeke Smith, Kim Kimmorley, 'Googie' Withers, and Des O'Bree and John Slattery who both became 'Jossmen'.

Ray Wellings and Terry Holmes, 'Boorie' Levis, AJ Vine, Barry Baker, Bob Hokin, Eric Bayliss and Dickie Baverstock, who caught the biggest bloody shark I've ever seen in Aden Harbour in '56.

John Jeffreys, 'Crash' Kennedy, Vince Nolan, Murray Edgar and John (Hank) Terry from Ballan, Victoria, with whom I share a birthday and enlistment date.

Cliff Eaton, 'China' Byron, Ken Pashley, Sid Silburn, Terry (Boxer) Banks, Dave Brock, Don McCutcheon (Dandenong Vic) Ross McVea, Dave Radley, Bevan Styles and Trevor Beutel and Dave Hoskins, two of the

best sportsmen to serve at *Albatross*.

Let's not forget Master at Arms Bert Harrell's biggest nightmare, Brian

Koch.

'Burberry' Cheal, Ken Damm, 'Tex' Gaffney, 'Blue' Sedgewick, Mick Hourihan, Roy Onley, 'Bobo' Olsen, Barry (Butch) Fay, Leon Penn and 'Buncha' Keys.

Ian Struhs, 'Speed' King, Monty Middleton, and Ken (Bear) Hammond.

Tony Halpin, who lives on the Gold Coast and Billy Koest who lives in Denmark, Western Australia.

'Jingles' Mathews, Graham Fawdry, 'Tonto' Kerwitz, Eddy Ryan, 'Ollly' Oliver, 'Darcy' Da Silveira, Trevor Chatwin, Trevor Chatterton, George Hunt, Peter May, Pat Franklin, John Mulhall, Harry Philistin, 'Chook' Fowler, Herby Scroop, Barry Leuders and Steve Parrish, whose brilliant Australian wildlife photo's can be seen and purchased at every Post Office in the country.

Fred Olinga, Darcy McVean, 'Pinky' White, Dennis Morrison, Verrell Clarke, Graham Rattray, Terry Alloway and last but no means least, John Sendy, who pulled LtCdr Fred Goodfellow from his crashed Vampire, live seat included.

I know that I've missed out hundreds of names, and I have deliberately excluded those of you who attend our Fleet Air Arm reunions. If you know the whereabouts of any of the above, or any other ex-Aircraft Handlers, please advise them of the forthcoming 50th Anniversary Fleet Air Arm Reunion in 1998. Remember, it's not really that far off and planning for the event has already commenced.

If you wish to contact me with any names and/or addresses, or application forms for those wishing to join the Fleet Air Arm Association, please write to: Frank Larter, 15 Greenwell Point Road, Nowra NSW 2541 - PLEASE enclose a couple of 45 cent stamps as I hope this will prove to be an expensive exercise. **

I've just been reminded about one of the above, who was nicknamed after a Highland beverage. After failing to muster for Men Under Punishment, the mobile patrol eventually located him at his favourite haunt - the Pig Farm. Still covered in pig muck, he was being dressed down by the OOD who concluded his 'bollocking' by commenting that it was obvious that he had no ambition in life! The culprit replied that he did so. He wanted to pay off and come back as the Wardroom Caterer. Ed.

VICTORIA DIVISION

Greetings to all members from the Victoria Division

The week-end of 26th and 27th August saw us journey to Westernport. Saturday night our Annual Dinner was held at the Hastings Club. Sunday morning was breakfast at Pelican's restaurant on the Hastings pier before our Memorial Service at HMAS Cerberus. Following the service we adjourned to the Frankston Naval Memorial Club where once again we were made welcome and we enjoyed a BBQ lunch.

This is one of our major events for the year and whilst the numbers were slightly down on previous years, for a variety of reasons, a good time was had by those in attendance.

The relatively new CO of Cerberus, Captain Tim Standen (a Birdie) joined us for the service and as most of us had never met him before his presence was appreciated.

We also had a new Chaplain officiating this year (Chaplain Kate Lord) who did a great job and joined us for lunch after the service.

My thanks to all those who helped arrange the service as it takes some months to obtain the permissions required nowadays. Ann-Maree Intihar (Captains PA) Chaplain Lord, Lt Andrew Stokes (Bandmaster) all gave me great assistance. Also thanks to our members who participated in the service, Col MacKenzie, Greg MacKenzie, Scott Myers and Ron Christie.

Life Member John Champion has recently had an article published in Aerogram the RAAF Museum Newsletter regarding an adventure he had in Navy Tiger Moth A17-692 back in 1956. The aircraft now resides at the RAAF Museum Point Cook where it is still airworthy. I have forwarded a copy to the webmaster so hopefully it will be on the website shortly. If any members would like a copy please let me know.

Our Vice President, Scott Myers has recently returned from five weeks travelling around Europe and Ron and Val Christie have been relaxing in Fiji. Very smart to head for warmer climates at this time of year.

As I have mentioned previously we are still looking for a permanent home with the closing of the Melbourne Naval Centre. I am currently investigating the Kew RSL as a possible venue and hopefully we can arrange our October meeting there to see if it is suitable. I will keep members informed.

I am unable to attend the Federal Council Meeting this year but our President Chris Fealy will represent the Victoria Division.

Yours Aye

Mal Smith

NSW Report

The medals, Association jacket and tie have had a lot of use lately at funeral services as we have said goodbye to an above average number of mates, a practice I hope slows down very soon. Our Division has lost two 'Life Members' among them. On the plus side we have scratched up a few new members but please keep your eyes open for mates who should be members and if they aren't give them a nudge instead of your copy of Slipstream to read as that way they will get their own. We are trying a recruitment program through Navy but any benefit from this will not show up for at least 12 months but never the less it is something in the right direction.

The cafeteria in the Museum is again 'non-functional' and even after a retrofit to semi automation is a non- event. Hopefully a couple of irons in the fire may come to fruition as it is in everybody's benefit for it to be functional.

A note to put in your reminder book, next year is reunion 2018 so keep a few days at the end of October free, paperwork is in the draft stage at present and should be available by the next edition of Slipstream. Navy have a couple of anniversaries around then and just perhaps they may show off some of their new aircraft- fingers crossed.

Greg Wise



Michael Hennighan is presented with a certificate of appreciation by President Greg Wise. Michael has retired after 21years as Secretary of the NSW Association

817 SQUADRON

DURING the Korean War, Firefly aircraft of 817 squadron operated against the enemy from HMAS Sydney and also managed to survive Typhoon RUTH which hit the ship in the China Sea. Some aircraft were lost/damaged as most were lashed onto the Flight Deck during the huge winds and seas.

With the arrival of HMAS Melbourne in May 1956, Gannets and Sea Venoms were transferred to HMAS Albatross. These aircraft replaced the Fairey Firefly and the Sea Fury aircraft. The Gannets were formed into 816 and 817 Squadrons and then joined HMAS Melbourne for the inaugural trip around the Capital Cities and the Far East in '56 and '57. In the latter part of 1957, the aircraft of the squadrons were merged into the Melbourne Air Group (MAG) and operated from the Carrier through '57 and '58. Unfortunately, one Gannet was lost during an exercise around the Hawaiian Islands due to lack of fuel. The pilot was Arthur (Wacka) Payne who managed to ditch without injury and picked up by a USN Destroyer then collected by our Sycamore Helicopter. He reckoned the most dangerous part of the whole business was being spilled out of his dinghy by the speed of the destroyer pulling him up the ship's side! Some sort of bug had got into the Avtur fuel and was causing a lot of problems with incorrect gauge readings.

During 1958, the Carrier visited Singapore, Hong Kong, Japan and Hawaii and then spent a week in Fiji showing off the squadrons.

In 1962, the Wessex Helicopters arrived fully assembled in large wooden boxes. Mick Blair and I gathered a team each to join forces to get them out of the boxes and prepare them for test flight by Lt.Cdr Simmons. We soon learned to be able to get them out and ready fairly quickly. There was always a fair few "lookers" to watch the fun and pass comments on each stage of the operation! Once we had the first ten out and ready, I took them to the far end hangar to form up 725 Training squadron. Ben Matthews was CO and Arthur Sara the AEO. Stan Brown & I formed up the "snag" diagnosis team so we had to learn pretty quickly. It was interesting to note that there was no sign of the people who had been on courses in UK to advise or assist. Typical!

One night, a chopper came back in a cloud of oil mist (luckily not fuel!) so it became my job to supervise the first engine change. Everything had to be done by book. I collected a ten ton Crane from Salvage and took a team up to the top hangar to pinch an engine from one of Mick's aircraft which I knew was ready for test Flight that morning. It must have been around 2 or 3 am and the engine change had to be completed by 8am or so. I left a sign hanging in the empty engine bay—"Foo was here!"

The job was finished in time for test flight which went well. As a result of this, I was flown up to Bankstown to show the guys there how to do the job on this aircraft, but not permitted to be hands on. There was a rumour that it would only take 3 hours or so but I suggested to the team they'd better phone their homes to say they wouldn't get home at all that night! There were a few ex FAA blokes there—Charlie Grose being one of them.

817 Squadron was formed up in 1963 and our first "work-up" cruise was held in the latter part of that year in the Hervey Bay area. We had atrocious weather and the film crews had a hard time of it. You'd have thought we had Cecil B. Demille on board. One morning, a Wessex had to fly into Bundaberg and, as my father was one of the announcers on 4BU radio station, Ken Barnett put me in the front left seat and allowed me to fly the machine both ways—the return along Woongarra Street so that all of the Radio Staff could wave to us. Naturally I wasn't involved in the landings!

The tour up north in 1964 was delayed after the dreadful collision with HMAS Voyager and subsequent repairs so it was May before we set off after a "handling run" of the ship. One day, at lunchtime, there was a "Sub smash" signal when we were south of Sydney. Helicopters were immediately launched to locate the Sub and then drop patterns of hand grenades to signal the sub to surface, which took place. The sub skipper was a bit red faced to discover that the emergency signalling device had broken free and it was sending out the "smash" signal. The sub was the Trump. Later we ran into very heavy weather and a few snags began to show up so we went into Jervis bay to shelter—for a week—and then it seemed Navy Office hadn't notified families, etc., so there was a bit of a panic going on, forcing Navy Office to put out a statement that all was ok.

When we got to Singapore we weren't too popular as most of the Naval Exercises had been completed, It was roasting hot, and no one wanted to set out on another exercise just for our sake! However, it was done and our aircraft performed very well against all comers.

On our return to Nowra, after disembarkation, I went to 724 Squadron as CAA for a while then onto the Ikara testing until my discharge at the end of 1966.

Barry Lister

SLIPSTREAM

QUEENSLAND SEPTEMBER 2017

Ray Murrell apologises for not being able to take on the Newsletter just yet. He is having a busy time as Barbara has to be taken for chemo therapy regularly. All is progressing reasonably well, he tells me. The Naval Club certainly is a great place for us to have a get together



CPOATA Nokka White, passed away whilst descending Mt. Kilimanjaro. His Funeral was last Friday at Dayboro. Here are some of the mourners: Jim Pool Simba Smith, Gary Reid,,Tiny Warren, Spike Jones, Barry Batchelor ,Reg Daw, Shorty Parr, Burrie Arnell. Burrie tells me that nearly all of Dayboro were there.

Also passed on were: CDR Ted Wynberg, LCDR Nobby Clarke, Ian Ferguson.

Tough times! Our condolences go to all families.

We had an enjoyable visit to the Pine Rivers Naval Club where a BBQ was laid on, the bar open and drinks available at discount prices. It was good to see Barry Crowe there. Lindsay MacDonald made it after a roundabout trip and accompanied by Christine who we were pleased to meet. Also it was nice to see Dulcie who is ready to go cruising again with Sharon and Gary Reid. Flossie was unable to come as she had a medical appointment. We all missed her! Snow Tite ran the raffle with Des Kelly's help and the prizes were all appreciated.

We're having a meeting on 1st September to make some important decisions regarding direction, functions and future executive appointments. I've had a letter for Ray via me from our Regional Council regarding Caloundra/816 Squadron Keys to the City Ceremony to take place on 28th October. Ray & I will be having a meeting shortly re arrangements for Marching and ceremony.



BL & Ted Wynberg



Sharon, Dulcie & Florence. The Boys.

John Stewart will probably represent us at the Council meeting this year. Good on you John. The end of October will be a busy period for us there is the South East Birdies' function at the Victory Hotel, the Nowra council meeting; The Caloundra/816 SQN Keys to the City Ceremony.

Dee and two other girls—all poets—are very much involved in the 50 year celebrations for the Sunshine Coast being named as such. The 3 poets have set up a Hinterland Poetry Trail at Maleny, Montville and Kenilworth. Have a look at their website—Pente Poets.com—for more info if you wish. Us 3 husbands are involved to a minor degree! The Trail involves 3 local Artists who have set up their Art works to match the Poetry at each venue.



Good shot of me, next to Barry Crow, "Swampy" Marsh and Ian Henderson.



Dee looking after Carol and Barbara.

The crash of the Osprey up north was a sad business. I never realised that it carried so many people. We saw a lot of their flying up at Darwin a couple of years ago. They are certainly a most surreal looking machine.



We will soon have details of further functions as well as a Christmas lunch. I was pleased that my effort of creating the PDF File was as easy as Ray Guest and others told me. Might try it again!! If any one has changed email addresses or acquired an email address, please let us know. Dee has an I pad and that seems to be easier to use than the PC! Son George is going well in Whitstable, Kent, and sends his regards to you all. He and Caroline have recently produced their 1st son, named Henry John George Lister. Capital stuff. If I can get well enough, a trip over there will be on the cards!

Well, I'm about done now so, unless it can take autopilot, I'm out until a later time. Best wishes to all and gooder health as well.

Barry Lister.

Queensland

As a bagpiper, I play many gigs, recently I was asked by a funeral director to play at a graveside service for a homeless man.

He had no family or friends, so the service was to be at a pauper's cemetery in the Nova Scotia back country.

As I was not familiar with the backwoods, I got lost and, being a typical man, I didn't stop for directions.

I finally arrived an hour late and saw the funeral guy had evidently gone and the hearse was nowhere in sight.

There were only the diggers and crew left and they were eating lunch. I felt badly and apologized to the men for being late.

I went to the side of the grave and looked down and the vault lid was already in place. I didn't know what else to do, so I started to play.

The workers put down their lunches and began to gather around. I played out my heart and soul for this man with no family and friends. I played like I've never played before for this homeless man.

And as I played "Amazing Grace", the workers began to weep. They wept, I wept, we all wept together. When I finished, I packed up my bagpipes and started for my car.

Although my head was hung low, my heart was full, and as I opened the door to my car, I heard one of the workers say,

"I never seen anything like that before, and I've been putting in septic tanks for twenty years."

Apparently, I'm still lost ... it's a man thing.

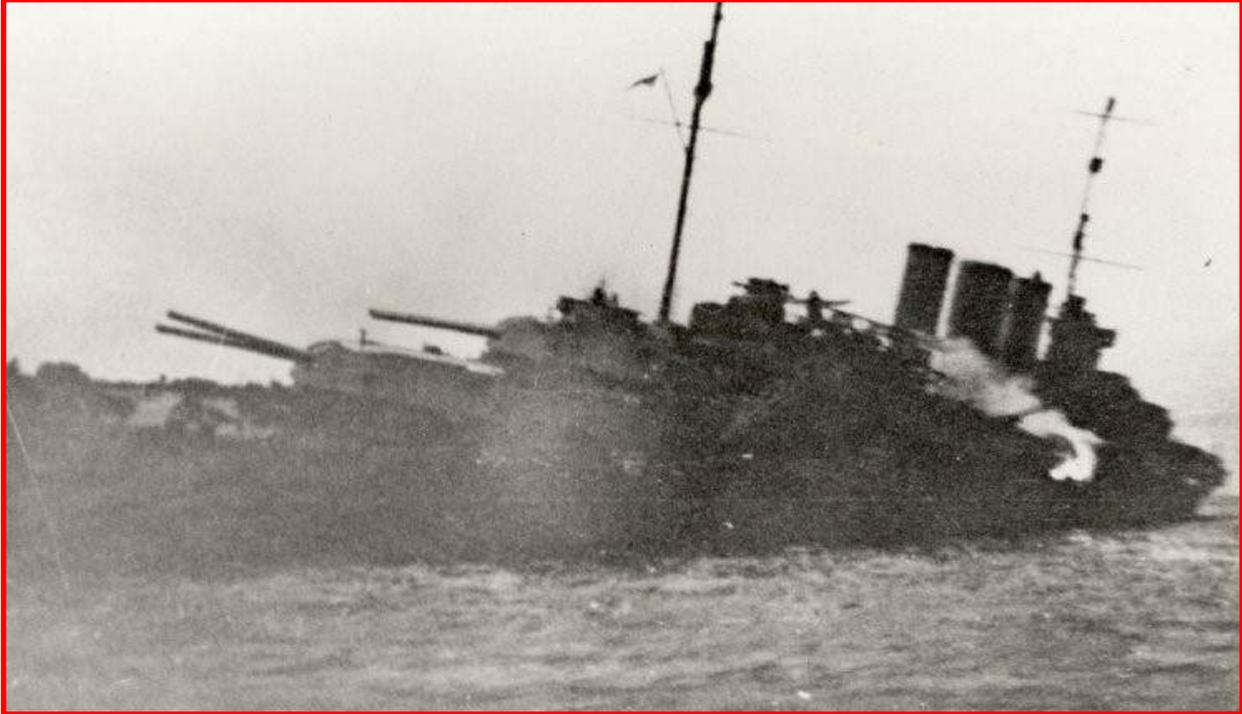


"Well, if you'd pay attention to me once in a while, I wouldn't need a cattle prod."



"Your insurance will cover either the vasectomy or the anesthetic. Your call."

75th Anniversary of the loss of HMAS Canberra (1)



The stricken Canberra following the action at Savo Island. After being struck by at least two Japanese torpedoes and numerous enemy salvos, she was deemed unsalvageable and consequently evacuated and sunk off Savo Island on 9 August 1942. This stretch of water is now known as Iron Bottom Sound after 32 Allied ships were sunk there during WWII.

The Royal Australian Navy has remembered the loss of HMAS *Canberra* (I) with a commemorative service over her final resting place in waters off the Solomon Islands.

As part of a series of commemorations for the battles at Guadalcanal, Navy personnel from HMAS *Success*, along with a detachment from the current HMAS *Canberra*, paid their respects at sea, laying wreaths over the wreck in memory of the lives lost on both sides of the Battle of Savo Island.

Commander Australian Fleet, Rear Admiral Stuart Mayer, said the outcome of the war in the Pacific was dictated as much by the efforts to command the sea as the legendary land campaigns of Kokoda and Guadalcanal.

"The battle fields at sea can too easily be forgotten when there is no monument that we can look at and touch and feel, but our sea battles have been just as decisive and just as bloody as those on land," Rear Admiral Mayer said.

"The scars of the sea battle wash away with the tide and there are no graves for the killed, but these men are not forgotten as they lay in the company of their shipmates in the silent depths below.

"Through commemorative services and by sharing their stories, we will always remember the brave exploits of our forebears who protected the quality of life we still enjoy today and those who shed blood for the sake of peace.

"There are 32 allied ships from the US, Australia and New Zealand that fought in the four major battles off the coast of Guadalcanal; a testament to the courage and endurance of the sailors and their commitment to win the sea fight and turn the tide in the Pacific," Rear Admiral Mayer said.

In 1942, a combined United States and Australian force provided protection to transports and troops ashore during the landings at Guadalcanal in the Solomon Islands. The campaign to stop the Japanese advance into the South West Pacific was vital to protect the sea lines of communication between Australia, New Zealand and the United States.

In the early hours of 9 August, the Guadalcanal campaign culminated in the Battle of Savo Island. The Japanese inflicted great damage to the Allied fleet, but quickly withdrew to avoid daylight counter-attacks, missing the opportunity to destroy the landing forces.

Canberra was badly damaged to the point she needed to be abandoned and sunk. While the Battle of Savo Island delayed the liberation of Guadalcanal by several months, the Allies ultimately achieved their objective; prevented the Japanese from capturing a base in the South West Pacific.

Eighty-four men lost their lives in the attack on *Canberra* and a further 10 died of their wounds. HMAS *Canberra*(I) remains the largest Australian warship ever lost in battle.

**FLEET AIR ARM ASSOCIATION
WALL of SERVICE ADMINISTRATOR.**

MONTHLY REPORT.

In June 2016, the cost of plaques was increased due to foundry costs. The new pricing of plaques are \$160.00 for FAAA Members and \$190.00, for non FAAA members which includes their first year's membership into FAAAA.

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 875,
and
- b. Order number 37 is open with five applications received.

The application forms are available electronically on the FAAA of A website www.faaaa.asn.au/, which allows for direct debt 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 updated list of all plaques mounted on the Wall of Service (dated 01 Jul 2017) is available for viewing on the FAAA of A website.

This concludes my report.

J. BALAZIC
WoS Administrator.

16 August 2017



ALBATROSS RALLY TO BEAT PENGUIN 21-9 IN RUGBY GRAND-FINAL

Albatross Rugby team turned a 3-9 deficit into a 21-9 victory in the final 18 minutes of play to win the 1971 Dempster Cup grand final at Randwick on October 15.

This "thriller" had all the ingredients which make for a great grand final but there was probably more "biff" than was necessary yet it was given and accepted in good spirit by both sides.

Albatross won the loss and elected to run into the strong breeze.

Penguin commenced proceedings at a great rate. Their forwards, with Graham, Kember and Leonard prominent, swarmed all over their opponents.

Such was their domination of the game that Albatross were forced to continually scramble the ball into touch to avoid the fierce attacks by the Penguin pack.

During this period, Penguin's bulky centre Phil Tonks broke the Tross defence on three occasions. One grass-cutting tackle by Tross five-eighth Larsen, averted what looked to be a certain touch-down.

Bearded bubbly Harry Brankstone opened the scoring for his side with a neat penalty goal.

Some scratchy line-out work enabled the Tross forwards to get back into the game.

Penguin's half John Williams was subjected to some torrid treatment and switched positions with Blue halfner at five-eighth.

Tross's ace breakaway Willis sustained a gash to his forehead and was taken to hospital. He was replaced by muscle-bosun John Lacey.

The Birdies levelled the score as a result of a copybook three-quarter line movement.

After Richards had penetrated, Larsen, Davidson and Bryant banded before Giluan received the final pass to streak past the diving tackle of Penguin flank forward Johnson.

The teams literally "slugged" it out for the remainder of the first-half.

Referee Major Quinlivan displayed remarkably cool restraint



ALBATROSS—1971 Dempster Cup Rugby Premiers BACK ROW: POCK Shears (Manager) NA Richards, NA Doyle (Vice Captain) LSPTLacey, NASE Frater, NASE Elder, LASE Hilleary, NA Cedro, LA Wilson LCDR Morris (Coach) CENTRE: AA1 Nolan, POSBA Finn, CPOWTR Guild, LEUT Hill, NA Gillian, AA2 Larsen, NA Bryant, FRONT: WTR Cowling, POUW Willis, CK Davidson (Captain), LASE Hunter, POST Kelly

In his handling of his thirty "fire-eating" charges.

In the many hot-blooded exchanges, the fearsome frogmen probably inflicted more physical damage to their opponents.

Unfortunately they were nabbed in the act more times and incurred penalties which helped to rebuke the situation for the hard-pressed flyboys.

The honours were with Penguin in the first-half, although, the poor defence displayed by the Birdies which avoided their having to commence the second-half with a deficit, was probably one of the major factors in the final outcome.

The first twenty minutes after "lemons" saw Penguin go to what appeared to be a match-winning lead.

Their great little toiler, Williams, scored two very good tries. In each of these, he dashed through groups of his opponents to gather a bouncing ball and speed away.

Brankstone was unsuccessful with three attempts at goal into the blustery wind.

Despite this, it seemed that Penguin had a firm grip on the game. Their fans were not unduly concerned when an exhausted Williams was replaced by Jackie Topp.

However, the Tross forwards, led splendidly by Doyle and Cedro, refused to throw-in the towel.

They began to win clean ball from the set pieces. A quick heel

saw the ball travel quickly from Richards to Larsen.

The Navy skipper demonstrated his class when he cut-out his two centres with a long pass to winger Hunter.

This determined flanker ousted the opposition in a race for the corner.

Ice-cool Teddy Richards guided the ball through the up-rights and the match was in the melting pot. PENGUIN

Graham, Speed, Brankstone, Leonard and Johnson and their teammates tried desperately to attack.

Without the mercurial Williams, Penguin lacked that important try-scoring potential and it was Albatross who returned to the attack.

Once again it was their three-quarter line which proved superior in speed and finesse over their opponents.

Bryant, although momentarily halted, evaded a tackle and crossed. Richards again added the extras and it was time for the small contingent of Albatross fans to give voice to Quite jubilation. ALBATROSS 13-9.

A long range penalty goal soon after, dashed the hopes of a Penguin fight-back, and just before full-time, Larsen followed up some intelligent play by Richards to score between the posts.

Richards converted and Penguin faced an impossible task. ALBATROSS 21-9.

The highlights were the Tross backline try in the first-half, the fine opportunist try by young Williams and the skilled initiative of Larsen and the determination of Hunter in that player's try

Teddy Richards emerged with the honours in his battle with Williams. Hilleary beat the less-experienced Miller in tie scrum count.

On most occasions the Tross backline, with skipper Bill Davidson unselfish and solid, proved more than a match for their opposition.

Penguin's Williams and Graham were perhaps the most outstanding personalities afield.

Graham particularly showed by his performance that he would have earned a spot amongst the greats for which the Diving Section is famous.

Perhaps the unsung heroes were the Tross pack. John Finn, Sandy Wilson and Pat Nolan were never seen. They must have been doing their job in the heavy stuff.

Kevin Doyle, Joe Cedro and Gany Elder were assuredly an inspiration to their fellows and deserve high praise.

**Report
by
BLUEY GUILD
NAVY NEWS
OCTOBER 1971**

The 1971 EAA Rugby season certainly ended on a high note. It was most gratifying to see such a big crowd at the grand final. Perhaps not all the spectators came along to see the heavies of Albatross and Penguin.

The early match between Fleet Colts and Mrimba Apprentices indeed was worth the trip to Randwick.

The Apprentices proved fitter and more polished than their opponents. They showed Uie benefit of playing together.

Ken McMiles should be congratulated for his efforts on behalf of the Fleet Colts. We will undoubtedly see some of these players sporting a Navy jumper in the not too distant future.

Ninety-nine times out of a hundred, despite luck, weather conditions and the vagaries of the whistle blowers, the best team will win a football match.

A lot of people must have left the Randwick ground wondering how Penguin lost this Grand Final.

They lost the toss and had to run into the breeze in the second-half. Well they should have scored more points in the first half.

They conceded seven penalties than did Albatross. Quite often they repeated earlier indiscretions. This was certain to catch the referee's attention.

They lost their major atCaldag unit Williams, just when they looked all set to take the trophy. If he had gone back to fullback instead of retiring, the Cup might well be residing at Balmoral.

Despite some Stirling tackling by outside centre "Spot" Henry, they could not contain the pace in the Albatross backline.

That and the premature demise of young Williams, must be the conclusion of the post mortems.

I would add that Penguin were noble-hearted losers. Not at any stage did they concede defeat and their establishment can be

**Sorry re the
small print**

ED

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

• An American lawyer asked Paddy,
"Why is it that whenever you ask an
Irishman a question, he answers you
with another question?"

"Who told you that?" Paddy replied.

• Mrs. Feeney shouted from the
kitchen,

"Is that you I hear spittin' in the vase
on the mantle?"

"No, but I'm getting closer all the
time."

• Irish lass: "Could I be trying on that
dress in the window"

Shopkeeper: "I'd prefer that you use
the dressing room

• Blaney phoned the maternity ward at
the hospital.

"Quick!" he said. "Send an
ambulance. My wife is going to have a
baby!"

"Tell me, is this her first baby?" the
intern asked.

"No, this is her husband speaking"



ACT DIVISION UPDATE

Hi again to all for this edition of Slipstream.

This article is somewhat shorter than my usual blurb as I have just returned from a six-week overseas holiday through Europe, which I must admit was very nice, but has left me little time to put pen to paper. I managed to visit a range of countries and I did visit the Death Camps at Auschwitz in Poland which I can tell you is a very somber experience.

Prior to me departing overseas, the ACT Division held a Winery Tour on Sunday 9th July through the wineries in the Murrumbateman region. A small group of members and their partners took the opportunity to sample the local wines and enjoy a lunch at Poachers Pantry. A big thanks to our Secretary, George Sydney, for playing bus driver on the day and getting us there and back safely.



Some of the ACT members and partners who attended the winery tour in Murrumbateman. Kerrie Schonberger, Mark Campbell, Sally Campbell, George Sydney, Sarah Sydney, Kerry Davis and Peter Davis

The ACT Division will hold its Annual General Meeting on Friday 13 October at the Canberra Club, 51 Blackall Street Barton ACT commencing at 1600. I encourage all ACT members and partners to attend and there will be drinks on completion of the meeting.

Just a reminder that the SE QLD Birdies reunion will be held on the last Friday of October (Friday 27 October 2017) and I expect there will be another good attendance of Birdies at this event. If you need more info regarding the reunion and the code for discount accommodation at the Oaks Hotels, contact ex CPOATV Wayne Avery via email at waavery@gmail.com

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

Regards,

Schonners

John Schonberger

President, ACT Division

WORLD'S LARGEST AIRCRAFT CARRIER

USS GERALD R FORD



Displacement:	About 100,000 long tons (110,000 short tons; 100,000 tonnes) (full load) ^[4]
Length:	1,106 ft (337 m)
Beam:	<ul style="list-style-type: none"> • 256 ft (78 m) (flight deck) • 134 ft (41 m) (waterline)
Height:	250 feet (76 m)
Draft:	39 ft (12 m) ^[5]
Decks:	25
Installed power:	Two <u>A1B nuclear reactors</u>
Propulsion:	Four shafts
Speed:	In excess of 30 <u>knots</u> (56 km/h; 35 mph)
Range:	Unlimited
Endurance:	50-year service life

Complement:	<ul style="list-style-type: none"> • 508 officers 3,789 enlisted^[5]
Crew:	2,600 approx. ^[6]
Armament:	<p>Anti-aircraft missiles:</p> <ul style="list-style-type: none"> 2 × <u>RIM-162 ESSM</u> launchers 2 × <u>RIM-116 RAM</u> <p>Guns:</p> <ul style="list-style-type: none"> 3 × <u>Phalanx CIWS</u> 4 × <u>M2 .50 Cal. (12.7 mm) machine guns</u>
Aircraft carried:	75+ ^[7]
Aviation facilities:	1,092 ft × 256 ft (333 m × 78 m) flight deck