



FLYBY

ABN 3007 129 1677

See our website [here](#)

A periodical of the Fleet Air Arm Association of Australia
Edition 29, January 2020.

The De Havilland VAMPIRE Trainer



In the early 50's the Fleet Air Arm was looking to replace its ageing Sea Furies and Fireflies with a first generation of jet-powered Naval aircraft. It chose the De Havilland Sea Venom, a two seat fighter that offered not only an all-weather day/night capability, but also a ground attack role if required.

But what to do about training the pilots and observers for this new capability? The answer was the De Havilland Vampire trainer, born of the same stable as the Venom and readily available through the close relationship we had with the Royal Navy.

The first Vampire was delivered in June of 1954, a Mk T34A. It boasted side by side seating for pilot and trainee and had similar flying characteristics to the Venom, which was still two years away.



Click [here](#) to read the full story

Over their 17 years of service, ten Vampires graced the skies around Nowra. Four were lost to accidents and the remaining airframes were disposed of. Unlike other aircraft on our inventory, most of which ended on the scrap heap, the six found their way to various museums here and overseas, for future generations to enjoy.

But despite their reliability as a trainer, they had quirks. The early models were not fitted with an ejection seat, leading to the death of an experienced pilot whose controls became jammed. The short nose made it difficult to set a visual attitude, and different models had such significant differences in controls and instrumentation that inexperienced students could not be switched from one type to the other! The days of standardisation and rigid configuration control had yet to arrive. Nevertheless, it was a good aircraft and served us well, paving the way for the Venom and, in time, the Douglas Skyhawk.

To read the full story and see its History in Photographs, click on the red button above. ✈

HMAS Sydney Memorial Cruise 2021

The HMAS Sydney Association is arranging a special Memorial Cruise in November 2021, which is open to anyone who may have served on any of the HM Ships named Sydney, or to any relative or descendent of the men who were lost on the Sydney II. If you are interested you should register your interest.

The cruise will remember the 80th Anniversary of the loss of the Sydney and its crew in an engagement with the German Raider Kormoran on 19 November 1941, off the West Australian coast. The battle was brief and ended with the destruction of both ships. 318 of the 399 men aboard the Kormoran survived, but Sydney sank with all hands. It was the largest loss of life in the Royal Australian Navy, the largest Allied warship lost with all hands during WW2, and a major blow to Australian wartime morale.

How a purpose built warship like the Sydney, with its superior armour, speed and armament was lost to a modified merchant vessel has been the subject of much speculation over the years. Some of the questions were answered when the wreckage of the two ships was discovered in 2008 – but it is still a story of tragedy and loss that deserves to be remembered.

Full details of the cruise will be provided, with updates etc., once you have registered (this doesn't commit you to going at this stage). In a nutshell, however, the intent is to:

- Sail from Fremantle on 17 Nov 2021 (To Be Confirmed) for Geraldton. There will be guest speakers aboard from the 'Finding Sydney' Foundation including Mr **Ted Graham AM** and CDRE **Bob Trotter OAM** (Ret'd). The ship



will visit the site of the Sydney for a Dawn Service and then proceed to the Kormoran to pay respects.

- The vessel will also proceed to Geraldton later that morning, for a twilight memorial service, and for members to take part in a Freedom of Entry march through Geraldton the following (Saturday) morning. Up to 645 members may march.
- On completion of the march there will be a community memorial concert at the Geraldton multipurpose centre on the foreshore.
- The cruise ship will depart Geraldton later on 20th November and return to Fremantle for disembarkation the following morning. Time and dates to be confirmed.

For those that would prefer NOT to participate in the cruise, there is an alternative Drive/Fly to Geraldton Itinerary, starting with a 'meet and greet' on 18th Nov, the twilight memorial service, Freedom of Entry march and community memorial concert. If there is sufficient demand a second vessel will be chartered from Geraldton to visit the Sydney site.

All of the above is an outline only – you are advised to register your interest [here](#) to receive an information package and updates on the event.

None of the men aboard Sydney II survived that short and brutal engagement, but we who are left should never forget. If you served aboard any of the RAN ships named Sydney, or have any other particular interest in the event, please take advantage of this unique opportunity to remember those who were lost.

Point of contact is:

Adrian Burns (Radar)
Lead Contact and Liaison,
HMAS Sydney II 80th Anniversary 2021
Mobile: 0406 359 477 or email [here](#). ✈



Aircraft Publications Available

A new feature on the website is our collection of Pilot's Notes or NATOPS – PDF scans of the original publications. It's a small collection at the moment but is growing as we source other aircraft. So far we have:

Sea Otter 1 Pilots Notes
Dakota/C47 Pilots Notes
Wirraway Pilots Notes
Wirraway Instructors Notes
Sea Fury 10 & 11 Pilots Notes
Firefly 4 & 5 Pilots Notes
Seafire 47 Pilots Notes (Griffon 87/88 engine)
Sycamore Pilots Notes
Sea Vampire Pilots Notes
Sea Venom FAW53 Pilots Notes
Gannet AS1 Pilots Notes
Tracker S-2E-G NATOPS
Skyhawk A4G NATOPS

In most cases you can simply read/download these publications by clicking [here](#). The NATOPS manuals are very large files so these need to be sent by DropBox – ask the webmaster [here](#) if you want a copy, or go to the link above.

We are keen to expand the collection so if you have any publication not on the list above please let us know. ✈

ERRATUM

In the last edition of FlyBy Newsletter, we gave the suffix "RIP" to Erik Saltor, who helped return Tracker 844 to flying status.

We are told that reports of Erik's death are, however, greatly exaggerated, as he is alive and well and surprised to learn of his demise.

We apologise unreservedly to Erik and any other person who may have been distressed by this error. ✈

Has Anyone Flown a QGH?

In the December issue we asked if anyone had flown a QGH approach. This question was prompted by the accident that killed CMDR **Daniel Buchanan** in 1956, where he flew into the sea during a night approach of this type. You can see his story [here](#).

There were four replies, which we reproduce below, all of which tell a bit about the procedures of the time. Having read them, we think life is much easier with modern approach aids!

Dear Editor,

I would like a dollar for every QGH I flew instrument checking some poor unfortunate. The approach was entered at 20,000 ft and after having passed through the overhead, you were given the descent heading and the inbound heading. Descent speed in the Vampire was 300kts which gave a rate of descent of about 6000ft a minute. You turned inbound at about 12000ft. There was a problem with the early altimeters which were very easy to misread, OK for the old days of low altitude flying but not for jets. Later altimeters clearly indicated 10,000 ft increments. Danny Buchanan was Wings and for some reason only flew

occasionally, and then at night. I recall stating that it was an accident waiting to happen as I compiled his hours for him from the flight record book; unfortunately I proved to be correct. He clearly lost the situation awareness picture relating to time in the descent, through lack of currency.

I flew many QGH approaches in Scimitars, Sea Hawks, Hunters, Sea Venoms Sky Hawks, and not least the Macchi and never lost the plot (obviously!)

The other approach which could be flown completely pilot interpreted, utilised that magnificent (in the time of Swordfish) early homing devise, the YG beacon. The 360 degrees of the compass were split into 15 degree segments each allocated a letter, ADFGKLMNRSUW in morse code, old hands will recall, "a damn fine girl kissed lonely marine now regret sprog under weigh". The first letter, 'A' denoted north, the rest were spaced out clockwise round the compass. The drill was to switch on the set, determine where you were from the station by the letter you were picking up, and home in. You then flew through the overhead taking the long way round to the descent heading. You then reduced the volume so that you could pick up just two of the letters and determine which was the strongest, for example the descent heading at Lossiemouth was north so the drill was to fine tune so that 'A' was balanced between 'D' and 'W'. You could further fine tune the heading by noting which was stronger, A or W. The approach was much like a QGH, but as stated, fully pilot interpreted. Are you still with me as you shake your head?

During my two years exchange I flew quite a few YG approaches at Lossie and also used it for keeping tabs of where we were over 8/8's on dummy air to air gunnery sorties in that wonderful little bird, the Hawker Sea Hawk. It was just a case of developing experience, which Danny Buchanan never allowed himself to develop through lack of day time sorties. **Norman Lee**

Dear Editor,

I have a vague memory of doing QGH approaches at ALBATROSS. The Venom did not have a pilot interpreted radio navigation aid such as an ADF so an instrument approach to ALBATROSS was via a QGH letdown followed by a Ground Controlled Approach (GCA) - if needed. The approach was essentially the same as an NDB letdown except it was ATC controlled rather than pilot controlled. Like an NDB, no ranging was available.

ATC would ask the aircraft to transmit and take a bearing using the VDF. As I understand it, the bearing would be two-way: either 090 or 270 (for example). If there was some uncertainty in the mind of ATC the pilot would be directed to make a turn in order to resolve the 180 dilemma. He would then turn onto the revised homing bearing until he passed overhead and then was directed into the letdown phase. During the inbound phase the aircraft was directed by GCA to final approach. As shown in the diagram in FLYBY they was a "dead zone" directly overhead the VDF where the controller could not detect a homing bearing. Consequently, if the controller missed the fact that the aircraft had passed through the dead zone he might well continue "homing" the

It was nice to see the comment from a recent new member to the Association:

"...It is odd but I have not had any connection to the FAA or the RSL since I discharged over 25 years ago, but I somehow feel like I am home again."



One of our readers noted the RAN's latest two-star officer, Rear Admiral Skippy, inspecting the parade at HMAS Creswell recently. (Thanks, Mac!)

aircraft when in fact it had passed overhead and going away from the station - very embarrassing.

I remember a classic case involving **Barrie Daly**. He had been tasked to fly an urgent compassionate case to Laverton. He was dispatched some time in the late afternoon and returned that night. There was a fair bit of cloud about and Barrie asked for a QGH. As there was no doubt about the direction from which Barrie was approaching ALBATROSS (from the south-east) he was homed to overhead. Unfortunately, the controller failed to notice the aircraft had passed through the overhead and Barrie was being directed out to the north-east. ALBATROSS was eventually contacted by Sydney Radar advising they had a contact well out to sea, north-east from ALBATROSS. Barrie did not have enough fuel to return to ALBATROSS so was diverted to Williamstown where he landed safely. A close call indeed!

The departure (or startup) at Williamstown the next morning was another story, perhaps best related by Barrie.

Regards, **Clive Blennerhassett**

Dear Editor,

Congrats on another excellent FlyBy - always interesting reading. Not sure how much of my guesswork you would like to know about CDR Buchanan's Vampire crash 1956. I did not know about this accident when at Nowra flying Vampires in their last days, however we already had the fear of god in us about all the pitfalls with instruments in the Vampire (only to be startled by the differing configurations in most RAN Vampires - compared to the standard layout in the dual seat RAAF trainer Vampires)

There are several pages about these issues with my guesses about Buchanan crash in the big PDF. I have not seen any accident report about it (IF you find one or any other old RAN Jet Accident reports please let me know - they seem to be not available). Anyway I can excerpt said relevant pages and e-mail them if required. Otherwise in the 'bookmark' pane in the PDF in the Vampire section with bookmark "THREE NEEDLE ALTIMETER HAZARD" one may find this info. Briefly they describe the 'three needle altimeter misreading' issue - a very well

known 'gotcha' for us then 1968-70 but perhaps not in 1956. Also Spatial Disorientation may have had a hand in the circumstances of the crash - especially at night when the CMDR may have not been well practiced in jet /instrument/night flying in those early jet years. Point a jet earthwards and it goes down fast, with perhaps little to indicate the rapid descent other than the altimeter whizzing around.

I have looked for an old ADF/QGH? letdown chart for NAS Nowra but it must have been deleted yonks ago. We practiced them quite a

bit, especially at night, because often the A4Gs would take precedent over a Vampire for an instrument approach otherwise. I've even (as a right seat pilot) had to carry out a low level approach to Nowra when low on fuel with A4Gs clogging the GCA pipeline. Then MIDN Hamilton took us in a Vampire down the Shoalhaven to abeam Nowra at 'below cloud' height to turn left onto 210 at best handling speed (in rain it was difficult to see forward also) to spy the threshold RW 21 and land (letting ATC know of course). Murray Smythe and his wingman Bob Williams (later in ATC) in Sea Venoms carried out the same approach when low on fuel one claggy day towards the end of the Venom era (they had been 'ordered' to go out to sea and eject by CMDR Air but fudged this maneuver instead). Murray should tell the story to you well. :-) I was on 805 at the time and don't really know all the details.

Anyway at PEARCE we were consummate users of the ADF beacon. With so many Vampires airborne - often with solo students - one always kept one's bearings for a quick return from the training area. My first solo ended well in low broken cloud because of it (earlier my first solo check ride instructor crossed himself as I taxied out of the line - so I guess that helped as well). :-) We could do an ADF let down with our eyes closed so to speak. OMG we even had to learn 'limited panel' instrument flying, which included also an ADF! Finding overhead on limited panel could take 'ages' literally. My instructor and I never completed one because he lost patience so we returned with a high speed dive for landing in clear weather. Real world probably if one lost electrics in a Vampire (possible because it was not well rain proofed) we would turn out to sea and eject - limited panel instrument flying in jets is for the birds. :-)

It is now some 47-8 years since my last ADF let down so please bear with me.... Overhead at 20,000 feet heading 090 commencing descent at 250 knots? Rate of descent (not too fast)? while turning left at 11-10,000 feet to head inbound continuing descent to level at 1,500? I think a TACAN approach had a minimum of 1,000 feet at several miles by way of comparison. Anyway we were supposed to be picked up in a

Vampire/Venom during the inbound leg by Area Controller to then go for a GCA to our 'white/green? card' minima. In those years the 'green card' was not gained easily - minima white/green 400/200 at 1/2 to 1/4 NM distance.

My favourite GCA in a TA4G with a Wessex Observer as rear seat passenger in some claggy/rainy weather with him telling me we were ON FIRE! during the first approach deliberate overshoot. It was the aircon making ice particles and fog with the engine at full power - with aircon set to 'full cold' (the way I liked it). :-)
 Anyway we seriously had to land during the second approach due low fuel.... another story. **Phil Thompson.** ✈

Slipstream and FlyBy – What's the Deal? (Editorial)



I heard a comment the other day, spoken by a senior person in the FAAAA, that he considered 'FlyBy' to be a threat to our National magazine, 'Slipstream'. The implication was somewhat negative – that is, all would be well if we just got rid of FlyBy and went back to the way things were done.

The gentleman concerned has, with respect, missed the point. Slipstream is our premier publication. It goes to all members on our mailing list either in hard copy or electronically, depending on their preference. Currently the distribution is around 785, with extra 'gratis' hard copies for Squadrons etc. Importantly, it is published QUARTERLY, which means that fast-moving items of news or interest are by their nature often missed. That's not Slipstream's job – rather, it is to provide a meaty, topical periodical on the FAA Association and its people, and things aviation. It is our flagship magazine and is going from strength to strength under the new Editor, **Paul Shiels**.

FlyBy is electronic only, and currently goes to 920 people. Because it is monthly it is somewhat more nimble, bringing 'time critical' stories or items to people's attention. To make it interesting it also includes other articles, such as the QGH debate in this issue. It is also closely aligned with the website, telling readers of the new material published there each month (eg the Vampire piece that makes up this edition's front page).

Importantly, FlyBy also goes to a number of people who are not members of the FAA Association. Its our way of keeping the broader ex-FAA community in touch, and we think that's important.

The Slipstream Editor and I work closely together to try and bring a balance to both publications and to avoid overlaps. Sometimes the edges are blurred - but that's better than having gaps! We are in accord with one another, and are becoming progressively comfortable with the roles that our respective publication has.

So, for those that somehow fear a coup is happening – fear not! We, collectively, are the recipient of two very professional periodicals whose job is to work together to bring you the best we can in news and views on things aviation, and Fleet Air Arm in particular. For my money, we're on the nail.

Marcus Peake. Webmaster and Editor *FlyBy*. ✈

Wall of Service Update

Order No 44 is now open with the following names so far:

| | |
|---------------|-----------------|
| NA W.K. Jones | CPO G. Williams |
| | |

We need a minimum of 12 names before we can submit the order to the Foundry, so please get your application in now if you wish to have your name into this batch. You can find information on the Wall of Service [here](#). ✈

National Emergency Medal



In the December 2019 'Slipstream' the Editor alerted readers to the efforts of **Captain Brian Swan**, who is attempting to get those involved in the Cyclone Tracy relief operation recognised. His argument is that if people who attended after cyclone Yasi

S/Lt John Hereward McClinton RN

18 July 1932 – 15 Jan 1954



This month marks the 66th anniversary of the death of S/Lt John McClinton RN, who lost his life aboard HMAS Sydney whilst serving with 805 Squadron. He was 23 years old.

The ship was conducting exercises with HM Submarine Thorough near Hong Kong, which involved a busy flying program. During the forenoon of the 15th, McClinton was severely injured when he walked into a propeller on the flight deck. Half an hour later he was transferred to the Naval hospital at HK, but died of his injuries later that day. You can read his story, or peruse others on our Roll of Honour, [here](#).

† REST IN PEACE †

Since the last edition of 'FlyBy' we have become aware of the loss of Noel Morgan, George 'Bungy' Williams and Alby 'Slack' Gratton

You can read a little more of these sad events on our Obituary pages [here](#), and, if you are a member of the Association, you can leave a comment there if you wish. ✈

were awarded the National Emergency Medal, so too should Tracy participants. Tracy was a far bigger and more destructive event with much greater loss of life – and corresponding trauma on those who had to deal with the aftermath.

We thought it would be useful to update readers on this issue. The Minister, **The Hon. Ben Morton MP**, has responded to Captain Swan's letter as follows:

Dear Captain Swan,

Thank you for your letter dated 8 October 2019 to the Minister for Defence, Senator the Hon Linda Reynolds CSC, regarding amendment of the regulations for the award of the National Emergency Medal (NEM) for "Operation Darwin Assist and Operation Navy Help Darwin" responders. Your letter was referred to me as I am the Minister responsible for Australian Honours and Symbols.

I acknowledge the significant contribution of the personnel who were part of the clean-up operation following Cyclone Tracy. It is a fine example of the Australian ethos of pitching in and helping fellow Australians at times of national distress.

The NEM recognises service in response to a nationally significant emergency. Nationally significant emergencies must be declared by the Governor-General under the National Emergency Medal Regulations 2011 (NEM Regulations).

Under the NEM Regulations the Minister must not make a recommendation to the Governor-General to declare the event as a nationally-significant emergency unless: the emergency happened in Australia; and the emergency happened during the previous three years; and the Minister has received advice from the NEM Committee about whether the emergency should be declared a Nationally Significant Emergency.

As it occurred in 1974, the NEM Committee has no authority to consider Cyclone Tracy an eligible event for the NEM. Regulations for awards in the Australian honours system can only be amended by Her Majesty The Queen, on the Prime Minister's advice.

The NEM was intentionally created in 2011 to have limited retrospectivity and the appropriateness of this decision has been considered a number of times of the years in response to suggestions such as yours. Unfortunately, Australia has a long history of natural disasters, including, for example, the 1983 Ash Wednesday fires in Victoria and South Australia. This disaster resulted in numerous deaths, extensive loss of property and involved a very large contingent of responders (in excess of 17,500 individuals). The impracticality of retrospectively assessing these disaster events and identifying, and also assessing the claims, of potential individual recipients against the NEM Regulation, is a significant factor in applying, and maintaining, only limited retrospectivity to the NEM.

In this respect, the NEM is an operational service medal and relies on verified evidence from organisations to support awarding of the medal to all individuals involved in emergencies declared for the purposes of the medal. If retrospectivity was applied, a key issue is the difficulty and resource implications in determining the details of historical events and verifying eligible service, as a range of first responders are generally involved in such events. For this reason, even today only events that have occurred in the last three years can be assessed for the NEM.

Consistent feedback from jurisdictions and organisations is that the burden of providing historical information for personnel, including researching and sourcing it (if it still exists) makes retrospectivity unfeasible.

While the Defence Force may have records that could substantiate individual eligibility for Navy personnel, other civilian emergency relief organisations are not in this position. This could result in unfair and unjust outcomes as a large cohort of potential recipients, for whom records no longer exist, would remain unrecognised.

This in no way diminishes the efforts of the personnel deployed on "Operation Darwin Assist and Operation Navy Help Darwin". The individual contributions were truly remarkable. When Australians in need were without sustenance, the Navy came through.

You should feel truly proud of being a part of this exercise.

Yours sincerely, Ben Morton 21/11/2019

Brian Swan has asked all those who have an interest in this matter to keep pressure on the Minister. His point is that Tracy was by far the biggest natural disaster to befall an Australian city, and required the largest peacetime call out of any.

You can help by writing to the Minister to express your view that the event in Darwin on 25 December 1974 was by far the greatest natural disaster to befall this nation in modern times, and there has been an injustice in recognising the participation in lesser events whilst ignoring Tracy. Simply drop a line to:

The Hon. Ben Morton MP
Minister Assisting the Prime Minister & Cabinet
Canberra, ACT 2600. ✈

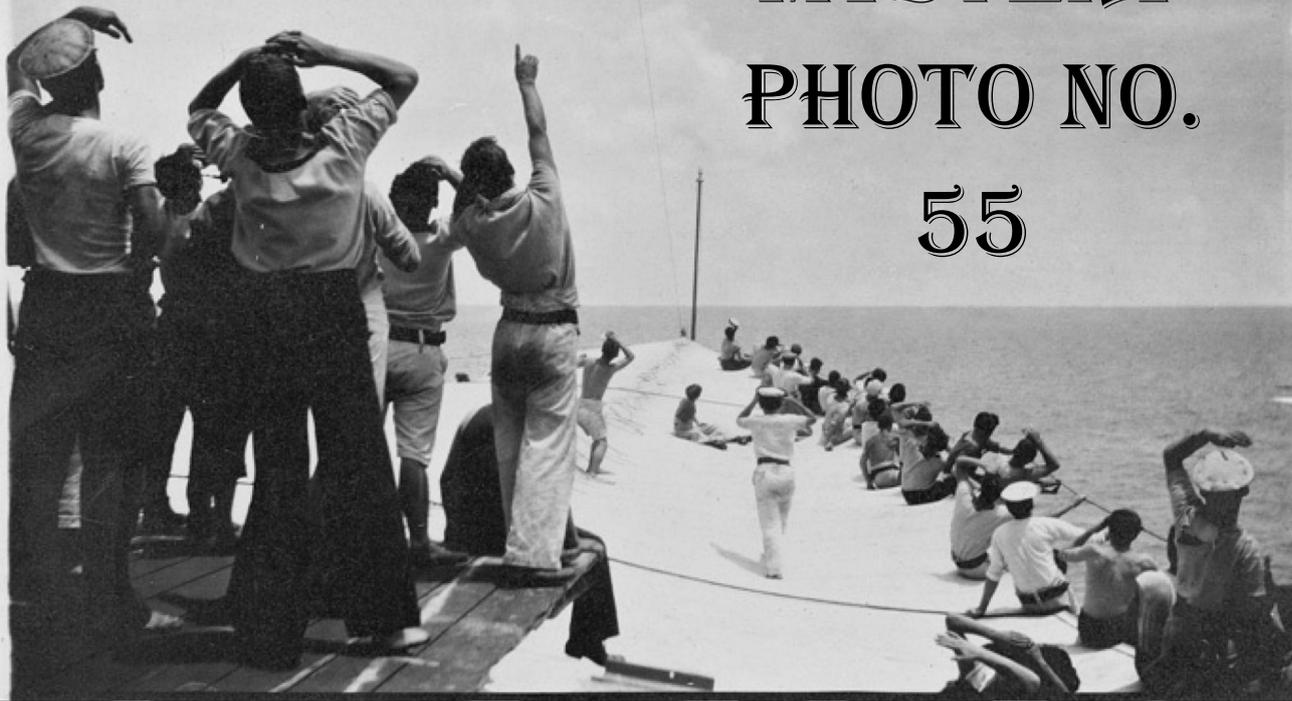
FAAAA Subscriptions Now Due

Most member's subscriptions run out at the end of December so unless you've paid in the last few days it would be really helpful to settle your account now.

Subscriptions are our only source of income, so early payment would be much appreciated.

You can see how to pay (and how much) by checking on the final page of this newsletter. If you are not sure or have any questions, contact the database manager [here](#). ✈

MYSTERY ¹¹⁴⁹² PHOTO NO. 55



Our Mystery Photos have been conspicuous by their absence in recent months as we ran out of material – but this one, forwarded by Kim Dunstan, is a ripper! It shows some of the company of an RAN capital warship gazing at something. Both the position of the ship and what they were looking at had separate and unique significant historical interest.



The question is: what were they looking at, and why was it historically interesting? To give you a clue, the smaller photo on the left is connected to the event.

You can see the photos more clearly [here](#), where you can also use the 'Contact Us' box to send in your response. ✈

A Veterans Wellbeing Centre for Nowra?

In 2019, the Australian Government announced a plan to 'Respect and Support Veterans and their Families'. This plan included:

- Recognising the unique nature of military service;
- Providing funding to address mental health challenges for veterans and their families; and
- Supporting veterans through strong advocacy and welfare services.

As part of this plan, the government committed \$30 million over three years to establish a national network of Veterans'

Wellbeing Centres (Centres). These will be at Townsville, Perth, Darwin, Nowra, Adelaide and Wodonga – unsurprisingly, as these are places where many veterans reside.

A Veterans Wellbeing Centre will provide current and former serving veterans and their families with greater access to health and wellbeing services and support in their local community. It will typically be based in a central location from which veterans, their families and local communities can access integrated and coordinated services that support their transition into civilian life, or support veterans and their families to maintain or improve their physical, mental health and overall wellbeing. Alternative models of service, such a "hub and spoke", mobile services and virtual service provision are also envisaged.

DVA has issued a 'Grant Opportunity' Guideline that sets out how the Centres will be established. It's an unusual model insofar as it seeks a 'lead' organisation for each Centre. Successful Leads can then access seed money to submit a full business case on how their Centre will be established and which services will be offered by it, and how.

DVA will not run the Centres although it's reasonable to expect that at least some of the Services being offered will be under their umbrella.

The RSL is seeking to be the Lead organisation for the proposed Nowra Centre (FlyBy is not aware of what is happening with the other proposed Centres) and the FAAAA is in early stages of negotiating whether to be on the panel of Ex Service Organisations (ESOs) to assist in the initial planning.

Each project is expected to be complete by 30 June 2022, although there is no reason why this should not be earlier, if possible. (continued on page 9)

Caption Competition Results



We got a few good captions for the competition in last month's issue. Here are the best:

- *"Early attempts at catapult systems were only successful due to the low flying speeds of aircraft of the day"* (Derek Frew)
- *"Unfortunately the Observer has Malaria, so....."* (Bomber Brown)
- *"Run like hell, and as soon as she is airborne drop the hauling ropes and get out of the way fast!"* (Ron Gent)
- *"Where does the key to start the elephant go?"* (David Prest) ✈

This excludes peace time service, not to be confused with defence service, which is a specific service type under the VEA for certain service in the ADF during peacetime, and is recognised under the continuous full time service (CFTS) provisions.

You can read the relevant DVA Fact Sheet HSV 109 - Non Liability Health Care [here](#), which describes the eligible service types for your information.

Regards, **Jim Bush** WA Division. ✈

DVA Card Update

Thank you for the December Edition of Flyby where I have read with interest the article regarding the Veteran Card, and ask if this article will be published in the December Edition of Slipstream, as some FAAAA members may not subscribe to and receive Flyby.

I also offer the following comments for your consideration.

I refer to the advice on page 8 under the heading, "By The Way", in the 2nd sentence that advises, inter-alia, It will automatically cover you for cancer and /or mental health issues and you don't have to prove ADF service contributed to them.

This in part is incorrect, as not all current and former ADF Members are automatically covered for Cancer. It is correct, that all current and former ADF Members with at least one day continuous full time service (CFTS) are covered for Mental Health Issues.

However, the eligibility for treatment for Cancer (Malignant Neoplasm) along with Pulmonary Tuberculosis, is only available to those members with the type of eligible service covered under the Veterans Entitlements Act 1986 (VEA), and the Military Rehabilitation and Compensation Act 2004 (MRCA).



Aussie Time Clock

A Veterans Wellbeing Centre for Nowra (continued)

As far as the Nowra Centre is concerned, the RSL has been busy. It is investigating two possibilities for the actual physical structure for the facility, and is in the process of mapping the services that will be offered, using a 'hub and spoke' model – that is, the Centre is the 'hub' and some of the services will be offsite.

In doing its planning, the RSL is leaning heavily on the experience of the Dee Why Veterans' Centre, which was established some three years ago by a confederation of ESOs. Dee Why has proven to be a very successful model which has been successfully delivering a range of services to veterans in that locality. It is funded from business support and local contributions and shows that such a concept can work.

The kind of services being envisaged for Nowra might include:

- Advocacy programs.
- Transition programs leveraging of what is currently provided by Defence and DVA.
- Assistance to access other government services such as housing support, service desks, a digital kiosk and personal assistance.
- An 'Open Arms' service providing community and peer advisors.
- Personal employment support (for example, with CV writing and skills training for local job opportunities).
- Mental health services and support.

'FlyBy' will endeavour to keep readers advised of ongoing progress, particularly in regard to the Nowra area.

Next 'Slipstream' Closing Date

The Editor of 'Slipstream', Paul Shiels, wishes to advise all readers that the closing date for submissions/letters etc for the next Slipstream magazine is **01 March 2020**. You can contact him [here](#) if you have any Slipstream-type questions.

Website Difficulties

On Christmas Day we became aware of a problem with the FAAAA website, insofar as the 'log in' feature was not working correctly. Unfortunately this occurred at the very time the technical support we rely on to fix such problems, and it may be a few more days before it is repaired.

In its five years of operation the website has only lost a total of three days of operation, which is an outstanding record by any measure.

The fault does not affect the great majority of material on the website, which can still be accessed and enjoyed. Click [here](#) to go to the home page.

Subscription payment details for members:

NSW:

Renewal \$35.00 pa for members who receive 'Slipstream' by hard copy or, \$25.00 for Softcopy.

Account Name: FAAAA

BSB: 637 000

Account: 7168 19 388

Reference: Membership Number or your surname+initial

Cheques: The Treasurer FAAAA NSW Division, PO Box 28, NOWRA 2541.

ACT:

New Subscription Rates: \$30.00 for those who have hardcopy Slipstream. \$20.00 for softcopy recipients.

(Joining fee for eligible new members has been reduced from \$15.00 to \$10.00)

Account Name: FAAAA

BSB: 032 719

Account: 374 093.

Reference: Membership Number or your surname+initial

Cheques: The President FAAAA Act Division, 41 Noarlunga Crescent, BONYTHON 2905.

VIC:

Renewal \$45.00 pa for Full Members, or \$10 for Associates.

Account Name: Fleet Air Arm Association of Australia Inc

BSB: 083 961

Account: 3108 23774.

Reference: Membership Number or your surname+initial

Cheques: The Treasurer FAAAA VIC Division, PO Box 2179 RMH Post Office, PARKVILLE 3050.

TAS:

Renewal \$30.00 pa.

Account Name: FAAAA

BSB: 037 013

Account: 13 3119.

Reference: Membership Number or your surname+initial

Cheques: The Treasurer FAAAA TAS Division, 7 Danbury Drive, LEGANA 7277.

SA:

Renewal \$45.00 pa.

Banking Details: **BSB:** 065 118 **Account:** 009 05 668. **Refer-**

ence: Membership Number or your surname+initial

Cheques: The Treasurer FAAAA SA Division, 460/1075 Grand Junction, HOPE VALLEY 5090.

QLD:

Renewal \$30.00 pa.

Account Name: FAA QLD Div.

BSB: 034 611

Account: 171 277.

Reference: Membership Number or your surname+initial.

Please note subs would be appreciated no later than end Jan20.

Cheques: The Treasurer FAAA QLD Divn, 6/74 Mattocks Rd., Varsity Lakes, QLD 4227. Ensure you put your full name on the back!

If you need some advice/help

You can make a payment as per the instructions on the left, but if you need to contact your Secretary you can do so using the links below, or you can contact Rocky Norris [here](#), who can provide advice.

[NSW – Terry Hetherington](#)

[ACT – George Sydney](#)

[VIC – Mal Smith](#)

[SA – Jan Akeroyd](#)

[TAS – Graham Nicholas](#)

[WA – Keith Taylor](#)

[QLD – John Stewart](#)

WA:

WA Division has declined to publish its payment details. If you have any queries please contact the Secretary.

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This publication works in concert with 'Slipstream' Magazine. We are always on the lookout for interesting articles, photos or stories so if you think you can help please contact the Editors [here](#).