



The RAN's Iroquois

The RAN made a wise investment in '63, when it placed an order for seven Bell UH1-B helicopters – the knowing this type was to become a symbol of battlefield air power over the paddy fields of Vietnam just a few years later.



The Navy's Iroquois were to serve the Fleet Air Arm faithfully for more than 25 years, training generations of rotary-wing aircrew, conducting life-saving missions in the SAR role, and serving the Fleet as a general utility helicopter. It was tough, reliable and easy to maintain.

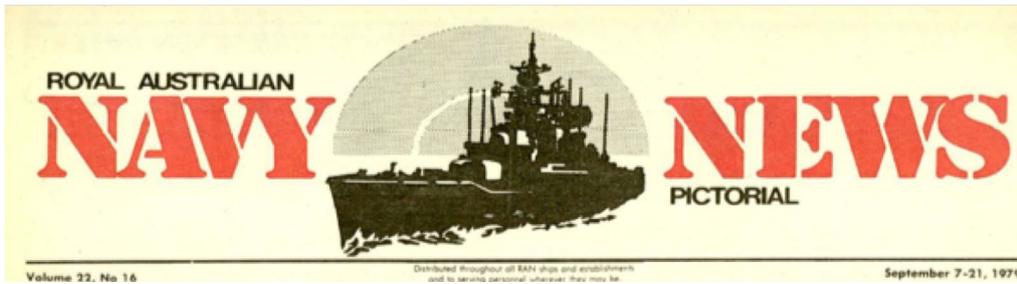


But what made the Iroquois so special? Arguably, it was a combination of the right design, technology and circumstance.

The Korean War in the '50s proved beyond doubt the value of helicopters in the battlefield. Used mainly for medivac and SAR, the platform gave the Commander unprecedented mobility and flexibility, even with the limited capacity of the machines available at the time. Just how important they were can be judged by the numbers: at the start of the conflict the US Army had just sixty helicopters on the ORBAT; by the end, there were over 600.

The US Army wanted a more powerful machine that at a minimum could carry two stretchers inside the cabin with a medical attendant. It released a specification in 1955 which was won by Bell Helicopters, and by the following October the first pro-

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During Phase III of TASMEX, HMAS MELBOURNE figured in an emergency when one of her Tracker aircraft which had been flying an anti-submarine night patrol was

making its final approach for a deck landing.

When only half a mile from the Carrier and 300-feet above water in shocking weather conditions, the Tracker reported an impending port engine failure.

At this stage the Flagship was 50 miles to the North of New Zealand encountering 45 knot winds, constant rain squalls and a reduced visibility at times down to less than two miles.

The Tracker with its four-man crew (LEUT Gary CALDOW, LCDR Peter WILLIAMS, SBLT Greg RYAN, CPO Max POOLE) was ordered to divert to the RNZAF base at WHENUAPAI some 210 miles to the South.

With only one engine in service the aircraft climbed to 3000-feet and escorted by another Tracker which had also been on night-flying operations, flew down the New Zealand West Coast keeping an eye out for straight stretches of beach in case of a forced landing.

In shocking weather conditions the Tracker finally made it to the Kiwi base landing with barely five minutes fuel left

Some of you may remember the 'Navy News' article to the left (NN Sept 07 1979) – or at least the Tracker incident to which it refers. Relatively recently, however, **Peter Williams**, who was one of the Tracker pilots that night, posted his recollections on a social media blog which has a lot more detail in it. We thought it worth sharing. (Thanks to Phil Thompson for bringing it to our attention).

"Yes, they missed out some of the interesting bits. Here's my recollection of key events:

1. It was just after midnight (according to my log book) and we were at about 300 feet on CCA approach (around about the time where you "look up for the ball" so we probably had the wheels and hook down but I don't remember for sure) when Gary informed me that he was "going round" as he had felt a "kick" in the port rudder. As Gary started the abort I informed the ship that we were going round due to possible problems with our port engine.

2. Almost immediately after Gary increased power to commence the "go round", the port chip detector light lit up, the port oil pressure dropped to zero and the port oil temperature went off the clock so Gary started shutting down the engine. I informed the ship that the possible problem had been upgraded to definite (with a description of the symptoms) and that we were shutting the port engine down. For the uninitiated, the chip detector detects bits of metal in the engine oil and if it lights up it means that the engine is starting to fall apart so you don't muck around if it lights up.

3. The ship immediately came back with "Bingo Whenuapai 140 degrees 100 nautical miles" and, as far as I know (and unsurprisingly), no consideration was given to attempting a single engine night landing on the ship. A quick check on our fuel at this point indicated that we probably had enough to make it (based on 100 nautical miles to go) so having secured the engine and dumped all of our remaining stores (sonobuoys, etc) we set off on 140 degrees.

4. After the post engine failure check list had been completed, I dragged my navbag out from behind my seat to start planning our route. From where we were the direct path to Whenuapai would take us (more or less) down the west coast of North Island. Having determined from the relevant charts that the safety altitude for our route was 6500 feet I informed Gary accordingly and we started climbing. When we got to about 3000 feet Gary reported that we couldn't climb any further as he was starting to lose control of the aircraft so we levelled off at about 2500 feet. Shortly afterwards Gary reported that he didn't think he could hold the pressure on the rudders on his own any longer and asked me to assist him (basically he'd run out of rudder trim, was having to use old fashioned muscle power on the rudders to keep us flying straight and his legs were starting to go). So I put in a big bootful of right rudder which straightened us out and got us under control again. From then on it took two of us on the rudders to keep the aircraft flying straight and level.

5. It was about this time that the ship informed us that there had been a navigational error (didn't affect the ship's navigating officer's promotion to Commander later that year, though) and that it was really 150 nautical miles to Whenuapai. Suddenly, our fuel situation didn't look so good. In the original NATOPS the advice was that the last 100lbs in each tank was unusable but this had been recently changed to 200lbs due to an incident in the USN where an S2 ditched because it (allegedly) ran out of fuel with that much indicated. However it didn't matter much because my calculations showed we'd run



out of fuel before we got there, even with the 100lbs limit. NATOPS basically said that you had to treat those levels as "empty tanks" and take the appropriate action i.e. ditch or bail out. I didn't fancy bailing out as the survival rate for Tracker bail outs wasn't very high and, in fact, the survival rate for "unintentional ditchings" (code for the pilot flying too low and hitting the water, cold cat shots, wire breaks, etc i.e. crashes) was about 5 times higher than that for bail out. Survival rate for deliberate planned ditchings was very high. (All this stuff goes through your mind at times like this.) Anyway, we decided that we'd have a go at making it to Whenuapai even if it meant breaking the rules.

6. Gary and I discussed how we should go about squeezing the most out of the tanks and decided that the best option was to run on one tank until the engine started to splutter (ignoring the limits) and then switch tanks. The reasoning was that not only did this ensure we got all of the usable fuel out of the first tank it gave us a good idea about how much we could get out of the other tank which would be essential for decision making later in the flight. (It's worth noting here that we couldn't just keep flying until the other engine quit and then do a "dead stick" ditching as the S2E/G models had no battery back-up and we would have no instruments which isn't good at night and in instrument flying conditions.) Shortly after this, Jim Campbell (Commander Air on the Melbourne) suggested the same plan to us over the radio giving us implicit approval and some confidence that we'd made the right decision.

7. Things were still looking bleak, though. We were on one engine, couldn't make safety altitude, the navigation data we'd been given was dodgy, the only navigation aids in that part of NZ that we were equipped to use were ADF beacons, and we were low on fuel. We were chewing over the problem of getting to Whenuapai without running into any rock filled clouds when, without any prior notification from the ship, we heard the dulcet tones of Alan Oliver (TACCO) telling us that he, Al Videan (Pilot) and their crew had just launched from the ship, had heard we were "having problems" and "wondered if they could

be of any help".

8. Problem solved. I said yes, gave them a quick situation report and ordered them to overtake us, get about 1000 yards ahead of us and lead us down the west coast of NZ making sure to keep us over the water (keeps us away from mountains and gives us a ditching option). (In retrospect, I probably should have told them to get behind us and give us directions from there as that would put them in a position to see us if things suddenly turned pear shaped and we had to ditch without warning.) Anyway, shortly afterwards we saw the flashing red anti-collision light on their aircraft pass down our starboard side as they overtook us and we fell in behind. It was very comforting to see them there.

9. When the fuel level in the port tank (the one we were using) reached 5lb, Gary decided that was close enough to zero and switched to the starboard tank. We now had a reasonable idea of how much fuel we could squeeze out of a tank and, on the theory that we could get the same amount out of the starboard tank, we would probably make it (remember that, at this stage, position information was dead reckoning using the position the ship had given us as a starting point). N.B. we'd taken the tank down to 5lbs without any hint of problems which makes a 200lb limit look like overkill.

10. Eventually we came into range of Whenuapai's TACAN and finally had some good range information to use in calculating fuel consumption per mile and my calculations now indicated we'd make it but we'd have to go below 100lbs on the starboard tank. As we got closer we contacted Whenuapai approach who informed us that GCA wasn't available yet but they'd roused out the controller and he was on his way. He eventually showed up and after the usual pleasantries gave us a vector that was about 90 degrees starboard of our direct course to the airfield. I had the approach plates for Whenuapai out and realised that he was going to take us through the full approach pattern for the airfield. I also realised that the extra distance this would entail was more than we could travel on our remaining fuel so I told Gary to hold course, informed the

controller that we couldn't do a full approach and needed something that would have us intercept the glide slope about 5 miles out. He replied that he couldn't do that so I asked him if he could do it "advisory" and he replied that he could so we continued on.

11. Meanwhile, while I and the controller were having this discussion, Al Videan had been descending and reported that he had "broken out" at 1250 feet so we got clearance to descend and "broke out" at 1250 feet as well with the airfield in sight. We continued and made an almost uneventful visual approach and landing (with 5lbs in the port tank and 75lbs in the starboard tank). The eventful part occurred as Gary closed the throttle on the starboard engine during round out and he suddenly started yelling "left rudder, left rudder" so I stopped pushing on the right rudder (taking my feet off the rudders completely) enabling Gary to make a smooth touchdown 1 hour and 42 minutes after the engine had quit (according to my log book).

12. As the S2 doesn't have nose wheel steering, the main methods for controlling them on the ground is differential power and braking which is difficult on one engine so we informed the tower that we were shutting down on the runway and would be requiring a tow. Occupying the runway wasn't a problem as there were no other flight operations in progress.

13. The RNZAF had no available accommodation for us to use and the (civilian) GCA controller very kindly put us up at his place off the base. When we went back to the airfield later in the forenoon we were greeted by the sight of several of the squadron's maintenance crew busily changing the engine for one that had been flown in from the ship (along with them) by one of 817's Sea Kings. We were ordered back to the ship on the Sea King and were back in the air at 1100 the next morning on a surface surveillance mission. Whacker Payne (SP) and I can't remember who got to stay ashore with the aircraft and ferry it back to the ship one or two days later after a nice stay in an Auckland Hotel. An impressive effort by the squadron's maintenance personnel in my humble opinion."

Peter Williams. ✈

Applications For Veterans' Scholarships

Applications for 2021 Long Tan Bursaries and AVCAT scholarships open 18 August 2020, Vietnam Veterans' Day, and close at midnight 31 October 2020.

AVCAT scholarships are for the children and grandchildren of Australian ex-serving veterans. Long Tan Bursaries are for the children and grandchildren of Vietnam veterans and are funded by the Australian Government Department of Veterans' Affairs.

Scholarships provide up to \$4000 per year, for three years, to full-time students at university, TAFE college or registered training organisation.

To be eligible students must be:



AUSTRALIAN VETERANS'
CHILDREN ASSISTANCE TRUST

- the child, stepchild, foster child or grandchild of an Australian ex-serving veteran;
- an Australian citizen or permanent resident;
- enrolled, or planning to enrol in 2021, in a full-time course at an Australian university, TAFE college or registered training organisation, and
- receiving, or be eligible to receive in 2021, a Centrelink payment like Youth Allowance or an equivalent means-tested educational payment.

Some scholarships have specific criteria. For further information click [here](#). ✈

WALL OF SERVICE UPDATE



Order No. 46 is ready to be submitted to the Foundry. We have the following names on it so far:

- K. McLACHLAN** R63880 ABATC Nov 64 – Nov 73
- A. DICKINSON** O129050 LEUT SLEX(P) May 80–May 90
- A.H WHITTAKER** O121002 CAPT(O)(P) May 76 – Aug 13
- M. CARR** O114148 LEUT(P) May 76 – Jan 84.
- S.G. ELMS** O124017 CAPT(O) Jan 78 – Feb 17.
- G. LUNN** O120457 LCDR GLEX(P) Feb 76 – Sep 98
- R.J. HILL** O120451 LCDR GLEX(P) Feb 76 – Oct 90
- M.R. GALVIN** O113975 LCDR GLEX(P) Jan 74 – Jul 89.
- D. McKEAN** O122250 LEUT GLEX(P) Jun 77 – Apr 95.
- R. MILLS** R43039 CPOA Jan 65 – Sep 87.
- G. HAWKINS** O109072 CMDR(P) Oct 70 – Dec 15.
- C. MARCOMBE** O120458 CMDR GLEX(P) Feb 76-Dec 19
- S. HARWOOD** O122228 CMDR(P) Feb 77 - Apr 10
- G.L. KNOX** O120455 LCDR GLEX(P) Feb 76 – Feb 99
- C.S. PRICE** O126713 LEUT(P) Mar 82 – Sep 90
- R. FRANCE** O114150 LCDR(P) May 76 – May 94
- S. MURRAY** O114094 LEUT SLEX(O) May 76 – Jun 83

The Fleet Air Arm Wall of Service is a unique facility which records the names of members who have served (or are still serving) in or with the Royal Australian Navy Fleet Air Arm. This is achieved by means of bronze plaques affixed to a custom-built wall situated adjacent to the FAA Museum in Nowra, NSW. It is not a memorial wall – rather, it records the names of people who have served and/or continue to serve their country in (or attached to) the RAN Fleet Air Arm. It is, to our knowledge, unique in the world.

If you are quick you can join this order (in the next couple of days only). Fill out the simple little form on line to secure your place.

Click [here](#) for more information, ✈

Tracky-Dakky On The Move



HARS volunteers **Steve McMahon**, **Mark Keech** and **Ken Goodhew** have successfully moved an ex-RAN Historic Flight Dakota N2-60 and an S2 Tracker 845 (N12-153600) from Air Affairs on the western side of Albatross to their main base at Albion Park. Both airframes were acquired by HARS under a tender for the HF airframes and stores back in November 2018.

Both aircraft had been stored for some time at Air Affairs (on the western side of HMAS Albatross), waiting for the right time to move them to HARS.

The Dakota fuselage was lifted onto a prime mover and trailer by crane and taken under police escort to Albion Park. It was

Miss Tilly's Orifice

In these days of hyper-sensitive Political Correctness, perhaps we shouldn't talk about Miss Tilly's Orifice lest it causes offence.

In fact someone reading this might already be reaching for their keyboard to complain, just as one reader did about a short piece in the last 'FlyBy', written in an Asian accent. Ah well, we live in enlightened times and the sentiment behind PC is good, even though the pendulum of what people consider to be unreasonable seems to swing too far sometimes.

But back to the subject. Now that we have mentioned it, what was it about Tilly that made fighter pilots love her orifice so much?

Turn to page 8 to find out. We might even look for a photograph of it for you... ✈

'rested' overnight until 845 arrived in a separate (police escorted) convoy, and then both were lifted into the base area.

The intent is to restore the Dakota with its 1954 Royal Tour livery, but whether it will ever fly again is still subject to further investigation. Tracker 845, which was damaged in the hangar fire in 1976 but was never repaired, will be restored to 'static display' status and, if HARS is successful in gaining access to Defence land adjacent to the FAA Museum, may be placed there on display.

HARS has been central to saving these two airframes (along with many other historic aircraft) and is always looking for assistance – so if you have a little time to spare, why not give them a shout? Gifts of money or any other items that might assist with restoration would also be welcome. Point of contact is **Michael Hough** who can be contacted [here](#).

Continued on page 10.



The RAN's Iroquois

(Continued from page 1)



Above: With its 'Tadpole' shape, wide bodied utility, reliability and ease of maintenance, the Huey UH1 became an almost instant hit.

-totype was in the air. The XH-40 boasted a turbine engine – the first production helicopter to ever do so, although in its early iteration it did not surpass the power or payload capacity of piston engine rivals such as the Sikorsky H-19. Moreover, engine management was tricky, with significant turbine lag, and it was difficult to fly. But it had enormous design potential over its rivals and promised much.

Firstly, it used a rotor system proven by the Bell 47. This all-metal semi-rigid design was simpler, lighter and much easier to maintain than the heavy, hinged rotor-heads of other helicopters such as Sikorsky's H-34. The trade off was higher vibration levels and the characteristic 'Huey Thump' when in flight, but that was considered acceptable). Furthermore, the small size of the Lycoming XT53 gas-turbine engine allowed it to be mounted above and behind the main cabin, making it easier to balance the aircraft's Centre of Gravity whilst expanding the capacity and payload of the forward fuselage.

Moving the engine from the nose (where it had resided for most piston-engined variants) to the roof also allowed for a lower and wider profile: the big sliding

doors on each side were at knee height, allowing easy access to the cabin, which was unencumbered by drive-shaft tunnels or the like. This low-slung, wide helicopter cabin would prove to be revolutionary for military commanders – the 'tadpole' shape, as they called it, with wide doors on the side, meant they could come into the landing zone and quickly egress or pick up troops. The days of trucking soldiers to a distant drop-off point and then moving them forward on foot was a thing of the past.

The second Huey variant, designated UH-1B, sported a Lycoming T53-L-5 engine, delivering 960 shp (25% more power than the 'A' prototype). It also increased the cabin length to accommodate either seven passengers or four stretchers with an attendant. The first production 'B' model was delivered in March of 1961. A further engine variant, the Lycoming T53-L-11, delivered 1100 shp and was the engine fitted to the RAN's 'B' models.

It was the Vietnam War that brought fame to the Huey, as it married the need for a highly mobile, tough and versatile helicopter to a conflict that was being brought to the living rooms of every family with a



Above: The RAN's Hueys were instrumental in training for Australia's involvement in Vietnam.

television. By then the RAN was operating its own Hueys, and although they were never used in a shooting war, they demonstrated the same qualities during their 25 years of service.

You can read the story of our Fleet Air Arm's Iroquois [here](#), together with various accounts of working on and flying the aircraft, and of course with a swag of photos. ✈

Operation Bursa ASM(CT) Update



Following our update last month, we are pleased to say that the Draft Declaration for the award of eligible personnel involved in [Operation Bursa](#) has now been cleared by all three Services. The updated ASM and AOSM Regulations (that changed some definitions, forfeiture clauses etc) are en-route for the Queen's approval and are expected to be in place for 1 September this year.

Once the Declaration/Determination is signed, the intent is to make the Award to the small number of personnel who were in the "pilot" group. This was, as previously advised, a few folk whose involvement in Bursa was used as 'proof of concept' to get the Award recognised for relevant Navy personnel. It can then be rolled out to other people who meet the eligibility criteria.

It is expected that guidelines will be sent to COMFAA by 01 September. His headquarters will, once the Determination is enacted, be responsible for verification of who will be eligible for the Award.

Obviously we will try to bring you a lot more information at that stage, including what to do if you think you meet the criteria.

Editor's note. In the last few days there has been discussion on social media as people get wind of what's happening. There's also a lot of guessing going on. Please bear in mind that we are yet to sight the Determination and, as this stage, it is not useful to speculate who might be eligible for the Award and/or when it will be released. Watch this space... ✈

Oops...



The above photo is of Sea Venom WZ896 which struck trees during a night approach to Albatross on 28 August 1957. The crew survived intact, but the aircraft didn't.

We are very short of details on this event for our accident

database, and would welcome any input from people who might know a little more about it, and perhaps even have a photograph or two. Contact the webmaster [here](#) if you can help. ✈

Farewell to a Friend of the FAA



Rear Admiral Andrew John Robertson AO, DSC RAN (Ret'd), long time honorary member of the FAAAA passed away on Saturday 4 July at the age of 95.

He was a Gunnery Officer, and as such you may not expected to have seen this tribute in 'FlyBy', but he was always a staunch supporter of the Fleet Air Arm, and a vocal champion of our trade.

Born in 1927, RADM Robertson joined the Navy as a 13 year-old cadet and graduated four years later in 1942. He served in HMAS Australia and Warramunga, conducting patrols and convoy escort duties in the Coral Sea, around New Guinea and off the east coast of Australia.

After the war he served in various ships with distinction, including aboard HMAS Anzac in the Korean theatre where he was awarded the DSC when the ship was engaged by enemy guns near Cho Do Island.

He later served in the Australian Naval Staff in London and was promoted to Commander in 1957, before returning home for a variety of senior appointments including command of HMAS Sydney in her role as a troop transport for the Vietnam conflict.

Later, he served as Commanding Officer of HMAS Albatross, ('74-'75) during which time he was relentless in establishing the basis of what is now a world-class Fleet Air Arm Museum. He retired from the Navy in early 1982 after 43 years of service.

In his post-Navy life, Andrew Robertson remained active: he was a driving force behind the creation of the Australian National Maritime Museum, and at the time of his death was a member of 18 organisations or associations, including as Patron of the HMAS Sydney Association and Training Ship Sydney for naval cadets.

RADM Robertson was buried on a family property near Gunnedah in a private ceremony. He is best remembered by us as a true and valued friend of the Fleet Air Arm. May he rest in peace. ✈

The RAN's
Iroquois Story.
Click on the image
to see the full
website article.



Miss Tilly's Orifice

The early versions of the Rolls-Royce Merlin engines were equipped with a Skinner Union (SU) carburettor which, as anyone with a technical background will tell you, was a device for mixing air and fuel in the ratio required by the engine.

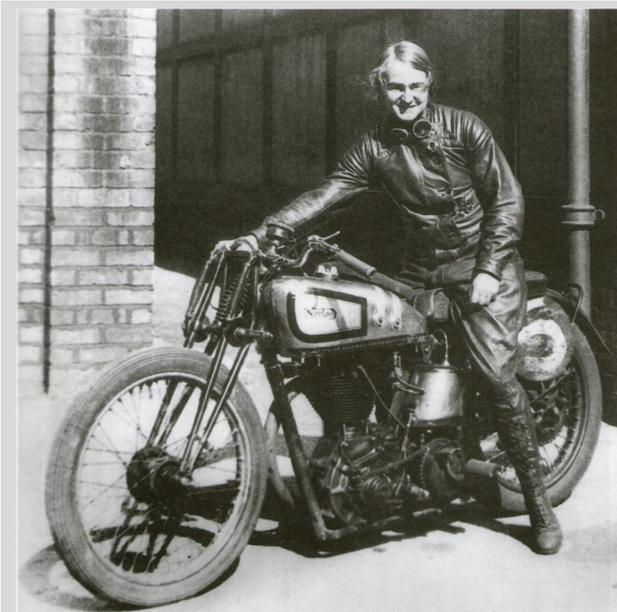
The trouble with the carb fitted to the early Merlins was that if the aircraft was flown aggressively, negative g-forces would flood the carburettor causing the engine to stall. This was a real problem in combat flying, where aggressive handling was absolutely necessary.

Time and again the young fighter pilots experienced engine 'failures' at critical moments of combat. They learned how to adapt to the shortcoming: for example, doing a half-roll before diving to avoid a negative-g attitude and keep the engine running, but it was a potentially deadly restriction on the ability to manoeuvre when it mattered most.

The German aircraft they were fighting did not suffer the problem as they were equipped with fuel-injection. Moreover, the Luftwaffe pilots were quick to spot the weakness in their opponents and to take advantage of it. Something had to be done.

Miss Beatrice Shilling (Tilly) was working in the Royal Aircraft Establishment in Farnborough. There, in the early days of WW2, she specialised in aircraft carburettors.

Rolls-Royce was working on a new carb design for their engines, but it was likely to be a while before they were ready, and retrofitting existing engines was going to be time



Above: Beatrice Shilling astride her supercharged Norton in 1935 (image: VintageNorton.com). She raced motor cycles which was highly unusual for women of the time. She also held a degree in Electrical Engineering, one of only two women in her class, and followed it up a year later with a Masters of Science (Mech. Eng). Tilly Shilling continued to work for BAE until her retirement in 1969, and raced motor bikes until well into her 60s. She was awarded an OBE for her work and has a pub in Farnborough named after her. ✈

† REST IN PEACE †

Since the last edition of 'FlyBy' we have become aware of the loss of **Brian Courtier, Timo Maensivu and Ken Adams**.

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

consuming and costly. Tilly examined the problem and came up with a fix that was simple, cheap and easily installed.

She reasoned that restricting the fuel flow to the carburettor bowl would prevent flooding, so designed a simple brass disk with a small hole in it that fitted inside the carburettor bowl. The dimensions of the hole allowed just enough fuel for maximum power, but no more.

The simple but effective solution worked beautifully and so a small team of technicians quickly visited all RAF air stations and retrofitted the device to operational aircraft – and the problem was solved. Rolls Royce later introduced a more permanent solution.

Officially, the disk was known as the 'RAE Restrictor' but the young pilots quickly christened it '**Miss Tilly's Orifice**' and the name stuck, as it would.

See "[Hackaday](#)" by Dan Maloney. ✈

Looking for Brian Wilkinson

The webmaster has received the following message.

"I am a Kiwi who served in the Australian Navy from 1959 until 1968 and paid off as a PO Linguist. In 1967 I served on board HMAS Melbourne during its trip to the Far East and later in the same year to the States to pick up the Skyhawks.

On the trip to the Far East a couple of newly made up POs joined our Mess one of whom was aircrew on the Gannets. We became good mates but he didn't make the trip to the States.

Before I left, I spent the weekend with him and his wife and little boy in Nowra. That was the last I saw of them, and stupidly, I didn't get their address. Since Facebook came onto the scene I have been trying to find them but without any luck.

*You guys are my last throw of the dice and at 85 I don't have a lot more time. His name is **Brian Wilkinson** and his wife's name is **Michelle**. I don't hold out any hope but you never know. Cheers. R.P. (Bob) Burgess"*

If you know of Brian or what happened to him, please contact the webmaster [here](#). ✈

Did You Know?



That serving members of the ADF can claim their FAAAA membership subscription as a legitimate Tax Deduction? This is because we are fully incorporated professional organisation whose charter is consistent with your profession. If

REUNIONS POSTPONED

Both the **Old Bar Vietnam Vets Reunion** and the **Aircrew Reunion** scheduled for August and October respectively have been postponed.

The resurgence in the number of COVID-19 cases in parts of Australia, and the risk of further restrictions in social gatherings makes the events untenable. More importantly, the safety of our veterans is paramount and in the current environment the risk is unacceptable.

The organisers of both events have emphasised that they are postponements rather than cancellations, and hope to see them back on the agenda next year. We will keep you informed. ✈

you've just joined and were charged a joining fee, that should be deductible too.

Our annual subscription fee is low in any case, but any tax relief is good relief, and it makes membership very cheap indeed!

Don't forget to mention this to your Accountant when you do your Tax Return this year. If you need a receipt, contact your local (Division) Secretary or email the webmaster [here](#) for advice. ✈

Did you hear about the shop assistant who fought off armed robber with a labelling gun? Police are now looking for a man with a price on his head. ✈

Census To Include Veterans Data

The Federal Government welcomes the announcement of the Australian Bureau of Statistics (ABS) that the next Census will be held on 10 August 2021 and final confirmation that it will include a question about service in the Australian Defence Force (ADF).

Minister for Veterans' Affairs Darren Chester said the census will provide a better understanding of how many veterans we have and where they live, allowing us to deliver the right services in the right areas to support their needs.

"Historically, just because a person served in the ADF doesn't mean they require services or support from the Department of Veterans' Affairs (DVA), making it hard to give a definitive answer on how many veterans are in Australia," Mr Chester said.

"The Census will provide better data to help guide services and support for Australia's veterans, and will help inform our policy response to issues facing veterans, such as health, housing and employment."

The resulting data will have the potential to help the federal, state and territory government agencies, and ex-service organisations better target and improve services and support.

Veterans' Affairs Ministers from across Australia recognised the importance of this issue, unanimously agreeing in 2017 that 'a question about veterans should be included in the next

Australian Census'. This was reinforced in 2018, where Ministers recognised the need for robust data on veterans' issues and strongly endorsed the need for a veteran indicator in the 2021 Census. ✈

Just for a Laugh...

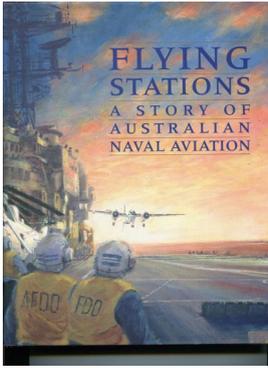
A friend of mine sends me a copy of the FESR (Qld) newsletter from time to time, which is always a good read...in fact, I pinched the joke about the shop assistant and the labelling gun out of it.

Being Queenslanders they obviously have a downer on Collingwood, and the following article caught my eye. (If you're a Collingwood supporter you can change the title to your least favourite team and reprint it).

You know you are a Collingwood supporter when:

1. You let your twelve-year-old daughter smoke at the dinner table in front of her kids.
2. You've been married three times and still have the same in-laws.
3. You think Dom Perignon is a Mafia leader.
4. A ceiling fan once ruined your wife's hairdo.
5. You lit a match in the bathroom and your house exploded, right off its wheels.
6. The market value of your car goes up and down, depending on how much petrol is in it.
7. You have to go outside to get something from the fridge.
8. One of your kids was born on a pool table.
9. You can't get married to your sweetheart because there's a law against it.
10. You think 'loaded dishwasher' means your wife is drunk.
11. Your toilet paper has page numbers on it.
12. Your front veranda collapses and kills more than five dogs. ✈

'Flying Stations' Part 2 (comment by the Editor)



I was chatting to **LCDR Desmond Woods** a day or two back, a softly spoken officer with an accent that reveals his heritage. Des, who is a Navy Bereavement Liaison Officer, has also been contracted by COMFAA to write Part 2 of the official Fleet Air Arm book "Flying Stations", and I thought it worth just mentioning the background to this.

About four years ago **CDRE Chris Smallhorn**, who was then COMFAA, launched a project to bring 'Flying Stations: A Story of Australian Naval Aviation' up to date. The original book was produced by the Australian Naval Aviation Museum (now the FAAM), under the guidance and direction of the then Museum Director, **Mike Lehan**. Featuring a Foreword by **Admiral Sir Victor Smith AC, KBE, CB, DSC RAN (Retired)**, the book embraced the history of Australian Naval Aviation from the very first days of flying borrowed wire-and-canvas aircraft off RAN ships, to the FAA's Golden Jubilee in 1998.

To put 1998 in context, the Fleet Air Arm was still operating Bell Kiowas and HS748s. Sea Kings still had 13 years' more service in them; the Seahawk S70B (since replaced) was less than half way through its life, and the brand-new Kaman Sea Sprite was still referred to in glowing terms. A lot of water has gone under the bridge since then.

The original concept was to add more chapters to the original book by means of a reprint, but the Publishers (Allen & Unwin) were unenthusiastic. Too much had happened since then, they argued, to simply cobble on a bit more. Better to go for a Volume 2. Enter Des Woods, who is working on it as time permits.

It will, I am sure, be a fitting sequel to the original volume, and will continue to keep the history of our Fleet Air Arm alive. ✈

Tracky-Dakky Move (continued from page 5)

In its customary fashion, HARS has wasted no time in working on the airframes of the Dakota and Tracker. A collection of photographs can be seen below and right, courtesy of that organisation. ✈





Inside a cleaned-up Dakota (images courtesy of HARS):

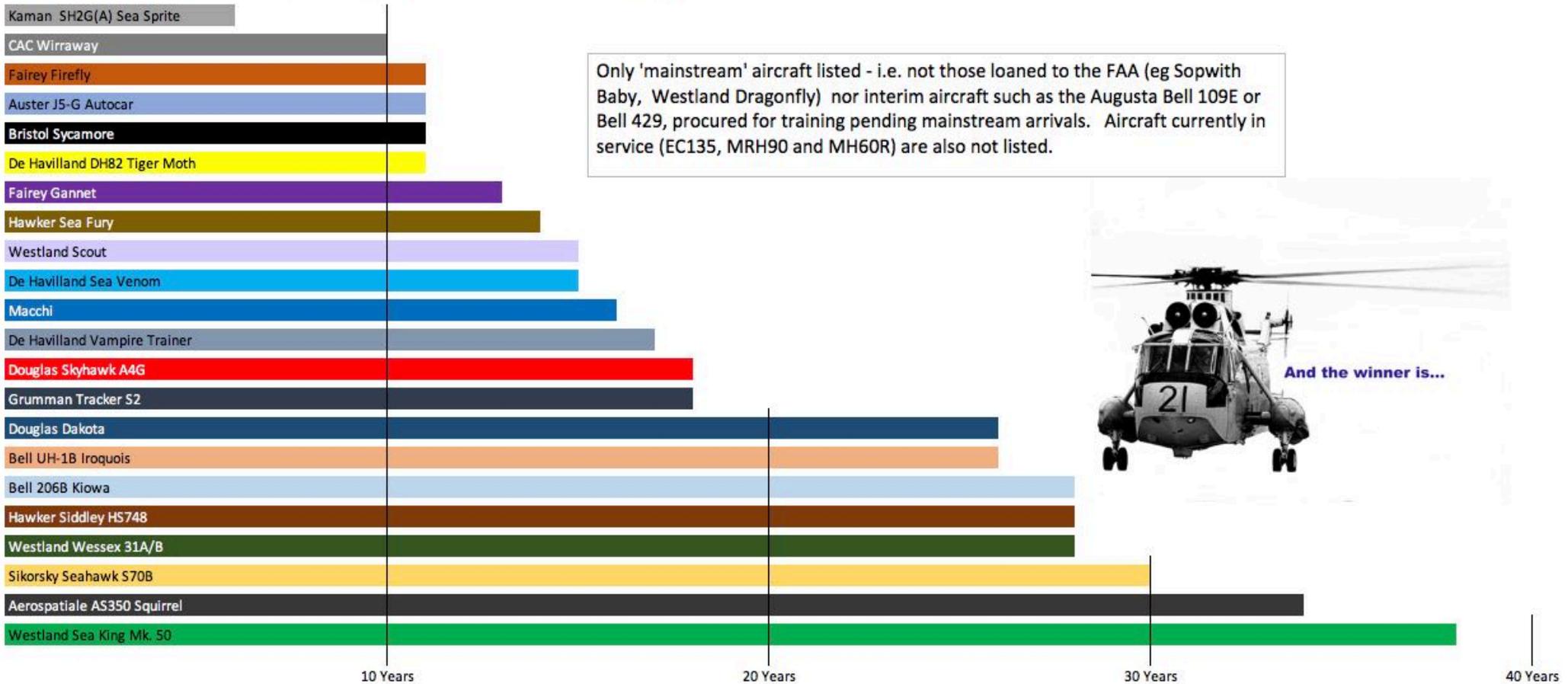


How Long Did They Last?

So, here's a fun graph showing how long the active service was for each of our 'mainstream' aircraft types over the years. It may be a viewpoint you've not seen before. We can also confidently state that its of no practical value whatsoever...that's what lockdown does for you! Interesting to see that of the seven longest serving types, six were rotary wing - maybe because of cost, or slower technological advance, or perhaps because when their operational role was over they still had significant remaining life as utility airframes.

You can see this, and another graph showing the actual chronology of types throughout our history, [here](#).

Aircraft of the FAA. Chart showing length of service of each type.



Mystery Photo No.58 Answer

Our Mystery Photo for last month showed a bunch of Skyhawks on a highway somewhere, and asked readers where, when and why.

We got a good response with most people correctly identifying the Skyhawks as Kiwi, being towed to a RNZAF base after delivery. Some were a little off the mark, with one suggesting RAN A4s on the highway south of Nowra. Not quite.



You can see the full answer and a whole bunch more photos [here](#), but in a nutshell, the details are as follows.

On 17 May 1970 the Iwo Jima class amphibious assault ship *USS Okinawa* arrived in Auckland Harbour carrying 14 brand new Skyhawk A4-K (for 'Kiwi') aircraft. The arrival was something of a miracle, as the website link above will explain, but they were carefully craned ashore and then towed the 26km to Whenuapai Air Force base for preparation for flying.

It was not a straight forward journey. The route took them through the centre of Auckland where the convoy had to

negotiate tight corners and overhead tram lines. They threaded their way carefully through the labyrinth and eventually emerged unscathed.

Once at Whenuapai the white protective coating seen in the photographs was removed and the aircraft prepped before the one-hour flight to the RNZAF base at Ohakea, ready for service with 75 Squadron. A new era in Kiwi aviation history had begun.

A new Mystery Photo is on the next page. The MP bucket is empty though, so please dig into your old photo albums and see if you can find something quirky, which isn't immediately obvious and which you think will be of interest to our readers. You can send it/them to the webmaster [here](#). ✈



Did you know that you can access all past copies of 'Slipstream' and 'FlyBy' on our website, free of charge? The former go back to 1957 and contain a wealth of information about the FAA of those days. FlyBy is more contemporary, but also builds a snapshot of people and things on a month-by-month basis.

Click on the coloured 'Archive' Buttons found [here](#).



Mystery Photo No. 59

What was the name of this aircraft, and what happened to it? See a bigger photo and the link to send your answers [here](#).