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2003

Slipstream

Established HMAS Albatross 1957



HMAS CANBERRA – Seahawk Helicopter
being prepared for a patrol near Heard Island.

Photograph by LSPHOT Damian Pawlenko – Courtesy RAN.

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Foreword by

Rear Admiral Raydon Gates CSM RAN
Maritime Commander Australia

I would like to thank Toz Dadswell, the National President of the Fleet Air Arm Association, for the privilege of writing the foreword for *Slipstream*. I would also like to commend the Fleet Air Arm Association on its work in the Christmas hamper appeal for embarked Flights (a feature that has made them the envy of every other department on the ships).

As the Maritime Commander, I have had a very close association with the Fleet Air Arm since assuming command in July 2002. However, my experience with the FAA goes well back. As a young Air Intercept Controller on HMAS Melbourne (CVS21), I experienced up close the professionalism and fierce pride of Naval aviators. Experiencing the CAG arrive *en masse* was a challenge for a junior Seaman officer, however it was nothing compared to vectoring one of our A4s onto the tail of an unsuspecting 'RAAFie'.

Since those halcyon days of the Fleet Air Arm I have been to sea in frigates with Squirrels and Seahawks, in peace and operations in the Red Sea, and as the Commanding Officer of HMAS Adelaide in the rescue of round the world yachtsmen Tony Bullimore and Thierry Dubois, where aviation played such a vital part in appalling conditions in the Great Southern Ocean.

The Australian Fleet has been working extremely hard over the last few years and few could match the hard yards that have been done by the Fleet Air Arm. Apart from a heavy training burden and "routine" embarkations, there has been a heavy commitment to operations in Timor, the Solomon Islands, fisheries patrols near Heard Island, border protection near Christmas Island and the Persian Gulf, as well as routinely performing fire and flood relief. Although this has placed enormous stress on the system, the thing that has kept it all together has been the attitude and competence of those committed to Naval aviation.

The recent campaign in Iraq highlighted the quality of our training and people. The statistics, on what was achieved by the Seahawks in HMA Ships ANZAC and DARWIN and KANIMBLA's Sea King were impressive, as were the reputations forged with other Navies. While there is always room for equipment improvement as technology advances (particularly in the field of self-protection against missile or chemical attack) our Naval Aviation Force performed to their limit, never shirking from the challenge. Many of the Seahawk crews were on their second (and some their third) deployment to the Persian Gulf, often with a short turnaround time in Australia before deploying on a different ship. Yet the Seahawks were highly respected, particularly for their work in surface surveillance and "herding" smuggling dhows; sometimes herding up to 50 at a time in the dark while controlling seven Rigid Hull Inflatable Boats (RHIBS) for boardings.

The achievements of KANIMBLA Flight speak for themselves; 126 hours flown in May alone, at the height of the campaign, mainly in stores transfers, operating as far north as Basra. In almost four months on station the Sea King and its single crew moved over 500 people and more than 300,000 lbs of cargo.

While some may hanker for the days of the carrier, never let it be said that the men and women of today's Fleet Air Arm are any less capable than their predecessors. It gives me a great sense of pride to command such a fine fighting force and I look forward to their continued professionalism and dedication.

I have every confidence that the aviation community will continue to meet the high demands placed on this professional organisation throughout the tenure of my command and beyond.



Rear Admiral Raydon Gates CSM RAN Maritime Commander Australia

Rear Admiral Raydon Gates is the Maritime Commander Australia. He is responsible to the Chief of Navy for maintenance of Fleet standards within the Royal Australian Navy and to the Commander Australian Theatre for the conduct of Combined, Joint and Maritime Operations

BIOGRAPHY

Rear Admiral GATES, a Western Australian, joined the Royal Australian Naval College in 1972, graduating in 1974. He undertook Operations and Warfare courses in the United Kingdom before returning to Australia to serve in HMAS STUART where he gained his Bridge Watch Keeping qualifications in 1976.

Postings to HMA Ships YARRA, STALWART, ATTACK and ARDENT preceded his qualifying as an Air Intercept Controller and subsequent air defence related posting to HMA Ships MELBOURNE and HOBART. The then Lieutenant GATES returned to the United Kingdom in 1980 where he gained his Principal Warfare Officer qualification. This was followed by a posting to HMAS PERTH as Operations and Direction Officer. He then served on the staff of the RAN Tactical School, where he was promoted to Lieutenant Commander, before a posting to the Directorate of Naval Officers' Postings in Navy Office, Canberra.

A posting as Executive Officer of HMAS SWAN preceded his promotion to Commander and subsequent postings to the Joint Service Staff College and service in Headquarters Australian Defence Force, Canberra. He read for a Masters Degree in Business Administration before returning to sea in command in July 1991.

He was Commanding Officer of the guided missile frigate HMAS CANBERRA for 21 months during which time the ship participated in Exercise RIMPAC 92 on the west coast of the United States and deployed for Operation DAMASK VI in the northern Red Sea. He was awarded the Conspicuous Service Medal in the 1994 Australia Day Honours list for his command of CANBERRA during Operation DAMASK VI.

Service as the Director of Surface and Air Warfare in Maritime Headquarters preceded his promotion to Captain in 1995. Captain GATES returned to sea in command of HMAS ADELAIDE and as senior officer afloat in WA in June 1995. During his 23 months in command, ADELAIDE steamed extensively in South East Asian waters participating in a number of major multi-national exercises and was also involved in the Southern Ocean rescue of the stricken yachtsmen, Tony Bullimore and Thierry Dubois.

He returned to Canberra in December 1997 as the Director of Naval Officers' Postings before promotion to Commodore in March 1999 and appointment as Director General Career Management Policy in the Defence Personnel Executive. He was promoted to Rear Admiral in January 2001 upon appointment as the inaugural Commander of the Australian Defence College in Canberra. He was appointed Maritime Commander Australia on 20 July 2002.

Rear Admiral GATES is married to Alison.

EDITOR'S CORNER



Please accept my apologies for the lateness of this edition, but the circumstances have been beyond my control.

As yet, I haven't heard anything about another editor being appointed. The National President has assured me that he will let me know as soon as he has sorted out the mountain of job applications he has received.

Be kind to each other.

NAVY'S spritely additions

By Damian McGill

The controversial Super Seasprite helicopters will be accepted by the Commonwealth Government within the next few weeks and the training of the Royal Australian Navy pilots will commence soon.

The Seasprites, which have so far cost the Government \$800 million will be based at HMAS Albatross with the 805 Squadron.

One Seasprite is now in the United States while the other ten are in Australia.

Problems with contract payment and computer software created delays with the Seasprite's commissioning into the RAN's fleet air arm.

There was a lot of controversy surrounding the age of the airframe for the helicopters.

Commanding Officer of the 805 Squadron, Commander Peter Ashworth said the Seasprites would be well worth the wait.

"The Seasprites will have the most advanced helicopter/missile system in the world." CMDR Ashworth said that unlike their American counterparts the Australian Seasprites contain a special joystick located in the cockpit that acts like a four-way computer mouse to access various controls.

The installation of this technology is responsible for the delay in their arrival in Australia.

Commander Asworth said that in the past the Seasprites had received some unwarranted and incorrect media reports.

"One of the reports suggested the Seasprites were over budget, but the project is still under budget," CMDR Ashworth said.

"In regards to the money paid, even though the helicopters have not been accepted yet, it's a bit like building a house. You have to make payments along the way, but you don't make the final payments until you are happy with the end product, which is what the Government had done."

He said that contrary to reports, the choppers' frame was nearly brand new and only the machine's tail section was old.

The Seasprites' role would be to support the frigates which are currently in the Persian Gulf.

Article courtesy South Coast Register



Commanding Officer of HMAS Albatross, Captain Simon Cullen with the CO of 805 Squadron, Commander Peter Ashworth

NEXT DEADLINE - 13 OCTOBER 2003

Dear Ed

In a recent edition, there is a comment from Barry White about operations of the Japanese Naval Air Arm and their penchant for taking off over the stern. To avoid any misinterpretation it is worth pointing out that two of the Japanese carriers at Pearl Harbour, namely *Akagi* and *Hiryu*, had islands fitted on the port-side, rather than the more traditional starboard-side island. I believe they were the only two carriers ever so fitted. In recreating



Photo shown in last edition



the events of Pearl Harbour, the producers of 'Tora Tora Tora' had some aircraft taking off towards the stern of the US carrier used during filming, with the aim of achieving a more historical representation.

On a related note, from the 1930s until 1944, most USN carriers were fitted with bow arrestor gear and barriers to enable aircraft to be recovered as the ship steamed astern. The Essex Class Carriers of WWII became the first where one of the design considerations was the achievement of the maximum speed astern to enable bigger and faster aircraft to be recovered.

The photo below shows such a bow recovery in progress.

Bruce Hamilton



A 'TBF' Avenger landing over the *Yorktown's* bow while the carrier steams astern. Note that the plane could be recovered without disturbing the full load of aircraft parked in the usual take-off position aft.

Dear Ed

With reference to Barry White's photographs and story in the last edition.

Never mind about the versatility of the Skyhawk aircraft - how about that of the Naval Airman Photographer who took the picture!

With reference to the Japanese aircraft taking off over the stern, the IJN ship *Hiryu* (Flying Dragon) had its island on the Port side - very cunning these Japanese.

'Rastus' Park

Dear Ed

With reference to Bryan Dunne's letter in Vol.14 No.1 i.e. last issue of *Slipstream*. The last picture in the sequence also appears in a publication entitled "*Hawker Sea Fury in Action*" this publication was produced by Squadron/Signal Publications. Inc. of 1115 Crowley Drive, Carrollton, TEXAS USA.

The caption to the photograph says it was an aircraft from No. 801 squadron. This seems likely since the Royal Netherlands Navy aircraft were coloured overall blue with a roundel in three equal portions Red, White, and Blue with a paler Red centre.

The Netherlands had a total of 48 aircraft which were designated FB 50, their squadron was No.860.

Ian Ferguson

Dear Ed

I am trying to find an old acquaintance from the Royal Navy FAA, who came to Australia in 1966 and joined the RAN FAA. I believe he served for about four years. His name is Lionel Trevor Harris and would now be about 67 yrs old.

He joined the RN as a 'tiffy' in 1952 and his old trainee mates in the UK keep asking me if I could contact him somehow.

Anyone knowing his whereabouts can contact me by:

Telephone (02) 4471 7316 - Email : beattiek@ispdr.net.au

Ken Beattie - Ex-Submarine WEEO

Dear Ed

Seeing Mick Stubbington in the last *Slipstream* made me remember an incident that I have entertained the civilian establishment with for the last 33 years, (has it been that long where did it all go?) so I hope you can print this in your magazine.

I was on a charge at *Albatross*, not uncommon for a jack tar such as myself. I don't even remember what this one was for, but 'Stubbo' was a witness to my whereabouts at the time of the alleged crime. When called forward he gave a smart salute, and then Captain Dollard said, "Leading Airman Stubbington, can you tell us where Leading Airman Roberts was at 2200 hours on Sunday night?"

Stubbo, as straight as a die, says, "At the White Ensign Club, Sir. I saw him at the bar just as the ten to ten bell sounded and I was on my way up to the bar to get my six 'gashies'."

"Six gashies?" said Captain Dollard, as he looked towards the Executive Officer, Commander Duncan, with a quizzical visage that obviously sought enlightenment.

"Yes, Sir!", said the Exec. "When the bell sounds there is only ten minutes before the beer is turned off, and then the sailors have to clear the bar by twenty past the hour."

"Then what are gashies?"

"These, are the ten ounce beers the sailors drink, Sir."

"What! You mean to tell me that at ten minutes to ten - with only twenty minutes left - the sailors get six more beers to drink?" said the Captain.

Turning to the witness once again, the Captain asked, "How long had you been at the White Ensign Club, Stubbington?"

"We'd gone in for breakfast, had a few games of table tennis until the bar opened and then spent the day playing the 'pokies' and having a few beers, Sir."

"So - you had been there all day drinking yet still had six *gashies* at ten to ten at night?"

"Yes, Sir. The bell had gone and the beer's turned off ten minutes later - after that you can't get anymore!"

I think the case was dismissed as the Captain was flabbergasted with the alcoholic input of the likes of Stubbo and needed a long talk with his Executive Officer

In later years I came to regard Captain Dollard and his Exec. as gentlemen. I guess that as young 'Jacks' we didn't have much between the ears in those days..

Nick Roberts LEMAC Rtd.

nicholas@emerge.net.au

Dear Ed

As a new member of the FAAA and noting comments in previous editions of your fine publication I thought it high time you heard a tale from one of the 'new boys'. The accompanying photographs were taken in the early part of 1992 when I was a member of an S-70B-2 Seahawk flight embarked in HMAS Canberra.

We had joined for work ups in preparation for RIMPAC '92 when we had a pleasant diversion for a day. As you can clearly see the flight deck was used for something other than flying operations, it was in fact a stage to enable all the cricketers partaking in the 92 World Cup have their photograph taken.



WORLD CUP '92 - HMAS CANBERRA

REAR L-R: LSATC Sean Campbell - Mike Whitney - Peter Taylor and Russ Fairfax
 FRONT L-R: ABATA Matt Canning and LSATA Paul 'Slug' Butler
BELOW
 L-R: ABATA Matt Canning - POATC Andrew Roach and Ian Botham



As an avid cricket fan, the chance to meet and talk to the world's best for a day was a dream come true. After embarking our 'new shipmates', the ship sailed into Sydney harbour for a photo shoot with the Opera House and 'Coat Hanger' in the background. The photo shoot did not take a great deal of time and all the players were more than happy to talk to the crew and sign anything and everything that was thrust under their nose.

I have also included a photograph from RIMPAC 92 taken in Hawaii during the RAN RIMPAC Cup final. HMAS Canberra and Hobart had played several other naval and civilian teams in and around San Diego. Both ships remained undefeated and their respective Captains agreed (during a cocktail party) that a 'championship game' was required to determine the champions of RIMPAC 92. After a tough and bloody battle, Canberra ran out eventual winners. The skipper of Canberra at the time was CMDR Raydon Gates, now Maritime Commander.



RIMPAC CUP '92
HMAS CANBERRA'S FRONT ROW
 L-R: LSSIG Andy Chapman - CPOATA Bruce Tarvit and POATC Andrew 'Cocky' Roach

I look forward to digging out other photographs and forwarding them along with the story for future editions of Slipstream.

Andrew 'Cocky' Roach

[Thank you, Andrew. It's great to hear from the 'New' Navy. Ed.]

Dear Ed

Further to our phone conversation, with regards to the book on the history of the Fairey Gannet, it is back on track after a couple of months, which saw me working away from home.

I have sent a rough draft to 'Toz' Dadswell and he has kindly offered to help with the project, which is really appreciated. So far there are about 60 'authors' all ex FAA personnel who have contributed their stories, photo's and technical data, which makes up the bulk of the book.

Not having worn the uniform it is crucial that men like Bill Strahan, Bruce Bounds and John Selby who have previously proof read the early chapters will soon be at work again with the final draft, also yourself with all the help you have contributed to the project. This will certainly ensure that accuracy and authenticity will not be compromised, and a neglected part of RAN history will be forthcoming.

I would love to predict that the book would be ready for the October reunion, but there has been a late surge of interest and contributions from more FAA personnel, including John Nestor (from France), Barry Henry, Phil Bensted and Winston James whom I met while holidaying in Perth over the Easter break. Their contributions will also be greatly appreciated, so it's still not too late for ex Gannet personnel to come on board.

One thing that will be forthcoming shortly is the painting of the Gannet, I have to date changed the sky five times and finally settled on one that's just right (I was going to cut off my ear at one stage but that had already been done, frustrated artist). It will be a limited edition print, and each contributor will receive one for their efforts. Once again thanks for the continuing assistance and to all who have already contributed, your patience will be rewarded.
Ben Patynowski - 16 Cowper Street, Fairy Meadow NSW 2519

"What can you conceive more silly and extravagant than to suppose a man racking his brains, and studying night and day how to fly?"
English author William Law, Senior Call to a Devout and Holy Life, 1728.

Dear Ed

In reply to the photograph appearing on Page 13. Vol.14 #1



I was the driver on the day when a mechanical problem in the nose wheel bay prevented the u/c being lowered. The landing was made on Runway 08 at about 1130 Friday 10 Jan 64.

Behind me in the middle seat was Alan Pring-Shambler and down the back looking back was Peter Coulson, a fairly new arrival on the Squadron (816).

If my memory serves me well, somewhere along the way Peter became disconnected from the intercom and may have been unaware of what was to come, however, it didn't slow him down as by the time I was scrambling out of my cockpit the 'lookers' were already at the runway edge.

If some wonder why both props/engines were damaged and one not shut down prior to landing: a feature of the u/c system was that the prop flight fine pitch locks could not be withdrawn to allow the engines to constant speed with the u/c up - to prevent control problems in normal flight. Accordingly the power response with the locks in at circuit speed was very poor. I tried an approach with one shut down and found the handling less than desirable so opted for both engines.

I believe I missed the laid down foam path and the lip on the intersection of the runways damaged the bomb doors which were being used as skids.

Perhaps Alan and 'Big Pete' could add their impressions.

Pete Adams

Dear Ed

Slipstream Volume 14 Number 1, 2003 - Page 13 contains a photograph, submitted by Bill Barlow, of a Gannet aircraft (Call Sign 815) which had experienced a wheels-up landing.

The aircraft (serial number XG 796) belonged to 816 Squadron (disembarked to NAS Nowra at the time of the incident which occurred sometime in 1964 - the exact date escapes me). The aircraft was piloted by LEUT Peter Adams, with SBU(0) Peter Coulson in the rear cockpit (again, I cannot recall the name of the observer in the centre cockpit), and the landing took place on Runway 08. Structural damage to the aircraft was limited, due to the excellent emergency landing gear qualities of the torpedo / bomb bay doors opened by the pilot prior to the landing and the undoubted skill of the pilot (see the accompanying photograph).

The cause of the accident was a stress fracture failure of the nose wheel door actuator lug. The lug failure prevented the nose wheel doors from opening and resulted in the landing gear sequence valve remaining closed, and therefore the non-activation of all remaining landing gear sequence operations.

John Selby



Dear Ed

I liked the article in issue Vol 14 #1, written by Brian Simpson. About halfway through his reveries, he began dropping names about a particular social event and presentation of a birthday cake to a certain 'crusher'.

Apart from the sporting arena, organized social functions were few and far between. To overcome this situation, we formed the 'Three Badgemen's Club'. Once a month we would gather at the Sportsmen's Club and consume beer and pies. Should there be less than ten in attendance we had to drink a nine gallon barrel. More than ten, then an eighteen. On this particular occasion twas two eighteens.

Every other month we invited our wives and girlfriends along, to at least bring a little refinement and culture to the activity.

I might mention that one of the instigators of this group, Kevin 'Ducksburn' Mutch (d), never ever did attend a function. On his last tour of duty aboard R21, he fronted the Skipper and forfeited one GCB, returning to *Albatross* as a two badgeman.



'Three Badgemen Club' - 14 Dec 1970.

L - R: Greg 'Skinhead' Kelson, Jim Kalmund, Gary 'Pricky' Reid, David Allen, Willy McGrath, Max Smith (d), Ron 'Canuck' Hunt, Owen 'Og' Hughes (d), John 'Springheel' Cowey, Phillip 'Bats' Lee (d), 'Pa' Swanson, Les 'Jukey' Matterson, Arthur 'Shiner' Wright (d), Lyall 'Pop' Stark (d), 'Ollie' Oliver, John 'Darky' Cole, Geoffrey 'Fruitfly' Dunne (d), Eddie Ryan (d), Keith 'Nipper' Vandenburg (d), Mick Hourihan.

[(d) indicates deceased]

Brian made some comments about his lack of knowledge at the time of the real reason of the Far East Strategic Reserve. I recently read in International Naval News, Warship, Vol 16 2003 an excellent article covering the matter as well as defining SEATO. I probably know more about it now, than I did during my several tours. Or were they really shopping trips?

'Skinhead' Kelson - (Living Legend)

Dear Ed

I was interested to see the Minicab at the Museum, re the photo in the last *Slipstream*.

Attached is a shot of my Minicab in UK., just about to take off from Whittle Farm in Oxfordshire to fly it to the Duke of Westminster's Estate near Chester. I'd sold it to the Duke's engineer and pilot (Ken).



This Minicab, G-BBFL, was built at the factory at Joigny, on the Yonne River, south of Paris and it belonged to the President of the St. Florentin (sur Yonne) Aero Club for some time. I bought it from him in 1973 and then flew it across to Montargis (SW of Paris) where there was an Aircraft Rally for the weekend. There were eight aircraft from the UK and we all had an impromptu 'dogfight' late in the first afternoon. The Minicab could out turn most of the others.

On the way back, the group of eight flew in pairs, line astern, and landed together at Le Touquet - without permission - as no one had a radio. During the flight we flew low level up the Somme Valley and bracketed a train, much to the surprise and enjoyment of the passengers and driver. I think it was enjoyment as they were all waving to or at us. It was a nice little plane with a 65 hp Continental engine and cruised at 110mph. I was able to get my initials for the registration.

The aircraft was eventually sold, but the night prior to delivering the aircraft to Ken at the Duke's Estate, I'd had a bad dream about the flight I was about to undertake. As a result I gave the aircraft an extra careful check-over on the BFI. All went well, but I found that I kept climbing slightly and had to keep adding trim down. There was a little thermal activity and I put it down to that. By the time I got to the Grosvenor Estate, I'd run out of trim and realised something was amiss.

After landing, I told Ken, about the problem and we had a quick look around but could find nothing amiss. I was pressed for time and had to get the aircraft into the hangar, meet the Duke and get off to London.

When I was leaving the Duke's Estate, I asked Ken if he could run me to Chester Station so I could catch a train back to London. The Duke insisted we take his brand new XJ 12 Jaguar to London and also insisted that I was to drive it - I wasn't going to argue about that!

Ken phoned me a couple of days later and told me that he'd found the fabric had split at the leading edge of the elevator and bits of the wooden ribs were loose in the bag. The fabric had bellied somewhat and was only held together by the waxed string. I felt a bit weak at the knees and had a stiff drink or three!

This problem had undoubtedly been caused whilst the aircraft had been stored at Blackbushe Aerodrome for several weeks whilst I was back in Australia. During this period, the owner of the aerodrome, Wing Commander Bennett (of Pathfinder fame) had sold the property to a Mr Doug Arnold. The new owner then proceeded to take all the vintage aircraft out of the hangars and into the winter weather. One of my friends managed to get it into a hangar at Shoreham, near Brighton, just before I got back.

This new owner, was the 'gentleman' who was trying to illegally spirit the Spitfire and Mustang out of Australia from Bankstown some years ago. Fortunately he was prevented from doing so by the Customs Service. Some of you may recall the event.

He was full of tricks to put us off. On one occasion I was just about to lift off the runway in my Auster when he drove out in his white Rolls Royce directly in front of me. I did lift off and was tempted to bang his roof with my main wheels.

Later, I had a Cessna 195 with a 330hp radial. It was a fair size 'tail wheel machine' and taxiing visibility was bad. I was taxiing back to the hangars when the tower called me to say 'the boss' was driving up the taxiway in his big blue Mercedes and to give way. The taxiway was pretty narrow so I thought, stuff him! I then told the tower I couldn't hear them and kept going, determined not to give way to this nut. I thought, oh well, here goes the prop and a nice big Mercedes. At the last minute he swerved under the starboard wing. Later on he came down to the hangar to look at the 195 and was as nice as pie and the event wasn't mentioned.

At this particular period, there were about six of us restoring 'oldies' and we eventually all left at the same time to go to other airfields. A short time later 'the boss' contacted us all and asked us to come back as his hangars were empty. Strange fellow! None of us took up the offer.

The last time I was in the UK, I was told that the Minicab was still going well and being looked after

Barry Lister

Dear Ed

With reference to the photograph of the BAT painted on the Gannet which appeared in the last edition of *Slipstream*. I have been informed that John 'Jock' Hetherington painted it on his aircraft because he liked the look of it.



Ben Patynowski

Dear Ed

Do any readers know the names of those in the photo below?

John 'Ichabod' Purcell



Dear Ed

I've just been reading *Slipstream* and after seeing some of the old faces and the memories they raised, I [Ian Lockett] thought I would enclose two photos of 'three good mates' who worked together in a number of postings and like many others who served together, maintained the friendships.

In this case we CPOATA Col 'The Coat' Liddicoat, CPOATA Phil Beck, and I, first worked together on HT725 Squadron 30 years ago in 1973. We also worked together on HS817 Squadron - both times with Wessex helicopters and then later we were the maintenance crew for the Moresby Flight with a Bell 206B-1 helicopter.

It was great to have one of the trifecta (Phil Beck) come and travel around Russia for a month with me 15 months ago. I am sure that at some time in the future the three of us will once again be swapping 'warries' together at some watering hole.

Locko (Wolfman)



Taken in the aircraft maintenance office on Moresby at the end of a Darwin survey in 1980

L-R: Col Liddicoat - Phil Beck and 'Wolfman' Lockett

BELOW

The same crew showing that 'age does not weary them' - taken outside another of Sydney's famous pubs, 'Louis at the Loo', two years ago just prior to my 'posting' to Russia.



"Politicians are the same all over. They promise to build bridges even when there are no rivers."

Nikita Khrushchev (1894-1971)

Leader of the Union of Soviet Socialist Republics, 1958-64.

Dear Ed

A belated write-in to *Slipstream* 3/2002 that has been gathering dust in my 'Drafts' directory. Like many before me have done, I wish to express my appreciation for your fine efforts in producing *Slipstream*. For people like myself, one of the 'fading away' brigade, the magazine is a tremendous read. I enjoy reading about the times past - what I perceive as the RAN FAA heydays. I can relate to many of the experiences published, the magazine helping me to keep in focus a significant part of my life that I would hate to forget. As with many other former members of the FAA, the good times were mixed with some awful occasions, but if I had my time over again I think I would take the same career path.

I realise there is a crying need for us all to somehow capture the new kids on the block in the FAA Association; otherwise, without this flow through of new blood, the association will surely wither on the vine with time.

Including current activities about Naval Aviation in your fine magazine is a good start. For example, I was blown away by the facilities being erected at NAS Nowra and *Slipstream* was the first to inform me about the Sea King deployment to Christmas Island. Now, if we can just get some of these younger guns to join the association and write in about their experiences...

Although I left the RAN in May, 1989, I am still haunting the corridors around Defence in Canberra and can be contacted by e-mail at john.crawley@defence.gov.au.

My present position is editor of ADF aviation safety literature in the Directorate of Flying Safety - ADF (DFS-ADF) in Canberra. I have been here for 14 years and, during that time, I have taken a keen interest in the major ADF aviation accidents. I don't claim to have captured all the accidents since 1921 (excluding WW2) but have a reasonable handle on the majority of them. I presume the photograph of page 19 of 3/2002 is an inverted RAN Sea King, if so the date of 12 Nov 75 is puzzling. My records show that two Sea Kings ditched in 1975. The first was N16-117 (C/S 906, HS 817) 25 nm ENE of NAS Nowra on 21 Oct. I have the crew as (then) LEUTs (P) Carl Daley and G. Rogers, and observers D. Moorehouse and Ivan Misfield. The aircraft apparently suffered a serious loss of transmission fluid during a night mission and had to ditch at sea. While the crewmembers were rescued the aircraft was not so fortunate, sinking during the salvage attempt. Could this



be the aircraft featured on page 19, before it sank? The second accident that year involved N16-113 (C/S 904, HS 817) on 30 Nov. It also involved a transmission fluid loss and ditching, this time near Kiama, NSW. It too sank during the salvage attempt. The crewmembers of (then) LEUT (P) B. Anderson (second pilot NK), LCDR (O) W. (Lofty) Kimpton, and POA D. Smith were rescued.

John Crawley

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[Can anyone else shed any light on the photograph? Ed]

Dear Ed

I refer to Jim Hill's letter to Mrs Gash published in *Slipstream* 14 (1) and would say right away that the repositioning of *Sydney* 3's anchor to RAAF Base Wagga was never intended as a slight to the AMoF, Vietnam Veterans or other ex-crew members of that fine ship and further, any intimation that there may have been some subterfuge in the timing of the transfer could not be further from the truth.

While it is disappointing to read seemingly throw away lines like 'the so called loan of the HMAS *Sydney* anchor to RAAF Base Wagga' or 'the airmen's mess just being a joint mess where sailors also frequent while training at Wagga', the truth is that the Base and the RAAF School of Technical Training is the establishment where, since 1992, all of our current and future Aviation Technician Trainees have or will spend around 18 months straight from Recruit Training School and where they need to be constantly reminded of Navy and Navy Aviation to remain focussed on who they now are and, more importantly, where they are going.

I must say that an anchor from an Aircraft Carrier certainly fits the bill for significance and relativity. The original request for Naval artefacts was not specific so, when the offer of the 8 tonne anchor was received, Navy Administration jumped at it seeing it as a valuable icon which would be a highly visible Naval emblem in an otherwise landlocked environment, and, although it may have left Nowra, it certainly should not be seen as an item discarded from our Naval History. I am very pleased to report that already the anchor has been very well received locally and features greatly in class and graduation photographs.

I am able to confirm that the *Sydney* 3's anchor has been mounted in a prominent position here on Base, visible from many points including the parade ground. Since its arrival it has received a much needed refurbishment, has been fully repainted by Naval trainees and is soon to be identified by a professionally prepared plaque which will detail its specifications, origin and history. Already it is receiving a deal of attention and during a visit from the *HMAS Wagga* Association during their reunion, about ten ex-*Sydney* Crew members were delighted not only to see the anchor in all its glory but also welcomed the care with which it is being preserved.

In line with that, I am also very happy to meet any interested reader who is passing by RAAF Base Wagga and would like to visit us, inspect the anchor and also get an idea about the fine school we have here and learn more about today's Aviation Technicians and their training. If any of you would like to call in, please feel free to e-mail me or contact me on (02) 69374605, we certainly look forward to seeing you.

Hopefully this will put a few of Jim's fears to rest. The anchor is fulfilling an important role in the lives of the Aviation trainees here at RAAF Base Wagga and as they are part of the future of Naval Aviation, they are being constantly reminded of our past by the anchor and other historical items that we have been donated or loaned to us.

LCDR Pat Nolan - SNO Wagga
RAAFSTT, RAAF BASE Wagga,
Forest Hill NSW 2651
Email: Patrick.nolan@defence.com.au

[Press release]

NAVY PRESENCE SET IN CONCRETE AT RAAF BASE WAGGA

In keeping with the tri-Service aims of the RAAF School of Technical Training at Wagga Wagga, there has recently been a proliferation of Navy artefacts around the RAAF Base. It is widely recognised that, as most Aviation Technician trainees spend up to 18 months at Wagga immediately after graduation from Recruit School, it is often difficult to maintain their single Service identity and ethos.

The Airman's Club has already acquired Navy, Army and RAAF memorabilia to decorate the Club and displays are planned to include Uniforms, Squadron History Boards and Ensigns which will give the trainees a ready reference to their parent Service.

To assist in adding a visible presence of Navy around the Base, the Naval Historical Collection has loaned both an 8 ton anchor from the Aircraft Carrier HMAS SYDNEY as well as a screw from a Bathurst Class corvette. These are now on permanent display mounted on concrete blocks, the anchor outside the Airman's Mess with the propeller outside Navy Administration. Both items are significant and highly visible Naval icons and together provide a recognition of over ten years of permanent RAN involvement at RAAF STT.



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Dear Ed

Contrary to what the readers may have read or heard, some very serious cracks have been discovered on a SH-2G Super Seasprite helo at HMAS Albatross.

John Gordon



Dear Ed

Quite often we ask ourselves hard to answer questions, like, "What is a bastard?"

And we wax philosophic with metaphysical postulations, incomplete aphorisms, and inconsistent sophisms that make one more and more sure that the only true thing is that a picture is worth a thousand words.

In this photo, the guy on the right is a member of a bomb squad in the middle of a deactivation.

The guy behind him, well, he's a bastard.

Forwarded by Geoff Vickridge



HMAS SYDNEY IN THE KOREAN WAR

Mr Rohan Goyne of the Military Historical Society of Australia is proposing a military history project on the role of SYDNEY in the Korean War.

Members who would like to contribute, or be part of this project, can contact Mr Goyne on (02) 6264-8334 (H) or by e-mail: rgoyne@vtown.com.au



Dear Ed

Re - the prangs in the latest *Slipstream*. The Firefly (911) WB506 a 723 Squadron aircraft flown by SBLT(P) Anstee was enroute on 14 October 1955 from RANAS Nowra to Inverell when he got lost and landed in a field near Inverell, over shooting and ending up on his belly.

'Windy' Geale

Dear Ed

Just a short note in reply to Brian Levett's piece in the last edition of *Slipstream*, with a few more names for his photograph of the Air Department Party in Hong Kong. [See photo]

G'Day 'Fats'. I'll bet you haven't been called that for a few years. Tell us, do you still have torque wrenches for wrists? One of life's little joys was undoing a plug that you'd done up. Anyway mate, here goes...



Rear: Fred Rubly, Brian Levett, NAAH?, Frank Spong, 'Blue' Greenfield, Steve Roper, Gavin Greer, Bill Hilzinger, Fred Lewis, Lionel Leggatt, Bob Bird,?, Centre: Eddie Lamb, Danny Hannigan, Bill Sonsee (obscured), Rob Taylor, ?, Athol Laing, Barry Sunderland, Vic Guynette (obscured), Col Blundell, Ken Prior, Des Carroll Front: Col Cook, Barry Icton, Ron Melville, Col Payne, Bill Davies and Rick Forbes.

It certainly brought back some wonderful memories of great blokes and great days.

Ron Melville -Ex POATC

Dear Ed

In *Slipstream* Volume 14 Number 1 - Page 14, Brian Levitt's photograph 'Banyan - Lankaw 1965', shows members of 816 Squadron enjoying some well deserved R & R on Pulau Langkawi, an island north-west of Penang, Malaysia.

I suspect that I am the unidentified body (back to camera) between Brian Sargeson and Peter Clark (although it would be difficult to spot much similarity with today's body!)

John Selby



Dear Ed

The web site article [below] may be of interest to the readers.

Geoff Vickridge

[With thanks to Joe Gaston for forwarding the picture below. Ed]

Carrier Aircraft - Stock # BOP12

- Built by Swan Hunter & Wigham Richardson Limited England / 1942-1945
- Loaned to Australia 1953 – 1955. Sold to Brazil 1956, re-fitted 1957 – 1960 in Rotterdam Holland, angled deck added, overhauled 1976 –1980
- Laid-up 1987, Refitted 1991 – 1993, Refitted 1997 – 1998
- De-Commissioned November 2001. Sold to Private concerns 2002, sale did not complete.
- Length: 693' 3" Overall 630' Waterline 690' Flight deck
- Beam: 80' 119' 6" Flight deck
- Draught: 23' Fore 23' 5" aft
- Catapult: 1 Mactaggart Scott C – 3 steam powered 8.5 degree launch
- Displacement: Full Load 19,890 Tons, Normal 17,500 tons, Standard 15,890 tons
- Engine Type: 2 shaft Parsons geared steam turbines, 4 Admiralty 3 drum boilers
- H.P.: 36,000 SHP
- Fuel: Oil
- Capacity: 3,196 Tons plus 98,000 gallons of Aviation fuel
- Endurance: 12,000 Nautical miles @ 14 Knots, 6,200 Nautical Miles @ 25 Knots
- Radars: Air search, Lockheed SPS 40B, Surface search Plessey AWS 4 Navigation Signal ZW 06
- Complement: 1300 (1000 Navy, 300 Air)
- Hangar: 322' long by 52' Width by 17' 6" height
- Generators: 4 Turbo generators and 1 Diesel Generator producing 2500Kw AC.

\$4,500,000(USD)

For the history of this vessel follow this link:

www.fleetairarchive.net/vengeance/

Visit more vessels at www.frenchcreekboatsales.com



'Minas Gerais' during a visit to Pensacola, Florida. REMÉ L. UITHOVEN

Dear Ed

Just a quick note to let our shipmates know that Max Gant and myself are alive and kicking and attended the Coffs Harbour Ex-Services Club on Anzac Day.

Frank Donnelly

**Dear Ed**

In the Christmas 2002 edition of *Slipstream* was an article relating to the 'Third Vietnam Veterans' Mortality Study'.

The article from the Repatriation Commissioner requested any suggestions to correct 'errors' or 'omissions' arising from the previous publications of the Vietnam Veterans' Nominal Roll.

I felt that there was a glaring anomaly to the coding of the Fleet Air Arm personnel involved. I wrote to David Goldrick of the Dept of Veterans' Affairs on 09 December 2002 to express my concerns. I thought our fellow shipmates would be interested in the situation at this time.

The anomaly, as I saw it, was that the Ships Company were given the code **15** to indicate HMAS *Melbourne*, whereas the Squadron personnel on board at the same time were given the code **27** to indicate 'visit' (pardon me?).

My suggestion to David Goldrick was that we should ALL be given the **15** code, or, a separate code to indicate the Squadron concerned, ie. '817'.

As I had not received confirmation of receipt of my letter from by the 21 April this year (2003), I once again wrote to him and asked him if:

- A. He had received my letter?
- B. Was my suggestion regarding coding the sort of thing he was after?
- C. Will the coding in the next edition of the 'Roll' reflect my suggestion?

I subsequently received a reply from Mr Goldrick dated 01 May 2003, in which he regretted that he had been unable to locate my original letter. (I don't know about the rest of you guys but I always seem to have a problem with Federal Public Servants).

Now this is the good bit, I quote...

'Your recent letter has proved timely as we have just started assessing primary source documents from the Department of Defence in relation to the 1965 and 1966 voyages of the HMAS Melbourne. Thank you for your suggestion to include a separate code to indicate service with the Royal Australian Navy Fleet Air Arm squadrons. The format of the next edition of the Nominal Roll is currently under review. I am, therefore, unable at this point to say how the next edition will be structured. Please be assured that I will add your suggestion to those we are currently reviewing'.
End quote...

Always the optimist.

Ron (Butch) Jenkins

My grandmother has a bumper sticker on her car that says, 'Sexy Senior Citizen'. You don't want to think of your grandmother that way, do you? Out entering wet shawl contests. Makes you wonder where she got that dollar she gave you for your birthday.
Andy Rooney

Dear Ed

Since becoming eligible to receive *Slipstream*, I have been intrigued by the various correspondence on the subject of PTSD. I am not certain what it is, but it seems to have some money attached to it like 'RA' or 'Hard Lyers'. As I understand it as explained by Albert Riley, there are two methods of qualifying, one by being involved in some operation, the other by merely watching, either being enough to make one fill one's pants. As in the FAA there is difficulty in separating 'being involved' and in 'being a bystander', I reckon, at a pinch, it might be worth my while to 'slap in'.

In May, 1940, having signed the 'dotted line' in April, aged 15 ½, King George wrote to me to say that, as I met his required standards of education and physique, he required me to repair to my duties, as an Air Artificer Apprentice, on the following 6th September. I therefore reckon I was on the Naval strength from April '40, although still at school.

It may be recalled that Sussex was quite an interesting place to be in the summer of 1940, with various aviators trying to shoot each other out of the sky, and aeroplanes, spent bullets and shells, the latter often making a bit of a bang, cases, links, jettisoned bombs, etc., raining down all over the place.

My first serious involvement in this - or was I merely a bystander? - was one overcast, drizzly, day in June, as I was on my way from school on my 3 ½ mile cycle ride from Pulborough railway station to my home in what is the Sussex version of 'beyond the black stump'. Two ME109s came through the cloud base of about 1000' and made a lot of holes in the road just ahead of me. Goodness knows why, as the most lethal thing in that street was Mr. Tribe's sausages. I think they were lost.

That term was my last at Midhurst Grammar School, I taking discharge leave before reporting for naval duty, during which I helped with the harvest. One August day, I had put up about half a wagonload of wheat sheaves, when about 40 HE-111 in box formation hove in sight at about 20,000'. Down from above and through this lot came half a dozen Hurricanes, pulling out and climbing back through. As a result, 7 x HE-111's came earthwards over an area of about 20 miles square, one of them apparently straight for us at about 85° with a terrible screaming noise. It actually went in about three fields away (the average Sussex field being about 8 acres) with an earth-shaking explosion. When we went for a shufti, there were a few small bits of metal around a dirty great hole with some human remains hanging on a thorn bush.

My first week in the RN was at HMS *Medina* which had been a holiday camp at Ryde on the Isle of Wight, just across the water from Portsmouth. We spent most of every night in the vaults of one of the old Palmerston forts, which was the basis of the place while the German Government carried out alterations to the Portsmouth infra-structure.

On passing out in June '43, I went to Lee-on-the-Solent. In early September, I was working on the port wing of a Fulmar, with my right arm jammed under one of the Brownings, when a squadron of Sea Hurricanes landed, one of them on the port and tail wheels and the starboard wing tip. I watched in horror, trying to free my arm, as this bit of machinery curved its way across the grass towards me, coming to rest with its tailplane against the Fulmar wing tip. Occupants of both machines vacated them in haste.

The following February, I went to the USA to form a Corsair squadron for the Pacific Fleet. My pants remained relatively clean

until, after an extensive work up at Eglinton (known to many a RANFAA man) we embarked in an escort carrier for an impossibly short work up of about 14 days.

24 Corsairs in an escort carrier was a bit of a squeeze, as only 18 could be put in the hangar, and the deck was only 450'. There were no Aircraft Handlers in those days, the squadron providing its own chock parties etc. on a rota basis between sections.

At the end of the 14 days, an Admiral came aboard for a day or two to give us the OK to go and rot up Hirohito & Co. and for this event I was chock party. The Corsair had the largest fan in the business in those days and the aeroplanes were packed so tight on the deck for launch that it was more prudent to pass under them than around or between.

On one launch, the first half dozen went off the only catapult, on the port side, and the first for free take off was lined up, with mine the next astern. While the FDO was 'winding up' the first, mine, as I took away the chocks, was marshalled too close and chewed the port elevator of the first. I tried to stop the FDO, but he pushed me aside, and launched. The Corsair left the deck, climbed away, dropped the port wing, turned, lost height, and entered the water about two cables to port, 180° off course, and that was the last we saw of either aeroplane or pilot. I discovered later that I was the only one to see what had happened to that elevator. I do not know if the damage caused the crash, but I have always regretted not being more insistent with the FDO in trying to prevent the launch. However, a Leading Air Fitter, just short of his 20th birthday is an insignificant wretch when compared with a Lt. Cdr. Pilot FDO.

That was the first of some 15 fatalities I witnessed over the next 27 years during landing or take off from flight decks. Then there were plenty of other incidents such as that great carve up on *Sydney's* deck in '49, many of which made me 'duck and run'. There were another half dozen or so ashore.

My final pants filler was in *Eagle* in 1967. A manned Vixen CAP was permanently in Fly 2, under the island. In non-operational times, an acquisition Red Top infrared air-to-air homer was attached to the port outer light stores pylon. (An acquisition Red Top did everything but fire, it having a drill motor). This was just the right height for me to lean on during the hours I spent 'Watch on, Stop on'. Being the only AOEO in the ship meant that I was always glad of something to lean on.

One day, for a reason of which I have not the faintest idea, I decided, for a recovery, instead of leaning on my Red Top, to station myself in my forward weapon park in front of the island. During the recovery, a Vixen nose oleo leg collapsed, which was quickly cleared and the Vixen struck down. About 20 minutes later, a POAF(O) took me along to Fly 2 to show me 'something that will interest you, Sir'. Not half it didn't! The acquisition Red Top was cut nearly in two. The nose oleo had exploded, and part of the casing, about 10"x6" had shot across the deck and hit the Red Top (about 10" diam.). Had I been in my usual place, it would have hit me about midriff height, which would have made my eyes water a bit. Why did I decide, just for that once, to move forward?

Let not the reader think that I claim to be unique. The incidents I have described were of a common enough type during my Service life, and they are insignificant when compared with, for instance, the experiences of the inhabitants of the East End of London in the early forties. I have not mentioned anything the 'other side' got up to after the early Sussex capers.

Even my ever loving 'other half' had her share as a Wren with Combined Operations in Portsmouth. A few weeks before 'D' Day

in '44, she was quartered in the commandeered Portsmouth Grammar School buildings. After an air raid one evening, she and her chums emerged from the cellars with their ears ringing, trying to retrieve their belongings from the street where some German lout had strewn them. (She, like me, receives a disability award because of the resulting ear damage).

I have not included the three attempts on our civilian lives by homicidal maniacs on the highways of UK, but I expect that they also contribute, as the reader will have discerned, to my inability to marshal my thoughts and put them on paper in coherent form. I find also that my 2½ hp cultivator is exerting a controlling influence over me, and that my lawn mower has a regrettable tendency to run away from me. I have considerable difficulty in finding my firing point at Bisley, and getting down on it, even more in getting up again. While there, my bullets no longer go where I expect them to. This results in humiliating remarks such as "Poor old sod, but he does try". Others are not slow to sarcastically point out that it took 53 years of competition shooting to obtain a full house in the 1st. Stage of the Queen's Prize at Bisley in 2000, thus earning me the Veteran's Trophy (for the over 60s), but I couldn't manage it until I was 75. (We told you if you stuck at it long enough, you'd get the hang of it).

Both Margaret and I suffer from chronic indecision, especially around 0700 when we cannot decide who is to be first out to put on the kettle. When she is the Observer in the Rover I pilot, we always should have taken that road back there, and we both often find ourselves standing in a room wondering "What the Devil did I come in here for?"

Do we have a chance to qualify for this PTSD? I don't know, but I bet if I 'slapped in for it' some joker would quote me the unofficial, if somewhat sardonic, motto of HM Forces "If you can't take a joke you shouldn't have joined". That is the attitude taken by our grand-daughter who, having completed a distinctly dodgy deployment to Bosnia with the Royal Signals in which she saw things to turn the stomach of even a slaughter house navvy.

As I type this, she is now with the 7th Armoured Brigade in southern Iraq. I do not know what she is doing, but her usual job is to operate one of those whopping great tracked APV with a telephone box in it. She did remark that this was a very traumatic exercise, especially when it ran out of fuel, as it was so difficult to push.

More seriously, I discern something vaguely distasteful about accepting money in respect of the discomfiture of a third party, especially if that third party dips out. I really do not think I could do it. However, I am not perfect, as I was merely born over a stable, not in one.

Look after yourselves, fellers, no other B.....d will!

Maurice Ayling

Dear Ed

My name is Allen Lewis, a member of the RAN Fleet Air Arm, 1951/57. Currently member No 603 FAAA New South Wales Division. My reason for writing to you is to advise you of the following. I am a member of a newly formed organisation namely, the "NATIONAL NAVAL REUNION 2004"

During the period 01 to 08 August 2004, this Organising Committee is planning to host a reunion for all past and present members of the Royal Australian Navy and their spouse or partner. Reunion activities will be centred around Sydney Harbour and nearby environs.

Our reason for forming this Reunion Group is in part to rekindle old friendships, reunite with old shipmates, and if possible form new friendships.

The Committee sincerely believes that making the reunion a resounding success will show a united support for our current Servicemen and women. Not only do we expect comrades from all over Australia, but also our allies from overseas countries, alongside whom we have served in both peace and war.

We intend to provide a week of entertainment, comradeship, and a little nostalgia. It will also provide an opportunity for interstate and overseas visitors to experience our beautiful city of Sydney.

This will be a once in a lifetime experience and we look forward to nation-wide support. We have made contact with, and received expressions of support from Naval representatives, from the United Kingdom, New Zealand, Canada and the United States. We hope to receive contingents of former and serving mariners from these countries.

All surplus funds remaining after costs and GST will be distributed to the naval community through the Naval Association. The Committee is a non-profit organisation, fully audited by independent chartered accountants, and overseen by the relevant Government agencies. In addition, the Committee will make a generous donation to a number of Children's Charities on behalf of all serving and former Naval personnel.

The Committee members are providing their time and expertise in a voluntary capacity, without remuneration to themselves. We ask that you support us, join us, and have a memorable week!

Allen E. Lewis - Deputy Chairman Organising Committee

For further information please contact one of the following:

Allen Lewis: (02) 4297 6416 - E-mail: the_fly@austarnet.com.au

Alex Garlin: (07) 55710745 - E-mail: al@jycinet.com

Norm Charman: (02) 4295 5041 or Noel Jackson: (02) 4274 6020

Dear Ed

The newspaper clipping below may be of interest to *Slipstream* readers.

John Brown

Brit pilot's punch-up

A FURIOUS British helicopter pilot who came under 'friendly fire' from American troops, landed yards from them, leapt out and exchanged punches with a US Marine.

The Chinook pilot shouted at him: "When was the last time you saw a f..... Iraqi in a helicopter?"

The pilot and the marine had to be pulled apart as American troops advanced on the north of Baghdad, according to reports from US Central Command in Qatar.

British military spokesman, Group Captain Al Lockwood said: "I'm afraid it would be a RAF kind of thing to do.

"These guys are not known for taking fools gladly."

Dear Ed

First of all, thank you for all your work for the FAAA and *Slipstream*. You have brought back so many happy memories for so many people.

I enjoyed reading the note and seeing the photos from Brian (Fats) Levett. I've often wondered what happened to him.

Some of the names he was missing are:

- Col Cook, Barry Icton, Col Blundell,
Nick Roberts.

The enclosed photo is of the ATD staff 0 taken May 1973. Sadly a couple are no longer with us.

- Rear: Les Shepherd, Graham Selkirk,
Peter Owen, (?)

- Centre: Bill Hamley, Bob Harrison, Kev Bullen,
Darryl Budworth, Ken King, Geoff Anderson

- Front: Peter Cobble, Lindsay Boyd,
Rod Warner, Barry Herron, Frank Fox,
Ron Storey, John Harris.

I'm enjoying *Slipstream* more now that I have relocated to Bribie Island.

I met Ted Pritchard, (circa '46 to '57), at the Queensland RSL Bowls.. He would like to be remembered to Dick Alchin , if anyone is in touch with him.

Frank Fox - frankfox@bigpond.com.au



Dear Ed

I have enclosed a copy of a photograph taken from a 1932 magazine entitled 'The Illustrated Tasmanian Christmas Number'.

The caption reads: 'Massed ships' strength in naval dockyard setting. HMAS Albatross and Canberra at their Ocean and King's Pier berths.'

'Tas' Browning



Dear Ed

Whenever I hear news of FAAA members; Cancer, Heart Attacks and other life style non-contagious diseases crop up.

The reasons we catch these diseases varies from person to person, but to prevent them is more important. Somewhere, sometime our immune system has failed, which means the body has been starved of good nutrition.

Unfortunately, the body cannot receive the quality and quantity of needed nutrition if it is receiving the normal day-to-day diet. Commercially grown food is grown using fertilizers such as (NPK)

which makes vegetables look good, but lacks the essential mineral elements. If the soil that the fruit and vegetables are grown in is depleted of essential mineral elements, which is the case most of the time, our bodies do not receive the required nutriments and, over a period of time, the body says I've had enough and breaks down. It's the same as putting contaminated fuel in an aircraft, it will not fly for long.

To prevent this happening we need to supplement our bodies with vitamins. The New England Journal of Medicine, a prestigious medical paper now admits that we all need to take a daily dose of vitamins. To those people who are battling with cancer, an excellent book to help is titled "HEAL CANCER" by Dr. Ruth Cilento; it is in its second print and can be considered as a bible in helping to beat this disease.

Burrie Arnell - Email splitpin@uqconnect.net - Ph 07 3263-8390

Dear Ed

The attached item may be of interest.

Ben Dunn

A letter from a US soldier in Iraq to the 'Stars and Stripes' newspaper.

'It has been sixty days since we arrived at our deployed location. The rocks, the sand, the arid climate.....its all too familiar. If you have been to one desert oasis, you've been to them all, no? The inquisitive mind seeks to ask how we could be so bloody close to a large body of water, less than 5 miles, and still not see the slightest bit of moisture..

Perhaps it's an environmental abnormality reserved especially for today's finest military forces. So what makes this deployment any different from all the others? Would you believe me if I told you. **Vegemite?**

A new flag was raised here recently. It waves higher than ever I've seen at (deleted). It's a lovely shade of green that any good

Irishman would appreciate. The design chosen to adorn this flag is truly one not seen on the colours of any other sovereign states. There are no stripes, or stars. Just a kangaroo....with boxing gloves!

The Australians have certainly made their presence known in our small community. I think we all enjoy beginning our mornings with a 'G'Day Mate!'

And they only account for roughly (deleted) of the total base population, this place seems to be teeming with them. It could be their multi-coloured uniforms and cricket games. Or perhaps it's the accent we've all grown to love from watching America's favourite crocodile hunter, Steve Irwin. In their defence, I've yet to hear one of them say 'Crikey', but we still have a few months left.

Personally the Aussies bring a smile to my face, and not for any of the above reasons. It's not because they are all so pleasant and amiable, though they really are. The reason is deeply rooted in the emotions of current events. Their physical presence here means more than sharing workspace. The daily news will continue to jerk us about their coverage of whose on our side and who is not. It's confusing and at best disconcerting. Therefore, all we know to be true and real is what we see around us. The view here is of Australians, representatives of an entire country; a nation of friends and allies. It's a heart-warming feeling to see them joining us. For to live and work at this place goes beyond the diplomatic lip service we may expect from other countries. It says something strong and sincere. It says that we are not alone. For your average troop living close to a not so friendly neighbour, that's good to know.

The situation at our Base is only a small example of what is repeated throughout the OR. Nations around the world are voicing common dedication towards preserving freedom at all costs. I can only hope that it is evident as it is here. There are many things to be proud of here. Despite the long road that lies ahead a lot has been accomplished. Rest assured, we will meet the challenges placed before us, and we will conquer them... together as friends, as allies. In the end, **only one thing** could possibly divide us.

Fortunately, it has nothing to do with politics. It comes in a jar. It's made by Kraft. It's called Vegemite, the breakfast spread that doubles as axle grease. Could this cultural gap become a gorge?

Is vegemite a weapon of mass indigestion?

Former Leading Airman Alan Winchcombe, 57, and former Leading Airman Keith Taylor, 60, of the US-Australian 135th Assault Helicopter Company, were awarded the US Air Medal for flying more than 100 hours over enemy territory. The medals were presented at an informal ceremony in WA by former RAN commanding officer Winston James.



Dear Ed

As you can most likely guess [from the handwriting] I had a stroke in September 2000 and this writing is the result of much effort.

I am asking if anyone can find out from a competent medical authority about the onset of strokes and what can be done to offset it. I ask that when this information is available, that it be published in the magazine.

In the last edition of *Slipstream*, the photograph of the Sycamore in the grounds of Government House in Adelaide was flown by myself and Tony Batten was the crew. This occurred on 28 Sept.1955.



James Ferguson

[Thank you, Jim. I appreciate the effort you have made in sending this letter. Also, a belated birthday greeting for 21 May when you reached 74. John]

If any readers can assist in providing information about Strokes, it would be appreciated. Ed.

Dear Ed

Enclosed herewith a photo for your records of HMAS Sydney for recognition or perhaps discussion.

As I recall, I took this photograph whilst the ship was a day or so out of Fremantle enroute to Colombo on the 'Coronation Trip'. The date was around 30 March 1953.

What makes the photo of interest is that it was piloted by Commander (Air) who had previously delivered a 'weather' to those assembled in the Briefing Room. His final instructions had



been: 'Take care of the aircraft as we need all of them for the flypast at Spithead (Portsmouth).'

He was the first to land back on board after the flight and I'm not sure whether he 'hit the wrong knob' or what. However, if he is reading this, it must have been an oleo failure.

Can anyone shed any light on the incident?

Bob Winton

Dear Ed

I am passing this on to you because it has definitely worked for me. By following the simple advice I read in an article, I have finally found inner peace. It reads:

"The way to achieve inner peace is to finish all the things you've started."

I looked around to see all the things I had started but not finished. So, today I have finished one bottle of white wine, a bottle of red wine, a bottle of Drambuie, my Prozac, a large box of chocolate and six cans of lager.

You have no idea how good I feel.

John Purcell

Dear Ed

On 30 May 1970, *Melbourne* anchored near the island of PULAU-TIOMAN off the East Coast of Malaya for R & R during a SEATO Exercise. The Ships Company were to go ashore for swimming and barbecues, but, seeking something a little more adventurous, Bill Kinross and Barry Beck arranged for a group of 816 Squadron members to hike up the highest peak on the island.

When the day arrived, leave was cancelled because of the weather conditions, but after some fast-talking by one of the officers, the team was allowed to proceed ashore for the expedition.

It was a day I will always remember, cutting our way through the rain forest so thick that the pouring rain was only getting through as drizzle. Several times we had to strip off and burn the leeches off our bodies. I also remember Barry Beck having a close encounter with a deadly scorpion.



'JUNGLE BUNNIES'
Enjoying the filtered sunlight
L-R facing camera:
Fred Rubly - Barry Beck - Col Payne

When we reached the peak, Barry climbed the tallest tree and strung an Australian flag at the top. The remains of which may still be there today.

We arrived back onboard about 1800 wet and worn out but it was a great day. I wonder if we could do it over again today. It would be good to hear from any of the others that were on that trip. My email address is nanandpop@dodo.com.au

Ray Murrell

From the Red Cross Blood Service

It's amazing what some sick people will do!

A few weeks ago in a movie theatre in Melbourne a person sat on something that was poking out of one of the seats. When she got up to see what it was she found a needle sticking out of the seat with a note attached saying, "You have just been infected by HIV".

The Disease control Centre in Melbourne reports many similar incidents have occurred in many other Australian cities recently. All tested needles are HIV Positive. The Centre also reports that needles have been found in the cash dispensers in ATMs. We ask everyone to use extreme caution when faced with this kind of situation. All public chairs/seats should be inspected with vigilance and caution before use. 17 people have been tested positive in the Western suburbs alone in the last 2 months!

A careful visual inspection should be enough. In addition they ask that each of you pass this message along to all members of your family and your friends of the potential danger. We all have to be careful at public places! This is very important. Just think about saving a life of someone even you don't know by forwarding this message.

Please, take a few seconds of your time to pass it along.

Rob Bates

Australian Red Cross Blood Service

Ph: (08) 94212877 - Fax: (08) 94212366

E-mail: rbates@arcbs.redcross.org.au

**WHAT DID YOU DO
IN THE FLEET AIR ARM, DADDY?**

A question asked by our children, probably a long time ago, and likely to be asked again by our grandchildren as we prepare for the FAA Reunion 2003 next October. What's your answer?

Bob 'Windy' Geale, Honorary Curator of Australia's Museum of Flight, previously the Australian Naval Aviation Museum and before that, The (Australian) Fleet Air Arm Museum, has been asking ex-Birdie's that question for many years; and for a specific purpose.

Bob has spent all those years researching the history of Australia's participation in Naval Aviation, with particular emphasis on the Fleet Air Arm Fixed Wing era, documenting that research into a series of 'Five Year Diaries'.

His aim is to produce a Royal Australian Naval Aviation and Fleet Air Arm day by day history, similar to the: 'Historic Naval Events of Australia day-by-day', produced by Lew Lind in 1982, but with emphasis on the days, year by year.

It is intended to have draft copies of at least one five-year diary ready for the coming reunion, probably the period 1950 - 55 being very significant, and we would appreciate expressions of interest to purchase a copy to offset costs of final production of hard copies and/or discs.

Naturally there are a lot of gaps in the history documented thus far, particularly with regard to 816 Squadron in its various commissions and exploits. Practically all records that would have become archival material and eventually might have found their way to the Museum were destroyed in the disastrous 'H' Hanger fire some years ago.

All ex-Birdies, and surviving relatives of departed shipmates, are invited to search out those old SC's (Certificates of Service - AS 549), EDP records of Service, diaries, Squadron photo's and anything else which you think could provide historical data which should be recorded for posterity.

Extract that material, including name, rank if/as/when applicable to photo, incident or whatever, official number, etc. and send a copy to Windy post haste. Do your bit to preserve our heritage. The Curator is in his office every Wednesday from 1000 to 1445.

Address: The Curator, CI- AMoF

489A Albatross Road Nowra Hill. NSW 2540

Fax No: (02) 4424 1999 - E-mail: bobgeale@telpacific.com.au

PLEASE NOTE! If any ex-FAA members do not wish to have their names / details published in the diaries, please advise the Curator prior to publication.

The 2nd Annual Aircraft Handlers Reunion is to be held at the Prince Alfred Hotel, Brisbane Rd. Booval (near Ipswich, Qld.) on Saturday November 1, 2003 at 11.00am. The hotel has provided a room that holds at least 150, bar facilities and 'pokies' for those who wish to indulge, along with excellent food at very reasonable prices.

Booval is on the main railway line to Ipswich and the pub is only 400 metres from the station so you can leave your cars at home and have an extra ale or two. Please contact one of the following as soon as you can to advise of your intention to attend, this will enable catering arrangements to be made.

Glen Hartig (07) 3299 6336 - or email bgrc@primus.com.au

Doug Murray (07) 3281 3428 or Boxer Banks (07) 4123 6164

TWO SHORT STORIES THAT MAY BE OF INTEREST

STORY NUMBER ONE

Many years ago, Al Capone virtually owned Chicago. Capone wasn't famous for anything heroic. He was notorious for enmeshing the windy city in everything from bootlegged booze and prostitution to murder.

Capone had a lawyer nicknamed 'Easy Eddie'. He was his lawyer for a good reason. Eddie was very good! In fact, Eddie's skill at legal manoeuvring kept Big Al out of jail for a long time. To show his appreciation, Capone paid him very well. Not only was the money big, but Eddie got special dividends. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day

The estate was so large that it filled an entire Chicago City block. Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him. Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had the best of everything: clothes, cars, and a good education. Nothing was withheld. Price was no object. And, despite his involvement with organised crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was. Yet, with all his wealth and influence, there were two things he couldn't give his son, he couldn't pass on a good name and a good example.

One day, Easy Eddie reached a difficult decision. Easy Eddie wanted to rectify wrongs he had done. He decided he would go to the authorities and tell the truth about Al 'Scarface' Capone, clean up his tarnished name and offer his son some semblance of integrity. To do this, he would have to testify against The Mob, and he knew that the cost would be great. So, he testified.

Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago Street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he would ever pay.

STORY NUMBER TWO

World War II produced many heroes. One such man was Lieutenant Commander 'Butch' O'Hare. He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific.

One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realised that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier. Reluctantly, he dropped out of formation and headed back to the fleet.

As he was returning to the mother ship he saw something that turned his blood cold. A squadron of Japanese aircraft were speeding their way toward the American fleet. The American fighters were gone on a sortie, and the fleet was all but defenceless. He couldn't reach his squadron and bring them back



in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet.

Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 calibre's blazed as he charged in, attacking one surprised enemy plane and then another. Butch wove in and out of the now broken formation and fired at as many planes as possible until all his ammunition was finally spent.

Undaunted, he continued the assault. He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible and rendering them unfit to fly.

Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier. Upon arrival he reported in and related the event surrounding his return.

The film from the gun-camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had in fact destroyed five enemy aircraft.

This took place on February 20, 1942, and for that action Butch became the Navy's first Ace of W.W.II, and the first Naval Aviator to win the Congressional Medal of Honour.

A year later Butch was killed in aerial combat at the age of 29. His home town would not allow the memory of this WW II hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man.

So, the next time you find yourself at O'Hare International, give some thought to visiting Butch's memorial displaying his statue and his Medal of Honour. It's located between Terminals 1 and 2.

So what do these two stories have to do with each other?

Butch O'Hare was Easy Eddie's son.

NORFOLK (USA)— One of the military's largest transports was stuck on a runway atop the I-564 overpass, unable to turn around at the west end of Chambers Field at the Norfolk Naval Station. The incident forced the closing of the field for most of the day to all but helicopter traffic and made for a dramatic sight to hundreds of motorists passing beneath it during the morning rush hour.

The aircraft's nose was so far over the end of the ramp, the crew was unable to see the runway where it was supposed to turn around. The pilot stopped the aircraft and prevented it from running off the ramp. They also stated that it was too tight of a turn to turn the aircraft around.

The Air Force C-5 Galaxy, largest airplane in the free world, is almost as long as a football field and as high as a six-storey building. At 420 tons with a full load, it uses a system of 28 wheels to distribute its weight.

The aircraft spent most of the day waiting for a specially made tow bar to be trucked to the base from Dover, Del. No one was hurt, and the plane was not damaged.



MOMENTS IN TIME

1953 or 54 – Opening night of the RANAS Junior Rates' new 'Wet Canteen'. L-R: Kevin 'Legs' Brady, Russell Braddon, ?, ?, ?, 'Eddie' Bracken
 Photo courtesy Kevin Pavlich



'MELBOURNE SUN' - JUNE 1948

Rating pilots of the Royal Australian Navy, who have started training to fly from Australia's new aircraft carriers, made their first flights in Moth training aircraft yesterday when they began their flying courses at Point Cook.

L-R: F T Lane (Vic), R R Sinclair (WA), C E Champ (Qld), W J Sweeting (WA), H J Hurley (WA), H T Streeter (NSW), I Webster (TAS), J Herrick (VIC), J Roland (NSW)



A young Met. rating, 'Percy' Percival, at work. What is the Ship and the Date? Photo AMoF

2003 - Lieutenant Commander George Jenkins Mackenzie, RAN (Rtd), said he was very surprised when he learned he had received an Order of Australia in the general division of the Queen's Birthday Honours List.



"I don't know who nominated me, but whoever it was, congratulations to them," he said. "It was very pleasing, but whatever I've done, it has been a team effort with a lot of other people."

LTCDR Mackenzie retired from the Navy after 31 years in 1977 but has been very active in the community since then.

"I settled in Shoalhaven in 1949, and have been here ever since, on and off, except when I was at sea.

"When I left Perth in 1947 to join the Navy, all my mother said was that 12 years in the Navy would do me good.

"Thirty one years later, I realised she was right."

LTCDR Mackenzie received his award for service to the community of Shoalhaven, particularly to people with disabilities.

He has been president of the Disability Assistance for Shoalhaven since the 1980s, and is current treasurer for Shoalhaven People for Access, and Bomaderry Sub Branch of the Returned Services League of Australia.

He has been president of the Shoalhaven Neighbourhood Centre since 1998, previously secretary then president from 1992 -1995.

He is also a member of the committee that established Havenlee School for Disabled Children in 1967 and was a former secretary of Nowra Trotting Club for many years.

LTCDR Mackenzie is also a justice of the Peace.

[Article courtesy South Coast Register]



RANAS - What a waste!



NOWRA 1988 - FLEET AIR ARM REUNION

GENTS L-R: Garth Perkins, Bill Barlow, 'Woody' Herman, Terry Payne, Col Poulton, Don Parkinson, Roger Kelly and George 'XYZ' Szymoniczek. [No names given for the ladies. Ed]



HMAS MELBOURNE (CV-21)
Photograph courtesy AMoF



1950S - NUFFIELD POOL - SINGAPORE

THE 'OLD' FLEET AIR ARM MUSEUM
Previously located in the vicinity of the new museum car park.
Photograph courtesy AMoF



**723 SQDN DETACHMENT TO WOODSIDE 3 RAR
BAROSSA VALLEY - 1976**
L-R: Mick Skewes, 'Blue' Crispin, Daryl Nowak,
Greg Morris, Don Parkinson, Henry Birtles, Col Payne,
John Tant
FRONT: Col Chessell, Bill?
Photo courtesy Don Parkinson



Westland Helicopters, Yeovil, UK - Story? Date?



HMAS SYDNEY July 1951 - Fire Control Party



1950s RANAS - Looking towards the cinema

AUSTRALIA'S MUSEUM of FLIGHT

by Neil Ralph

Being Winter, our visitor rate has reduced as usual. The last few months have seen an upturn in tourist traffic to the Shoalhaven and to the Museum and a few wet weekends have improved attendances. Although the seasonal reduction is not good for revenue it does enable in-hangar activities to be done and progress is being made with the major display upgrade. Mark Clayton has been doing the scripting and gathering the images for the upgrade and we are planning for the upgrade to be finished by the year's end, hopefully by 7 Dec., the centennial of the Wright Brother's first flight.

We have also managed to secure an Iroquois UH1H in the US which was used by the 135th Assault Helicopter Co/RANHFV in Vietnam. It is of course in the desert and we now have to figure out how we are going to get it here. We will try RAAF but if that fails we will have to look at expensive commercial options. It would be a great prize for the collection.

Another possible acquisition is a Concorde. A letter has been written to Lord Marshall, the Chairman of British Airways asking for an allocation of one to this Museum and he has replied saying that our request has been referred to a special committee set up to recommend their disposal. The Federal Minister for the Arts has supported this bid and we also have the Australian High Commissioner in London looking out for us. Possibly another great prize and a good draw card.

Secured in our backyard is the air watch tower of the 'old' control tower at NAS. We asked the demolition contractor to donate it to us and he generously craned it down in one piece, loaded it onto a truck and located it at the rear of our hangar. Only two of the big glass panes were broken in this difficult operation.

The roof was concrete and had to be cut out. Our aim is to restore it to its former fit and create a display of air traffic control facilities. There may be alternative appropriate uses.

Considerable publicity has been generated by our bid to the Shoalhaven City Council for a subsidy grant. The local media though are very supportive of the Museum and have offered their co-operation in giving the Museum publicity and we have been pleasantly surprised by the amount of local support expressed by a wide variety of people.

The Museum is looking forward to playing its part in supporting the Reunion in October and we hope that those who come to the Reunion will once again enjoy time here.



RANAS Nowra Control Tower 1

Circa 1952



RANAS Control Tower 2 with number 3 in the background

Photo taken 2002

Demolition of the old Aircraft Control Tower at HMAS ALBATROSS

Lieutenant Commander Bruce Fallon has the honour of taking the first swing at the Old Air Traffic Control Tower at HMAS ALBATROSS.

Bruce is the last of the Navy's operational air traffic controllers, and had worked in this tower for over ten years before moving to the new facility in February 2000. The tower was the second Air Traffic facility at the airfield, the first being the site of the commissioning of HMAS ALBATROSS before it was decommissioned in the late 1950's.

Bruce said that he was sad to see the "old girl" go, and still had fond memories of controlling from the console that faced the wrong way but "you had the best view of Beecroft Peninsula". A benefit of being able to see the waves crash in Jervis Bay was that it gave the surfies of the section time to ponder which beach they were going to hit after work.



AUSTRALIA'S MUSEUM OF FLIGHT

The Editor - Slipstream

The last edition of *Slipstream* included a letter from Jim Hill to Federal MP Joanna Gash strongly critical of the loan by the Museum of one of the anchors of the carrier HMAS SYDNEY to the air maintenance training establishment at RAAF Wagga.

The tone of the letter was also generally critical of an apparent trend in Museum actions towards the erosion of Naval history at Nowra with 'insignificant general aviation light aircraft and foreign Migs' displacing naval heritage relics.

Jim's views are quite understandable given that his reading is of the outward signs of change in the Museum. Since I know his sentiments are shared by many, and since I have been involved in all of these actions as a member of the Board of Directors of the AMoF, I thought a full explanation might assist in understanding the Museum's actions and to present the other side of the story.

There are three main and interacting reasons for the Museum's actions:

- survival as an institution,
- enabling as broad a public access to the heritage as possible,
- developing the Museum into a strong institution with national recognition.

Firstly, survival as an institution. In Australia, most museums and like institutions are subsidised either by local or State governments or other independently sourced funds because entry charges are insufficient to meet operating costs. Up until recent times, this Museum has survived by subsidising operating costs from donations, particularly from ex-FAA personnel and from HIH Insurance which had, until it collapsed, paid one annual salary and met all the insurance costs, as well as providing a large capital fund donation, now some time ago, which was also used in part to meet operating and maintenance costs. Shoalhaven City Council also provided a donation of \$500,000 in ten annual instalments, which expired in 2001, this was also used mainly to offset operating costs. Navy helped by providing services such as garbage collection, ground maintenance and in many other 'in kind' ways.

The collapse of HIH, the end of the Council donation, the gradual reduction in private donations and the end of Navy help due to most of the domestic operations being contracted and coupled with soaring insurance costs, compelled the Board to find other ways to keep the Museum running, which of course is its first priority and duty. It decided that it had to earn more through the gate, and therefore it would be necessary to enhance the Museum's attraction to the public. It had to improve its appeal to the various levels of government for grants and corporations for funds and kill the perception in government and in corporations that Navy was responsible for the Museum and would therefore subsidise its operations.

A notable and influential MP advised that to improve its chances of consideration for Government funding, the Museum should be seen more as a community icon with more of a community purpose, such as education, than allow a perception of it being an esoteric Naval establishment. Whatever might be thought of that, it was authoritative advice.

Another important factor in survival is continued museum and display development. An issue here was, and is, the continued

availability to the Museum of artefacts, obsolete aircraft and other FAA memorabilia from Navy and Defence to maintain an up-to-date collection. These days military aircraft certainly are very hard to obtain and the Museum, under current Defence rules, has to compete with commercial buyers for the few obsolete aircraft which are sold by a Defence agency for the best financial outcome for Defence. HS748 and Macchi are cases in point. We are having great difficulty in obtaining a former RAN Macchi as Defence treats all collection institutions as bidders in an open market. Currently we have arranged to borrow one from the RAN Historic Flight until we fight this out with Defence. Imagine what it is going to be like to get a Squirrel helicopter. Obsolete FAA aircraft are not being paid off at a rate enabling timely additions to the FAA displays, so the Museum displays are at risk of becoming static causing a low re-visitation rate. A museum must be dynamic and progressive to attract visitors and maintain entry receipts.

Grappling with these and other factors, the Board decided to change the name to *Australia's Museum of Flight* in which there would be four themes with Naval aviation as the principal theme. The change would enable the collection to be expanded to include aircraft which have featured in Australia's aviation history and which would be more readily available than military aircraft. It also would enable the Museum to display more of the science and technology of flight and fulfil an educational function more effectively. Already this has resulted in some prize aircraft and engines being donated or loaned and for the museum to be recognised as being in the mainstream of the nation's collection institutions which is good for inter-museum co-operation and loans of aviation-related relics. There has also been established an in-house air technical training function for young people who wish to train for an aviation technical career. There is being established an education program on aviation for secondary school students which fits into their curriculum. We now have a better claim on Governments for grants and funding and we are working very hard to realise this advantage, but at least we are no longer at a disadvantage vis-à-vis other bidders.

Enabling broader access to the heritage collection. It is common practice among museums to loan items to other appropriate institutions and so enables objects of historical importance to be seen elsewhere in the community. Australia is a very large place geographically and this is one way to improve access by more people to the common heritage. The display of the Sea Fury in the Korean War context in the Australian War Memorial is an example of a means of increasing awareness of the RAN FAA to a wider audience, though we did not have much of a part in that. This Museum has loaned Wessex to Victorian and Queensland institutions and there is one hanging in the National Maritime Museum in Sydney. These aircraft are used as exhibits with their story attached so an awareness of the FAA should be more broadly based. This museum will always have on display at least one of each type of former RAN FAA aircraft - we have yet to obtain a Sea Fury, but we are on a promise from the Historic Flight and it will have a prominent place in the new hangar configuration.

It was this practice in part that led to the loaning of the anchor to Wagga. Why that anchor? Well most RAN air technical training is undertaken there and we responded to a call to loan a former naval aircraft or relic to the airmen's mess to add some naval flavour to the establishment and give RAN trainees some sense of belonging to the Navy, in particular the FAA. Since all air technical

(Continued on page 22)

training was either here or at *Nirimba*, this was not a problem earlier. We know that aircraft do not weather well during long periods of exposure to the elements and the maintenance of whatever relic was to go there had necessarily to be as low as possible. The SYDNEY's anchor seemed to be the most appropriate, it has a naval aviation history and a story behind it, it is obviously naval, it is relatively easy to maintain, almost indestructible and is a proud symbol of the organisation to which RAN air technical trainees belong. It is on loan and when it has outlived its usefulness there we will have it back here. It is not lost, it will be looked after, it remains an enduring part of the heritage and, properly presented and its history described, it has a value to others not able to visit the museum. As most would know, we have very good models of the former carrier SYDNEY which are popular among visitors and these are central to the RAN carrier story.

Development of the Museum. As stated earlier, the Museum operates in a commercial environment which means we compete with other organisations to win the tourist dollar, government grants and corporate donations. This can be done more successfully if we project as a strong, well-based institution to which they can more confidently make donations. So the Board is pressing ahead to upgrade the hangar displays to state of the art to attract more visitors, tell the story of each theme more vividly and be truly a national resource. The stronger the museum becomes the better the naval aviation story will be told and then to a greater audience. Isn't that what we want? We see that as keeping faith with those who have put money and effort into this enterprise in earlier times, those who made the history and those who are making it now and in the future. That, and only that, is the Board's agenda.

We are currently negotiating with Navy for a closer relationship that we think would be in our mutual interest. We would also like better relations with the FAA Association which might come about with better communication - that is why I was urging some sort of liaison committee perhaps meeting twice a year to exchange views and ideas. We need the Association's support in gaining FAA material and aircraft from Defence. I can see that our actions in the past may have seemed arrogant and insensitive, mostly because we have not consulted very widely when making changes and this perhaps because we expected an overwhelming no-change advice. At the end of the day the Board has the responsibility to maintain the Museum and develop it to its potential, though always keeping faith with its origins and the naval aviation theme will always predominate.

I hope this explains the actions taken by the Board and we are happy to answer any queries or discuss any points at any time.

Sincerely,
Neil Ralph

IT AIN'T JUST FOR FOIL

The very peak of the Washington Monument is not stone, but a 100-ounce solid aluminium pyramid, constructed as part of the monument's lightning protection system.

In the 1880s, aluminium was a rare metal, selling for \$1.10 per ounce and used primarily for jewellery.

The pyramid at the top of the monument was the largest piece of aluminium of its day and was such a novelty that it was displayed to the public in Tiffany's jewellery store until required for placing in position.

NO. 18 RADAR STATION RAAF - KIAMA NSW

An Unidentified plot at Kiama

Fifty years ago, Jo Dunbar (nee Lehmann) wrote a letter to a magazine, it read...

'Kiama was one of the early AW installations which was subsequently replaced by a Mk V COL but it retained the old AW aerial. It was the highest air warning set operated by the RAAF being at 1321 feet above sea level.

It was 19 February 1943. The place 18RS on Saddleback Mountain near Kiama. I was on duty in the dark old doover hut, on the tube gazing at the black screen and pulsating green light. Nothing but permanent echoes were showing on the screen. The aerial swept round monotonously; the same assorted PE'S came up from the same mountains.

Then I detected a tiny blip not seen before. I called the plot and began tracking it. The blip was so tiny that it kept getting lost in the regular "grass" and then it would show up again. When it was time for me to leave the tube the following operator was unable to locate the mysterious blip. So, I went back "on the tube" and was able to follow a broken course for some time. Fighter sector advised that they had no aircraft in that area and that the plots were too erratic to do anything about them.

Unkind suggestions came back, such as "one should not drink alcohol from the compasses" and other distressing implications. The station was put on alert as the plot showed that an unidentified plane was coming our way. We never actually saw it and that whole thing was forgotten.' ...

Graeme Steinbeck loves a mystery and always wanted to solve the above mystery. Fifty years later, he was reading the Sydney Morning Herald. David Jenkins had written an article about a Japanese Pilot who had made two flights in Australia and never been challenged. The first was over Sydney Harbour before the midget submarine attack in May 1942. The second was on 19 February 1943 when he flew very low right down the NSW coast and then returned to his submarine off the coast.

Susumi Ito said that he flew low between the mountain peaks, so as to remain undetected. He did not go undetected after all. Jo Lehmann plotted him while on duty at 18 Radar Station, Kiama. Susumi was able to take his photo's and went home.

Today, Susumi Ito is the president of an office equipment and computer firm in Japan. He was interviewed by David Jenkins and the full report of this venture is to be found in his book, *Battle surface: Japan's submarine War Against Australia, 1942 -45.*

JUST THE FACTS...

Joe Smith started the day early having set his alarm clock (MADE IN JAPAN) for 6 a.m. While his coffeepot (MADE IN CHINA) was perking, he shaved with his electric razor (MADE IN HONG KONG).

He put on a dress shirt (MADE IN SRI LANKA), designer jeans (MADE IN SINGAPORE) and tennis shoes (MADE IN KOREA).

After cooking his breakfast in his new electric skillet (MADE IN INDIA) he sat down with his calculator (MADE IN MEXICO) to see how much he could spend today.

After setting his watch (MADE IN TAIWAN) to the radio (MADE IN INDIA) he got in his car (MADE IN GERMANY) and continued his search for a good paying Australian job.

At the end of yet another discouraging and fruitless day, Joe decided to relax for a while. He put on his sandals (MADE IN BRAZIL), poured himself a glass of wine (MADE IN FRANCE) and turned on his TV (MADE IN INDONESIA), and then wondered why he couldn't find a good paying job in Australia!



A Medieval Tale

King Arthur was ambushed and imprisoned by the monarch of a neighbouring kingdom. The monarch could have killed him, but was moved by Arthur's youth and ideals. So the monarch offered him freedom, as long as he could answer a very difficult question. Arthur would have a year to figure out the answer; if, after a year, he still had no answer, he would be put to death.

The question: *What do women really want?*

Such a question would perplex even the most knowledgeable man, and to young Arthur, it seemed an impossible query. But, since it was better than death, he accepted the monarch's proposition to have an answer by year's end.

He returned to his kingdom and began to poll everybody: the princess, the prostitutes, the priests, the wise men, and the court jester. He spoke with everyone, but no one could give him a satisfactory answer. Many people advised him to consult the old witch - only she would know the answer. The price would be high; the witch was famous throughout the kingdom for the exorbitant prices she charged.

Finally, the last day of the year arrived and Arthur had no alternative but to talk to the witch. She agreed to answer the question, but he had to accept her price first. The old witch wanted to marry Gawain, the most notable of the Knights of the Round Table and Arthur's closest friend!

Young Arthur was horrified: she was hunch-backed and hideous, had only one tooth, smelled like sewage, made obscene noises... etc. He had never encountered such a repugnant creature. He refused to force his friend to marry her and have to endure such a burden.

Gawain, upon learning of the proposal, spoke with Arthur. He

told him that was nothing was too big a sacrifice compared to Arthur's life and the preservation of the Round Table. Hence, their wedding was proclaimed, and the witch answered Arthur's question thus: *What a woman really wants is to be in charge of her own life.*

Everyone instantly knew that the witch had uttered a great truth and that Arthur's life would be spared. And so it was. The neighbouring monarch granted Arthur total freedom.

What a wedding Gawain and the witch had! Arthur was torn between relief and anguish. Gawain was proper as always, gentle and courteous. The old witch put her worst manners on display, and generally made everyone very uncomfortable. The hour approached, Gawain, steeling himself for a horrific experience, entered the bedroom. But what a sight awaited him! The most beautiful woman he had ever seen lay before him!

The astounded Gawain asked what had happened. The beauty replied that since he had been so kind to her when she'd appeared as a witch, she would henceforth be her horrible, deformed self half the time, and the other half, she would be her beautiful maiden self. Which would he want her to be during the day, or during the night?

What a cruel question! Gawain pondered his predicament. During the day, a beautiful woman to show off to his friends, but at night, in the privacy of his home - an old witch? Or would he prefer having by day a hideous witch, but by night a beautiful woman with whom to enjoy many intimate moments?

What would you do?

Noble Gawain replied that he would let her choose for herself. Upon hearing this, she announced that she would be beautiful all the time, because he had respected her enough to let her be in charge of her own life.

What is the moral of this story? The moral is:

'If a woman doesn't get her own way, things get ugly.'



NON-VIOLENT RESISTANCE

"Under certain circumstances, profanity provides a relief denied even to prayer."

Mark Twain (1835 - 1910), American author.

THE GOLFING COMMODORE:

"How was your golf game, dear?" asked the Commodore's wife.

"Well, I hit the ball pretty well, but my eyesight's got so bad, I can't see where it goes."

"You're seventy-five years old, darling!" admonished his wife. "Why don't you take my brother Joe along?"

"But he's eighty-five and doesn't even play golf anymore," protested the Commodore.

"Yes, but he's got perfect eyesight and can watch your ball for you," his wife pointed out.

The next day the Commodore teed off with Joe looking on. He swung and the ball disappeared down the middle of the fairway. "Did you see where it went?" he asked.

"Sure did," Joe answered.

"Well, where is it?" yelled the Commodore, peering off into the distance.

"I forgot."

THE FREE FEED: The Commodore was walking down the street when he was accosted by a particularly dirty and shabby-looking homeless man who asked him for a few of dollars for dinner. With great effort, the Commodore took out his wallet, extracted five dollars and asked, "If I gave you this money, will you buy some beer with it instead?"

"No, I had to stop drinking years ago," the homeless man replied.

"Will you use it to gamble instead of buying food?"

"No, I don't gamble" the homeless man said. "I need everything I can get just to stay alive."

"Will you spend the money on greens fees at a golf course instead of food?"

"Are you NUTS!" replied the homeless man. "I haven't played golf in 20 years!"

"Well," said the Commodore, "I'm not going to give you the five dollars.

Instead, I'm going to take you home for a terrific dinner cooked by my wife."

The homeless man was astounded. "Won't your wife be furious with you for doing that? I know I'm dirty, and I probably smell pretty bad."

The Commodore replied, "Hey, that's okay! I just want her to see what a man looks like when he's given up beer, gambling, and golf!"



FAA PILOT RECEIVES PRESTIGIOUS AWARD

Commander Keith Engelsman has recently achieved an aviation milestone, celebrating 40 years of flying.

His first flight was on 05 July 1963, when he flew a 20-minute familiarisation in a de Havilland Chipmunk.

To celebrate his 40-year milestone the Aviation FEG surprised CMDR Engelsman with a flight in a Hiller 12C, the aircraft type in which he did his rotary wing training in 1963. The Hiller, one of only three in operation in Australia, was flown from Bankstown to HMAS ALBATROSS especially for the occasion.

Commander Engelsman has had a long and illustrious career. Over 40 years of flying he has amassed a total of 7677.2 flying hours – a most respectable average of almost 200 hours per year. Even more impressive is that he has piloted over 189 different aircraft types.

A graduate of the ETPS in the UK, Commander Engelsman is a respected Test Pilot. His work was recently recognised by the Royal Aeronautical Society, who have awarded CMDR Engelsman the prestigious *RP Alston medal*, for his vast experience and courage as a test pilot. Previous medal recipients include former Soviet fighter pilot Grigory Sedov and Bob Cole of the UK's Civil Aviation Authority.

CMDR Engelsman now clocks up flying hours in his own aircraft, a home built RANS S-7 light aircraft, call sign VH-RAN.



TOP: Captain Tim Barrett presenting Commander Keith Engelsman with his certificate of achievement
 LEFT: Hiller 12C helicopter
 RIGHT: Commander Engelsman at the controls of the Hiller
 Photographs by LSPH PHOT Brad Fullerton - PANAS Photographic Section

I have been receiving *Slipstream* for some years now and find it a mine of information, especially the stories of ex crew from the carriers in the 1950s etc.



I am the author of the book *The Illustrated Encyclopedia of Aircraft in Australia and New Zealand*, the first edition of which was published in 1983 by Child and Henry; and the 2nd edition in 1988 by Child and Associated. I am at present completing a new edition for publication next year. However, instead of just having aircraft types which are extant, as the original publishers asked, and which came to about 550 types, I am now including all types from the beginning of the last century, which now amounts to about 1,050 aircraft types. Each is extensively covered and has a photograph.

The reason for this letter is the fact that after World War II large numbers of Lend-lease aircraft were left by British forces at Nowra, Schofields and Bankstown. I know for certain these comprised Grumman Hellcats, Grumman Avengers and Chance Vought Corsairs. I believe some Supermarine Seafires were left at Nowra and were used for taxiing practice and instructional airframes.

Most overseas records indicate the Lend Lease aircraft were returned to the United States and scrapped. However, I don't believe this happened to many, if any.

When I worked in the Police Department in the late 1950's early 1960s Police told me about earning extra money on escort duties, escorting aircraft down to the docks in Sydney Harbour where the aircraft were placed on barges, taken out the heads and pushed over the side. I certainly know this happened to Grumman Avengers as I have photographs of a couple taken at the time. I believe it also happened to Hellcats and Corsairs. Certainly over the years parts of Corsairs have been caught in fishing nets.

I would like to confirm from any of your readers if they remember these practices, of taking the aircraft to sea and dumping them, and what types were involved. There is a question mark over the Hellcats but I believe they were included.

Any help anyone can give in this regard would be much appreciated.

My address is: 35 Benwerin Crescent, Grasmere, NSW 2570.

My home email is: david_eyre@bigpond.com.au

DEFENCE DELIVERS RECORD MILITARY MEDAL ENTITLEMENTS

The Minister Assisting the Minister for Defence, Danna Vale, said that current and former Australian Defence Force personnel received a record 102,000 medals in 2002, more than double the amount issued in any previous year.

"Over recent years the number of medals entitlements has grown by almost one million, placing pressure on the ability of the Defence Directorate of Honours and Awards to process applications.

"The Federal Government recognises that current and former ADF personnel are eager to receive their medals as quickly as possible and is acting to streamline processing times."

"The opening of the new Defence Directorate of Honours and Awards in the Churches Centre, Tuggeranong, in the ACT, brings together, for the first time, the whole Directorate of Honours and Awards, which has, until now, been located in separate divisions at Russell Offices, Queanbeyan, and Melbourne."

Senator Humphries said, "Together with the introduction of a new application processing system, the co-location of the Directorate is a significant step towards improving the processing of applications and the distribution of medals.

"The presentation of Defence honours and awards is a tangible mark of respect from our grateful nation to an individual for their service and sacrifice in the defence of our nation.

"As well as streamlining processing and distribution, the new centre will also provide employment for 50 staff here in Tuggeranong."

ELITE ATHLETES



It is dark and Mike Smith's clothing is wet.

Mike Smith is an athlete, an elite athlete in fact. He is a triathlete, has done Ironman several times, a couple adventure races and even run the Marathon Des Sables in Morocco- a 152 mile running race through the Sahara done in stages.

Mike has some college, is gifted in foreign languages, reads a lot and has an amazing memory for details. He enjoys travel. He is a quiet guy but a very good athlete. Mike's friends say he has a natural toughness. He can't spend as much time training for triathlons as he'd like to because his job keeps him busy. Especially now. This is Mike's busy season. But he still seems very fit. Even without much training Mike has managed some impressive performances in endurance events.

It's a big night for Mike. He's at work tonight. As I mentioned his clothing is wet, partially from dew, partially from perspiration. He and his four co-workers, Dan, Larry, Pete and Maurice are working on a rooftop at the corner of Jamia St. and Khulafa St. across from Omar Bin Yasir.

Mike is looking through the viewfinder of a British made Pilkington LF25 laser designator. The crosshairs are centered on a ventilation shaft. The shaft is on the roof of The Republican Guard Palace in Downtown Baghdad across the Tigris River.

Saddam Hussein is inside, seven floors below, three floors below ground level, attending a crisis meeting.

Mike's co-worker, Pete (also an Ironman finisher, Lake Placid, 2000) keys some information into a small laptop computer and hits "burst transmit". The DMDG (Digital Message Device Group) uplinks data to another of Mike's co-workers (this time a man he's never met, but they both work for their Uncle, "Sam") and a fellow athlete, at 21'500 feet above Iraq 15 miles from downtown Baghdad. This man's office is the cockpit of an F-117 stealth fighter. When Mike and Pete's signal is received the man in the airplane leaves his orbit outside Baghdad, turns left, and heads downtown.

Mike has 40 seconds to complete his work for tonight, and then he can go for a run.

Mike squeezes the trigger of his LF25 and a dot appears on the ventilator shaft five city blocks and across the river away from him and his co-workers. Mike speaks softly into his microphone; "Target illuminated. Danger close. Danger close. Danger close. Over."

Seconds later two GBU-24B two thousand pound laser guided, hardened case, delayed fuse "bunker buster" bombs fall free from the F-117. The bombs enter "the funnel" and begin finding their way to the tiny dot projected by Mike's LF25. They glide approximately three miles across the ground and fall four miles on the way to the spot marked by Mike and his friends.

When they reach the ventilator shaft marked by Mike and his friends the two bunker busters enter the roof in a puff of dust and debris. They plough through the first four floors of the building like a two-ton steel telephone pole travelling over 400 mph, tossing desks, ceiling tiles, computers and chairs out of the shattering windows. Then they hit the six-foot thick reinforced concrete roof of the bunker. They burrow four more feet and detonate.

The shock wave is transparent but reverberates through the ground to the river where a Doppler wave appears on the surface of the Tigris. When the seismic shock reaches the building Mike is on he levitates an inch off the roof from the concussion.

Then the sound hits. The two explosions are like a simultaneous crack of thunder as the building's walls seem to swell momentarily, then burst apart on an expanding fireball that slowly, eerily, boils above Baghdad casting rotating shadows as the fire climbs into the night. Debris begins to rain; structural steel, chunks of concrete, shards of glass, flaming fabrics and papers.

On the tail of the two laser guided bombs a procession of BGM-109G/TLAM Block IV Enhanced Tomahawks begin their terminal plunge. The laser-guided bombs performed the incision, the GPS and computer guided TLAM Tomahawks complete the operation. In rapid-fire succession the missiles find their mark and riddle the Palace with massive explosions, finishing the job. The earth heaves in a final death convulsion. Mike's job is done for tonight. Now all he has to do is get home.

Mike and his friends drive an old Mercedes through the streets of Baghdad as the sirens start. They take Jamia to Al Kut, cross Al Kut and go right (South) on the Expressway out of town. An unsuspecting remote CNN camera mounted on the balcony of the Al Rashid Hotel picks up their vehicle headed out of town. Viewers at home wonder what a car is doing on the street during the beginning of a war. They don't know it is packed with five members of the U.S. Army's SFOD-D, Special Forces Operational Detachment - Delta.

Six miles out of town they park their Mercedes on the shoulder, pull their gear out of the trunk and begin to run into the desert night. The moon is nearly full. Instinctively they fan out, on line, in a "lazy W". They run five miles at a brisk pace, good training for this evening, especially with 27 pound packs on their back. Behind them there is fire on the horizon. Mike and his fellow athletes have a meeting to catch, and they can't be late.

Twenty seven miles out a huge grey 92 foot long insect hurtles 40 feet above the desert at 140 mph The MH-53J Pave Low III is piloted by another athlete, also a triathlete, named Jim, from Fort Campbell, Kentucky. He is flying to meet Mike.

After running five miles into the desert Mike uses his GPS to confirm his position. He is in the right place at the right time. He removes an infra-red strobe light from his pack and pushes the red button on the bottom of it. It blinks invisibly in the dark. He and his friends form a wide circle while waiting for their ride home. Two miles out Jim in the Pave Low sees Mike's strobe through his night vision goggles. He gently moves the control stick and pulls back on the collective to line up on Mike's infra-red strobe. Mike's ride home is here.

The big Pave Low helicopter flares for landing over the desert and quickly touches down in a swirling tempest of dust. Mike and his friends run up the ramp after their identity is confirmed. Mike counts them up the ramp of the helicopter over the scream of the engines. When he shows the crew chief five fingers the helicopter lifts off and the ramp comes up. The dark grey Pave Low spins in its own length and picks up speed going back the way it came, changing course slightly to avoid detection.

The men and women in our armed forces, especially Special Operations, are often well trained, gifted athletes. All of them, including Mike, would rather be sleeping the night away in anticipation of a long training ride rather than laying on a damp roof in an unfriendly neighbourhood guiding bombs to their mark or doing other things we'll never hear about.

Regardless of your opinions about the war, the sacrifices these people are making and the risks they are taking are extraordinary. They believe they are making them on our behalf. Their skills, daring and accomplishments almost always go unspoken. They are truly 'Elite Athletes'.

NATIONAL SECRETARY'S REPORT



The arrangements for the 2003 National Reunion in October are falling into place and applications for the various functions are arriving in a steady stream.

I would remind members that two of the functions have a limited place on numbers that can attend, the Wardroom Cocktail Party on Thursday 2nd and the FAAAA Cocktail Party on Friday 3rd. It will be a strict 'first in best dressed' for both these gatherings. So if you do intend coming to the Reunion and have not yet sent in your application, then I suggest you act now.

Accommodation in the Nowra area will be strained as it is a holiday period, the Shoalhaven Tourist Centre can advise on accommodation etc, their phone number is 1300 662 808.

You will also find enclosed in this issue of *Slipstream* a Raffle Book, the proceeds will be used to off-set the running cost of the Reunion (buses etc.). The prizes are excellent being \$700.00 for First Prize with minor prizes for 2nd and 3rd. Please help us to make this Reunion a huge success - the best of luck.

Mini Reunions - Information concerning these will be displayed when you register.

Regards to all and see you in October at the Reunion and AGM.

Mike Heneghan

VICTORIAN DIVISION



Attention on the flight deck!

Our heartiest congratulations to the brothers Dadswell for solving the mysteries of IT and getting our web site up and running again - Bravo Zulu! Sadly, that is not the end of the problems assailing our central nervous system. It would seem there have been no rash of applications to take on the task so admirably managed for so long by John Arnold - editorship of the popular magazine, *Slipstream*. Then, sadly, another man of many talents, Nev Newbold, passed away after a long battle for survival, his essential pre-occupation leaving another gaping gap. Time to stand to and seek solutions!

We were all distressed to hear of the demise of popular father figure, protector of junior miscreants, sometimes larrikin, one-of-the-boys, Col Wheatley, late of Bribie Island. Lest we forget!

Blessed by perfect weather, some 35 to 38 (depending on whose count you believed) rolled up for our Anzac Day march. Monsignor Frank 'Tiger' Lyons had insisted on joining our group for the full distance, ably assisted by Rob Jordan, son of Les. 'Tiger's' guardian angel, Carmel, reluctantly entrusted his temporary welfare to us following sincere assurances.

At the completion, as we broke off near the Shrine, our trustworthiness was severely dented by a near-hysterical Carmel when 'Tiger' and his wheelchair were nowhere to be seen. Unbeknown to us in the lead, Rob had peeled off with 'Tiger' after passing the VIP stand to position him in the front row of observers, his recent customary site, from whence he might most conveniently review following Associations in the march.

Panting in pursuit of a desperate lady, I was eventually forgiven

for my lapse in supervision after relocating the missing Monsignor in good shape.

Lo and behold, another shipmate dropped out of the sky after a long absence, in the form of one of some notoriety, John Cooke, now retired after a long and successful career in civilian life (aviation-aligned) and previously a fellow Sea Fury pilot on 805 Squadron.

We were able to fill in a few of the gaps left by a passage of some 20 years since our last meeting. There was a fair bit of 'scuttle-butt' with other 'old and bold'; Jim Davidson (and Phyllis), John Champion (and Enid), 'Cal' Pain, 'Hank' Fargher and Ivor Jansz at the assembly point and later at lunch at the Naval Centre, South Yarra. John McAlister joined us for the march, but other commitments denied him the opportunity to win any of the valued prizes in the usual successful raffle at lunch.

Stalwarts, Warren and Dorothy Kemp were welcome regulars, supportive as they are of a number of naval gatherings. Brian and Phillipa Terry once again found their way down from their exclusive anchorage on the Murray River elsewhere than their normal abode due to a deficiency in the depth of water.

Our regular caterers, with the assistance of lady Associate Members led by Val Christie, ensured that we were well fed and the ever-popular raffle well conducted, benefiting the Division to the tune of \$290.



Ron and Valda Christie showing that their duties do not stop with the gavel and raffle.

John Cooke, 'Hank' Fargher and I visited Jim Ferguson at his new 'digs' in Frankston, and although hardship has followed Jim's stroke, I feel he appreciated the company. Jim would be pleased to see any whom may like to drop in for a yarn, and I can supply address and phone number to any interested parties. He may even allow you to read his memoirs over a cup of tea. It is good to see the improvement in his mobility, the result of regular exercise in a nearby heated pool.



'Three Musketeers' showing the benefit of hair restoration treatment.

'Hank' Fargher - Jim Ferguson - John Cooke

Our Treasurer, John Ikin, at the time of writing, is about to enter hospital again for a second hip replacement. We wish him a speedy and total recovery - perhaps a future entrant in the Stawell Gift? You can't keep a good man down.

Don and Judy McIntosh have relocated to Yarrawonga on the Murray, which move is apparently proving beneficial for Judy.

A hugely successful 50th anniversary reunion of members of 9

Continued on page 28)

Course RAAF/NAC4 Navy wings recipients (Point Cook 6/5/53) was held at RAAF Fairbairn, Canberra, on the evening of Tuesday 6th May. Naval representatives included Rob Waites, Bill Mulholland, Bob Whitten, Bob McBride, Graydon Taylor and Geoff Litchfield. Sadly missed were the late Don Davidson and Brian 'Soapy' McKeon, and an indisposed John Williams.

The guest speaker was Air Vice Marshal Jim Flemming, AO, DFC, who had a fascinating tale to tell of events that led to his motivation to seek a service career as a pilot.

Few of us were aware of the escapades of Japanese pilot, Ito, who flew over EVERY Capital city of Australia at sometimes low level, in daylight and at night, virtually unchallenged (it can't happen here!) reaping intelligence on the location of allied warships, returning without electronic aids to a submarine located over 100 nautical miles off the coast of Australia [see No.18 Radar Station, Kiama – Page 22. Ed].

Our group visited, and were guided through appropriate revamped sections of the Australian War Museum, Canberra, by Rohan, a member of 97 RAAF Course! I would most highly recommend a visit to this awesome facility by any ex-serviceman, and encourage the accompaniment of youthful members of 'modern' families.

There is much to be learnt by the observant and inquisitive.

It is, no doubt, a sign of the times that, of 31 members of 9 Course RAAF/NAC 4 Navy, just 12 originals attended the reunion in good (?) health; 12 have been killed or died naturally and 7 were unable to attend due to serious health problems!

That, to me, prompts the question – where do WE go from here? A gradual decline in membership, the apparent inability to attract younger members of the current Fleet Air Arm to maintain the traditions and a perceived loss of the old *esprit de corps* of an elite force!

An evening interview of children from a State Public School seemed to explain it all in the words of one young buck. Having been presented with the reflection of an older TV interviewer of her early school days and the accepted proclamation of dedication to Queen, country and flag, he responded with words to the effect "Nobody tells US who to honour or follow!" – from the mouth of babes.

Don't like what you read? Then how about a bit of input?

Carry on!

Geoff Litchfield - NOTE new e-mail geoff805@optusnet.com.au

SOUTH AUSTRALIAN DIVISION



Every couple of months Dinsley Cooper prints our local newsletter. He, helped by his wife, Junice, has been very faithful with this document that keeps the division up to date with events.

In the last edition there was a brief memoir from an unnamed RN pilot who flew in Avengers. The article was most interesting and he described the squadron as a good fun squadron. He also mentioned the carrier *Indomitable*. It brought back a flash of memory to me because it was from the deck of that ship that I experienced my first take off and landing. It was a Barracuda (in those days still a front line machine!) and the take off was free, my first and only ever free take off. I also damaged my left knee

during some heavy weather that soon healed but as time went on left me with arthritis. Fifty years later it was finally fixed with a full knee replacement. Will I be able to march next Anzac Day?

Anzac day in SA was a huge success. The SA division was once again blessed by marching adjacent to one of the many bands enabling all to look most professional.

President John Siebert took the lead. One of our regulars, CPO Jack Krieg, marched with the Korean veterans on the 50th Anniversary of the beginning of hostilities in Korea. He will march with us again next year. I noticed that Ken Hyde is still able to wear his matelote uniform, which is quite remarkable.

Before the march, John Siebert laid a wreath at the Dawn Service and Roger Harrison and Ian Laidler attended a service at Daw Park Chapel. I am sure that similar acts took place at country centres.

Afterwards it was fellowship time at the Adelaide International Hotel. Each year Dinsley arranges for this feast to take place and we always enjoy the time. Roll on next Anzac Day!

The SA Annual General Meeting in March produced few surprises. It is nearly a 'no change' report. John Siebert is still President. John Saywell had to stand down from all positions due to a health hiccup. He is now (after all positions being allotted) back on deck. Roger Harrison won the hotly contested Vice President job, and Michael Cain is the Treasurer. He works at an accountancy firm and has learnt how to add up.

We have three sources of income. Subs, an annual raffle, and a monthly 'sausage sizzle' project. Our outgoings are kept to a niggardly minimum and Michael arranged that the audit of those transactions be done properly. I have filed away a five foolscap page independent audit done by Grant Thornton saying we are honest people. I am still the Secretary. Dinsley is still to do all the work, and four committeemen have been elected. We will refuse to allow John Saywell to retire because he is the only one who knows what's going on.

The National Executive asked to take control of the website. We would have liked to play with it a bit longer but because it was always the intention to hand it over to the National body we agreed to the change. SA no longer has any responsibility with the web site management. The site has a different look but is basically the same. It is unfortunate that Divisions cannot directly update their page but I expect this will soon be resolved. The website has enhanced our image and now needs fine tuning.

New members...Leigh and Kerry Dickie have recently joined. Welcome aboard. Also Warren Wittman is a new member. Warren wasn't in the Navy, but whilst working at WRE Salisbury, went to Nowra to do something with the Sea Venoms. Probably hush-hush secret installations that never worked out! Warren also helps us with the 'Sausage Sizzle' business. The Division seems to average 50 members.

Robin Pennock keeps us informed about DVA machinations. The latest is that DVA have changed travel allowance rates for veteran's attending medical treatment. Dinsley's newsletter will spell out the detail.

Robin also emailed that VADM Sir James Willis died Sunday 15th. He lived at Walkerville, Adelaide, but his funeral was held in Canberra. A Memorial Service was also held at Christ Church North Adelaide on 24th June. I can remember James as a clean cut 'two and a half ringer' when I was a junior sailor.

Health... other than the fore mentioned John Saywell saga and me having my knee cut out I think we are all in one piece.

Mary Widger is a bit frail but was very spry at the Anzac Day luncheon. Richard and Mary are RN WW2 veterans. Mary was about to be drafted to Malta when Richard proposed. She chose Richard and it must have been a quality decision for that was about 60 years ago

It has been a sad time for Ken and Ann Hyde. Their son, Michael, died on 3rd June from illness and his funeral took place on the 10th June. Ken sent me a very impressive eulogy about Michael. It was packed with many tributes and achievements completed in his short life.

Michael must have been a strange mixture for he went successfully down so many paths. He qualified as a senior commercial pilot at age 23 which is most outstanding. He achieved an archeology degree wrote about botany, researched history, and amongst other things gained admission to the degree of Doctor of Philosophy. Michael was only 49 years old. Our thoughts and prayers extend to Ken and Ann.

Salutes to all.

Barry Lord - Secretary

Footnote

Other memories of the *Indomitable*...It must have been the Med. Fleet Flagship for I saluted an admiral on the flight deck. He had a Scottish name.

It was always easy to get access to a hot shower. I was with four other Aussies, Roy Prior, John Dudley, Keith Potts, and Peter Zafer. We were all supposed to be on board the *Indefatigable* that was alongside Plymouth.

We were messed with aircraft handlers and had to do their duties. I thought that a squadron of Sea Hornets onboard was the most awesome naval aircraft ever.

I pulled out a handkerchief from my pocket whilst on deck and lost 14 Pound's Sterling. I cannot remember how we got back to England to commence an Observer's course.

[UPDATE: With deep regret, Barry has informed me that Mary Widger has since passed away. My condolences to Richard. Ed]

QUEENSLAND DIVISION

Warmest regards to all from us here who are generally having a 'tough' winter. The other day, it was 27C here and I heard on the radio that it was snowing in Canberra! The evenings have cooled off a bit here since then, but we're getting 23-26 each day. It's a hard life in QLD.



Time moves on. We held our AGM at Currumbin RSL on March 16 and enjoyed a nice day. Most of the Committee were returned to office; Mick Blair and I are now into our 12th year. Brian Simpson and Bevan Mewett stood down and we thank them for their support on the committee. John Stewart and Bob McBride joined us as new members. We had around 70 attending, it was a good day with plenty of laughs, as usual.

The FAAA Caps are proving popular and Trevor has ordered more. Warren Walters is flaunting his around the Southern Californian golf courses and in Europe, where he and Maria have been on tour. They are planning to be here for Anzac Day next year which will be fun.

We enjoyed Anzac Day, the rain stopped, the crowd in Brisbane was huge and very supportive. The numbers were down a bit due

to the FESR reunion in South Australia. We had no music to speak of and I was the only one in step! Lord help us if, next year, we have a band near us and are all in step. The Governor, instead of giving us a 'Well done, Navy' will probably run over and join us!

It was good to get back to Bulimba Barracks on the river once again and to have plenty of food. Our thanks to Mick Blair and Trevor Tite for making the necessary arrangements with the caterers. The President of the Submariners has suggested that we get together next year to organise a joint BBQ. I'm sure we'll be well fed and watered next year.

Our raffles went well but I can't recall who won them. Trevor and Lorraine Tite do very well in selecting a good range of prizes. Thanks, guys. Paddy and Ron Powell didn't march. Paddy explained that he'd been issued with an 'Excused Marching' chit in 1954 and had given a copy to Ron Powell, and, as it was never cancelled, still applies today. Who am I to argue about that! He got the Crown and Anchor going, but it could be started a bit earlier next year, I reckon.



ANZAC DAY CROWN and ANCHOR
L- R: Paddy Williamson - Des Kelly and Bill Julius

Our next function will be held at the Rising Sun Hotel, Rosewood. The owners asked Geoff Beardsley when we were coming again. It's a popular spot for us so it's on again. There's plenty of room, good food and heaters if needed. We won't be there as we're off to the UK. We got one of the half price Singapore Airlines Fabulous Offer deals, giving us 2 nights in Singapore on the way. We want to spend a fair bit of time in Crete, though it's peak season there. Son George is in London plus plenty of friends to visit as well. We get back in August.

Max and Norma Wilson are just back from Bali and Max is feeling on top form again. Dave Randall has recently had both knees replaced. I told him that if he'd come to the AGM, I'd carry his crutches for him. I advised him to stay on the grass so he wouldn't gravel rash his knees; he did come and left the crutches at home. Amazing stuff. He and Joan are back from Norfolk Island and are off on another cruise from Boston to Greenland, Iceland, etc.. What a life.

Arthur Sharland has been up here again. We played golf at Beerwah, got totally soaked and retired to the clubhouse after 9 holes. He came to our committee meeting the next day and we all enjoyed his visit.

Ray Murrell and Bob McBride are getting the Wessex at the Air Museum into shape. Bob tells me that the engine with accessories has arrived.

(Continued on page 30)

Tom Christopher and Beau Bosanquet have been on the sick list with prostate problems. We wish them much improvement .

We were sad to learn that 'Rocky' Newsome had passed on recently. He was in palliative care in Ipswich for a while.

Ray Larson and Frank Birtles drove up to be with Ron Smith at Withcott, near Toowoomba, for Anzac weekend. Ron had been the main instigator for the erection of a new War Memorial there and the official Flag Raising Ceremony was at 8 am on Anzac Day. Well done, Ron.

Ray also laid a wreath on behalf of the Association at either Withcott, or Helidon. I can't remember which. Anyhow, thanks, Ray. They later went over to Helidon RSL where there were some veterans of the Long Tan affair. Obviously, all had a fine time!

Arthur Rowe has informed me that Graham Husband is President of the Warwick RSL and has been awarded the Centenary medal for his services to the Veteran Community. It was presented to him by Bruce Scott on 3rd May. Congratulations, Graham.



Graham Husband being presented with medal by Bruce Scott

I guess that's most of the news, except that we welcome Bill Julius as a new member, and that Neil Kassulke is getting on well in his fight-back from a stroke.

Barry Lister - President

Anzac Day at the Bulimba Army Barracks



Arthur Rowe - Trevor Tite and Doug Jago



Geoff Beardsley - Jock Todd and Gary Reid



Kathy Day - Dee Lister - Noel Fischer - John Stewart - 'Blue' and Betty Ditcham

All photo's courtesy Mick Blair

WESTERN AUSTRALIAN DIVISION



'Ahoj! Shipmates. Happy winter everybody!

On Sunday June 16 we all enjoyed a great get together luncheon, many of us with our ladies. Thirty of us celebrated over a sumptuous buffet at the Esplanade Hotel Fremantle. It was good to have the company of Gladys and Kerry Gault, mother and daughter of the late 'Pappy' Gault.

ANZAC Day was as usual well attended. On completion of the march and service, we proceeded to our new venue, 'Rosie O'Gradys', the Irish pub in Northbridge. We were made most welcome and the hospitality was more than we had hoped. 'Rosies' is now our watering hole and every Wednesday we are all

welcome to partake of an excellent lunch and drinks that are discounted for members.

As of our next meeting on Sunday August the 10th - commencing at 1130. Rosies have offered us own meeting room and full bar and luncheon service. Peter Welsh, our hard working secretary, will inform all members by mail with the full details. We certainly enjoy the support of the management who have supported a FAA Vietnam veterans group for several years.

A hearty welcome to new members Keith 'Squizzy' Taylor, Marie James (wife of our Vice President, Commander Winston James), Gary Stephens and Dan Van Amsted

Jack Suriano reported that he had been in contact with Leon Battle who, as reported in the last issue, is on the sick list.

It is with regret that we report that the following have passed away Denis 'Bomber' Brunswick, Jack Griffin and Ray 'Merlex' Bradley. Our sincere condolences are extended to all the families.

Seasons' Funerals conducted the service for Jack Griffin and included a special reading. We were so impressed we have now permission to offer this reading to all. [Reprinted in the 'Last Farewell'. Ed]

The Reunion at Nowra is fast approaching 2nd, 3rd, 4th and 5th October. A reminder to make your bookings **NOW**. Full details are in the last *Slipstream* on Page 35. [And the FAAA web page at www.faaa.asn.au. Ed]

Our members unable to attend wish you all a great Reunion

Our best wishes to all those on the sick list

John Green

Unit 1/7 Prinsep road, Attadale WA 6156

Phone (08) 9330 7386 - Mobile.1422 943 488

Email: johngreen8@bigpond.com

TASMANIAN DIVISION



We are still here, but with winter upon us we're not too lively.

First off, let me say how sad we are that one of our old FAA shipmates has passed on. Eric Cyril Welch, ex- AH Driver 1951-1957, known as 'Eck' or 'Tas' went to school with me in Launceston. We also served together in *Vengeance* in 1954 / 55, and paid off together at HMAS *Huon*. Although he was not a member of the FAAA, he was well known to us all and will be sadly missed.

Les and Fiona Kube are still on their caravan tour of the mainland. The last we heard of them they were in Darwin. If, or when he reads *Slipstream*, we send you both our best wishes.

Gus Tuck, ex-AH (The Immortal) is recovering from a heart problem, both he and his wife Joan, assure me that everything is going fine. He says that humanity can't do without him so he has to keep going. Gus always looks on the bright side of things!

Anzac Day in Launceston was the best seen for many years. The spectators showed their appreciation by continuous applause for the whole route of the march. The fine weather brought people out in their thousands to see the parade.

The Extremely Disabled War Veterans of Australia (EDA) held a meeting in Campbell Town in Tasmania's Northern Midlands in May. Of the twenty-five members in attendance, two were FAAA members. The ladies of the Campbell Town Bowling Club provided soup, sandwiches and other refreshments. I have been told that the day went really well.

Our last meeting was held in Launceston at the '50 and Overs Club' at Ravenswood. There was a good turn out and all areas of the State were well represented.

Brothers' Walter and Clifford Batchelor attended; they both served from 1951 / 57 and saw service in Korea aboard the *Sydney*. Cliff now lives in New Zealand but was in 'Tassy' for medical treatment – all at the expense of DVA. The treatment he is receiving is really working and he has gone from a wheelchair to walking once again – they must be doing something right!

Recently a memorial was built and dedicated in Hobart for the thirteen Victoria Cross winners from Tasmania. Walter and Clifford Batchelor, and brother Percy, were invited to attend as their uncle, Captain Percy Cherry AIF won the VC in France on 27 March 1917. Sadly, three days after his heroic deeds, Captain Cherry died from a shell blast and the award was made posthumously.



THE BATCHELOR BROTHERS AT THE MEMORIAL

L-R: Clifford - Percy and Walter
Percy is wearing Captain Cherry's medals including the VC

An interesting observation is that Tasmania has the highest percentage of VC recipients per capita, than any other State in Australia. Brave men, all of them. Wherever they came from we sincerely trust that their sacrifice was not wasted.

That's all for now, so from all of us 'down here' to all of you 'up there', our very best wishes.

Matt 'Jake' Jacobs - Scribe

NSW DIVISION



It is with deep regret and feeling of sorrow that I take over as President of the NSW Division from Neville, his loss will be felt by all.

The numbers that have indicated that they will be attending the annual dinner in October are very encouraging and all but ensure a night of nostalgic reminiscing along with the inevitable 'couple of schooners' and a ditty or two. (We will provide a bus to get you back to your motel in one piece.). If you have not had your name added to the list and intend coming, please get in early as the numbers are limited, the Social Secretary (Phil Robinson who can be contacted at philrob@shoal.net.au) will be happy to allot you a table. The price of the ticket includes a 3 course meal and discounted drinks.

Our Welfare Officer, Ray Burt, is concerned that there is always someone feeling ill or is in hospital that he doesn't know about. If one of our member is in this category, please let Ray know and he will try and arrange some 'goodwill and cheer' to help brighten the person's day. If you need to get in touch with him, his e-mail is on the FAA web site at: www.faaa.asn.au under NSW division.

This is a good excuse to have a good look at the new site and view its progress. A lot of work has gone into its reworking and it is getting to the stage where we can use it to keep up to date information available to all our members both State and Federal. This medium means we can let you all know about events and occurrences almost as soon as they happen instead of waiting for the next magazine to be distributed.

The other means of communication that seems to work these days is to stand on the corner of Junction and Kinghorn Streets in Nowra for a while and count the 'old salts' that pass by.

I did this with my brother Arthur the other day, in no time at all we had passed a very pleasant hour or so and said a welcome good day to a lot of people we had not seen for a fair while. The constant flow of visiting ex-birdies to our town is a heritage to the unions and friendships made over many years that are remade at frequent intervals by members of an elite service, 'BIRDIES'.

(Continued on page 32)

We are still gaining new members and this is almost certainly because you talk to the unenlightened ones and convince them that it pays to belong to a group such as ours, the 4 copies of *Slipstream* alone are more than value for the annual fee.

Addressing of annual fees by the committee has been done and I am glad to let you know there will not be any increase this coming year. Our fund raising ventures have been sufficient to allow us to retain the status quo. This in the main is due to the results of our raffle and our sincere thanks go to the artist (John Downton) who has supplied us with such exceptional art prizes at a very reasonable rate.

Greg Wise - President

A.C.T. DIVISION

Hello everyone! Well, at least we seem to be getting down to some sort of normality in Canberra, after the terrible January bushfires.

There were some 513 houses either damaged or lost completely and the whole areas affected looked as if bombs had fallen. People are either rebuilding now or demolishing their houses and starting again. Others have cleared the block, sold it and moved out. There is a wonderful spirit here and groups have formed to help the people of Duffy (the worst affected suburb) to replant their gardens etc.

We finally did get rain, but not enough to fill the dams and we are still on water restrictions - the main dam, Cotter, was badly polluted and cannot be used for some time.

Following the AGM, the office bearers are : Brian Courtier Pres. Les Powell-Treasurer and Beryl Green-Secretary.

Just as a by-the way, both our grown-up children got married this year - my daughter in Perth and my son here in Canberra and we are finally expecting our first grandchild in December. At last!

We held our annual Anzac Day BBQ after the march on 25th April and, as luck would have it, the rain held off until after the march. We were undercover and still enjoyed ourselves and the beautiful rain! [See photo's on next column]

We had about 40 people this year and it was good to see visitors - Des Rogers, his son Mark with wife Diana and their daughter Sophie. Des was visiting from Perth and I hadn't seen him for about 40 years. Other visitors were Joyanne and Captain Andy Gough with their daughter Erin, and Mike and Margaret Astbury's daughter and husband.

I thank all those ladies who brought along salads etc. and all those who contributed to make it a very pleasant get-together. We all had a great time and held a successful raffle.

We are all looking forward to the reunion in Nowra in October and hope to catch up with you then.

We are reminded of tropical Queensland now that winter is here in Canberra, so please spare a thought for us down here - brrrrrrr!

Cheerio for now - keep happy, keep safe and God bless.

Beryl Green - Secretary

WRINKLES - Granddaughter is sitting on grandpa's lap, studying the wrinkles on his face as he reads the paper. She rubs her fingers over the wrinkles and then over her own face and looks more puzzled. She finally asks, "Grandpa, did God make you?" "He sure did honey, a long time ago", he replied. "Well did God make me?" she said. "Yes He did, and that wasn't too long ago," he said. She thought for a minute and then said, "Boy, He's sure doing a lot better job these days, isn't He?"



Mike Astbury - Toz Dadswell - Ron McKenzie and Frank McMillan



Ann McMillan - Brian and Pam Courtier and Morrie Tiffen



Bill West - Tim O'Halloran - Des Rogers - Brian Treloar - Digby Johns



Lori Daly - Bill West - Tricia and Graham Wright



Des Rogers - 'Sandy' Sandberg - Shirley O'Halloran - Mary Kelly - and Cynthia Sandberg

PRESENTATION OF MEDALLIONS OF MERIT

In October 2002 Commodore T.A. (Toz) Dadswell, AM, RAN (Rtd), the National President of the Fleet Air Arm Association approached the Commanding Officer, HMAS ALBATROSS, with a proposal to allow the Association to recognise achievements of members of the RAN Naval Aviation Branch.

This proposal received enthusiastic support, and at the Association's 2002 Annual General Meeting it was agreed that Medallions of Merit would be awarded annually to personnel who placed first in their aviation training courses.

Fleet Air Arm Association Medallions of Merit for 2002

▪ **Air Engineering Officer Application Course**

The role of the Aerospace Engineer Specialisation involves the use of technology to deliver state of the art aircraft, ancillary technical equipment and related aviation ground combat support systems in the support of aerospace capability against ADF airworthiness requirements.

Aerospace Engineers are responsible for technical maintenance, logistic support, project engineering and design engineering in ensuring technology is efficiently and effectively employed to maximise aerospace capability. Aerospace Engineers may also be responsible for the management of technical and logistics personnel associated with the engineering environment.

The AEOAC course covers the management, coordination and supervision of aircraft maintenance activities at the squadron level, as well as on detachments ashore and embarked. The course also covers the increased responsibilities for the management of aircraft configuration, performance testing, QA and OH&S.

**For achieving first place in the
Air Engineering Officer Application Course**

LEUT David Matthews

LEUT Matthews is currently posted to 816 Squadron as the Squadron Flight Support Aeronautical Engineering Officer.

▪ **Chief Petty Officer Aviation Advanced Technician Training Course (CPOAT-ATT)**

The Aviation Advanced Technical Training Continuum is designed to provide the RAN with Chief Petty Officers who can undertake the demanding duties of the Flight Senior Maintenance Sailor (FSMS). Such duties require high levels of professional competence, foresight and flexibility. The responsibilities associated with Technical Airworthiness cannot be under estimated, and the associated training must be of the highest standards. It could be argued that the position of FSMS is one of the most arduous tasks that can be given to a Non-Commissioned Officer, in the ADF.

The CPOAT-ATT course covers the management, coordination and supervision of aircraft maintenance activities at the squadron level, as well as on detachments ashore and embarked. The course also covers the increased responsibilities for the management of aircraft configuration, performance testing, QA and OH&S.

On completion of the CPO course graduates are awarded with a Diploma of Aerospace Engineering from the Royal Melbourne Institute of Technology.

**For achieving first place in the
Chief Petty Officer Aviation Advanced Technician Training Course**

CPOATV Antony Williams

CPO Williams is currently posted to RAAF School of Technician Training, Wagga Wagga as the Navy Administration Chief.

▪ **Basic Aircrewman Course**

The Basic Aircrewman course is conducted at 723 Sqn and is designed to train Aircrewman students in all facets of helicopter utility operations. Beginning with Ground school, the topics covered include Theory of flight, Air traffic control, Meteorology, Aviation medicine and Combat Survival. The airborne phase teaches the students winching, load lifting, low level navigation, search and rescue procedures and surface swimmer operations using the AS350BA Squirrel Helicopter. On successful completion of course, students are awarded their wings and posted to a squadron for consolidation and Operational Flying Training.

**For achieving first place in the Basic Aircrewman Course
LS Adele Shimmings**

LS Shimmings has now completed her Aircrewman Rotary Wing Basic course, and is currently working as a Staff Aircrewman at 723 Squadron, consolidating her knowledge before commencing her Operational Flying Training.



FAAA MEDALLIONS OF MERIT PRESENTATION - 14 APRIL 2003

L-R: CDRE G. A. Ledger RAN who made the presentations
CDRE T. A. Dadswell AM RAN (Rtd) - LS A. Shimmings -
CPO Williams - LEUT D. Matthews

Photograph courtesy RANAS Photographic Section

NOTE: The medallions were designed and made by the late Neville Newbold, National Treasurer and President of the NSW FAAA.

NAVAL AVIATION TRAINING – FOR BETTER or WORSE

By CPOATV Antony Williams

On Monday 14 April 2003 at a ceremony at the Museum of Flight in Nowra, I was awarded the inaugural Fleet Air Arm Association Medallion of Merit for first place on the CPO Advanced Technical Training (CPOATT) course. This followed the presentation late in 2002 of the Diploma of Engineering (Aerospace – Maintenance) to the initial CPOATT courses. So now I am a CPO and I have very good civil accreditation. How did I get to this position, at this rank and with these qualifications?

Today's aviation sailor must know more about a greater number of systems in order to achieve the end aim of keeping the aircraft flying. Your average aviation sailor at sea is no longer a 'bludging birdie', but part of the whole ship's dynamics: duties, jackstays, store ship etc. That, coupled with technological advances in aircraft has added to a more complicated work environment. Naval aviation training has been at the forefront in managing this change, both in the military and the civilian world. Instruction and training is an evolutionary process and fortunately Navy have managed to keep pace and continues to produce a well-trained, knowledgeable and confident aircraft tradesman who is able to do the job in a variety of circumstances. The added benefit to the sailor is that the accreditation of aviation sailors has also fallen into line with the civilian world, allowing a greater opportunity in future career choices.

(Continued on page 34)

When I joined the Navy in 1987, there were two ways for technical sailors – apprenticeship at HMAS *Nirimba*, and phased training – I chose the latter! After recruit training I was posted to HMAS *Albatross* and commenced my Phase 1 training as an ATWL. I was a little over awed with the place and the people, but my first recollections are of working in the Senior Sailors Mess and thinking "I will never become one of those (probably alluding more to the 'dinosaurs' at the lunch time sesh than actually ever making the rank)". After a couple of months I commenced my training in a smoke filled classroom in Phillip Block (desks came with their own ashtrays) listening to some grumpy old PO explaining the principle theories of electricity and pondering then whether I had made the right choice.

I had a succession of postings to 723SQN, Aircraft Support Unit (ASU), 816SQN and HMAS Melbourne, intermingled with postings to HMAS *Nirimba* for further Phase training. Amongst all these I also completed the leadership and management courses. After having completed 8 years service I can remember working out that I had spent roughly half my time in the Navy on course! In the early 90's the technical training scheme (TTP92) was introduced, along with the amalgamation of the ATWL and ATC branches. I considered my self reasonably lucky to be skipping along just in front of the all these changes, but of course it was not to be.

Just when I thought 'they' couldn't change it any more, it was decided that we would be offered a chance to re-stream to Technical Training. This meant a PO in the old system would have to retrospectively complete the Petty Officer Advance Technical Training (POATT), and from there be eligible for the CPOATT. My general belief is that 'Navy rarely changes anything to benefit the sailor, however, after much deliberation I decided to make the switch. The two greatest advantages I could see were the opening up of better career opportunities within the RAN and the civil accreditation in the 'big ship'. The majority of ATT training is carried out at the Royal Melbourne Institute of Technology (RMIT). My position at that time was as an instructor at the Training Centre at NAS and attending a civil training institution was an experience in itself – we were the weirdos because we had military style haircuts and dressed conservatively, and it sure made you appreciate the quality of service training. Both courses were a surprise, due mainly to the diversity of subjects. I remember on the CPOATT course one of my classmates commenting 'I can't see how this course will make me a better FSMS.' I don't believe the RMIT course benefits are instantly evident to an aviation sailor, but I do believe that the subjects contribute to a better all round senior sailor.

The people that populate the Naval Aviation world nowadays are better equipped to cope with a myriad of situations. Not only are they aircraft specialists, but they are also better leaders, managers and divisional officers. My current posting is to RAAF School of Technical Training at RAAF Base Wagga, where we have (currently) 120 trainees on their Initial Aviation Technical Training, the other end to where I am now. As well as constantly trying to maintain a Navy ethos in a RAAF environment, I daily come across personnel, technical and administrative issues that challenge all that I have learnt, both in my training and experience. In a constantly changing work environment I believe that today's Senior Sailors are better armed to cope with these challenges more now than ever before. The quality and type of both technical and other training the RAN now provides to aviation sailors is amongst the best in the country. So here I am in 2003, confident I am well enough trained and experienced to solve most situations that the Navy can throw at me, and if I am not sure of the solution, I know where to go to find out!



On behalf of all current aviation sailors let me express my gratitude to the Fleet Air Arm Association for initiating this prestigious award. In addition to raising the profile of the FAAA amongst current serving members it will also raise the bar for those undertaking the CPOATT course.
[Congratulations and thank you, Antony. Ed]

The author at Wagga Wagga displaying his Diploma from the Royal Melbourne Institute of Technology

OBITUARIES

Brian Neville NEWBOLD

CPOMET 1955 1976

26 JUNE 2003



It is with sadness in our hearts that we say farewell to a friend, a shipmate, and a nice bloke into the bargain.

A man who during his time in the service, and afterwards, devoted a great amount of time to the comradeship and companionship of the past and present members of the Fleet Air Arm.

He was a family man, a community helper and a tireless worker for the Fleet Air Arm Association.

Neville will be missed. (GW)

Andrew 'Shorty' ELLIS

30 DECEMBER 2002

Age 40

'Shorty' joined the RAN in 1978 as an ATA and paid off in 1996, remaining within defence public service positions.

During his time in the service, he worked with Trackers, Wessex and Sea Kings, he also spent some time at the training school.

Shorty's postings included time with 816, 851, 723 and 817 Squadrons as well as time in HMA Ships *Melbourne*, *Stalwart* and *Tobruk*. (AR)

Richard 'Dick' COPPING

2002

Dick Copping passed away late last year - date unknown. His death notice was posted in the RSL *Reveille*.

Dick served a 6 Year engagement in the fifties as an armourer and was well liked within the branch and among his messmates.

After leaving the service, he joined the NSW Police Force and was frequently seen directing traffic in the Sydney CBD.

He was eventually posted to a country billet and disappeared from the radar. (JP)

Edwin 'Ed' CROSS

13 APRIL 2003

Edwin Cross was born in England and migrated to Australia under one of the juvenile migration schemes whilst in his teens.

He joined the navy soon after arriving in Australia and was selected for safety equipment training. There followed a great variety of posting including a stint at RAAF Richmond safety equipment centre and to general service ships as a sail maker.

On retirement, Ed moved to Canberra where he was very active in community service. He was an officer in the St. Johns. Brigade for many years and was also active with the Lions and Legacy Clubs of Canberra.

He is survived by his wife Kate, a son and daughter and several grand children.

Ed was one of nature's gentlemen and the world was a greater place for his having graced it. (JP)

Thomas 'Tommy' Allan LEGGE**05 JUNE 2003****Age 77**

Tommy passed away after a short illness in Nepean Private Hospital.

He was born in Edinburgh, Scotland, in 1927 and migrated to Australia with his family in about 1930. The family settled in Lithgow where Tommy went to school, and worked, until he joined the RAAF in 1943.

He saw war service in the South Pacific area and was in Morotai when the war ended. Because he was 'low down' on the repatriation list, he was still there in mid 1946.

At this time, the remaining troops were advised that if they could arrange their own passage back to Australia they were free to do so. Being in the RAAF, he had no great difficulty in hitching a ride on an aircraft to Darwin and thence by various means to Sydney. It was here that he took his discharge and returned to Lithgow.

Tommy joined the RAN in 1949 as a Naval Airman and trained as an Armourer. He was part of Sydney's Air Group in 1951/52 during the Korean conflict. He also served several deployments to the South East Strategic Reserve aboard *Melbourne* in the late 1950s. He had the rather doubtful distinction of having seen war service in both the RAAF and the Navy.

He was discharged from the navy medically unfit in the 1960s, he then returned to Lithgow and worked for the Lithgow RSL until he retired and remained there until his death. (JP)

A LAST FAREWELL

The Association records with regret the deaths of the following members, shipmates and friends:

Andrew 'Shorty' Ellis

30 December 2002

Sydney George Campbell

12 March 2003

Edwin 'Ed' Cross

13 April 2003

Jack Griffin

10 May 2003

Reg Holton

21 May 2003

Dennis 'Bomber' Brunswick

24 May 2003

Thomas Legge

05 June 2003

Ronald 'Rocky' Newsome

09 June 2003

Brian Neville Newbold

26 June 2003

Len Ackerley

30 June 2003

Mary Widger

01 July 2003

Ray 'Murlex' Bradley

June 2003

'Miss me, but let me go'

When I come to the end of the road
And the sun has set for me,

I want no fuss in a gloom filled room
Why cry for a soul set free?

Miss me yes, all the days of your life
But with your head bowed low

Remember the love that we once shared,
Miss me, but let me go.

For this is a journey
That we all must take
And each must go alone.
It's all part of the way of life,
It's a step on the road to home.

So when you are weary
And sick at heart
Go to the friends you know,
And bury your sorrows in
Doing good deeds,
Miss me, but let me go.

INCREASED PENALTIES FOR DEFENCE MEDALS FRAUD

Penalties for fraudulently claiming Defence service will increase 15-fold under legislation introduced into Parliament today by the Minister Assisting the Minister for Defence, Danna Vale.

"Our community holds veterans and serving personnel in the highest regard," Mrs Vale said.

"Their service and sacrifice in Defence of our nation deserves protection from those who wrongly seek to claim the same honour and respect."

Under the Federal Government's proposals, the penalty for wrongly claiming to be a returned soldier, sailor or airman, or wearing medals to which an individual is not entitled, will increase from a \$200 fine, to a maximum penalty of \$3,300 and up to six months imprisonment.

Mrs Vale said Defence legislation specifically excluded family members of service personnel who were permitted to wear the member's medals.

"This Bill will also increase the penalty for defacing or destroying Defence medals or decorations from a \$200 fine to a maximum penalty of \$6,600 and/or 12 months imprisonment," the Minister said.

Minister Vale said the changes were a result of concerns of the Government and the wider community regarding practices that were unlawful, deceitful and disrespectful to veterans and service personnel.

"The increase in these penalties will enable the Government to better protect the honour of Defence veterans and service personnel," Mrs Vale said.

"I call on the Opposition parties to support this legislation as soon as possible so that we can provide that increased protection."

Members' E-mail Directory**FAAA of Australia web site at**<http://www.faaaa.asn.au>

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BOB CRONIN**ENTITLEMENTS
ADVISORY CENTRE**

For help with Disability
claims, Pensions and
Welfare for Serving and ex-
Members of the ADF and
their dependants.

Located on the airfield side
of the Australian Museum
of Flight and manned
between -

1000 - 1500 Monday,
Wednesday and Friday.

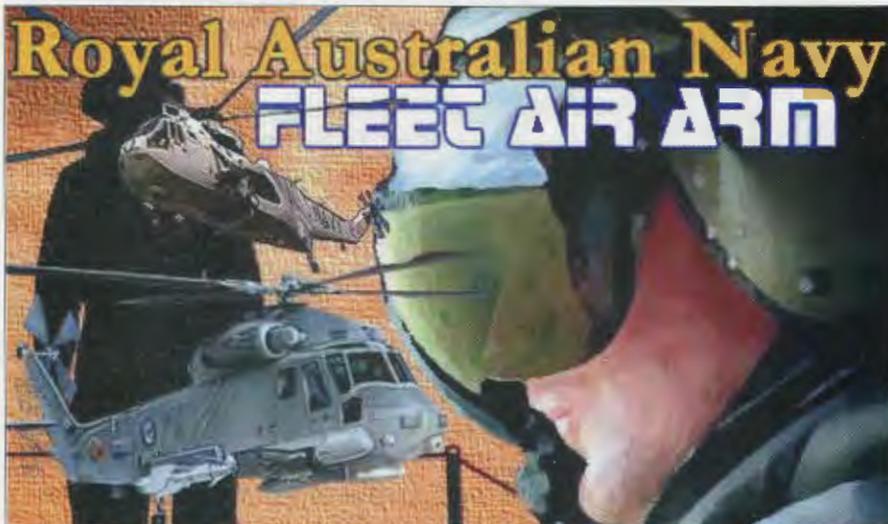
Phone for appointment on
(02) 4424 9067

Address: 489A Albatross
Road, Nowra Hill, NSW
2541

NO FEES, NO FRILLS,
MANNED BY RETIRED ADF

I was sitting outside one cloudy day, reminiscing on all the bad luck I was having. Everything was going wrong. Feeling bad, I looked up to the heavens with outstretched arms and said, "Why me, Lord? Why me?"

All of a sudden there was a clap of thunder and a bolt of lightning, and as the clouds parted, a booming voice came down from the sky, and said, "Because, there's something about you that just pees me off!"



TOP: The layout on the introduction page to the Fleet Air Arm on the Defence website.
CENTRE: LSATA NORTON inspects the rotor head of HMAS SYDNEY'S helicopter prior to take-off during Operation Slipper. Photograph by ABPH Yuri Ramsey – Courtesy RAN.
BOTTOM: HMAS CANBERRA'S Aircraft Technicians replace a Seahawk's rotor blade at sea. Photograph by LSPHOT Damian Pawlenko – Courtesy RAN.

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