

FLEET AIR ARM WALL of SERVICE



Slipstream

Established HMAS Albatross 1957



**The Quarterly Journal
of the
Fleet Air Arm Association
of Australia Inc.**

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FOREWORD

It is a great pleasure to introduce the latest edition of *Slipstream* Magazine. The journal plays a vital role in promoting the links of the wider Fleet Air Arm (FAA) community. Indeed one of the great strengths of the FAA is the strong connection between naval aviators today and those of yesteryear.

From my vantage point of being responsible for the operation of the Defence communications network I am seeing an IT and communications revolution underway. I offer just two examples that will have a significant impact on the operations and support of the FAA. In traditional military communications there is much greater satellite capacity to ships and forward operating bases. An example of this change is the fitting of high capacity MASTIS satellite terminals in our major fleet units which can access to the US-Australian Wideband Global System (WGS) satellite constellation. WGS allows more complex applications such as the new MILIS logistic system, geospatial applications, television streaming, video conferencing all to be available to the ship. This facility will improve the planning and conduct of operations as well as improving transfer of information gathered by the aircraft to shore.

An adoption of commercial technology is the introduction of wireless internet access into the Fleet. HMAS MELBOURNE on station in the Gulf was the ship fitted with this new facility. This system not only provides readier access of sailors to maintain contact with family and friends, but also allows them to conduct distance learning whilst at sea. HMAS TOBRUK is the first amphibious so fitted that the wireless internet which has been a boon to other government agencies and aid agencies wanting to access the internet to conduct their business.

The challenge as we go forward is how aviators harness this new technology to fly and work smarter. To extend the competitive edge that makes the FAA an unrivalled force.

REAR ADMIRAL PETER D. JONES, DSC, AM, RAN



REAR ADMIRAL PETER D. JONES, DSC, AM, RAN

HICTO

HEAD OF INFORMATION AND COMMUNICATIONS TECHNOLOGY OPERATIONS AND STRATEGIC J6
Chief Information Officer Group
Department of Defence

Peter Jones joined the Royal Australian Navy in 1974 and is a surface warfare specialist. His shore appointments have included Director Doctrine, Tactics and Operational Analysis at the Canadian Forces Maritime Warfare Centre, Commander Operations in Maritime Headquarters, Director of Naval Strategy and Futures in Navy Headquarters, Director General Information Capability Development within Capability Development Group and Commander Australian Navy Systems Command.

Rear Admiral Jones' sea-going postings have included command of the frigate HMAS Melbourne and Commander Australian Surface Task Group. From September 2002 until April 2003, he commanded the RAN Task Group in the Gulf. For much of that time he also commanded the multinational Maritime Interception Force (MIF). He was the Maritime Interception Operations Screen Commander during the 2003 Iraq War and commanded the MIF in the Khawr Abd Allah Waterway clearance operation.

Rear Admiral Jones was made a Member of the Order of Australia for his command of Melbourne and was awarded a Distinguished Service Cross and a US Legion of Merit for his command of the MIF. He is also a recipient of a Maritime Commander Australia Commendation and a Canadian Chief of Maritime Staff Commendation.

Rear Admiral Jones has maintained an interest in naval strategic and historical affairs throughout his career. He co-edited *Reflections on the RAN*, contributed to the naval volume of the *Australian Centennial History of Defence* and is a contributor to the *Australian Dictionary of Biography*.

In the course of his academic studies, Rear Admiral Jones has received a Bachelor of Arts and a Masters of Arts from the University of New South Wales. He is also a graduate of the Advanced Management Program at the Harvard Business School.

Front cover : Looking out from the Administration Building Offices the new hangars are rapidly taking place. Imagine you were up on the roof of the old Naval Stores and that's about where the photo was taken from. Directly below in front was the old SE Section and Dinghy Bay, and the new hangars partly encompass the old Igloo Hangar (Salvage Section), Photographic Section and Battery Shop. Just some of the works going on at the 'Tross'. The Bomb Dump area is visible in the background.

Deadline for articles for next edition is 13th December 2010

Please try and maintain this date as there are some constraints on us getting the magazine published on time, over-runs and tardiness means we do not fit in the window of opportunity that

LETTERS Editor

Hi Ed,

Just a small correction regarding the photo of myself , Knocka Thompson, a lady and an unknown LEM. Firstly the unknown's name is LEM Dave Reynolds but as for the lady I haven't a clue who she is and as at the present time and since 1960 my wife's name has always been Judy.

I can't recall as to when or where the photo was taken.

Regards,
Frank Birtles

Good lookers on page 19

Last on right :- Tommy Lew
2nd last on right : Brian Carroll
2nd on left : 'Rastus' Park.

Photo taken in H.M.A.S. Sydney 's first Korean trip in the S.E. Section with all resting on the Parachute packing table .

The second trip had helicopters as stand by for take offs and landings

The 'pusser's duck' or Sea Otter parked up forward went to 723 Squadron. I flew in it for a circuit around Albatross in 1952

Trying to make up my mind about getting in contact about the recommissioning of 808 long way to go at nearly 77.

I was only 20year old when 808 was first commissioned at Yeovil ton in Somerset.

Clive Podd

Dear Ed,

I recently organised a social get together of ex 748FLT maintainers at the Bridge Tavern in Nowra.

Most of those who turned up (20 odd) were local apart from two who travelled from Victoria. It was a great afternoon/evening with plenty of socialising and stories spun about the good old days, particularly the 'fly-aways' which were great fun. Those in the photo are:

L to R: Stu Walters, Dave Guy, Gary Burns, Matt Hyam, Glenn Jones, Mark McGuinness, Troy Thorpe, Pete Kerr, Gary Hogan and Leigh Farrell.



Interestingly enough, during the afternoon, the tavern staff passed on to me an email from an ex POATA John (Dusty) Miller, who now resides in California USA. He tells me that he spent three years maintaining the 748 from 1974 to 1977 at which time he moved across the hard-standing to VS 816SQN

I am looking into the possibility of organising another bigger social get together in the future if the support is there.

Cheers,

Stu Walters
CPOATA
Senior Instructor
SK50/AS350BA
TA-AVN
HMAS ALBATROSS

Ph: 02 442 42626
Fax: 02 442 42660

Ed,

Read the article from Andy Becker and looked up an old photo I have of a parade at Point Cook taken in about 1951. Might get around to sending it in for inclusion in Slipstream.

Included are Herbie Becker, Jim Ferguson, Ci Dakin, Benny Mathews, Teddy Bear, Shamus O'Farrell, Peewee Wren, Geoff Gratwick, Stan Carmichael and Ivan Janz. They are all Probationary Naval Airmen. The officer of the guard was Ken Barnett who did his flying course as a Lieutenant.

If you would like a copy it might be better if I gave it to you as a photo instead of me stuffing it up on this %\$&@\$! machine.

I was a Writer at Point Cook in those days when we had a bunch



of FAA technicians there. Peewee Wren had also been a Writer there before seeing the light and transferring to Aircrew. He was killed in the UK on OFS.



I'm full of useless information I know. Something about old age. The reason for the message is to ask for Andy Becker's email address.

Cheers

Ken Douglas

Ed's Note : Thanks to all that responded to the request for info regarding "Herbie Becker", everything has been forwarded on including contact details if that was so stated.

Ed,
Slipstream, nice one, good to see the front page as well.
Cheers

I am organising a RN Sharks Helicopter Formation Display Team Reunion on 7 August at RNAS Yeovilton. Two Aussies are coming, Bomber Brown from WA and Jeff Konemann from Sydney. Bomber and I flew in the first team in 1975. The Team grew in popularity over the next 21 years and finished when the RN paid off the Gazelle and decommissioned 705 Squadron. I will send some photos.

I have also just finished a 4 year project on the History of the RAN's helicopter instructor exchange program in 705 Squadron from 1963 to 1996. 22 RAN instructors were involved, Pat Vickers being the first. I had 19 of the 22 interviewed and have put together a 2.20minute DVD which I am distributing initially to those involved. Andrew Craig (Capt (P) retired) who is the Agent General for Queensland in London did the narration for the DVD. Just a bit of news.

Regards

Trevor Rieck

Junior Recruits Celebrate 50th Anniversary of the First Intake into the RAN

A week of activities were celebrate in Perth for the 1st Junior Recruits (JR's) entry into the RAN. The celebration ran from 11th July to 18th July '10.

The concept of the JR was based on the boy sailors who trained on the Training Ship Tingira in 1912. This ship was permanently moored in Sydney harbour. Many of these boy sailors went onto service on allied ships in World War I and II. Unlike the boy sailors the JR after 12 months training also experience war and conflict. Many JR on graduation went onto serve as ordinary seamen and midshipmen in the Mayalan / Singapore conffliction in the 60s, the Vietnam War of the 60s/70s and the current Gulf wars.

Other facts about JR's are:

- 13,000 JR joined the RAN, over 10,000 graduated, age at joining was 15.5 to 16.5 years
- JR spent 12 months training at Leeuwin or Cerberus.
- there were 86 entries through Leeuwin (Fremantle) 2 through Cerberus (Victoria).
- the 1st entry was in 1960 the last 1984.
- the star ranks attained (ex JRs) are Commodore Corder (ret), Rear Admiral Adams (ret), the present Chief of Navy Vice Admiral Crane, the latter two officers attended the celebrations.
- - 1200 ex JR attended the 50th Anniversary in Perth where 2.5 pallets of beer were consumed on the meet and greet on Mon 12 July '10.
- - the week of activities include Commemorative Ceremony at Leeuwin, Gala Ball at Burswood Ballroom, recuperative function, a visit to HMAS Stirling (Garden Island) and a night at Gloucester Park trots.
- - many JR played an important part in the birdie world and quiet a few attended the celebrations in Perth.

Thanks

Gary Tearle
Ex JR

Ed,

I would like to report on a recent 'pilgrimage' and another occasion to show the FAA Blazer.

This time it was in Sabah, Borneo, on Sandakan Day. It is held on the 15th August each year, at Sandakan, on the site of the original POW Compound. It is attended by many Australians, dignitaries and local people. The Remembrance Ceremony is dedicated to the memory of some 2700 prisoners interred there and who lost their lives on the infamous Death Marches to Ranau, some 240 kilometres from Sandakan, of which only a few survived.

This year the commemorative address was given by our Governor General, Quentin Bryce. It was a stirring Ceremony as next of kin related memories and a couple of previous prisoners gave memories of life in the Compound.

Previous to Sandakan Day, we were on an organised tour. We completed some town tours and visited museums, some featuring the history of the Death Marches.

On the way to Sandakan, we travelled along the Death Road and visited several points of interest.

Ranau, being the site of the Prison Compound at the end of the Death Marches, now has a church built on it. Then we went to the Kundasang War Memorial Gardens. It has three main sections, Australian, British and New Zealand. An emotional time was watching a video, a 60 Minutes segment hosted by Jana Wendt, featuring Sandakan and the Death Marches. Actual footage of these emaciated, skeletal prisoners, wearing only loin cloths caused many moist eyes, including mine. It was a very stirring moment.

Quailey's Hill is a memorial to 24 year old Private Alan Quailey, when only 12 miles from Ranau on one of the Death Marches, could go no further and refused to. He was bayoneted to death by the Japanese.

Finally, at Sandakan, one of the highlights was meeting up with Lt. Col. Michael Birtles, son of Frank Birtles of FAA Electrical renown.



Our last day was at Labuan, where we visited the cemetery where all the Sandakan Prisoners, who perished at the hands of the Japanese, were interred. Many of the headstones were, "An Australian Soldier, known to God". Many others just "A Soldier known to God". Then to Surrender Point and the Peace Park.

Some enjoyable times were experienced at Sepilok Orangutan Rehabilitation Centre, Lok Kawi Wildlife Park and other venues, but the memory of Sandakan will linger forever.

Kevin Camm

Dear Ed,

I met up with Jock (Graham) Smith on 27th July and he kindly gave me a couple of copies of 'Slipstream' to read.

In volume 21, Knocker Thompson asks about a mystery man. The photo's a bit grainy, but I've a sneaking suspicion that he may have been Lindsay Boyd.

Lindsay passed away in the 70s I think, victim of a brain tumour.

Anyway, it may not be him; I'm sure someone will recognise who it is, if I'm wrong.

Cheers to all my old mates.....Mick Corner.

Ed,

Korea bound gotta be HMS GLORY we never had seaplanes like those up for'd.

above that pix to the right dry dock in Singapore? no Sir, that's HMAS SYDNEY coming thru the Panama Canal on return from the Coronation Trip 1953..

Hope you are keeping well
Kind regards
Bob Winton (TCO)

Ed,

I'm Ralph Turner and I would like to share with you and my shipmates of the 1950-60's some good news I received a few weeks ago. As you might be aware I played a fair bit of AFL in Sydney during the above period even captaining the NSW state side, plus captaining the Albatross side.

Anyway the news is, I am being inducted into the Sydney AFL (was called NSW AFL) Hall of Fame during the Phelan medal presentation night 13Sep10.

I feel very elated and most of all honoured

your sincerely

Ralph .

Ed,

I refer to correspondence regarding Sea Venom WZ931 in *Slipstream* Vol 20 Nos 1 and 2. I hadn't responded previously as I presumed someone from the Museum would have had all the necessary information.

Fleet Air Arm Fixed-Wing Aircraft since 1946 (Sturtivant, Burrow and Howard. Air-Britain, 2004) provides the following:

WZ931 (c/n 12773) To DH Hurn 29.8.55; Deld AHU Stretton 1.9.55 - @1.1.56; AHU Abbotsinch by 24.2.56; 724 Sqn Nowra from 7.56 - 8.56; 805 Sqn [no dates]; 724 Sqn Nowra by 12.57 - 8.58; 816B Flt c 1965/6; 724 Sqn Nowra ('887';'877') by 10.69 - 3.70.

The ADF Serials website gives the additional code '868' but no dates. This information is also added:

'Damaged when with 724 Sqn 3/11/56, during display 8G imposed, false spar cracked, starboard stub plane buckled. Was on display Naval Aviation Museum Nowra, NSW. Currently loaned to South Australian Aviation Museum'.



For those unaware of its existence, the above-mentioned book lists all the naval aircraft that have been issued with British serial numbers and provides details of their subsequent history, sometimes briefly and other times more comprehensively. It therefore includes Sea Fury, Firefly, Gannet, Sea Venom, Vampire and Sea Otter.

Regards,

Richard Kenderdine

Ed,

Something a bit different. - Don McLaren

Hungry / Hungary

I am an ex serviceman and belong to a Club in Sydney which has 21 members ranging in age from 65 to 92 years . They come from all walks of life and from all

over the world...Eastern and Western Europe, the Mediterranean, Africa, South East Asia. They have a camaraderie, which almost matches that of the FAA.

They all have a story from the past. One such story concerns a refugee from Hungary.

When Hungary was under Soviet control at the end of WW2, things were rather grim. There wasn't enough food. One way of relief was the receipt of food parcels from families in the USA. Packages would arrive and food in containers varied from meat products to vegetables and fruit. On one occasion, a food parcel included a container with white powder. Those who received it found no identification on the attached label. Following considerable discussion, they decided it may be a type of soup and agreed to "give it a try".

It tasted terrible.

Sometime later, a note was found in the wrappings of the package.

The note said, "I am including with this food a container holding the ashes of my mother who died away from Hungary at the end of the War. I request that these ashes be placed in the ground of her beloved country, Hungary".

Anonymous

Ed,

I would appreciate if you would include the letter below in the September Edition of the Slipstream,

thanks
Marg Hundley

Final get together 23-6-2010

I would like to say thank you to the organizers of the above function. I was honoured to be invited to represent my late husband Ted Hundley, And to meet some of his shipmates, of whom I had heard so many stories over the years.

A special thanks must go to Capt. Stefan King and all the members of his Staff who worked so tirelessly to make the day the success

A big thanks to you all
From

Marg Hundley
Hervey Bay
Qld

Ed,
An article that may be of interest.

'Harry's Café de Wheels'

The story of 'Harry's Café de Wheels' goes back to the depression years of the late 1930's.

1938:

With the world on the brink of a devastating war, an enterprising Sydneysider by the name of Harry Edwards opened a caravan café near the front gates of the Woolloomooloo naval dockyard. Word spread quickly with Harry's 'pie n' peas' and crumbed sausages soon becoming a popular part of the city's nightlife - keenly sought by sailors, soldiers, cabbies, starlets and coppers alike. Harry operated the caravan until 1938 when he enlisted in the AIF during WWII.

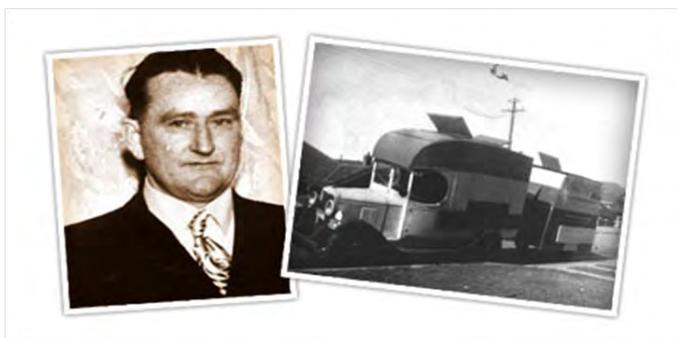
1945

During Harry's time in the Middle East, he was nicknamed "Tiger" due to his boxing prowess and the name stuck. Upon his return in 1945, Harry realised that Sydney hadn't changed much and it was still almost impossible to get a good feed late-night, so he reopened and the caravan has been operating continuously since.

1975

The phrase 'Café de Wheels' came about as the city council of the day insisted that mobile food caravans move a minimum of 12 inches a day. Harry dutifully obeyed and thus the name was expanded to Harry's Café de Wheels. Before the councils ruling, the caravan was known simply as 'Harry's.' When its wheels went missing one night, local wags coined the nickname 'Café de Axle.' Harry operated the caravan for a further 30 years before selling the business to Alex Koronya in 1975.

1988

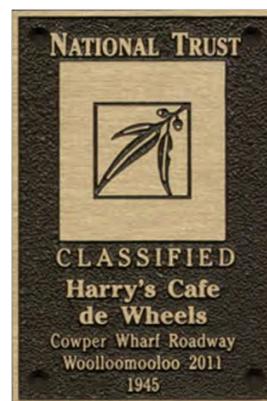


By 1988, Alex was getting on in years and the business had fallen on hard times. Current owner, Michael Hannah, made Alex an offer to purchase the business and the exchange took place on Australia Day 1988. Michael is the first Australian born owner of Harry's and as a child his father, a Sydney cabbie, would take he and his siblings down to the loo for a pie at Harry's. In 1970, Michael returned from a tour of duty in Vietnam and his first stop after disembarking the HMAS Sydney was of

course Harry's. It would be another 17 years until Michael purchased the business. Michael believes Harry's finest moment came in 1978 when Rear Admiral David Martin - over a pie and glass of Champagne - commissioned the caravan as 'HMAS Harry's.'



2004



In December 2004, Harry's was classified by the National Trust of Australia (NSW) and included on its Register. Per the National Trust of Australia, Harry's is a 'quintessential Sydney icon' and in the Trust's opinion, falls within the following definition:

'Those places which are components of the natural or the cultural environment of Australia, that have aesthetic, historical, architectural, archaeological, scientific, or social significance or other special value for future generations, as well as for the present community.'



As the years have passed, Harry's has become a 'must' for visiting celebrities. Harry's has served up the likes of Frank Sinatra,

Robert Mitchum, Marlene Dietrich, Kerry Packer and more recently, Sir Richard Branson, Russell Crowe, Kevin Costner, Brook Shields, Pat Rafter, Olivia Newton-John Jerry Lewis, Billy Crystal, Pamela Anderson, Sara O'Hare, Lachlan Murdoch, Kerri -Anne Kennerley, Adrian Greiner, Anthony Bourdain and Peter Blakely.

In 1974, chicken king, Colonel Sanders, stopped at Harry's and enjoyed the food so much that he ate three 'pies and peas' while leaning on his walking stick in front of the caravan.

Elton John has also been a visitor to Harry's over the years and held a press conference from inside Harry's during the 1970's.



And then there's the album . . . in 1990, Peter Blakely released his debut album 'Harry's Café de Wheels' which went platinum.

Harry's has become so popular with the celebrities that in 1991, Rupert Murdoch had pies shipped to Los Angeles for an Australian themed Oscar's party. But you definitely don't have to be a celebrity to enjoy Harry's, just hungry. Since its initial opening in the 1930's, Harry's has withstood the test of time. A trip to Harry's lets you enjoy authentic Aussie tucker while taking a trip back through Harry's history.



The sleuth that found this interesting piece of history / memorabilia was Ray (Beachball) Godfrey - thanks.

A Relevant Question and Answer

I have had a few ex serving members over the years query the entitlement of wearing decorations at formal occasions. I think this email from the Directorate of Uniforms is pretty clear,

and also allows the wearing of specialist badges which I was unsure about. This maybe something you can pass on to the Division members at the Council meeting.

regards

Geoff Ledger

The ABR 81 is the authority for both Permanent and Reserves members of the Navy. Your request is therefore considered to be outside the bounds of Navy Uniform policy in relation to ex-serving members at formal functions wearing miniature medals. I have investigated this a bit further and past requests to wear insignia, medals and decorations to formal occasions have been approved for ex serving members. Approvals to date include wearing miniature medals with civilian attire when attending official dinners at RSL, Naval Sub Branch Presidents Dinners and other relevant events. The miniature Specialist Badges is included in this.

As a general practice miniature orders, decorations and medals are worn with evening dress at the event and the word "decoration" on the invitation card is the indication that the event is official.

Directorate of Navy Uniforms

Editor

The photo on page 19 top is the formation of 724 Squadron on 1st June 1955 in the hangar near stop butts.

CO was Lt Cdr Tony Robinson - Senior Pilot Lt John Pollock later to be replaced by Lt Peter Dalosso RN, Squadron AEO was Arthur Sara. Originally an Aircrew Training and Jet Conversion Squadron.

There was 4 jet instructor pilots on loan from RN - Tony Lister, Peter Dalosso, Tony Reid and another I can't remember. Observer instructors were Lt Anderson and Lt Nobby Clark. I am in middle left of picture, a lot of faces I recognise but not all names. Service and Line Chief was CAA Ted Heaven. The rating sitting on the propeller I can remember the face but not the name as with a lot of other people. I have the same photo in my album. instructor then went on to Jet conversion flying vampires then venoms.

I served on 724 as an engine fitter on Sea furies then Gannets at the same time as Herbie Becker. In fact when I was due to pay off Herbie gave me a character reference for any future employer.

This I still have in my memorabilia book.

Hope this helps Andy

Cheers Matt Jacobs (Jake)

my phone number is 0363944398, 0427944398

Book review : A Bloody Job Well Done by Paul Ham

Robert Ray and Ian Speedy's ***A Bloody Job Well Done***, currently out of print but the second edition is expected to be available in June 2010 RRP \$35.00.

Aircrew of the RAN Fleet Air Arm faced one of their most dangerous, least recognised, unusual and thankless tasks when they flew combat missions for the RAN Helicopter Flight Vietnam (RANHFV), 1967—1971.

This book, superbly edited by Lieutenants Max Speedy and Bob Ray, is the long overdue record of experiences of those men—the extraordinary courage, discipline and skill of young pilots, observers and airmen during the worst years of Vietnam, that peculiarly bitter and controversial war. The stories re-told here—and every member of the unit is represented—reflect the whole exhilarating, terrifying and sacrificial experiences of the war in the words of men who survived the ultimate test. They speak their minds, and Speedy and Ray rightly make no apology for the 'politically' incorrect 'language of aircrew who fought 40 years ago.

The RANHFV was indeed one of the Navy's most dangerous missions. Its members were subjected daily to 'death and disbursement', as one pilot, Lieutenant Tim Supple wrote: 'It was in your face every day'. They typically flew around 1,000 combat hours: supporting ground troops, escorting dust-offs, hovering above the maelstrom of war.

Perhaps a tenth of those missions were deadly assaults, which 'I hated with a passion as did everyone else', recalls Speedy, the RAN pilots literally flew into combat blind, their only 'eyes' being two dimmed nav lights and the 'next aircraft's instrument panel'. 'We had no radio altimeters back then and using landing lights guaranteed incoming fire just as a candle brings moths'. Daylight combat was no less lethal, as shown in the casualty figures: five (5) airmen killed and thirteen (13) wounded in action, a far higher rate than the RAAF sustained in Vietnam.

Yet it was also one of the 'least recognised' jobs. Few Australians are aware of the extraordinary performance of the RAN aircrew in Vietnam. A glance at the medal count offers one measure of the courage and exceptional skill necessary to fly an assault helicopter into battle in Vietnam: three (3) of the four (4) Navy MBE's, eight (8) of nine (9) DSC's, all six (6) DFC's and several high USA awards. It remains an affront to the aircrews' achievement that so few of their countrymen are aware of this extraordinary unit.

The RANHFV was 'unusual'. Because it served for years in-country as part of the US Army's 135th Assault Helicopter Company—an unprecedented arrangement that might, on first inspection, have seemed a marriage made in hell. In fact, the relationship was largely successful, and in many cases the

Australian Navy and American Army members struck up a bond of friendship that persists to this day.

And it was 'thankless', because the Australian Navy and the country at large have failed to recognise the achievements of the RANHFV. The Defence establishment has woefully underserved these servicemen who risked—and in several cases—gave their lives for a cause that was seen as unjust by many Australians at the time. They were maltreated on their return to Australia and their wives, whilst they were in Vietnam poorly housed, at least compared to other units. The RANHFV's experience of airborne combat surely offered lessons to the Australian Armed Forces. Yet the RAN did not grab the nettle. The admirals seemed underwhelmed by, indeed dismissive of the valuable legacy in their gift.

The aircrew's tour of duty in Vietnam seems rather to have blunted, than enhanced their subsequent careers. These men, who daily risked their lives on active duty, had the misfortune of serving in Vietnam when opposition to the war had reached a crescendo.

It is impossible to do justice, in the space provided to this excellent chronicle. The uninitiated will be shocked and awed by the collective experience of these men; they will learn of dust-offs, booby traps, in-ground pools, emu shoots, escort duties and much else.

The initiated—those who know what it means to deliver a 'hot—insertion'—will quietly mouth the words 'we shall remember them', and grievously turn their shoulders against the chill of the winds of an ignorant, indifferent nation.

Ed,

I am forwarding Paul Ham's review of "A Bloody Job Well Done" for inclusion in Slipstream if possible. It is an important review because it is a rare recognition from someone outside the HFV community of the unique circumstances RAN personnel experienced and it may also help to promote the second printing.

David Farthing

The mother of a 17-year-old girl was concerned that her daughter was having sex...

Worried the girl might become pregnant and adversely impact the family's status, she consulted the family doctor.

The doctor told her that teenagers today were very wilful and any attempt to stop the girl would probably result in rebellion. He then told her to arrange for her daughter to be put on birth control and until then, talk to her and give her a box of condoms. Later that evening, as her daughter was preparing for a date, the mother told her about the situation and handed her a box of condoms.

The girl burst out laughing and reached over to hug her mother, saying,

'Oh Mom! You don't have to worry about that! I'm dating Susan!'

A bit more history



"The Australian White Ensign"

Article by Arthur Roberts of the R.S.L. of N.S.W. Combined Services sub-Branch.

On the Morning of 1 March 1967, the Australian National Line cargo ship Boonaroo was commissioned into the Royal Australian Navy for war service. This event in itself is not unusual, as merchant ships have been requisitioned by navies for centuries. What made this particular commissioning noteworthy is that Boonaroo was the first vessel to be commissioned under a distinctly Australian White Ensign.

Prior to the establishment of the Royal Australian Navy, The Australian Colonial Navies had flown uniquely Australian ensigns. This was a Blue ensign defaced by the badge of the individual colony.

During the 1909 Imperial Conference, the question of what ensign of the Dominion navies would fly, was first raised. The representatives from Australia and Canada proposed that the ensign should be a white ensign defaced by the emblem of the particular Dominion. No decision was reached on this matter. In August 1910, the Admiralty raised the issue concerning the status of Dominion warships and proposed that they should fly the white ensign.

Shortly after this, the Parramatta City Council sought advice as to the flag to be worn by HMAS Parramatta, as they wished to present her with one. They were informed that the Parramatta would fly the Australian Blue Ensign on her arrival in Australia and until the matter of an ensign had been resolved by the Admiralty.

Australian opinion favoured a uniquely Australian ensign, but the Admiralty continued to resist and insisted that the Dominion navies use the white ensign. The Admiralty and then eventually won out and the ships of the newly formed Royal Australian Navy flew the white ensign.

Here the matter rested until 1965. On 28 October 1965, of the member for Batman, Mr. S.J. Benson MP, whilst speaking on the Naval Estimates, argued that Australia should have its own distinctive white ensign. His point was that Australian ships were engaged in a war flying the ensign of another country. On the same day, the Minister for the Navy informed the House that the Navy was already looking at possible variants of the white ensign, which would carry a distinctly Australian appearance.

The Chief of Naval staff subsequently sought the views of other members of the Naval Board and his Senior Officers. Following this consultation, the matter was considered by the Naval Board on 21 January 1966.

The board decided to recommend to the Government " that, the Royal Australian Navy should have its own unique white ensign".

The ensign was described as being a "white flag with the Union Flag in the upper Canton at the hoist, with six blue stars positioned as in the Australian Flag".

The Minister for the Navy, Mr. F.Chaney MP, informed the Prime Minister of the Naval Board's decision and the formal approval of her Majesty Queen Elizabeth II was requested.

Royal assent to the new ensign was granted on 7 November 1966. The formal announcement of the new ensign was made by the Prime Minister on 23 December 1966.

Originally, it was intended to introduce the new ensign on 1 May 1967, but this was subsequently amended to 1 March 1967.

Ed,

Although he was not a member of our association , some of the older members may remember Edgar Bosworthick; known as 'Boz' or 'Jan' , who was a founder member of both the RN and RAN FAAA. Boz died on 19th March 2010 at the age of 91.

He was a RAF apprentice at No1 school of Tech Training at Halton in Buckinghamshire in 1938 when the RN 'captured' the FAA from the RAF. He was one of the team that stood by Sydney while she was completed at Devonport in 1948 and became the CAA of the ship's Air Engineering Dept for a two year loan period. At the end of the first commission he went ashore to Nowra for a second loan period, being one of the "Showground Encampment" with Eleanor and the children. They returned to UK in 1952.

Maurice Ayling

A Doctor was addressing a large audience in Tampa . 'The material we put into our stomachs is enough to have killed most of us sitting here, years ago.. Red meat is awful. Soft drinks corrode your stomach lining. Chinese food is loaded with MSG. High fat diets can be disastrous, and none of us realizes the long-term harm caused by the germs in our drinking water. However, there is one thing that is the most dangerous of all and we all have eaten, or will eat it. Can anyone here tell me what food it is that causes the most grief and suffering for years after eating it?'

After several seconds of quiet, a 75-year-old man in the front row raised his hand, and softly said, '**Wedding Cake.**'

Useful Hints for 'Young Lads'

Do you keep track of your personal records?

If you don't know where your important documents are – you should. Just think about what would happen in the event of a fire or flood and you lost everything! How would you be able to do simple things like claim on an insurance policy or apply for a loan to fix the damage?

How to get on top of your personal records

Although the task of organising your personal paperwork might seem daunting – it's really not that hard – especially if you know what documents you need to keep and for how long. Here are some of the documents and records you should consider:

1. Identity records

- Birth certificates for each family member
- Marriage certificate
- Certificate of Divorce
- Death certificates
- Drivers licences for each family member
- Passports for each family member
- Citizenship documents

Note: Copies (photocopies or scanned images) will at least contain all of the necessary information to obtain replacements.

2. Family records

- Insurance policies for: vehicles, personal liability, property – house and house contents, life, health
- Health records or doctor's names and addresses
- Family court documents i.e. custody arrangements

3. Property records

- Contract or lease for current residence (if renting)
- Titles for any property owned
- Mortgages associated with any property
- Vehicle certificate of title and bills of sale, proof of registration

4. Financial records

- Bank statements – proof of payments for income tax, child support payments and/or child care expenses. You can apply for Estatements with QSCU and you can store your statements within Online Banking or save them to your computer
- Term deposit details
- Credit cards – keep a list of names and addresses of issuing company, plus card number, and contact numbers for the company
- Managed investments, superannuation, shareholding statements
- Safe-deposit box item list – revise the list annually
- Tax returns – Keep all copies of every tax return. Keep invoices and receipts for at least 7 years

5. Legal records

- Will – keep copy at home with your medical records and

provide a copy to your solicitor.

Storage suggestions for safe-keeping

- Documents stored in a box or folder should include a list of the contents.
 - If a document is removed temporarily, replace it with a note to say why it has been removed and any other details.
 - Scan your documents and save them on CD or DVD.
 - Make a couple of copies and keep them in separate locations.
- Any general advice in this article has been prepared without taking into account your objectives, financial situation or needs. Before acting on any advice you should consider its appropriateness to your circumstances. This advice has been prepared for you by:



www.qantasstaffcreditunion.com.au 1300 747

Ed,

With some sadness I noticed in Vol20 of Slipstream the passing of Ivor Janz. Also the Victorian report of Volume 21 it was mentioned that Melody, his daughter represented him on Anzac Day. I am enclosing a photo of Ivor to remind us all of his more youthful days. He is the centre piece of the photo I am enclosing.

The occasion was a celebration night saluting the passing out of No 6 Aircrew Course from the dreaded FND Recruit Training Course. There were a total of eighteen, mainly direct entries with about six of us already having gone through this agony having been recruited from the fleet. Ivor was one of the direct entries from 'civvy street'.

Sitting down is a most respected course instructor, PO Phil Stilwell. He would have to have been the mildest mannered Petty Officer in the Navy and I must boast that he turned out a squad that would have made the Grenadier Guards look ordinary. It is more than probable that Phil is no longer with us for at a rough guess he would have to be at least 90 now.



About him, the most notorious being an alleged brawl in Manila that eventually caused the Navy to invite Rick to be a civilian. He did move on after a period with an ariel surveying company and became an air traffic controller and was last heard of in the West. I think if he was asked, his time at the top would have been when he was the OIC of Mt Hagen in PNG about 1970 or thereabouts. Rick was a very likeable person with a sharp brain and a cheerful nature.

Next is 'Munka' Gleeson, he did not complete his training and I do not know the reasons.

Peering over George Barron is John Sutcliffe who completed a fine career as a civilian pilot. To the best of my knowledge he is now living in Sydney enjoying his retirement.

George is deceased but lived a full life as a business person in the retail industry. His aviation days came to a sudden end due to diagnosed asthma and that did not combine well with Seafury manoeuvres.

The tall handsome man looking over Ivor's shoulder is John Cooke, he was our only Flag Officer potential but did leave the Navy before that potential was realised. He was involved at one stage with "King Ranch" aviation. If my memory serves me right, Slipstream did publish that he died after some illness. He was living in Victoria at the time.

Also trying to get in the picture is Des Giles, he was our serious man. I can now 60 years later see Des always taking the solemn stance about issues. I believe that he is now living in Kiama after a long service as a CPO Observer. I think at last I envy him, compare living in the harsh environment of Alice Springs to the restful calming water of Kiama.

'Spewy' Richards did not complete training and I do not know if he returned to the telegraphic nightmare or was discharged. He was our senior recruit and was elected as our course leader. He also was of some use putting up with the likes on me at backward buzzer punishment. I think if Barry Thompson had survived and made the Navy his life he would have done very well. Unfortunately he and Keith Potts were lost during a catapult from 'Melbourne' in a Sea Venom. I suspect they had a flameout similar to that of Peter Wyatt and 'Spanky' Brown at Yeovilton Somerset. This was never fully established. This incident has lasting disturbing memories for me because of my close association with Keith.

On the far right is the 'eternal optimist', 'Slug' Whitton. He was the only one of the course that took the Navy seriously. His diligence was one day rewarded by being posted to Manus Island as First Lieutenant. That was his last job. It was always a joke in my day that a draft to Manus was some sort of punishment journey. He did have a good time in his naval career and had many interesting postings and I think his big brag would be about being CO of 816 Squadron. 'Slug' died of cancer whilst living on the Sunshine Coast (Tewantin) with Di his wife and childhood sweetheart.

The centre piece is Ivan, he was born in what was then Ceylon and now Sri Lanka. He was obviously culturally different to the group; in those days we were Anglo Saxon to the core. I cannot recall Ivor coming ashore with the mob with the intent of having

a few drinks and not knowing what might happen. He was too sensible to follow the mob.

In the Victorian report by Ron Christie he summed up well when he described Ivor as a well respected person, that is how we saw him from day one onwards.

Ivor for some reason was not commissioned like most of us, Des Giles also was an exception, I personally think he should have been but regardless of that Ivor was a fine CPO Observer.

I have a photo of the whole group on that night but that would be too much to handle. Also I was intrigued with Brian Farthing's condensed biography of the 50's. He forgot to mention that he would pick me up in his 1934 Morris Minor at Helston enroute to Culdrose for duty. Often as I waited, standing in a snow storm, I wondered if he would turn up but he and his ancient machine always seemed to get there on time and that in itself was some sort of miracle.

'Dooley' Lord
C/- Old Timers
PO Box 2096
Alice Springs
NT 0871

RAN Fleet Air Arm Reunion **Campbelltown RSL Club -- February 20th 2011 -- 1130**

We are in the process of organising a reunion / get together for Sunday 20th February 2011 at the Campbelltown RSL Club at 1130. It will be a mixed venue similar to the last outing at this club a few years ago.

Peter Weir is organising it and John Goble is giving him some insights (he did the last one and will certainly be of assistance with his input. It will be open to all ex Fleeer Air Arm personnel and the cost will be \$10.00 per head towards the finger food. Bar will be available at own discretion.

As many of the Sydney based members as possible will be notified by phone by Peter and hopefully they will spread the word to any ex FAA personnel that they happen to know. We got a fair few non association people at the previous outing and from that gained quite a few new members.

We need to know the numbers at a reasonable time (1st of February) to arrange catering.

Also please note that in the event of some unforeseen problem and the event does not go ahead as planned all monies received will be donated to the 'Cancer Council of Australia', this decision has been made because of the logistics of returning funds to all those who paid. Into the bargain, it is a very good cause as well that we can all relate to.

It looks as though I have been elected to be the depository for enrolment so my address for this is:

G Wise
PO Box 28, Nowra, NSW 2541

A recent innovation to protect our ships (Aussie made)

MK-53 Nulka Decoy Launching System (DLS)

The Decoy Launching System (DLS) Mk 53 (NULKA) is a rapid response Active Expendable Decoy (AED) System capable of providing highly effective defence for ships of cruiser size and below against modern radar homing anti-ship missiles. Nulka is being developed in cooperation with Australia (in the Australian Aboriginal dialect, "Nulka" means "be quick!"). It is intended to counter a wide spectrum of present and future radar-guided anti-ship missiles (ASMs) assessed to have passive decoy rejection and active angular deflection electronic countermeasures rejection capabilities. It is designed to overcome the inherent shortfalls of chaff, which are wind dependence, lack of placement flexibility, relatively slow reaction time, and susceptibility to Doppler discrimination.

The system can either be integrated with the Combat System or used with the stand-alone AED Fire Control System. The DLS MK 53 Mod 4 is a modified DLS MK 36 Mod 12 by the addition of two NULKA launching tubes to each of the four MK 137 Mod 2 launchers and a Decoy Launch Processor.

The Nulka decoy employs a broad-band radio frequency repeater mounted atop a hovering rocket platform. After launch, the Nulka decoy radiates a large, ship-like radar cross section while flying a trajectory that seduces and decoys incoming ASMs away from their intended targets.

The NULKA decoy is an active off-board decoy which utilizes a broad band radio frequency repeater mounted atop a hovering rocket. The decoy is an autonomous flight vehicle, capable of operating over a wide range of environments and of positioning the payload with a high level of accuracy.

The decoy employs the hovering rocket principle and uses a solid state microprocessor autopilot and thrust vector control. The decoy is designed to counter a wide variety of present and future radar Anti-Ship Missile (ASM) guided threats by radiating a large radar cross section signal while flying a ship-like trajectory thus enabling one decoy to counter multiple threats.

The flight trajectory is determined by a digital Flight Control Unit mounted immediately above the rocket motor. The combination of thrust and flight control enables successful decoy launches to be accomplished even in severe sea state and high wind conditions. The Processor Power Supply controls the decoy launching by igniting the decoys thermal batteries, monitoring the decoy self check process, downloading the decoy flight program and then igniting the rocket motor.

Once launched the decoy operates autonomously and follows the stored flight demands, moving away from the ship at a pre-programmed height and speed and thus presenting an alternative and more attractive target to incoming missiles.

Australia is developing the hovering rocket, launcher, and launcher interface unit. The United States is developing the electronic payload and fire control system, which is presently being integrated into the SSDS.

Recent upgrades to Nulka include improved payload to reduce cost and modifications to the fire control system to reduce the system's overall weight.

The existing Mk 36 Decoy Launching System is being modified to support Nulka launches. After the Nulka equipment is installed, the system is redesignated as a Mk 53 DLS. Nulka can be used as part of a multi-layer defence system, or it can be used for stand-alone ship protection.

The Nulka Decoy System has been successfully tested as a part of the Navy's Ship Self Defence System (SSDS). Introduction priority will be given to ship classes that are presently without an active electronic warfare suite to provide an increased ASM defence capability.

Due to the ever changing complexity of Anti-Ship Cruise Missiles, Nulka will be continually upgraded in order to provide protection to the Fleet. Changes will include technology advancement as well as tactical and technical changes to counter the threat.

Firing mount



Decoy activated and in position to defend ship

Ed,

In the last issue there was a photo of HMAS Sydney that was titled 'Dry dock in Singapore', it looked to me like Sydney in the Panama Canal.

Sydney passed through the canal on the way home from the Coronation Cruise in 1953. To make it fit (too wide) about two foot was cut off the outside of the gun sponsons on a quick trip to Glasgow. This was then rebolted on so that the ship's company workers could easily remove and refit at their leisure.

On arrival at the canal the sponsons were narrowed and a wooden framework built out from the bridge so that the pilot could walk out and see the little engines pulling the ship on both sides. It was a very tight fit but all went according to plan thus proving that good planning wins the day.

I have included a couple more photos of the experience. (see 'Moment in Time')

Ken Douglas

LOST & FOUND



Nirimba's fire tender was seen in a most unlikely place recently by an 'ex moby' and he sent the shot in to include in the magazine. Some TLC wouldn't go astray.

August 2010 is different to most months of most years.

This August just gone was made up of the following :

5 Sundays, 5 Mondays, 5 Tuesdays, all in one month.

It happens once every 823 years.

BOOK LAUNCH :

"Pat Vickers - The Man and The Legend"



Photo shoot taken at the launch of the book by Agnes Vickers.

Rear L to R: Peter Hall, Ian Lawson, Ray Godfrey, Ted Hall
Front: Barry Lister, Agnes Vickers, Dick Markwell and in the middle are a row of Cadets from Nambour High School

Dear Ed,

With the commemorative event we have set in place for Launceston next Anzac weekend, I would like to remind all that intend to register to make sure of their accommodation is arranged, there are two avenues for that and here is the brief details that will help you:

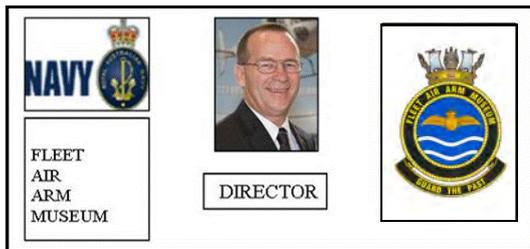
SALT Reunion Central email:
resorts@affordableholidays.com.au

RACT Travelworld email:
touring@ract.com.au

If you need any other info please contact me:
at email tasarb10@bigpond.com

mob. 0417124655
home 0364246314

Look forward to seeing you here in Launceston in April 2011
Kind regards
Tas



For this edition of Slipstream I will summarise the events of the past year under the headings of *Projects, Staff, Events, Special Exhibitions, Acquisitions and Future Plans*. This detail will form the body of my Report to the Federal Council, so the wider membership will have the same information to be presented to your executive members and delegates on 30th October.

Projects

The continuing restoration of the Fairey Gannet trainer aircraft and sectioned Armstrong-Siddeley Double Mamba engine is the major activity that Ian Chorlton's technical team are undertaking. The focus has been on the Mamba and it will be back on display within a few months.

Through our strong connections with Shoalhaven City Council and the Tourism Board, approval was given to erect special lighting and an advertising banner on the Iroquois helicopter at the Nowra Tourist Information Centre. In the early part of this year Ian coordinated the disassembly of all the Museum of Victoria aircraft and exhibits for return to Melbourne, and in the mid-year contractors installed upgraded overhead lighting in FAAM aircraft display hangar.

More recently new installations have included four dressed, articulated mannequins in the Firefly, Iroquois and Skyhawk, and an M60 machine gun and mount on the Iroquois. A custom-made display cabinet is on order that will exhibit another mannequin dressed in an original WW1 aviator's flying coat and RNAS uniform.

The Collections Curator, Ailsa Chittick, and her team have undertaken numerous projects throughout the year including the installation of a new compactus to store high value heritage books and documents in the Archive. They have also been working off-site to manage the reconfiguration of the work area and office space at the RANC Historical Collection building at CRESWELL following asbestos remediation and building upgrades.

Alisa has worked closely with Chaplain Ian Lindsay of ALBATROSS to set up a Navy Chaplains display within the Museum and it was dedicated in August by DG Navy Chaplains, Chaplain Garry Locke.

Security, Fire, Ordnance and Asbestos Inventory inspections were carried out during the year by Defence and Navy specialists to ensure that we are compliant with existing regulations and orders. These inspections are welcome as they maintain our level of awareness and keep us up to date with contemporary requirements.

Staff

At last year's Federal Council of the Association, Life Membership was awarded to LCDR Bob "Windy" Geale, the Honorary Historian of the FAAM. Then at ALBATROSS Ceremonial Divisions we witnessed the presentation of a Commander FAA Commendation to "Windy". Sadly not long after these happy occasions "Windy" passed away and his funeral was held here in the Museum on 9th December. His legacy lives on in all the material he collected and recorded within our archive and his works are a constant source of reference for all the curators and researchers.

Naval Reserves positions have been activated for 2010/11 and three CPO's, one WO and one Lieutenant comprise the Duty Manager's Watchbill on weekends and public holidays. It is a great bonus to have these experienced and dedicated personnel looking after our visitors.

Events

Some of the events that the Museum has hosted or participated in this last year include:

- * DVA Veterans and Veterans' Families Counselling Service conference 1-2 October
- * History Extension seminar and information day held for Year 12 HSC students. Sponsored by the Historic Houses Trust of NSW, Shoalhaven Museums and Arts Trail and the FAAM 23 October
- * Remembrance Day Service and Dedication Ceremony of FAA Wall of Honour, including a visit by the former FONAC (RN), Rear Admiral Colin Cooke-Priest. 11th November
- * Lady Nannette Smith visited following ALBATROSS Ceremonial Divisions 13 November
- * 723 Squadron annual Family Day 27 November
- * Navy aviation engineering trainees (60) from RAAF School of Technical Training (RAAFSTT) familiarisation and motivational visit 18 & 29 November
- * Dedication Ceremony of Gallipoli "Lone Pine" in FAAM gardens 9th December
- * The new ALBATROSS CO, CAPT Stefan King familiarisation visit 22 January
- * Australian Aerospace Pty Ltd luncheon and demonstration of Eurocopter Naval Frigate Helicopter (NFH) 5 February
- * 817 Squadron annual Family Day on 15 April with 500 guests
- A reunion and luncheon of Naval Airman Recruits Classes 2, 3, and 4 (February – June 1948) was held on 23 June. Special guests included Lady Nannette Smith, CDRE and Mrs 'Toz' Dadswell, and CAPT Stefan King.

Special Exhibitions

The Australian War Memorial's travelling exhibition "Framing Conflict", a collection of large format photographs and original paintings, was officially opened on 9 Oct by Federal Member for Gilmore, Ms Joanna Gash. The works were by AWM appointed artists embedded with ADF personnel in Afghanistan and Iraq



over recent years, and ran to 18 Dec 09.

Public exhibitions have been mounted at the Bateman's Bay Travel and Tourism Expo 6-8 Nov; the Sports Aircraft Association of Australia Open Day at Wedderburn 8 Nov; Wings over Illawarra 2010 Open Day at Albion Park airport 28 Feb; Travel and Tourism expo's at Wagga & Albury 13-14 Feb; with the Shoalhaven Tourism Board at the NSW Caravan, Camping, Holiday and 4WD Supershow at Rosehill Racecourse 16-25 April; and at the ADF Airshow RAAF Williamtown 17-19 Sep. The Museum mounted a special Art Exhibition entitled 'Out of the Blue' at the Shoalhaven City Art Centre from 26 Aug – 22 Sep, and also set up two new in-house exhibitions entitled "60 years of Naval Photography" and "Cyclone to Sumatra – Peace-keeping and Humanitarian operations 1976 to 2009".

Acquisitions

Many generous donors have responded to the Curators' requests for material, photographs and artefacts specific to the history of the Fleet Air Arm. Some of the more notable artefacts to have been gifted include the ceremonial sword of RADM Neil Ralph, 24 wooden hand-crafted naval aircraft models from the 1950s, a Battle Ensign from HMAS Melbourne II, and a WW2 cribbage board made from a kamikaze aircraft remnant that struck HMAS AUSTRALIA in the Battle of Leyte Gulf.

Documents and photographic collections help to expand our archive, and the 'Biography of LCDR Pat Vickers - the man, the legend', was recently presented by Pat's sister. Photographic collections from various RANHFV veterans, and personnel who served in the Sinai and on peacekeeping and humanitarian operations during the 1990's are now part of our collection, together with 38 folders of slides and negatives from the ALBATROSS Photographic Section.

Future Plans

An outside exhibition featuring the SYDNEY anchor and propeller is being designed and will form major part of next financial year's budget, together with a replica WWI aircraft launching platform mounted over MELBOURNE's 6" deck gun. We also have plans for the

Sea Otter fuselage and Dragonfly helicopter restorations, completion of the Gannet trainer and the painting and fitting-out of a replica UH-1C RANHFV gunship.

Other major developments on the calendar are the reopening of the Museum restaurant and the project to amalgamate the RAN Historic Flight with the Historical Aircraft Restoration Society (HARS). Both these activities are progressing well, and because of their commercial nature I cannot reveal too much detail at this stage, except to say that things look promising.

The permanent staff of the Museum greatly appreciates the work of our volunteers, the generosity of many donors, and the help of our supporters. As we move into the fifth year of operations as the 'new' Fleet Air Arm Museum, we all say thank you and congratulations for being part of this great institution.

TERRY HETHERINGTON - Manager

A Case for the "ROMEO"

Eurocopter's new NFH-90 NATO Frigate Helicopter is competing against Lockheed Martin/Sikorsky's MH-60R

"Romeo" Seahawk, with a decision expected in 2011, the government says.

With final proposals now with government, the project office will have a lot of work to do while the world of politics goes into election mode.

But it is interesting to note that the US Defense Security Cooperation Agency notified Congress July 7 of a possible Foreign Military Sale to Australia of 24 MH-60R Seahawk Multi-Mission Helicopters and associated equipment, parts, training and logistical support.

The Government of Australia has requested a possible sale of 24 MH-60R Seahawk Multi-Mission Helicopters, 60 T-700 GE 401C Engines (48 installed and 12 spares), communication equipment, support equipment, spare and repair parts, tools and test equipment, technical data and publications, personnel training and training equipment, US government and contractor engineering, technical, and logistics support services.

"The estimated cost is \$2.1 billion."

When ADM asked the Department of Defence for a comment on the issue of how many of these requests has resulted in an acquisition, we received the following response:

"Defence is attempting to gather data on this matter and will respond direct to Ms Ziesing when it is available".

By way of background, the 07 July 2010 Congressional Notification in relation to a possible sale of MH-60R Seahawk helicopters to Australia is a standard part of the United States Foreign Military Sales process required by the US Arms Export Control Act. "Section 36 of the Act requires US Congressional Notification for any potential third-party transfer requests that involve defence articles and services with original acquisition values exceeding USD\$25 million if the recipient is a member of NATO, Australia, Japan, New Zealand or Republic of Korea."



MOMENTS IN TIME



NAVAL AIRMEN RECRUITS - 1948 - January, February, March



'Juke' Matterson's reunion group as they were originally

Prepared for the "Final Get together", HMAS Albatross, 23 June 2010



A social gathering June '52

Bruce, May, Ken & Doug—good start add some surnames !



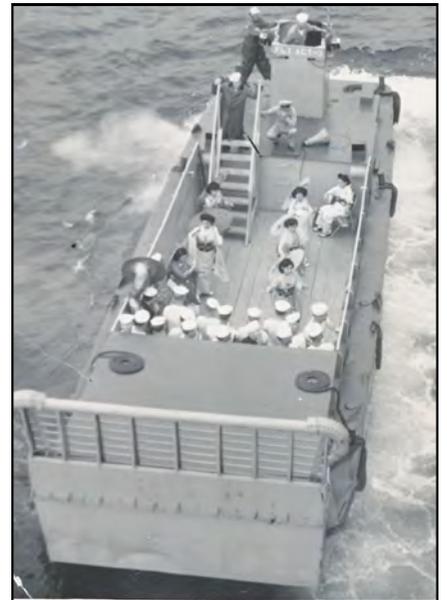


MOMENTS IN TIME



Typhoon Ruth '51

US Navy to the rescue in Yokosuka



Check the gantry on deck so pilot could see engines on both sides

Doug Eastgate & Arthur Sara



Same ship—different canal



One engine power—lot of gofers though !



Entering the canal—lots of engines this side

Dear Ed,

As an avid reader of Slipstream since its earliest days, I would like to make you and your intimates aware of the MD condition. Which is common to all living creatures and shows itself in man as I have described. There are plenty of examples in the Navy past and present. They are often charming but always looking to opportunities for advancement. Graduates from the RAN College abound with the condition. We are risk takers, which as the Captain of a ship, can be disastrous as records show. Also usually courageous as records also show.

The genes are concentrated in many of us and of course, our particular background and personality plays a part in the way we almost instinctively behave. You probably know about me from Dadswell and others and you may have read my very good friend, Peter Cabban's book, where he incorrectly labels me 'Schizophrenic'. Therefore, please read what I have forwarded and relate it to your own experiences.

As regards your latest editorial work, here are some appropriate comments.

Herbie Becker was a friend and one of the pilots of 724 Squadron when I was the CO. As my log book shows he signed me off on Gannets in which I put quite a few hours, but as I was basically a fighter trained pilot, to me Gannet flying was just good fun. Please send me his nephew's address.

Re Guild of Pilots etc. There you have good examples of bipolar people.

Re Brian Farthing's, love story I add that together with Jude, Seed, Champ, Wyatt, Powell and others we were the first group of RAN pilots the Observers met up with at RAF Leeming, to train as All Weather Fighter crews. My Observer was Steve Wilson with whom there was a mutual regard over many hours in the air. We formed the new 808 Squadron under George Jude, although why Gavin Kable, the senior Observer was not made CO I do not know! - Tradition, perhaps.

The Squadron photo on page 19 should be easily identified. I think I see myself and others wearing Korean War medals-

Best wishes, Alan Cordell----

Manic Depression (MD) / Bipolar in leaders

Dear Caroline Overington,

Noting that you are the gossip writer for Monday's Australian, who sometimes write non gossip, I drafted a letter suggesting the PM would find it hard to sell her unmarried state to our northern neighbours who being Muslims, have fixed ideas about women and sex. In addition, I thought that the growing number of Christian fundamentalist voters might query the merits of the PM's partner occupying with her, the Lodge and Kirribilli House. To Bob Brown - a friend from his doctoring days in Tasmania - that is understandably no problem. Bob by the way is (to my mind) an example of one with those creative genes he shares with his good intentioned fellow Green Senators, some of whom lack insight - which is not a common trait with those blessed

with the bipolar condition. Rather it seems that MD people like myself, often are so tunnelled in their outlook, they become fervent and thus more able to reach the top of their job, as I wrote in my previous email to you.

Now in distress after watching SBS INSIGHT program tonight I have changed my tack.

I refer you to the last two paragraphs of my July 20 email in which I bemoaned the fact that unmediated MD sufferers will commit suicide given stresses other people may withstand. I now repeat that I am impelled to spread the word that MD is a "condition which we creative humans and other creatures enjoy." To hear those ignorant, know nothing politicians say how much this one and that one would give to benefit mental health, made me nearly spew.

Thankfully Mistrs Buchanan. Ogden and Glen were given a say, as was Mrs Goddard.

They say it takes a simple man to tell a simple tale, but why must this simple soul have to continually state the obvious. Look you polities at your own! How about our lovely Paula Wreidt and the front bench senator who also tried to do away with himself. And artists and actors and writers - so many of the tops are MD and sadly, some kill themselves. So do farmers under stress and in today's stressful times, there will be many more suicides. We have wonderful voluntary bodies like ARAFMI and LIFELINE who do much much more than many well-meaning bureaucrats and politicians can possibly do - unless they have personally experienced the ups and horrific downs of Manic Depression. I tell you it runs in families. So if leaders are serious about suicide then look at families. Here in Lilydale some affected family members commit suicide - one after the other!

I have it on both sides - my great great grandfather died in Ararat Lunatic Asylum in 1868 after a successful career as a sea pilot. A great aunt hanged herself in 1906 - the wife and mother of 3 children who far reasons unknown to her closest, could no longer hack the pain of depression.

As for myself, I had a good career as a pilot in the FAA, but got horribly high then terribly low, requiring many doses of shock treatment. Subsequently after discharge labelled with Manic Depressive Psychosis, I had many ups and downs, which made me difficult to live with - and I tried to commit suicide once! Fortunately, partly because of service during the Korean War, I have a pension and a gold card and so can afford the many dollars that have gone to my treatments. Now under appropriate medication and regular visits to a psychiatrist, I run my own business which augers well for the future. I am extraordinarily fortunate and feel deeply for my fellows who struggle with only minimal help.

Regarding Korea, I note that South Koreans experience many suicides. That to me is understandable. They are high achievers with high expectations of themselves. When things go wrong, some just get so depressed, they kill themselves! With the luck of the draw, I may go to Korea this year at the invitation of a very polite and grateful Nation headed by President Kim. GWWP I may have the opportunity of telling them they are fortunate to have in their midst so many manic depressives!

Yours sincerely,

Alan Cordell.

CAN ANYONE REMEMBER THE RAN DE HAVILLAND TIGER MOTHS?

At least three de Havilland Tiger Moths served with the Fleet Air Arm during the nineteen fifties.



H.M.A.S ALBATROSS
A TIGER MOTH USED FOR AIR TRAINING AT NOWRA.

Aircraft identified as being transferred from the Royal Australian Air Force to the RAN were A17-382, A17-540 and A17-692. Little is now generally known regarding the actual tasks the aircraft were used for and also, exactly how they were painted.

A stand in aircraft VH-NVT was used by the RAN Historic Flight in the late nineteen eighties painted to represent A17-692, however the painting scheme used was not entirely accurate to the original scheme, and therefore it is possible that memories of this aircraft could confuse the issue.



The only well known photograph of an original Navy Tiger Moth, see above, is of -692 which appears to be all over silver with yellow trainer bands on the wings and fuselage. Lettering appears to be black, but what of the rudder and engine cowling? Were they painted yellow as was depicted on the stand-in aircraft, or some other colour?

And take a close look at the very front of the engine cowling, it appears to be a different colour again. What was it? Can anyone remember the original aircraft, their use, and the actual colour schemes they carried?

If anyone has any photos showing the original Royal Australian Navy Tigers Moths, any anecdotes or any other information regarding them then the Fleet Air Arm Museum would love to hear from you.

Please contact
Terry Hetherington
0244 242192
terence.hetherington@defence.gov.au.

You might find this interesting reading!!

It is now exactly forty years ago, on the 31st July 1970, that the British Royal Navy sailors had their last traditional tot of rum. For hundreds of years, Royal Navy seamen queued up in galleys from the poles to the tropics to receive their regulation lunchtime tot of rum. But ,40 years ago, the tradition was ended. On 31 July 1970, known in the Royal Navy as 'Black Tot Day', the sun passed over the yardarm for the final time and free rum was retired from navy life.

Black arm-bands were worn as the Queen was toasted. Tots were buried at sea and in one navy training camp, sailors paraded a black coffin flanked by drummers and a piper. "It was a sea change. It was one hell of a change," says Commander David Allsop, who enjoyed the tot as a junior rating after joining the navy in 1955.

Seamen drained their last ever tot of free navy rum on Black Tot Day, "It was badly received. There was a lot of muttering below the decks."

The Admiralty took away the tot because they were concerned that a lunchtime slug of rum would hinder sailors' ability to operate increasingly complex weapons systems and navigational tools.

But, by 1970 the rum bosun's daily doling out of an eighth of a pint (70ml) of rum at midday - diluted with water for junior ratings, neat for senior - was a reasonably gentlemanly affair. "In my era it was a social occasion," says Commander Allsop. "You paid for favours quietly, you had friends come round to share the tot." "It was just the same as going to the bar and having a pre-lunch drink. That's all it was, at the end of the day, a strong aperitif."

On the lash.

Sailors from the early 18th Century might have scoffed at the innocence of the 1970s tot. Beer had been the staple beverage of the Royal Navy until the 17th Century, used as a self-preserving replacement for water, which became undrinkable when kept in casks for long periods. But as the horizons of the British Empire expanded, the sheer bulk of beer - the ration for

which was a gallon (eight pints or 4.5 litres) per day per seaman - and its liability to go sour in warmer climates, made it impractical to take on long voyages.

Wine and spirits started to take its place and when in 1655 the British captured Jamaica from Spain, the navy was introduced to rum. Staggeringly, until 1740 the daily ration was half a pint of neat rum, twice a day, at a time before there were accurate methods for measuring the alcoholic content. Sailors would check their rum had not been watered down by pouring it onto gunpowder and setting light to it, from where the term "proof" originates. By volume, 57.15% alcohol has been calculated as the minimum required for it to pass the test.

Even keel

The onboard problems caused by a massive intake of incredibly strong rum had to be remedied, and in 1740 Admiral Edward Vernon, known as Old Grog, from his preference for cloaks made from a fabric of the same name, issued his notorious order. "The pernicious custom of the seamen drinking their allowance of rum in drams and often at once is attended with many fatal consequences to their morals as well as their health," it states. "Many of their lives shortened thereby... besides stupefying their rational qualities which makes them heedlessly slaves to every brutish passion." Sailors are often associated with a large intake of alcohol. Rum was henceforth mixed with water, at first at a ratio of a quart (two pints or 1.1 litres) of water to each half pint ration, and "grog" was invented. It is not surprising that seamen through the ages had grown attached to their rum ration, even though the punishment for drunkenness until the late 19th Century was a public flogging, says naval historian Dr Pieter van der Merwe.

"They lived in conditions that nowadays would be considered intolerable," he says. "It was the one thing that made life bearable. You cannot imagine how tough these people were".

Seamen were a race apart. They walked differently, they talked differently, they dressed differently. They were built like oxen.

"They could take punishment, and they expected it. They knew if they got drunk they would be flogged, and they still got drunk." It would be wrong, however, to draw conclusions about naval sea worthiness from the fact that for hundreds of years, navy sailors imbibed a huge daily dose of rum.

"You mustn't imagine that naval ships were sailed by crews of drunken sailors," says Dr van der Merwe, general editor at the National Maritime Museum.

"Everybody drowns if sailors are drunk all the time."

RUM DICTIONARY

Nelson's Blood -

Slang name for rum, erroneously based on the story that Nelson was preserved in rum after being killed at Trafalgar. He was actually preserved in brandy.

Tot - Name for the navy alcohol ration

Grog - Mixture of rum and water, introduced to the Navy in 1740

Splicing the mainbrace - The awarding of an additional drink on a special occasion

Just a little something to think about on a rainy day.....

We'll begin with a box, and the plural is boxes but the plural of ox is oxen, not oxes!

One fowl is a goose, but two are called geese yet the plural of moose should never be meese!

You may find a lone mouse or a nest full of mice yet the plural of house is houses, not hices.

If the plural of man is always called men, why shouldn't the plural of pan be called pen?

If I spoke of my foot and showed you my feet and I give you a boot, would a pair be called beet?

If one is a tooth and a whole set are teeth, why shouldn't the plural of booth be called beeth?

Then one may be that and three would be those yet hat, in the plural, would never be hose, and the plural of cat is cats, not cose.

We speak of a brother and also of brethren but, though we say mother, we never say methren.

Then the masculine pronouns are he, his and him, but imagine the feminine, she, shis and shim.

Let's face it, English is a crazy, complex language:

There is no egg in eggplant, nor ham in hamburger. There is neither pine nor apple in pineapple,

English Muffins were not invented in England.

We take English for granted but if we explore some of its paradoxes, we find that quicksand can work slowly, boxing rings are square, and a guinea pig is not from Guinea and it is not a pig! Doesn't it seem odd that you can make amends but not one amend?

If you have a bunch of odds and ends and get rid of all but one, what do you call it?

If teachers taught, why didn't preachers praught?

If a vegetarian eats vegetables, what does a humanitarian eat? Perhaps all the people who speak English should be committed to an asylum for the verbally insane!

In what other language do people recite at a play and play at a recital?

Ship freight by truck but send freight by ship?

Have noses that run and feet that smell?

How can a slim chance and a fat chance be the same?

Your house burns down as it burns up.

You fill in a form by filling it out!

An alarm goes off by going on.

So we must be really smart if we have mastered this extremely hard, complex language.

Clever buggers, aren't we.....'Bye now, 'cos by now, I need a drink!

Fleet Air Arm Association of Australia

Blazer Order Form

Blazers made by C E Wise 780 – 782 High Street Thornbury Vic 3071

Tel 1300 700 000

Fax (03) 9484 2212

Web Address: <http://www.cewise.com.au/>

Email: sales@cewise.com.au

Specification: 80%wool / 20%polyester jacket with FAAA monogram.

Price: \$209 (including GST) postage included.

How To Order?

Irrespective of whether you order via the *internet*, *fax* or *post* we will need the following details:

Full Name _____

Postal Address _____

Contact Details (Home) _____

(Mob) _____

Credit Card details (including expiry date) _____ (expiry) __ / __

Security code (last three digits on number on back of card) X X X / ____

Chest Measurement in cm or inches _____ Height _____ (in cm or inches)

By Internet go to: <http://www.cewise.com.au/>

Click on “Online Uniform Shops”

Click on “Fleet Air Arm Association of Australia” and follow the prompts.

By Fax: Fax this completed form to: (03) 9484 2212

By Post: Post this completed form to: CE Wise Pty Ltd. 780 – 782 High Street Thornbury Victoria 3071

By phoning us on 1300 700 000 and asking for assistance

On receipt of your order we will manufacture and dispatch to you a standard size FAAA blazer which corresponds to your chest measurement. This will be sent to your postal address within 14 - 21 days. Should the blazer need alteration we ask you to return the blazer along with a completed alteration form (which will be mailed to you with your blazer) and we will make a specially fitted blazer. There is no cost for either the alteration or the subsequent delivery.

Fleet Air Arm Association of Australia Blazer Alteration Form

Blazers made by C E Wise 780 – 782 High Street Thornbury Vic 3071

Tel 1300 700 000
Fax (03) 9484 2212

Web Address: <http://www.cewise.com.au/>
Email: sales@cewise.com.au

If your blazer needs altering please do the following:
complete the details on this form

Date of purchase __ / __ / __

Date of blazer return __ / __ / __

Your Full Name _____

Postal Address _____

Contact Details (Home) _____

(Mob) _____

Size of initial blazer supplied _____

In comparison to this fitting blazer:-

Chest Measurement alteration required (e.g. +2inches, -2inches) _____ (inches or centimeters)

Arm Length (cuff) alteration required (e.g. +2inches, -2inches) _____ (inches or centimeters)

Coat length (back) alteration required (e.g. +2inches, -2inches) _____ (inches or centimeters)

Height _____ (inches or centimeters)

Waist _____ (inches or centimeters)

send this completed form along with the blazer to:

CE Wise Pty Ltd.
780 – 782 High Street
Thornbury Victoria 3071

Please note this service is FREE to you

Order form for blazers is on page 33

You can tear out the page or else just copy it; fill it in and send it off to the nominated address. This form is only to be used if you have to get any alterations done to your blazer— not this alteration service is free.

You can also use their web site if you have a computer .

Victorians take note of the address and I am sure you can front up and do the business.



NATIONAL PRESIDENT



This will be my last column as National President. After six happy years in the job I feel that it is time to move on and let new faces and new ideas direct the affairs of this wonderful Association.

During that time there have been some great successes; transfer of the Museum into Naval hands, the resurrection of the ACT Division and the 60th Reunion being the standouts, but, the very important issue of the future of the Historic Flight is still in limbo. We may need to fight hard to preserve this vital part of our history.

My greatest regret has been the failure of my campaign to increase our membership. Although we have a healthy membership of about 1200, I feel that the Association should number at least 2000, not only to increase our political weight, but, also to ensure that many more of our comrades will enjoy the spirit and camaraderie which are such an important part of the Fleet Air Arm tradition.

I urge the new Executive and all State Divisions to continue to seek ways to increase our numbers.

The recent election has left us in an "interesting" situation which may cause some problems for the Defence budget. We have new Ministers (again!) and I have written to the Minister, Stephen Smith and the Minister for Veterans' Affairs, Defence Science and Personnel, Warren Snowdon, to offer congratulations on behalf of the FAAA. I have also written to our effective and popular local member, Joanna Gash, to congratulate her on her re-election. I sincerely hope that they all last at least until I am out of the chair!

One disappointment from the election was that the Opposition promise to correct the disgraceful situation with the indexation of Defence Pensions will now come to nothing. We will all have to keep up the pressure on the Government after the frustrating failure of our efforts to date.

In signing off, I must thank all you members who have made my tenure as President so enjoyable. I keep saying it, but, we really do have a wonderful and unique spirit in the Fleet Air Arm family which is worth celebrating and maintaining. One of my old aviator friends here in the Highlands thinks that the world is split into two classes of people, aviators and those who wish they were aviators; I heartily agree! I cannot personally thank everyone who has made a contribution over the past six years; the list would be too long, but, I must offer special thanks to the

members of the Executive over that period. Vice President Peter Welsh, Secretaries Tom McDonald and Dick Martin and Treasurer Denis Mulvihill. They have been energetic, cheerful and supportive throughout. I must also mention Terry Hetherington and his team at the Museum and the staff at Albatross, Commodores and Captains and their Ship's Company who have enthusiastically and cheerfully responded to our often onerous requests for support and assistance.

My best wishes to all members and their families. I hope to see many of you at the HMAS Melbourne reunion.

David Farthing



National Secretary's Report Slipstream September 2010

Well it is close to that time of the year again our Annual Federal council meeting is set down for Saturday October 30th commencing at 1000hrs in the Fleet Air Arm Museum complex at HMAS Albatross near Nowra (As if all our members would not know where HMAS Albatross is).

This year is the Triennial election of Office Bearers for the Federal Council and with our current President David Farthing indicating that he will not be standing for that position this time around the need to elect a new President is paramount.

I am sure that all members will join with me in thanking David for his contributions to the Association and he assures us he will continue to whole-heartily support our cause.

At the time of "Close of Nominations" all positions are filled by one or more candidates.

Another item to note for members who are attending the Federal Council Meeting is that the NSW Division will be holding their Annual Dinner/Lunch at the Museum complex after the Federal Council Meeting I Believe all are welcome further details can be obtained from Ian Ferguson phone 44421428 (email fergs28@optusnet.com.au)

Well that's it for this time around maybe the editor will stop yelling at me when we are fishing to get my report in

Cheers to all,

Pincher

ACT DIVISION



Hi again to all for this edition of Slipstream.

The ACT Division held a get together on Fri 27th Aug at the CSC. About twenty personnel turned up over the three hour period and it was good to catch up with a few faces that hadn't attended for some time. We wish a farewell to Peter Dore who is heading back up north after a stint in uniform here in Canberra. Best wishes Pete and we hope to catch up with you again if you are ever back down this way.

Our Welfare Officer Steve Cottam is also heading north to Townsville in Jan 2011 when he takes over the position of Senior Military Recruiting Officer for Central & Northern QLD. We congratulate Steve on his new appointment and wish him all the best in his upcoming posting. We will farewell Steve in December and I am certain we will miss the effort he put in on the committee.

A reminder that our next Division get together is on Friday 29th Oct at the Canberra Services Club so please put this date in your diaries. Now that the warmer weather is upon us we will look at having another outdoor sports / golf day and details on this event will be emailed out to members in due course. Additionally, ACT members are reminded that our Christmas function (dinner with partners) is planned to be held at the Canberra Yacht Club on Friday 10th Dec 2010 commencing at 1930. Jak Goudman will provide more details of the night once the venue and menu is finalised and members can express their interest for the dinner by emailing Jak on jak.goudman1@bigpond.com

Our Division President Geoff Ledger has been nominated for and accepted the position of FAAA National President. Geoff will take over from the outgoing National President David Farthing in Oct 2010 after the National AGM. In the interim I will be acting as ACT Division President until the next AGM in Mar 2011 at which time we will seek nominations for and vote in the new President and other committee members. On behalf of the ACT Committee I would like to thank Geoff for all his efforts in getting the ACT Division reformed and his leadership whilst serving as President. Please accept our congratulations on your new appointment and we hope to see you around at our get togethers when time permits.

Memberships fees are now due therefore if you have not yet renewed your membership I would ask that you do so to ensure your remain financial. If you need to pay please email myself or Jose Bascunan and we can provide details on how to do so.

If you know of any other FAA personnel in the ACT who are not yet members I would ask that you encourage them to join the Association.

Anyway, best wishes to all from your shipmates here in the ACT. Remember if you are visiting Canberra please don't hesitate to let us know, as it is always great to catch up with our FAA colleagues from other states.

Regards,

John (*Schonners*) Schonberger
Vice-President

QUEENSLAND DIVISION



Thanks, Greg, for letting me off the hook for being late. No real excuse except that my computer has been crashed and only just resurrected! Not a lot to report this time-we've been up in Townsville for a couple of weeks visiting Arthur and Maxine Johnson. We'd just arrived when I had a call from Mick Blair to say that Dave Randall had just passed away. I knew he was very ill and regretted that I hadn't spoken to him for a while. Very sad. I rang Joan straight away to give our condolences and to say that we wouldn't be able to get back for Dave's funeral. Mick and quite a few of our blokes went to the funeral to support the family.

When we got home, I was informed that Bill Burley and Don Sharpe had gone as well. Don seemed to be fit when we were talking at the AGM in March. Our condolences to both families as well.

Arthur has a 46 foot "Grand Banks" motor Cruiser so we had a few days in Horseshoe Bay, Magnetic Island. Very Pleasant and comfortable. We had a fair bit of shopping in plastic bags to load on board & some people gave us a hand to carry it all to the boat- a long walk down the Quay-so we got all set & off we went. Maxine was transferring groceries, etc., to various cupboards then realised some were missing-mainly strawberries, cream and a big parcel of meat. We thought the helpers might have taken a couple of bags to their boat by mistake. However, when the girls got back to the house 3 days later, there was a bit of a smell around the place!! Someone had forgotten to load them in the car. We had a stir fry vegetarian meal the 1st night on board!



We did a fair bit of flying in Arthur's Cessna 170, landing on a beach (isolated) and I was able to do some circuits (not on the beach) to get back on the ball again. Did a fairly big bounce at Ayr in a 30 kt breeze but full back stick fixed that. The wheels are large -almost 3 ft.- balloon tyres so enabling landings on pretty rough surfaces.

Nothing more shall be said! We flew to Bowen- me in a Piper Colt converted to a tail dragger with a 150hp motor and flew a Pelican back which had a 3 blade auto pitch prop., so a manifold pressure of 26 inches was set giving a cruise of around 110 mph. The Colt had a rate of climb of around 1000 ft/min. I went pistol shooting with Arthur one night-he shoots well but my effort was limited to jamming and running out of time. Some of the blokes there had mean machines!

Later on our drive home, we went to Rubyvale, in the gem fields. Driving through Sapphire, we stopped to wander through the Sunday Market & I said to Dee that I thought I knew a bloke operating one of the stalls. When I walked over, realised it was Erroll Shelley and Janine, doing a brisk business. We went to the RSL that night with them and they organised for us to go down a mine the next day. The owner of the mine was an ex stores basher from Sussex Inlet! We duly but hesitantly went down the 20 feet or so and it wasn't too bad- cooler and a reasonable amount of room to move. I managed to jam the drill so had to stay down on my own and hook up 20 or so buckets of ore" to be hauled up. Good fun!

Erroll & Janine hosted a good BBQ that night for all of us. Erroll is getting along ok but the Motor Neurome affects his left side. His right hand can still lift a glass or two!

We've realised that our plan to have a BBQ early November is no good so John Stewart is going to arrange, we hope, for us to use the park at Nerang for a BBQ/picnic for Sunday 28 November. My next Newsletter will have the detail. John will also represent us at the National Meeting at Nowra again. Thanks, John.

A lot of us here were delighted that the Caloundra Aerodrome is to remain which includes the Air Museum. Our government has drained the coffers!

I'll close on that note. Best wishes to everyone in the other states from us.



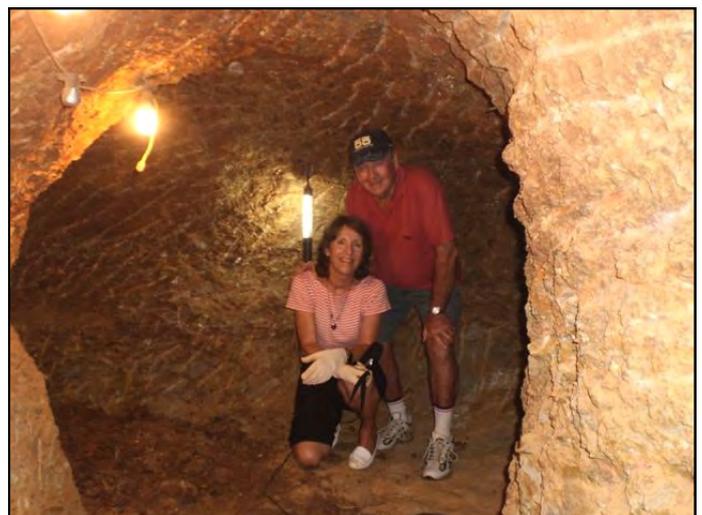
Barry Lister and Arthur Johnson with a quick 'pie' lunch



Cessna and Pelican



Erroll, Barry and Janine



Subterranean accommodation - Dee and Barry

Cheers - Barry Lister

**VICTORIA
DIVISION**



Once again may I take this opportunity on behalf of the Victorian Division to convey out greetings and sincere best wishes to all our members wherever you may be and to their family and friends.

Since our last edition of Slipstream, things have been quite memorable here in Victoria, on the 25th June, the Victorian Government staged a State Reception for all Victorian Korean War Veterans, initially it was to be convened at Government House, but unfortunately, this venue was unavailable due to recent storm damage.

The State Reception that morning for veterans and selected guests was held undercover in the Shrine itself. Hundreds of veterans and others attended, making it a tight fit. The Premier of Victoria, Mr John Brumby, opened proceedings. Also present throughout the reception and service was His Excellency, Dr Woosang Kim, the Ambassador of the Republic of Korea. On completion of the reception, the veterans formed up and were led by the RAAF Band to march to the Pool of Reflection Memorial for the service, where I had the honour of laying a wreath on behalf of the Fleet Air Arm.

As reported in the last edition, the next major events for the



Canon Lawrie Styles, Ron Christie and a recruit

Division would be the Annual Dinner on Saturday 28th August. We always convene our dinner on the nearest Saturday to the 28th, as this is the commissioning date of the RAN Fleet Air Arm. The next day the RAN FAA Memorial Service is conducted at HMAS Cerebus. As we conduct our dinner at Hastings each year, we make it a weekend activity and I might add it is full on. Most of us arrive at Hastings around midday and adjourn to the

King's Creek Hotel for a long lunch with the usual 'dit' spinning and a fun afternoon. After this its back to the Motor Inn where we to get ready for the Dinner, this year the format changed as the Function Room at the Motor Inn where we usually dine had been closed; a new venue was required and on recommendations the Hastings Club proved to be it. The Club is to be congratulated, as they were most helpful in meeting our needs with buses, good food, courtesy and naturally fine drinks. A very enjoyable night was had by all.

Sunday was an early start, as we all had to be at HMAS Cerebus for the commencement of the Memorial Service at 0930; Chaplin Murray Lund, assisted by our Division Chaplin Lawrie Styles, conducted the service this year. Again, we were honoured to have in attendance the latest intake of Naval Recruits at our annual RAN FAA Memorial Service. The service was conducted at the Chapel of St Mark, on completion of the service we all adjourned to the FAA Memorial Plaque in the Memorial



Recruit, RAN Chaplin Murray Lund, Lawrie Styles and Ron Christie



Inside Chapel of St Mark at HMAS Cerebus

Gardens for the wreath laying ceremony.

A special mention to Alan (Happy) Clark, who, produced a

very well presented display board of photographs of the ships and aircraft of the RAN from bygone days. The new recruits showed a lot of interest in this and asked a lot of questions about them – BZ Alan.

On completion of the official events, the new recruits were marched off and our members adjourned to the WO's Mess for light refreshments etc. At this juncture it was my pleasure to



Kevin Roper, 'Millie' Barnes, Lawrie Styles, Ron Christie, Hank Fargher and Recruits

present a Certificate of Service' to Ralph Mayer and Charles 'Hank' Fargher for their service to the Association and Victorian Division in particular; congratulations to them both as they were well deserved.

The next event for some of our members will be the Korean War Veterans Commemorative Reunion and 60th Anniversary 1950-2010 to be held in Canberra from Friday 22nd to Sunday 24th October, from this, it will be over to Nowra for the FAAAA Federal Council Meeting on the 30th October

In closing a special thanks to Greg Wise and his helpers for our magazine 'SLIPSTREAM' – well done.

All the best to all
Yours Aye
Ron Christie

Interesting Origins

There is an old Hotel/Pub in Marble Arch, London, which used to have a gallows adjacent to it. Prisoners were taken to the gallows, (after a fair trial of course) to be hung. The horse drawn dray, carting the prisoner, was accompanied by an armed guard, who would stop the dray outside the pub and ask the prisoner if he would like ONE LASTDRINK".

If he said YES, it was referred to as "ONE FOR THE ROAD"

If he declined, that prisoner was "ON THE WAGON"

So there you go. More bleeding history.

TASMANIAN DIVISION



Tasmanian News

Our AGM was held Sunday 29 August with an attendance of 19 - quite a pleasing number.

Office Bearers have not changed, no one seems to want to volunteer to take up positions – nothing ever changes.

'Tas' Browning is still the President, Garry Sommer the Secretary, and he is ably assisted by Jeff Singline in Garry's absence. I was not able to attend the AGM this year as I had to spend a week in Launceston General Hospital; the aftermath of a prostate biopsy. I was not very well for a couple or three days but after three weeks recuperation all is coming along fine. The best news NO CANCER !!!! No more biopsys either, one is enough for anyone in one lifetime..

The meeting was 'graced' by a rendition or two on the Bosuns call by David Innes - ex Observer. He used the call issued to him on Officer Training School at Cerberus many, many years ago. Jeff said he handled the instrument very astutely and the renditions brought back memories of all sorts.

I have one of my own that I had as Bosuns Mate at Albatross - I didn't hand it back when the job duration expired, but, I find it hard to get a proper squeak out of it too. Perhaps I should take a trip to David's place for some tuition. I am sure that there must be some requirement in society today for this art.

Resulting from the meeting there has not been much support for 'Tas' Browning's Remembrance of Kapyong Day (Korea). Let's get behind this man and support his efforts. It can't be held without numbers and there has been a very large amount of work gone into the organisation to ensure the event will go off well. Please re-check your schedule and see if you can fit a very interesting trip in to a good tourist destination. We will even forgo the fee for 'money changing' in this instance.

More from 'Tas' later on this subject.

As you can see I am still honourable scribe, no one wanted my job either by the looks of things. Life got a little bit easier though as 'Ed' and I worked out a way to get the message across the briny by electronic courier without me actually having to learn the system, 'relo's' come in handy some times.

Cheers for now

Matt Jacobs (Jake)

**WESTERN AUSTRALIAN
DIVISION**



Time rolls on, September already, Eagles gone, have to support the Dockers to regain some State pride.

It has been a quiet period over the past three months, no BBQ's or get togethers, a lot of Members have been travelling overseas by boat and plane enjoying the sunshine and by the look of them when they return the food and wine.

As reported in our last article we were to present a picture to HMAS Stirling's wardroom. Well that function took place on Tuesday 31st August, after a quite sumptuous morning tea of sandwiches and pastries and various cakes along with tea & coffee; President Winston James made the presentation to Lcdr Brian Froome of a framed picture of a Gannet Aircraft signed by a Pilot (Winston) Observer (John Selsmark) and Aircrew Man (John Boulton) with a plaque recording the presentation and date.



Winston presenting 'The Gannet' to Ltcd Froome



Winston addressing the Wardroom Mess



John Selsmark, John Boulton and Winston James with unframed print.

Also the Original Honour Roll Board which had hung in Rosie O'Gradys for several years was presented to HMAS Stirling for display. Both items were warmly received.

The HMAS Melbourne reunion will have taken place by the time this edition comes out and we hope all of those who attended had a great few days of celebration and re-meeting with old friends.

Keith (Squizzy) Taylor Scribe

P S. Dockers are done ; I'll have to go for St Kilda now..

Hi Ed,

I've attached a photo of, I think, *Melbourne* (the island structure and radar over the bridge?) but I don't recognise the wharf.

Perhaps she is fitting out in England prior to joining our navy. Might be worth printing as a filler and see who can give us the



right answers.

Cheers,
Derek Byrnes.



SOUTH AUSTRALIA

We have had our regular lunch time meetings since the last Slipstream but no outbound trips to date.

I attended the Traditional Vietnam Veterans Day Service at the Repat Hospital Chapel (where we have a plaque on the wall).

It was well represented by Service Personnel and politicians, as it was just before the Federal Election.

We have a busy time ahead with 817 flying in to Goolwa in the October long weekend .

On Sunday 3rd there will be a March through the Town followed by a Service at the RSL and dinner, also at the RSL.

Goolwa is also setting up for the 26th and 27th February 2011 when 817 flies in again for Freedom of the City March and Ceremonial Sunset..

On the 16th and 17th October I will attend the HMAS Melbourne Reunion at Nowra.

We are still waiting for information on Navy week 2010 which generally includes a Service in the Naval Memorial Gardens and BBQ, hosted by Navy HQ SA

That week also includes a Service at Christ Church North Adelaide all to be confirmed..

For Remembrance Day in November Ian Laidler will represent us at the Repat Hospital and Henry Young (fresh back from the States by then) will lay the Wreath at the Memorial.

Last weekend we held a very successful family day BBQ / FAAAA -SA meeting at the McLaren Vale RSL .. pics attached.. The RSL is very well appointed and Des Reardon and his wife are to be commended for both the organisation and Des's cooking...

It was very well attended and a good chance for Members and Partners to have a chat..

Bob Scobie has been welcomed as a new member ... he was with the previous 808 Squadron !!!

Mike Stubbington, who is our Vice President, has volunteered to lead our Social Committee as Dinsley has not been well of late and deserves a rest..



Annual General Meeting



Those who must be obeyed at the BBQ

Cheers
Leon V Coppins
President

The Editor,

My father, Alwyn Joseph Spreser (Joey) served aboard the Sydney between 1953-54. His service number was A45396. He was a member of the Naval Airman Aircraft Handler branch - No. 816 Squadron

I'm compiling a family history and would love to hear from anyone who knew him.

Sadly he passed on about 15 years ago.

His daughter,
Judith R. Pearce (Spreser)
jsmudge59@bigpond.com

NSW DIVISION



Look out folks, the horse's birthday has gone and before you realise it the stores will be giving 'days to Xmas' as part of their advertising. Where did this year get to.

The Annual Dinner this year has been adjusted to suit the maturing membership and instead of being an evening event we are holding it at 1300, immediately after the National Conference on the 30th October in the Museum Function Centre. The Committee took on note that travelling of an evening does not suite a lot of us so the time was amended accordingly to see if this fits in better.

The meal will be a sit down buffet, drinks (soft drinks, beer and wine) will as usual be subsidised and tables will be set in groups of ten so if you wish to sit with anyone in particular please contact Ian Ferguson regarding this on 44421428 or fergs28@optusnet.com.au.

For catering purposes (by an outside caterer) he needs to know who is attending by the 15th October so please do not be tardy in contacting him regarding bookings.

On the subject of functions, the Division is organising a mixed get together at Campbelltown RSL Club in February next year on the 20th at 1200. If you remember we held a similar event a few years ago and it was a great success thanks to the effort of John Goble. He is giving some technical (and moral) assistance to Peter Weir in the organisation of this event and again we need to know numbers that are going to attend. Peter will be contacting a lot of Sydney members (if he can come up with phone numbers for you) but he does not have an email address so if you wish to register your intention to attend you can contact me. gregwise@pacific.net.au or just return the tear off with the appropriate monies.

The cost of the function will be \$10 per person (for 'small eats') and the bar is up to your discretion, there will be a tear off section on the annual membership renewal to return with your money in the next issue of Slipstream. All numbers must be confirmed by the 1st Feb for catering purposes.

Should we not get enough response to make the event feasible all monies that have been forwarded will be donated to the 'Cancer Council of Australia', this decision has been taken because logistically it would be a nightmare to return it to all individuals and the Committee thought that none of us that had paid would object to it going to an organisation that probably we all will have some contact with before we 'drop off the perch'.

The function is open to all ex Fleet Air Arm personnel (not just members) and we have done this to see if we can gather a few

few who joined the Association. Please make an effort to come along and say good day to some old acquaintances, the more that get there the better the event; we apologise for the date but that was the first Sunday we could get that was free.

If we can get enough from the local area we intend running a coach to the event and that will seat about 56 so it will be case of first in best dressed and I have a fair few on the list already. Cost of seating on the coach will probably be \$10 per head and again these monies have to be paid up front. Those who wish to avail themselves of this facility should mark their 'tear off return' with this and add the necessary payment with it—probably a good idea to check if there is still room first (44471602).

The prizes for our raffle are now on show at the Museum (tickets can be obtained there as well) and again we must thank John Downton for the assistance he gives us towards this. The first prize this year is a beautiful framed painting of 'Melbourne' at sea with aircraft embarked (Gannets, Venoms and Wessex) named "HMAS Melbourne and Friends", valued at \$3300.00. The second prize is a country scene of the Goulburn area named "Highland Grazing near Goulburn" valued at \$550.00. Third prize is a sound system to the value of \$250.00 and if the transfer of this is not logistically feasible then a cheque to that value will be forwarded. The paintings will be delivered to your home (or can be collected if you happen to be at the Annual General Meeting on the 9th March next year when they are drawn).

This is the only fund raising event we conduct each year to obtain the necessary monies to run the Association and the Committee wish to thank all those who generously assist in the cause, we are financially sound but it is amazing at just how much it costs to run the Association each year so your assistance is essential.

I had the pleasure of attending the 'annual' divisions at Albattross last week (yes you read right, annual) and it was a bit like a remembrance day. Seated in the onlookers gallery were five ex Commanding Officers. RADM Barratt, CMDRE Morrison both still in uniform, RADM Ralph, CMDREs Cole and Sloper. Along with these, the reviewing officer was RADM Gilmore and the depot HFAA CMDRE Laver were also in attendance making the use of sunglasses almost essential. Also seated in the gallery was Lady Smith so in all it was a very 'glittery' outing. Into the bargain the weather was very good and the whole show went off like clockwork. Also noticed in the gallery was 'Dickie' Bird and our newly re-elected MP Joanna Gash.

I would like to take this opportunity to welcome back our Welfare Officer (Ray Burt) on his feet again and showing off his new titanium lower leg—he tells me that holidays and strikes are holding up the manufacture of his 'tiddy model', good to have you back Ray.

Greg Wise

VALE:

VADM Sir Richard Peek, KBE, CB, DSC, RAN (RTD)

I regret to inform the Navy of the passing of Sir Richard Peek, at his request a private cremation service was held today in Canberra.

Sir Richard Peek served as Chief of Staff from 1970-1973, as the culmination of a distinguished naval career in war and peace, and remained one of Australia's active advisors in Naval Defence Strategy until the end.

VADM Sir Richard Peek's life was defined by the ideal of service. He entered the RAN College in 1928, graduating with maximum time, and specialised in gunnery early in his career. When the Second World War broke out he was serving in the Battleship HMS Revenge, in 1941 he joined the Light Cruise HMAS Hobart as Gunnery Officer and served in the same capacity in the Heavy Cruiser HMAS Australia until 1944. Admiral Peek was awarded the OBE (Military) for his actions at Leyte Gulf in HMAS Australia and the DSC for skill and devotion to duty in action at Lingayen Gulf.

Fittingly Admiral Peek led the RAN contingent in the victory celebrations in London in 1945, remaining to complete a Staff Course. After several postings at sea and ashore he took command of the First Frigate Squadron and HMAS Shoalhaven in 1951 and later he commanded the destroyers HMA Ships Bataan and Tobruk during the Korean War; whilst in command of HMAS Tobruk he was awarded the US Legion of Merit. He was Deputy Chief of Naval Personnel in 1954 and again took command of Tobruk from 1956 to 1958 and as Captain (D) 10th Destroyer Squadron. Four years later he commanded the Aircraft Carrier HMAS Sydney and subsequently the RAN Flagship HMAS Melbourne.

In 1964 he was promoted to Rear Admiral and was appointed Fourth Naval Member and Chief of Supply of the Commonwealth Naval Board, then Deputy Chief of Staff in 1965 for two years. Admiral Peek's next post was Flag Officer Commanding HMA Fleet in 1967, including oversight of the Far East Strategic Reserve, before his appointment as Second Naval Member in November 1968 and then Chief of Naval Staff and First Naval Member in November 1970. During his tenure, RAN involvement in the Vietnam War came to an end and considerable effort was devoted to force structure development including plans for a Light Destroyer (DDL) and a replenishment ship. Navy also took charge of manning larger amphibious craft and personnel strength reached its 'Post-1945' peak of 17,000 men and women.

Vice Admiral Peek retired on 23rd November 1973 to a life as a pastoralist but continued his lifelong involvement in Australia's Naval Defence. He provided expert advice to Parliament as recently as the 2009 White Paper discussion process and was a tireless advocate for Naval Veterans of all campaigns.

Vice Admiral Sir Richard Peek's passing marks the end of an era for the RAN, he personified the values we strive for from the most junior to the most senior among us- Courage, Loyalty and

Devotion to Duty- whether in peacetime or in the face of the challenges of war at sea. For himself, he never forgot the men under his command and their welfare was among his greatest concern. He will be remembered as the Quintessential Naval Officer and one of the most remarkable and respected Destroyer Captains that the Navy has produced.

Chief of the Navy

VALE :

Alan (Curly) Guilik

Curly's funeral was conducted at the Nowra Funeral Gardens - Worrigeer on Wed 10 Aug '10. It was most pleasing, to see, that there was standing room only.

The gentleman conducting the service presented a good insight into Curly's life and family prior to the time he joined the Navy.

Alex Stevens then rose and gave a good description of Curly's Navy life and how he and Curly, since they left the Navy, regularly discussed many things over a cup of coffee.

At this time, I would like to describe the arrangements on Curly's coffin to those who weren't present at the funeral. There was a large bunch of flowers at one end, Curly's medals, and a miniature set of wooden chocks, a large branch pipe and a Warrant Officers cap at the other end. Alex described the fact that since Curly was only a Chief Handler, a quick vote was organised prior to the funeral and Curly was promoted to Warrant Officer. Alex discussed many things about Curly, concluding with the how he would miss him and that Curly still owed him \$5.

Chad one of the junior Handlers present (60 years and under) rose and described Curly as a person who was extremely calm and allowed nothing to upset him, whether instructing sailors on fire fighting or out on the town with the boys. Chad believed many of the sailors Curly trained possibly owe their lives to the methods he employed in the fire-fighting classroom. Chad concluded that he has the \$5 Curly owed Alex. Alex immediately replied that it was really \$10...

Alex then rose, as a representative of the RSL, and conducted a service befitting Curly as a Returned Serviceman.

At the conclusion of the service, we all adjourned to a cafe for a coffee and eats.

Later at the Sportsmans Club in Worrigeer, a large contingent of Handlers and friends remembered Curly over drinks, with lies and truths about the adventures of Handlers generally in the RAN.

On behalf of your family, many friends, Handlers and partner
Trish of 10 years, Curly old mate

RIP

Gary Tearl

FLEET AIR ARM**WALL of SERVICE**

These are the latest plaques fitted to the wall and as each order is processed and plaques fitted they will be acknowledged in this column. Orders are placed with the foundry in groups so as to keep the price structure within reason and the paperwork under control and thus there will be some delay between you placing an order and the final end result (the plaque mounted on the Wall).

If anyone requires a copy of their plaque an electronic reproduction of the proof from the foundry can be obtained by contacting the NSW Division Administrator of the project and he will organize it for you or your family.

Please ensure that your details are **PRINTED CLEARLY** on your application form. It is very hard and expensive (a complete remake) to correct an error once the bronze has been cast.

Application forms are available from the Administrator, on the front desk at the Fleet Air Arm Museum, The Fleet Air Arm Web site (<http://www.faaaa.asn.au>) or, if you contact your State Secretary he will be able to organize one for you or any other ex FAA personnel . Suppliers of the forms, when you give them the application form you might suggest membership for this association as well. All states can accommodate new members and then they would only have to write out one cheque.

If you are attempting to have a plaque installed for a third party , it is a requirement that NOK permission must be obtained (in writing) and a copy attached to the application form.

You will see by the number of plaques fitted since the last magazine that progress is good, there will always be a pause or two over the Xmas period as logistics(holidays that we all have to have) will govern the production. The back page of this issue has a photographic record of the actual plaques recently affixed to the Wall . If a group (old class or similar) wish to have their plaques fitted alongside each other get together And submit the group as a 'parcel' and they will be kept together otherwise all plaques are placed on the Wall in the order that the application is received. There are quite a few smaller groups and family members already together on the Wall.

The Administrator
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The 'Wall' is now starting to look quite a spectacle, especially in the afternoon with the sun full on the plaques.

We have filled eight rows on the front face and have now started on the front face of the rear wall. Rather than made all of us young chaps bend too far to read the plaques this was thought to be a better idea. It will make no difference to the overall vista as there is no particular way the plaques are fitted and perhaps in 50-100 years one of the descendants of a serving member may wish to have his plaque affixed and it will fit in no matter where on the Wall it is sited.

STONE	D.C.
LEE	W.J.
SCHONBERGER	J.
NEWBOLD	B.G.
BYRNES	D.
REEVE	J.M.
SPEEDY DSC	M.
WILSON	A.A.
ROBERTSON	W.K.
LENARTOWSKI	D.E.
TOMKINSON	D.J.
COATES	P.
LARDER	L.R.
NEWTON	W.J.
HOGER	K.W.
DENEHY	J.V.
NELSON	P.W.
CIFALA	C.J.
COOKE-PRIEST CB CVO	C.H.D.
FARTHING	B.
CAMPBELL	P.D.
JOHNSTON	M.I.
VICKERS	P.J.
HARTMANN	K.J.

For anyone that has paid for a plaque and it is not on this list, there is another order at the foundry at present but this will not be processed until October.

New or alterations of email addresses :

Dick Martin : rfmartin@tadaust.org.au



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VALE :

John 'Shorty' Roland

He was one of the four survivors of the seven pilots who graduated from the first RAN pilots' course in 1949.

John was awarded the "Sub Lieutenant's M.I.D." for exemplary work in Korea, dropping more bridges and blocking more tunnels than any other pilot in the ship. During one of his last flights, some errant bomb debris froze his elevators rock solid. Instead of baling out, by judicious use of power, ailerons and elevator trim, he nursed his damaged Firefly back to a safe wheels-down landing at Kimpo airfield, near Seoul.

Later on, his pinpoint bombing accuracy led him to be chosen to test some tiny practice bakelite depth charges that were believed to be safe to drop on surfaced submarines. The centre bomb in his first stick of four hit a periscope housing, denting it so badly that the periscope could not be moved. It also set fire to some combustibles on the bridge. The practice depth charge concept was ditched.

He was always an excellent deck landing pilot and this led to him becoming a notable Landing Signals Officer with an ace RN Seahawk fighter squadron. He was also one of the early RAN-trained helicopter pilots, flying Bristol Sycamores, before moving on to Fairey Gannets.

He had three very unpleasant consecutive experiences with the twin-engined Gannet on attempted flights from HMAS Melbourne. This included a successful ditching (with a future RAN admiral in one of the back seats) after a total single engine failure on the catapult.

He asked to be allowed to fly any RAN aircraft, other than the Gannet. The response was the cancellation of his flying pay and more small ship time.

It was not long after that he joined Qantas as an operations manager.

He is survived by his wife Doris .

A LAST FAREWELL

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

Lyall (Slim) Chambers : 29th June 2010

David Randall : 3rd August 2010

'Curly' Guilk : 5th August 2010

William Burley : 9th August 2010

Don Sharp : 10th August 2010

John (Shorty) Roland : 12th August 2010

Graeme (Dagwood) Sharpe : 26th August 2010

Garry W Lee : 15th September 2010

Leonard Edmonson : 2010