

FLEET AIR ARM  WALL of SERVICE



# Slipstream

Established HMAS Albatross 1957



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## FOREWORD



It is an unexpected privilege for a middle ranking surface warfare specialist to be asked to write a foreword for the Fleet Air Arm Association magazine - Slipstream. I am grateful for the opportunity and wish the Association a prosperous future.

As a Direction Officer, my primary professional experience has been to operationally manage air tasking and at a tactical level to control the employment of aircraft, both rotary wing as an Anti-Submarine Aircraft Controller (ASAC) and fighters as an Air Intercept Controller (AIC). This is my main connection to military aviation.

A few years before I joined the Navy, I saw in Moreton Bay from the sandy hill of an island the decommissioned hull of HMAS Melbourne at anchor in the bay enroute to a breaking up yard overseas. The year was 1983. I wasn't sure what that really meant for the Navy I was dedicated to joining, but would learn over the next 25 years.

During my sea assessment week for the ASAC course in 1992, a sortie involving the prosecution of a submarine included two dipping helicopters (SK50) and a maritime patrol aircraft (P3C Orion). We weren't far from NAS Nowra and so enjoyed an opportunity to annoy our participating submariners. This was one of the last times such a sortie involving ADF air assets alone prosecuting a submarine would occur. *The dipping capability was soon to be withdrawn from service.*

Government's decision to acquire a dipping helicopter capability under Project Air 9000 Phase 8, the Future Naval Air Combat System (FNACS), will deliver a major capability remedy to the ADF's anti-submarine potential. But aircraft alone is not the answer – they need to be deployable and operable at distance from Australia.

In a few years the RAN will commission into service two Canberra class Landing Helicopter Dock (LHD) ships. The LHD's principal role will be to deploy and sustain amphibious force operations. Although they are considerably larger than the former HMAS Melbourne, deck and hangar space will remain a premium, with an embarked air mobile aviation element supporting the land force. While use of the term aircraft carrier may conjure a different strategic intent for these ships in the minds of some readers, the ships are indeed that. Actively associating the LHD with the FNACS will sound a return to aircraft carrier operations. While it is an exciting prospect for many, and especially for those who are just beginning their naval careers, it is a great challenge for the RAN.

I hope the debate and commentary of contributors to Slipstream as a very useful connection of the past and the future of naval aviation continues with healthy examination of this and of course many other related Fleet Air Arm matters. The future is indeed bright for any teenager who might climb a hill and look to sea at what the Navy and more specifically naval aviation will have in store soon!

**Jaimie C.F. Hatcher**  
CAPT, RAN  
CO / TA-ITLM



## CAPTAIN JAIMIE C.F. HATCHER, AM RAN

Captain Hatcher joined the RAN in January 1986, graduating from the Australian Defence Force Academy with a Bachelors degree in Science in 1988 and from the Royal Australian Naval College in 1989.

Captain Hatcher is a 2003 graduate of the Australian Command and Staff College with a Masters of Management in Defence Studies.

Captain Hatcher is a Seaman Officer specializing as a Principal Warfare Officer.

He has served in numerous ships and as a member of Fleet Staff. He has been deployed on operations on three occasions, all to the Middle East.

In 2006-07, he commanded HMAS TOOWOOOMBA, an ANZAC class frigate, serving on rotation in the Middle East Area of Operations as part of coalitions operations protecting maritime approaches to Iraq and offshore oil facilities.

In recognition of his service in command he was appointed a Member of the Order of Australia in the Military Division in the Queen's Birthday Honours list 2008.

Captain Hatcher has served ashore in various postings.

In Strategy, Futures and Defence Experimentation related postings as the Deputy Director Future Maritime Warfare in Navy Headquarters in 2005 and during a one-year secondment to the Department of the Prime Minister and Cabinet in 2004, assigned to the National Security Division.

He has also worked in Capability Development Group and the Defence Material Organization as the Director Air Warfare Destroyer Capability during 2008 and 2009.

He was promoted to Captain 1 January 2009 and currently command HMAS *Creswell* and the Royal Australian Naval College, Jervis Bay.

He is a Councilor of the Australian Naval Institute and enjoys rugby union, tennis and sailing. He is married to Alison, an educational psychologist, and they have three children, a girl and two boys.

### Front cover :

A rose between two thorns !

A shot showing the relevant differences in size between the Seahawk, MRH90 and Sea King helicopters. Taken on the hard standing between the Museum and 'A' Hangar.

Both the Seahawk and Sea King helicopters are due for retirement in the near future, the job of the Sea Kings being taken over by the MRH90 and a new replacement for the Seahawk to be announced shortly.

**Deadline for articles for next edition is 12th September 2011**

# LETTERS

## Check Test Flight after Main Check 4

I can report that our 'Patron' is back on his under carriage and is again under home detention. The maintenance was carried out with due diligence at St Vincent's Hospital and the only thing to show is the increase in weight that the surgical steel they implanted in his vertebrae made. The wings fold okay and the under carriage retracts but there is a somewhat slower operating sequence-time with everything at present but improving all the time. Assistance was needed in the way of a tow motor for a short period.

Dear Ed,

The article on page 21 of Slipstream Vol. 21 No. 3 2010 regarding the end of the Royal Navy rum issue in 1970, brought to my mind a spectacular sequel in Gibraltar in 1977 when HMAS *Melbourne* paid a port visit whilst en-route to Portsmouth, UK, for the Silver Jubilee Anniversary of HM The Queen's accession to the throne (Spithead Review).

Prior to the granting of shore leave to the Ship's Company, lower deck was cleared and hands were mustered on the Flight Deck. From FLYCO, I heard the local RN Master-At-Arms advertising the street locations of all of the blood-houses and brothels by telling our Ship's Company where they should not go! He then compounded the situation by recounting the story of the end of the RN rum issue, adding that much of those rum stocks had been bought-up by Gibraltar inn-keepers. He warned that consumption of the same should be avoided by all hands due to its great potency!

Not so much later that evening there commenced a steady stream of taxis, paddy wagons, utility trucks and police cars, transporting unconscious and semi-conscious, members of our Ship's Company, some bleeding from superficial wounds, back to their Ship - all accompanied by the unmistakable aroma of rum.

Our Commanding Officer was not amused and Heads of Department were savaged! However, I blame a certain RN Master-At-Arms for the carnage!

Yours Faithfully,

(John Da Costa)

Ed,

I was saddened to see the notification in the latest 'Slipstream' of the passing of LCDR Bill Newton USN. He was, during the course of his posting to the FAA, widely respected as a dedicated, professional officer and passionate "S2oof" maintainer. Not mentioned in the note however, was that he was also W.J. Newton BM (Bravery Medal - and characteristically modest about it). The following is the citation for that honour:

On 4 December 1976, Lieutenant Commander Newton, a member of the United States Navy stationed at the Naval Air Station, Nowra was off duty and attending a Wardroom social function.

When he became aware of a serious fire in the aircraft hangar, Lieutenant Commander Newton drove immediately to the scene and, after attempting to extinguish a fire in an aircraft outside the hangar, assisted in opening the hangar doors. Although inappropriately clothed for fighting a fire, and against advice, he assisted in the removal of a number of the aircraft, although some of them were fully fuelled and burning. He continued to assist in the fighting of the fire and the movement and securing of the aircraft for a number of hours, despite the risk of explosions.

Lieutenant Commander Newton's courageous action resulted in many valuable aircraft being saved from destruction.

The "Wardroom social function" was a Hawaiian night and he was dressed for that occasion in white mess jacket (inc. medals), an elegant sarong and sandals - slightly less than appropriate for fire fighting ! and noted by witnesses and those involved in the event as "cutting a striking figure" in the midst of the action, not the least for his mode of dress, but also for his cool, methodical comportment and confident direction of the efforts of those around him.

It would be seriously remiss of us not to acknowledge this significant contribution to the FAA at his passing, nor to mark his proper place in the history of the FAA. To which end, would you please consider including this information in your next edition.

On a personal note, I would appreciate it if you could inform me of his relatives postal address (if available) that I might proffer my personal condolences.

Regards,

Ian Carroll

Q: Why do ships and aircraft use 'mayday' as their call for help?

A: This comes from the French word m'aidez -meaning 'help me' -- and is pronounced, approximately, 'mayday.'

**"Creswell" information**

Replying to K P Fenwick on the history of the Marine Section at Jervis Bay. I don't think he will find to much as the section had nothing to do with "Albatross" or the F.A.A as such The section was a general service draft. And I would like to say before I go much further that the Marine section at J.B was either the forerunner\ or derived from McHale's Navy!

Up till the time the Navy reclaimed this Nirvana for themselves & called it H M A S Creswell The squadron referred to was I presume the four S.A.R's I recall were H M A S Air Speed H M A S Air Chief the other two I can't recall but they were both H M A S Air's. These boats were of wooden construction about sixty to seventy foot long and only had a three foot draft They were powered by twin Hallscott V 12 motors using Avgas fuel. The crew consisted generally of an officer a P O or L/S up to four seamen & a stoker but this could vary. The manning of the section was a LT/CMDR a SUB/LT a P O approximately twelve seamen four stokers and a L/H cook and this is where I come in "ALBATROSS" only supplied a driver and vehicle to the section. "Chuck" Churcher saw fit to send me there for a stint of duty and I will be forever grateful

I served at J B in the last half of 1957 and basically my duties required me to drive to "ALBATROSS" daily for fresh vitals and to Bombaderry with incoming/outgoing drafts I was also used as a standby crewman on duty nights when night flying operations were being carried out by ALBATROSS". A typical duty night required an S A R to leave J B about 2 hours before night flying commenced and motor out to the flying zone perimeter I believe this to be some 22 miles east of J B on arriving the motors would be cut and we/the boat would just lay in the swell (up and down ) for hours on end (sea sick tell me about it!!) till the not required signal was received thence return to base have a feed and secure. Other duties of the section would be to motor out and clear fishing boats from the Beecroft bombing range and patrol the area after this activity there was often a good feed of fish on offer.

The section consisted of a double storey building right at the wharf. Down stairs was the mess and galley and upstairs was the living quarters and on the north end of the building was the Fleet wet canteen .When a ship was in a civilian would come in & dutifully open up and put beer on tap & then hopefully wait for customers?.But there were never to many takers.from the ships so we at the section often had our own personnel "wets" When the fleet canteen was closed we could wander up the hill to one of the three Pubs that were in operation, on the way to the pub we would pass a double storey house that was occupied by the S/Lt the LCDR had a house elsewhere

J B up until the navy took over was a much visited and popular holiday destination with guest houses and hotels vying for the custom of visitors (unfortunately there was often a surplus of female guests and it was on many occasions we at the

section would receive an invite to a beach B B Q or a party to help status quo.

A day at the section would start at 0800 with 'Colours' ; the O I C would give out the daily orders then it was of to the boats for daily maintenance and as the weather warmed up it was often a charge down the wharf ,into the water for a swim to your boat as the boats were always moored. I must say here that the stokers had the motors of these boats in pristine condition the motors were all white enamel with lots of brass fittings the motors really looked a treat .

For our meals they were tendered to by a L/CK, his name was Smith but we knew him as 'Smouch' . He lived with his wife at Grays Beach just round from the section and every morning you could see him walking around the beach to the section, he would make our breakfast , lunch and prepare an evening meal for us then go home about 1400-1500 hrs.

We all know pussers cooks are/were well trained but sometimes did not get a chance to show their wares; Smouch was in his glory at the section and his meals were five star and complimented regularly with cakes and desserts sailors could only dream about.

A meal I've never forgotten was a rather large fish Smouch had some how purloined from the Navy's game fishing boat that was kept at the section ,(I think not to many at ALBATROSS knew about this select club) this fish turned up stuffed and baked for an evening meal.

Weekends could be a bit of a drag at times with nothing to much to do and on occasions we could be found aquaplaning around the bay behind the workboat using a door as the aquaplane; after we were sprung by the 'Sub' this activity ceased There were always fish around the wharf & from time to time a school would come in close and as there was a ready use locker nearby containing hand grenades who needed fishing lines.

Other duties required of the section was the security of the buildings at the J B airstrip which were getting vandalized by the local natives. I can't talk for the other blokes but I spent some lonely nights at the airstrip with only a loaded shotgun for company eyes like saucers all night and jolly glad to see the sunrise. While I was there the section was called on to rescue a motor launch in heavy seas that had become water logged and lost the motor this was some feat to put sea in the prevailing conditions bearing in mind the S A R's shallow draft find the launch and tow it back to base I remember the sailors at the section were far from impressed and really gave the crew of the launch a hard time over their stupidity.

Summing up the marine section at J B prior to Creswell one word "MAGIC".

Regards,

Mick Tattersell

Dear Ed,

For some time I have been researching the History of HMAS Melbourne and part of that research is May 20th 1963. During that period Melbourne was transiting the Sundra Strait, HMAS Yarra was the escort, but was at Christmas Island on that day with only HMAS Supply in company.

What the Ship's log (Melbourne) reveals is:

0200 Assumed 3rd Degree of AA readiness

0215 Assumed ABCD State 2 Condition Y

1000 Action Gun Crews Close Up

1015 Revert to ABCD State 3 condition X

1020 Action Gun Crews Fallout, Guns unloaded

Extract from Report of Proceedings (Melbourne) for the Month of May 1963 on page 2 paragraph 13:

13 Passage exercises kept to a minimum so that training for advancement might be progressed. On passage through the Sundra Strait early on the morning of Monday the 20<sup>th</sup>, the ship assumed third degree of AA Readiness and wartime cruising conditions.

In addition to the above my research has established that there was a submarine threat to Melbourne.

Over some period I have made several submissions to Commonwealth Ministers and also the Commonwealth Ombudsman who I note does not have the legislative power to implement my submission, the minister's response was somewhat evasive and in my view uncomplimentary of our service.

The question may arise, why after nearly 50 years do we need to raise this issue? Well, there still are members of that ship's company that do not have a service pension and if we look at our history there is detail here that should give those service pension eligibility.

I am seeking any additional information from anyone who served at that time know of any additional info, could they forward it to me please? I also welcome practical comments.

Kind regards

Tas Browning email [tasarb10@bigpond.com](mailto:tasarb10@bigpond.com)

Dear Ed,

We commemorated the 60th Anniversary of the fleet Air Arm involvement in Korea over the Anzac weekend with all who attended. I do hope that those who attended enjoyed their stay in Launceston. The Meet and Greet was followed with a Civic reception at the town hall where I presented the City of Launceston with a framed Anzac poster and also presented a similar one to Senator Richard Colbeck for their ongoing support with this project.

My thanks also to Dick Martin, our National Secretary for standing in for Peter Welsh at such short notice, not forgetting the help and support of Geoff Singline and last but not least those who attended over the weekend, it was very much appreciated.

Kind regards

Tas Browning

### Perhaps all exercises should be conducted this way

THE Royal Australian Navy set out to boost morale with a report of its daring exploits on the high seas - the problem was that the account turned out to be fiction. The bungle might not have been immediately obvious to the 14,000 navy personnel who opened the latest edition of Navy News to be greeted by a gripping account of war games involving the Collins-class submarine HMAS Dechaineux.

The only problem with the stirring account under the headline "Allies 'Hunt' For Dechaineux" was that it never happened.

The article began:

"Like a scene from the film The Hunt for Red October, HMA Ships Ballarat and Parramatta have been gliding through the waters of the South China Sea in search of an 'enemy' submarine." Ballarat and Parramatta are the ears and eyes of a coalition maritime task group that has been stalked by HMAS Dechaineux.

"The free-play phase provided Ballarat and Parramatta with the chance to exercise their anti-submarine warfare capabilities against a Collins-class submarine recognised as the best diesel-electric boat in the world.

"During the live phase, Dechaineux stalked the Anzac-class frigates and the other seven warships in a tactical game of cat and mouse, while evading military aircraft such as Ballarat's embarked Seahawk from 816 Squadron."

But Dechaineux did not make it to the South China Sea to join Exercise Bersama Shield because of a fault in its propulsion system, which had left it stranded in port in Singapore. By the time the submarine was scratched from the five-nation war games involving Singapore, Malaysia, New Zealand and Britain, it was too late for the Navy News. The pre-printed newspaper was already on the streets, rhapsodising about the imagined exploits of Dechaineux, which it boasted as being "the best diesel-electric boat in the world".

A Defence spokesperson conceded the article had been written ahead of the event and on the assumption the submarine had joined in the 11-day Five Power Defence Arrangement exercise as planned early this month.

The spokesman said Navy News would print a retraction in its next edition.

The Dechaineux remains stranded in Singapore, where personnel from the Australian Submarine Corporation and the Defence Materiel Organisation are trying to fix the problem.

Defence refused to detail the nature of the problem to the propulsion system "for operational reasons" and said the

Dechaineux was still able to participate in the "alongside phase" of the exercise, which meant the crew helped with planning while in port but could not join the sea-going part of the exercise.

Defence maintains that the performance of its much-maligned submarine fleet is improving, although perhaps not to the extent that readers of Navy News might imagine.

Ed,

I can't remember if I've sent this information before, but it would be useful to include in the next 'Slipstream' or whenever you have space. It concerns a 'Flickr' photostream (which I have contributed towards) which has one of the best collections of RAN photos you'll ever find anywhere – which should be of great interest to FAAA members, researchers and historians.

This 'Flickr' site is easy to access just go to Google and type in 'Kookaburra2011's photostream - Flickr' and hit enter. Click on the Kookaburra2011s photostream listing and it will open to a cluster of thumbnail photos. The site which calls itself 'The unofficial RAN Centenary 19110-2011 photostream' has over 4,000 photos of virtually every vessel that served in the RAN over the past 100-years – many of which are rare and unique - often sourced from private collections.

Included in the photostream are photographs covering the development of aviation in the RAN, including the original HMAS Albatross as well as Vengeance, Sydney, Melbourne and others. It provides a truly fascinating coverage of RAN FAA ships and aircraft. For those seeking specific information on RAN vessels or aircraft there is a search box – just type-in the name and click on the search button and a cluster of thumbnail size photos will appear, click on the picture that interests you and it will open to the appropriate page.

The 'Kookaburra2011s photostream' site is well worth a visit. Should anyone have a collection of photos of RAN ships or aircraft they are welcome to contribute to the site. Just remember when you die all those photos of yours will go straight to the rubbish tip, so here's a way to share them with others and add them to one of the most outstanding collections of RAN photos.

With thanks for any assistance with this.

Regards,  
Kim Dunstan

**Q: Why is shifting responsibility to someone else called 'passing the buck'?**

A: In card games, it was once customary to pass an item, called a buck, from player to player to indicate whose turn it was to deal. If a player did not wish to assume the responsibility of dealing, he would 'pass the buck' to the next player.

Ed,

I couldn't find any info on the late Bill Boyd's address or whereabouts as I spoke to you about so I have managed to scan the Albatross Bowling club badge and bowls cloth from the 1960s. Bill was the foundation President of the club and designed the badge for the club (lawn bowls). I would imagine that the club is long since defunct in this day and age.

I hope that this info is of some value to the persons who submitted the Vale to Bill in the last issue with the words 'Smooth sailing on your final posting Bill'. He was a good mate of mine being a Sandgroper and "Engine basher". I hadn't heard of him in over 30 years so thanks for the enlightenment.

Yours Aye  
Bill Strahan.



Dear Ed,

Have long held a wish to visit Gallipoli for Anzac Day. My father served both at Gallipoli and in France during the First World War. The opportunity to satisfy the wish, presented itself in the form of a Tour Group sponsored by the National Roads and Motorists Association (NRMA).

Day 1. Istanbul. The Group met up at the Hotel Grand Rosa in Istanbul Old Town on the evening of 22<sup>nd</sup> April. After a few drinks we were driven to a Restaurant for dinner and a chance to get to know the other fourteen people in the Group. The Group consisted of our Historian a Lieutenant Colonel in the Army Reserve and his wife, the NRMA CEO, a University Lecturer, his High School Teacher wife, a Builder from the South Coast, A College Principal, a Poles and Wires Manager of a major Electricity Supply Company, a fellow whose company supplies various aids to DVA, a lady who designs jewellery together with her mother, and a couple from Ipswich who were still not recovered from the floods. The Group was rounded out by the Tour Manager a fellow from Melbourne who had conducted tours of Gallipoli for the last ten of his fifteen years in Turkey. His 28 year old Assistant, a Turkish University Graduate and Army Reservist (Became No.7 Grandson before the end of the Tour), and last but not least our Genius of a driver who could guide our very comfortable 27 seat coach through the tightest of

places.

Day 2. Istanbul to Canakke. We left the Grand Rosa at 9.00am for the five hour drive to the Gallipoli Peninsula. For the most part we followed the shoreline of the Sea of Marmara and the straits of the Dardanelles. We made a rest stop on the freeway and sampled some of the many varieties of tea on offer in Turkey. We stopped in the port town of Eceabat for lunch and then visited the small village of Bigali where Colonel Mustafa Kemal lived and directed his Turkish troops during the Gallipoli campaign. The village of Bigali is typical of the area, dependent on agriculture. Although the Ataturk Museum, attracts plenty of tourists. The Museum is the house in which Mustafa Kemal lived, and has been restored to what it was in 1915. The village has been paved throughout, while the street lighting was supplied by Australia. From Bigali we travelled to the village of Kilitbahir at the narrows of the Dardanelles. There is a large castle in Kilitbahir (Built 1452) which means "Key to the Sea" this is very apt. The shipping traffic through the Dardanelles is constant 24 hours in both directions to Istanbul, then through the Bosphorous to the Black Sea and on to Russia. The vehicular ferry crossing to Canakke (Population 70,000) is interesting to say the least. We arrived at the Grand Anzac hotel in Canakke the at 6.00pm.

Day 3. Cape Helles. The Cape is the southern toe of the peninsula, British and French troops landed here at the same time as the Australians came ashore at Anzac Cove. Some 30,000 were killed here during the nine months of the campaign. A service is held here on the 24<sup>th</sup> April, not many civilians attend, mainly representatives of the countries who took part in the campaign. Bumped into the Chief of Air Force (Ex Skyhawk pilot), reminded him we still do not have an application for a plaque on the Wall of Service. We next visited the Turkish Martyr,s Memorial at Morto Bay. The Turks attend this event in the thousands, we had to park the coach then trek about two kilometres to the memorial. There were marching displays, flypasts by Blackhawk choppers and F16's, with elements of the Turkish Navy steaming past line astern, very impressive. Security was very much on display the whole day. We had a picnic lunch in a village called Seddulbahir, then visited a small museum, which housed many items retrieved from the battlefields which were very corroded and still filled with explosive. Finally we made a recce of the Anzac Commemorative Site which is north of Anzac Cove at North Beach. There are no permanent buildings north of Brighton Beach which is immediately north of Gaba Tepe. Thus every piece of equipment is trucked in, no mean logistic exercise!!!! At the end of the day we left the coach on the European side to save time on Anzac Day, and caught a passenger ferry to Canakke.

Day 4. Anzac Day. The plan was to leave the Hotel at 12.30am and catch the 1.00am ferry to Kilitbahir and board our coach. Turned in early and put in for a shake 11.45pm. However a phone call at 12.30am advised all were in the lobby and waiting on me. Slipped into the gear and made it to the ferry with a few

minutes to spare. After an hours travel we reached the southern check point, we were each given a tally with our coach number which was 121 of a total 330. DVA provided transport and seating, for those with special needs. Three of us were seated in the stand some three hours before the Dawn Service was due to commence, plenty of warm clothing required as a breeze off the Aegean set the temperature at Dawn to -2 degrees C. Two large TV screens provided some entertainment for the crowd estimated to be 8000. The service which commenced at 5.30am, was particularly moving. The music was provided by the RAAF band. The MC was Major General Mike Kelly, he was also the MC for the Australian Service at Lone Pine which was held at 10.30am. Many young people sleep on the grass at the site. Some forty minutes before the commencement of the service they were given a shake to allow more people in for the service, many sat up in their sleeping bags. Immediately the Dawn Service ended some of the younger members of the group set out to complete the five kilometre trek to Lone Pine, in order to secure seats as close as possible for the 10.30am service. We had seats in the second row of the stand close to the RAAF Band and the "Sing Australia" group. This service seemed so much more personal than the dawn service, and was very moving. At the completion of the service the Coaches were called one at a time. The whole process of clearing the crowd takes hours, our group finally arrived back at our hotel in Canakke at 5.30pm, a very long day.

Day 5. Troy. We made a late start this day, to allow us some recovery time. Troy is about sixty minutes drive from Canakke. We had a professional guide a Turkish man in his late sixties, who had spent his entire life working on the excavation of Troy with archaeologists. He spoke excellent English and had a wonderful sense of humour. It is hard to believe the city dated from 3000 BC. We lunched back in Canakke, and then took a walk through Cimenlik Fort (Built 1462). The fort is a functioning Naval Base so there were no pictures). The fort came in for some punishment during March of 1915. There is still a large British Naval Shell (16 inch) embedded in one of the forts wall. The Turkish minelayer "Nusrat" lay alongside the fort, on boarding I struck up a conversation with a Chief on the deck. He kindly gave us a guided tour of the vessel, she managed to lay some thirty four mines in the Dardanelles during March 1915 which claimed at least three British Capital Ships.

Day 6. Anzac Sector. This day was spent exploring the following, without crowds; Anzac Cove, North Beach, Ari Burnu, Shrapnel Gully, Lone Pine, The Nek, Walkers Ridge, Quinn's Post, Chunik Bair, and many more. The Cemeteries are all beautifully kept by the War Graves Commission. What was particularly sobering was the fact that about two thirds of the headstones bear the inscription " Believed to be buried in this cemetery" i.e. They could not be identified. Even more sobering, was the number of teenagers amongst the dead. The youngest being a fourteen year old from Victoria.

Day 7. Gallipoli to Istanbul. The journey back to Istanbul was a

more leisurely trip with a stop for morning tea and lunch. After a rest we did an evening cruise on the Bosphorus and saw many of the city's sights by night.

Day 8. Istanbul. Our last day was spent exploring the Blue Mosque, Aya Sofia, and the Grand Bazaar. The Blue Mosque was built in the sixteenth century. There were hundreds of people queuing to enter the mosque, but it was certainly worth the wait. The main dome held up by four pillars about two metres in diameter is forty six metres high. Some 70,000 blue tiles line the building. Aya Sofia built in the sixth century was originally a Byzantine church, it is now a museum with marble arches and floor the dome is fifty six metres high. The Grand Bazaar is much like other Bazaars but bigger, it is estimated that there are one million people there during any day. Our last Evening we dined in a night club and were entertained by musicians, folk dancers, and two very glamorous belly dancers.

The following day we said our goodbyes and the group departed to all points at various times. The tour was a most outstanding experience, with a wonderful group of people. The visit to Gallipoli was for me a very emotional experience, and



Dawn Service



Senior ADF Officers lay wreaths one I would not hesitate to

Dear Editor

I am currently writing a maritime history of Western Australia and would like to include a photograph of either HMAS Sydney or HMAS Melbourne using their aircraft to berth or get off the wharf at Fremantle. If a reader is able to assist, it would be OK to send it via email as a JPEG, preferably with a high scan resolution. If someone has a reasonable quality photograph, I would be grateful if they would include the date if known and the reason why Pinwheel was used – generally because of a tug strike.

Kind regards

Geoff Vickridge

**Tasmanian Tour or an Westralian Wanderings**

Recently the well known nautical romantics Ian and Florence Henderson of Cleveland cruised into Fremantle aboard the "Dawn Princess" and proceeded down the gangplank to Cooloongup for lunch with the Kelson's and Gorin's of Gosnells.



The following week, Robert Douglas of Tasmania and John Siebert of South Aust were seen at Rosie O'Grady's pub, at the WA FAAA meeting.

The Douglas' must have gotten lost for here they are seen at the Naval Memorial Park, Rockingham and then at Memorial Hill, Fremantle perusing the FAA Plaque.



Anne and I then went to Launceston to join with President Browning in the activities to commemorate the battle of Kapyong.

At the meet and greet were two Korean veterans and they swapped war'ies big time. Jack Gubbins served HMAS Bataan, and invariably when Bataan was taking station as plane guard, Jack was in the duty sea boat as rescue swimmer. Alan Cordell was a Sea Fury pilot.

In appreciation of the support rendered by the Launceston City, President Tas presented gifts to Lord Mayor, Alderman Albert van Zetten and another to Senator Richard Colbeck.



At the Commemorative service of Kapyong, at the Launceston Cenotaph history, was recalled and the sacrifices made and the honours gained by our gallant servicemen were remembered. The company from TS Tamar assisted the FAA in all their activities, and their young people presented themselves with a great attitude, bearing and confidence.

After the motorised division and the Vietnam Veterans Motorcyclists and then the Flag's Party, President Browning led us and then the Parade, through the City to the Cenotaph. We old salts kept the dressing, and the step and even the swagger all the way.

After the march, time to leave Launceston, down south to Hobart. Met with Dick & Kay Martin for a lunch, for what? and where? Fish Frenzy Restaurant, Constitution Dock.



We then proceeded northwards again, through Beaconsfield to Greens Beach where we were guests of Robert & Maureen Douglas. On one of the many trips they took us, we visited the Naval Memorial "Shropshire Park" in Ulverstone.



I would digress from my travelogue for a moment.

I would inform you that in my lifetime I have been in the company of Navy Legends, from Garbologists to Admirals and even Sailor Bill Collins. There is one whose company I did dread and whose presence I fled. Never in my wildest dream did I ever think I would hear or see that person's name immortalised memorialised, but here in Ulverstone it has happened.



Time to return home, to the big island, having enjoyed the company of shipmates, magnifying the Myths and enlarging the Legends, back to reality. It took Anne and I, 50 years to accept the invitation to visit the Douglas family in Tasmania.

Had to think about it, didn't I ??????

Gregory (Skinhead) Kelson

Ed . 'Skin' ,Sorry I had to use a couple of shots elsewhere but I lost the ones I had to use. Almost plagiarism isn't it ?

MRH-90 review complete -12 May 2011

**A full diagnostic review of the MRH-90 Multi Role Helicopter Program has now been completed.**



Minister for defence Stephen Smith and Minister for Defence Materiel Jason Clare ordered the review in February to address delays to the project. It was chaired by deputy CEO of the Defence Materiel Organisation, Warren King with a number of independent specialists. The review has recommended that the project should not be added to the Project of Concern list at this time, but it has recommended that Defence work with the contractor, Australian Aerospace, to implement a plan to improve the availability of the helicopters by addressing engineering and reliability issues.

The project will be the subject of a further diagnostic review later this year to examine the effectiveness of the action taken and whether further action is necessary. The diagnostic review was ordered to address delays to the project due to a series of key issues including engine failure, transmission oil cooler fan failures and the poor availability of spares.

As reported in both the Defence Annual Report and the ANAO Major Project Report released last year, the project has suffered delays of 12 months for the Navy's helicopters and 18 months for the Army's helicopters. To date, 13 MRH-90 helicopters have been accepted by Defence and are currently being used for testing and initial crew training.

*Comment:* Given that a decision on the naval helicopter replacement project under Air 9000 Ph 8 is imminent (and the term is used in the loosest sense), one could contend that anything that disrupted the competition would not be the best look for the

DMO. But ADM also notes that Sweden, a nation that operates the TTH version of the NH90, chose to go with 15 Black Hawk variants for Combat Search and Rescue (CSAR) & MEDEVAC missions in Afghanistan last month.

The FMS case paperwork was lodged in September last year and negotiations are in their final stages.

Sweden's 13 TTH's were even ordered in a "high cabin" configuration that's especially well suited to CSAR and MEDEVAC operations, and Eurocopter had unveiled a German NH90-TTH MEDEVAC kit in June 2010.

## Unique Job Application

Calling all retired Administrative wizards  
The Fleet Air Arm Museum Archives  
**NEEDS YOU!!**

We are looking for new volunteers to  
join our archives team.

Ladies we need your skills.  
Whatever time you can spare  
would be greatly appreciated

Please call Ailsa on 02 44242194  
to discuss.

You can even bring your own 'brew' materials (as long as  
you share the 'Monte Carlo biscuits')

Q: In golf, where did the term 'Caddie' come from?

A. When Mary Queen of Scots went to France as a young girl, Louis, King of France, learned that she loved the Scots game 'golf.' So he had the first course outside of Scotland built for her enjoyment. To make sure she was properly chaperoned (and guarded) while she played, Louis hired cadets from a military school to accompany her. Mary liked this a lot and when returned to Scotland (not a very good idea in the long run), she took the practice with her. In French, the word cadet is pronounced 'ca-day' and the Scots changed it into 'caddie.'

Q: Why are people in the public eye said to be 'in the limelight'?

A: Invented in 1825, limelight was used in lighthouses and theatres by burning a cylinder of lime which produced a brilliant light. In the theatre, a performer 'in the limelight' was the centre of attention.

Ed,  
 I would like to offer to Slipstream a preliminary sketch (which will be expanded) as an alternate cover for the magazine. I am hoping that FAAA members will make comments or suggestions regarding the content and layout. With the anticipated response I will then have some idea as to what the majority of members would like to see, and be able to produce further sketches for comment by next issue. They can e-mail me at .... [bandhpatynowski@bigpond.com](mailto:bandhpatynowski@bigpond.com)  
 PS, there is still a little time left for Sycamore stories to be included in the forthcoming book.  
 Kind regards  
 Ben Patynowski



## DEFENCE FORCE CONCESSION -

### Carnival Australia Gives Back to the Defence Force

Monday, 30 May 2011

Carnival Australia has introduced a new program onboard its fleet to pay tribute to serving and former members of the Australian and New Zealand Defence Forces.

Under the program, all Defence Force personnel including discharged and retired servicemen will receive an onboard credit of up to \$250 when booking a cruise with P&O Cruises Australia, Princess Cruises or Cunard.

The program is eligible to all three branches of the Defence Force, including the Royal Australian Navy, Air Force and Army. Carnival Australia Senior Vice President Jenny Lourey said the company was extremely proud to introduce the program.

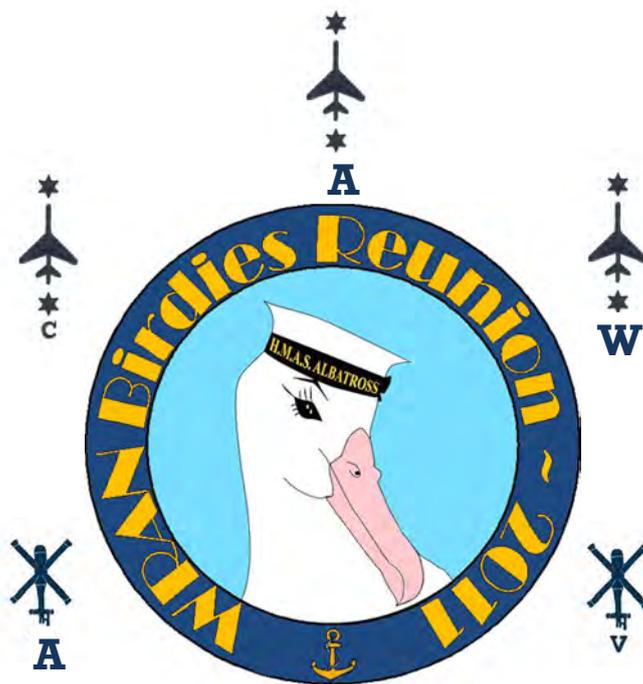
"We think it's a great way of acknowledging the men and women who give so much for their countries," Ms Lourey said.

To receive the benefit, servicemen simply need to provide documentation at the time of booking, demonstrating their service in the Australian or New Zealand Defence Force.

Unquote.

## Celebrating Women in the Fleet Air Arm from 1985 to 2011.

Friday 28 October, 2011 in Nowra,  
home of the Fleet Air Arm  
(Venue to be confirmed)



To register your interest, or for more information, contact the Organising Committee

on:

[birdiewransreunion2011@gmail.com](mailto:birdiewransreunion2011@gmail.com)

Or

'Friend' us on Facebook at "Female (WRAN)  
Birdie Reunion"

Your Organising Committee:

Sharen Balazic (Edwards), Sharon Albert  
(Horton), Nicole Dunkley (Puckeridge), and  
Jodie Gibson (Hoskins)



## **HMAS Stuart - deployment - article 2**

Since my last article discussing workups and sailing to the MEAO, *Stuart* has completed 3 Patrols and recently commenced the 4<sup>th</sup> Patrol after sailing from Aqaba, Jordan.

*Stuart* is now in the home straight of its deployment and as many readers will appreciate, the last few weeks of a deployment seem to defy time as we count down the days to reuniting with loved ones.

Luckily the flight crew has been kept on its toes with some incidents over the previous patrols.

*Stuart* has patrolled many areas throughout this deployment including the Persian Gulf, Gulf of Oman, Arabian Sea, Gulf of Aden and the Red Sea. Many readers will also have served throughout these waters and experienced the excitement of operating in the Middle East.

*Stuart's* crew has experienced various scenarios throughout the deployment which have included significant incidents requiring all hands on deck. The first was the discovery of a merchant vessel (MV Sinar Kudus) off the coast of Oman that had been captured by pirates and was acting as a mother ship for small skiffs to undertake acts of piracy.

The mother ship was towing one such unmanned skiff, when *Stuart* was directed to intercept and put the skiff out of action using the ship's Mini-Typhoon machine gun. No rounds travelled down range to the MV Sinar Kudus, but the skiff in tow was deemed as no longer "fit for sea".

*Stuart* was also confronted with Tiger 75 and a dhow that had many "tripwires" providing indication that things weren't right. Sure enough this was the case but *Stuart* was unable to convince the dhow to heave to and stop. The dhow made its way towards the coast of Somalia while *Stuart* was ordered to shadow her overnight. Early the next morning it emerged as the Yemeni-flagged 'Al Shahr 75'.

*Stuart* was tasked to board and investigate and on approach, 15 suspected pirates, and 3 members of the dhow's crew emerged with their hands on their heads. *Stuart's* aircraft perched above watching closely providing 'top cover' should anything untoward occur. 11 AK47 assault rifles with 16 magazines, a large quantity of small arms ammunition, an RPG launcher with grenades, and piracy paraphernalia were all discovered onboard. The weapons and ammunition were catalogued and then ditched. The pirates were released in their skiff with enough food, water and fuel to return to Somalia. The crew of Al Shahr 75 were escorted on their return to Yemen after 20 days in captivity off the east coast of Somalia.

This deployment has marked a moment in FAA history, *Stuart*

Flight was the first FAA aircraft to conduct an operational mission using night vision goggles after receiving initial operational release (IOR). Flare firings whilst flying with NVG's was also conducted to highlight their effects.

The Flight also conducted currency training which would soon be used during a real life Search and Rescue incident where a merchantman had disappeared overboard in the Red Sea. Tiger 75, already airborne, was tasked to conduct a search for nearly 3.5 hours using the NVGs. Unfortunately the sailor was never found despite the best efforts including of many, including other merchant ships in the area.

With all these events keeping us busy there was obviously need for some R&R, but not before the ship was setup to present a 'hard target' using force protection measures associated with various port visits. These includes establishing upper deck sentries, access points and many other check-offs to keep the ship and her crew safe during each of the many and varied ports visited.

*Stuart* has been lucky enough to have experienced a range of ports, from both the past and present. Everyone managed to experience Ferrari World in Abu Dhabi with the world's fastest roller coaster and enjoy the view in Dubai from the world's tallest building, the Burj Khalifa. In contrast, we also visited Aqaba, Jordan which provided a very cultural experience with a trip to Petra as well as the Dead Sea.

Being able to communicate these experiences with our loved ones whilst at sea is vastly different to what many 'old salts' may remember. A letter or phone call every so often has been replaced with WiFi and Skype.

This 'quality of life' service has truly changed the way we communicate with our loved ones and has allowed new Dads' experience a live video interaction with their new born child.

As the deployment for *Stuart* Flight slowly comes to an end, all flight members are grateful for the wide and varied professional and cultural experiences this deployment has provided.



Petra

LEUT Scott Gutterson - HMAS *Stuart* - 7 May 2011

Hon Dr Wayne Mapp

Minister of Defence



6 April 2011

Media Statement

### **Skyhawks bound for aviation museums**

The long-running saga of the Royal New Zealand Air Force's 17 mothballed Skyhawks has come to an end, with nine of the jets being earmarked for museums, Defence Minister Wayne Mapp announced today.

"The Government has made every effort to sell the Skyhawk fleet but no acceptable offers have been received. We will therefore offer eight of them to qualifying public museums in New Zealand and one to Australia, for heritage and display purposes," he said.

"We have decided to secure this piece of our aviation history for future generations of New Zealanders to enjoy. This draws a line under an important era in New Zealand's military aviation history.

"Homes for four of the aircraft are already determined. Two aircraft (one single-seat and one two-seat) will go to the Air Force Museum of New Zealand at Wigram. Another will go to the Museum of Transport and Technology in Auckland. A fourth will go to the Royal Australian Navy Fleet Arm Museum at Nowra, Australia. This fulfils a longstanding agreement that we would give one of the ex-Australian Skyhawks back to them.

"Five more aircraft will be allocated on long-term loan to other qualifying aviation museums in New Zealand. This will ensure that New Zealanders across the country will be able to see the aircraft. Negotiations are under way with qualifying museums that have expressed interest.

"We are also in negotiations with Safe Air in Blenheim to sell them tooling and equipment that will allow them to continue with commercial contracts for refurbishing J-52 engines for international customers.

"This will ensure that we keep this small but specialised business here in New Zealand," Dr Mapp said.

"The remaining airframes, engines, spares, ground support equipment, role-specific equipment, and documentation and publications will be sold separately through a request for proposals process. It is quite likely that the remaining aircraft will be reduced to spares. There has already been interest in this prospect, which is more in line with the realities of today's marketplace.

"The first four aircraft will be prepared for display immediately. All the aircraft and associated equipment, even those bound for museums, are still subject to consents that go back to the time when New Zealand acquired the jets from the United States. We will work to expedite that process.

"For years there were unrealistic expectations about the value of these aircraft. As a result, they have languished at Woodbourne for a decade. Today's announcement marks an end to uncertainty and is welcome news for aviation enthusiasts throughout New Zealand," he said.



## Press release: **The Old Guard**

817 Squadron, Royal Australian Navy Sea King helicopters will perform a flypast along Lake Burley Griffin Canberra, at approximately 12:00pm on Monday, 16 May 2011.

The aircraft will fly from south to north, over Lake Burley Griffin, passing over the Australian War Memorial.

Sea Kings from Nowra based 817 Squadron will farewell the national capital when they conduct a fly past over Canberra and Jervis Bay on Monday. It is the last time that the region will see a formation of Sea King helicopters, before the aircraft are decommissioned in December 2011.

The Sea Kings had provided 35 years of dedicated service to the Navy, flying in excess of 60,000 hours in a range of operations both at home and abroad.

Another non occurrence but at least the locals all got to see them in the air. They transited to Canberra only to have the place blanketed by fog. Five available and all there for their final display.



## **New Naval Combat Helicopters**

Minister for Defence Stephen Smith and Minister for Defence Materiel Jason Clare today announced that the Australian Government had approved the acquisition of 24 MH-60R Seahawk 'Romeo' naval combat helicopters at a cost of over \$3 billion.

The 2009 Defence White Paper committed the Government to equipping naval warships with a new combat helicopter capable of conducting a range of maritime missions with advanced anti-submarine warfare capabilities and the ability to fire air-to-surface missiles.

The new helicopters will replace the Navy's current combat helicopter capability provided by 16 Seahawk S-70B-2 helicopters

and will also provide the air to surface strike capability which was to have been provided by the cancelled Seasprite program. This decision follows a 15-month competitive acquisition process involving the Sikorsky-Lockheed Martin built MH-60R and the NATO Helicopter Industries NH90 NFH assembled by Australian Aerospace.

The Australian Government has chosen the 'Romeo' helicopter because it represents the best value for money for taxpayers and was the lowest risk option. The 'Romeo' is a proven capability currently operated by the United States Navy. The United States Navy has accepted around 100 'Romeos' which have accumulated 90,000 flying hours, including on operational deployments. Interoperability with Australia's Alliance partner, the United States, is also a significant advantage of this helicopter.

The helicopters are largely military off-the-shelf built by Sikorsky and Lockheed Martin and will be purchased through the Foreign Military Sales process from the US Navy.

The first two helicopters will arrive in mid-2014 for testing and evaluation with operations expected to commence in mid-2015. Acquisition of 24 'Romeos' means that Navy will have the capacity to provide at least eight warships with a combat helicopter at the same time, including ANZAC Class frigates and the new Air Warfare Destroyers. The remainder will be based at HMAS *Albatross* in Nowra, New South Wales, and will be in various stages of the regular maintenance and training cycle.

They will be equipped with a highly sophisticated combat systems designed to employ Hellfire air-to-surface missile and the Mark 54 anti-submarine torpedo.



Q. Why do X's at the end of a letter signify kisses?

A: In the Middle Ages, when many people were unable to read or write, documents were often signed using an X. Kissing the X represented an oath to fulfil obligations specified in the document.

The X and the kiss eventually became synonymous.



**ANZAC DAY MARCH IN CANBERRA**

I had the great honour of joining the ACT Division members for the annual march at the Australian War Memorial. It was a real family affair with Edward and Michael Sandberg, Rowley Waddell-Wood and his granddaughter, and my son Matthew and eldest granddaughter Amelie all marching together. 'Sandy' Sandberg has kindly forwarded some colour photographs that he took in Korea in 1953-54 from the back seat of a Firefly and they have been added to the Museum archive. All the ACT members were shocked several days after ANZAC Day to learn that their social venue, the Manuka Services Club, burned to the ground destroying their collection of FAA crests and photographs.

**SKYHAWK FROM NEW ZEALAND**

The New Zealand Defence Minister has announced that a former RAN A-4 Skyhawk will be gifted to the Museum later this year. The particular aircraft, N13-155052 (871) was part of the second acquisition of eight fighters and two trainers in 1971 and had served in Vietnam with the USN prior to sale to the RAN. The NZ government has undertaken to deliver the aircraft to Nowra where it will be reassembled and painted, and handed over in a formal ceremony on a date to be advised.



*Skyhawk 871 serving with VF805 Squadron onboard HMAS MELBOURNE*

**SEA KING COMING FROM 817 SQUADRON**

In another pleasing development, the Minister for Defence

Materiel, the Hon. Jason Clare MP, visited in June to announce the allocation of Sea King 'Shark 07' to the Museum. This aircraft was the very first to fly in Australia after delivery from the UK and has a creditable record of active service in the Middle East and the Asia-Pacific region. It was flown in Iraq by the late Lieutenant Paul Kimlin and by Prince William on his recent visit to Australia, and the Minister took this history into consideration when coming to his decision. The remainder of the Sea King fleet are likely to be sold overseas after 817 Squadron decommissions in December 2011.

**MUSEUM EVENTS AND ACTIVITIES**

Regular meetings are still being conducted to formulate the transition of the Historic Flight to management by the Historical Aircraft Restoration Society (HARS). The project will proceed in two stages with HARS taking over control at the present location in D Hangar within the Base while construction of new hangarage takes place near the Museum.

A Melbourne-based documentary producer has visited Nowra to interview and film a group of FAA veterans for an oral history project. Some of these interviews will be spliced into an upcoming film that will go on public exhibition in the Museum.

With the imminent decommissioning of 817 Squadron we have several events planned to celebrate that unit's great record of service over the past 36 years with the mighty Westland Sea King. The Squadron will have their Decommissioning Ball in the Museum on Saturday 29<sup>th</sup> October and a Reunion Weekend and Open Day between 11-13 November. Final details will appear in the next edition of Slipstream and also in the 817 Squadron page on the Navy website [www.navy.gov.au](http://www.navy.gov.au)



*Sea King 'Shark 07' being inspected by official guests during the Minister's visit.*

**Seahawk MH-60R**

MR 169/11

16 June 2011

**New Naval Combat Helicopters**

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The 2009 Defence White Paper committed the Government to equipping naval warships with a new combat helicopter capable of conducting a range of maritime missions with advanced anti-submarine warfare capabilities and the ability to fire air-to-surface missiles.

This announcement delivers on that commitment.

The new helicopters will replace the Navy's current combat helicopter capability provided by 16 Seahawk S-70B-2 helicopters and will also provide the air to surface strike capability which was to have been provided by the cancelled Seasprite program.

This decision follows a 15-month competitive acquisition process involving the Sikorsky-Lockheed Martin built MH-60R and the NATO Helicopter Industries NH90 NFH assembled by Australian Aerospace.

This competitive process has ensured value for money for the tax payer.

The Australian Government has chosen the 'Romeo' helicopter because it represents the best value for money for taxpayers and was the lowest risk option.

The 'Romeo' is a proven capability currently operated by the United States Navy. The United States Navy has accepted around 100 'Romeos' which have accumulated 90,000 flying hours, including on operational deployments.

Interoperability with Australia's Alliance partner, the United States, is also a significant advantage of this helicopter.

The helicopters are largely military off-the-shelf built by Sikorsky and Lockheed Martin and will be purchased through the Foreign Military Sales process from the US Navy.

Defence has signed a Letter of Agreement for the acquisition with the United States Government.

The first two helicopters will arrive in mid-2014 for testing and

evaluation with operations expected to commence in mid-2015.

Acquisition of 24 'Romeos' means that Navy will have the capacity to provide at least eight warships with a combat helicopter at the same time, including ANZAC Class frigates and the new Air Warfare Destroyers. The remainder will be based at HMAS *Albatross* in Nowra, New South Wales, and will be in various stages of the regular maintenance and training cycle.

They will be equipped with a highly sophisticated combat systems designed to employ Hellfire air-to-surface missile and the Mark 54 anti-submarine torpedo.

The Government will work with Australian Small-to-Medium Enterprises to identify opportunities to form part of the 'Romeo' global supply chain.

The Government has established a joint working group between Defence and the Department of Innovation, Industry, Science and Research to progress Australian industry involvement in the project.

**THOUGHT THEY KNEW EVERYTHING!**

No piece of paper can be folded in half more than seven (7) times. Oh go ahead...I'll wait...

American Airlines saved \$40,000 in 1987 by eliminating one (1) olive from each salad served in first-class.

Venus is the only planet that rotates clockwise. (Since Venus is normally associated with women, what does this tell you ?) (That women are going the 'right' direction...?)

The three most valuable brand names on earth: Marlboro, Coca Cola, and Budweiser, in that order.



MOMENTS IN TIME



Obviously they are a soccer team, this is a given fact; required are the following. Names, date and place



Remember this 'Mutt', HMAS Cerberus circa 1950's



MOMENTS IN TIME



Section party in the mystic east



OH&S nightmare ; "Slip, Slop, Slap" - I don't think that they were considered in those days

## Tasmanian Reunion 2011

The Fleet Air Arm Association of Australia 2011 reunion was hosted by the Tasmanian Division in Launceston it was held in conjunction with the 60<sup>th</sup> Anniversary of the Fleet Air Arms involvement in the Korean conflict (HMAS Sydney) and also the 60<sup>th</sup> Anniversary of the Battle of Kapyong.

### KOREAN WAR

“KOREA” long known in our country by those who served as the “Forgotten War”-however in more recent times and after much pressure the government has come to assist with greater recognition of the “Forgotten War”

### Fleet Air Arm

The Royal Australian Fleet Air Arm's involvement in the Korean War commenced when the aircraft carrier HMAS Sydney relieved HMS Glory in Korean waters and served for seven long months until relieved by HMS Ocean.

HMAS Sydney operated two squadrons of Sea Furies (805 and 808 squadron) and one squadron Fairy Fireflies (817squadron). A quick insight into some of the tasks performed by Sydney :

31Aug1951: Sydney arrived in Korean waters to commence offensive operations against North Korea.

04Oct1951: Sydney commences her first patrol in Korean waters.

11Oct1951 Sydney creates a record for a Light Fleet Carrier by flying 89 sorties in one day against Communist stores dumps at Kojo-Korea.

12Oct1951 Twelve Sea Furies from Sydney attacked 1000 North Korean troops advancing in the open.

14Oct1951 Sydney suffers damage in Typhoon Ruth, six aircraft lashed to the deck were lost overboard and the ship sustained damage to sponsons and fittings. Mountainous seas and Cyclonic winds swept Sydney's decks.

The list goes on, In the period 17-25Jan 1952, HMAS Sydney flew 292 sorties against targets in North Korea, inevitably there were losses.

Aircrew; Lieut K E Clarkson 8<sup>th</sup> Nov 1951

Sublt R R Sinclair 7<sup>th</sup> Dec 1951

Sublt R J Coleman 2<sup>nd</sup> Jan 1952

On the 25<sup>th</sup> Jan1952 HMAS Sydney completed her operations in Korean waters and sailed for home.

During the ships seven patrols in Korea 269249 round of 20mm armament, 6359 rocket projectiles and 902 bombs of 225kg and 454kgs were expended. The crew had kept the serviceability of the aircraft at a high standard through horrendous seas, snow and ice, showed tremendous mateship and courage throughout the deployment.

HMAS Sydney has the honour of being the only Dominion Aircraft Carrier to be tested in war.

## KAPYONG

“The Forgotten Battle of the Forgotten War”

Kapyong was the defining battle of the Korean War and it is only fitting that we pay tribute to the Australian Soldiers, Sailors and Airman who fought alongside our allies in this conflict

On the 23<sup>rd</sup>-24<sup>th</sup> April 1951 the Battle of Kapyong was fought by the 3<sup>rd</sup> Battalion of the Royal Australian Regiment (3RAR) who helped stop the Chinese ‘Spring Offensive’. This battle was crucial in preventing a Chinese breakthrough towards Seoul the capital of South Korea.

Thirty two Australians lost their lives during the battle, fifty nine were wounded and three listed as missing in action. For its part in the battle Kapyong 3 RAR were awarded the “United States Presidential Unit Citation”.

Due to the Reunion dates coinciding with not only ANZAC Day but also an Easter weekend numbers were restricted (Many members in the other States have long term commitments over the ANZAC Period).

Arriving members and their partners gathered at the OLD Home Hotel next door to the Launceston RSL for a meet and greet session on Friday 22<sup>nd</sup> followed by an excellent lunch at the hotel.

From there we were conveyed to the Launceston City Council Chambers for a Civic Reception by the Lord Mayor and other dignitaries, all who attend were impressed by this welcome . The President of the Tasmanian Division ‘Tas’ Browning presented the Mayor with a suitable memento to record the occasion.

Saturday was a free day and on the Sunday we all gathered at the Cenotaph for the dedication ceremony to who served in the Korean conflict. This was well organized both by the Tasmanian Division and the City of Launceston with close to a hundred people in attendance.

On completion members and their ladies retired to the Launceston RSL for a light lunch and drinks.

Thanks must be given to the Launceston Council for their assistance to the Tasmanian Division not only for the Civic Reception but also for their organization of the dedication ceremony at the Cenotaph on the Sunday.

Monday being ANZAC Day we mustered in the assembly area for the march through the centre of town to the cenotaph. The Association marched under our own Flag and both the Flag and Banner were carried by local sea cadets who did a top job and were accredited to their organization.

On completion of the Anzac Day ceremonies and the Reunion many of the members took the opportunity to see more of the fine State of Tasmania.

Old acquaintances were renewed, new friends made, seen at the .Reunion were Greg & Ann Kelson, Barry & Marcia Waldron,

also Rick Casey all from WA. Slim Smith and Moira Ryde from Victoria. Barry Thatcher, John Gubbins, Bill Davies, Jock Campbell and Dick and Kay Martin from NSW. Hank and Donna Koopman, Les and Fiona Kube, Steve Beales, Geoff Singline, Alan Cordell and Tas Browning all from Tasmania.

Thanks go to the Tasmanian Division and all those who attended some from long distances.



Tas Browning, Les "Hank" Koopman, Barry Waldon, Skinhead, Geoff Singline and Dick Martin.



Banner bearers from TS TAMAR.



Pres. Tas Browning, Senator Colbeck & Nat. Sec. Dick Martin

Dick Martin

**VALE: RONALD ALBERT ATYEO**

R47169  
 NAM1 (A)  
 1952 to 1958

Ron Atyeo or "ARCHIE" as he was known during his service in the Fleet Air Arm, passed away aged 77, on the 1st. April after many years of Dementia and other medical problems.

He served on many squadrons at HMAS Albatross -Vengeance - Nirimba and Melbourne. He will be remembered for his pleasant nature and his willingness to help others in need.

When he left the Navy, he returned to W.A. where he worked for WD and HO Wills, where he was promoted to the position of Sales Manager.

In 1987 he had to have a triple bypass. After some weeks in hospital he returned to work but decided to retire. He then did part time work driving buses and working for Black and Decker as a wood work demonstrator.

He then moved to Woodridge Estate and purchased a hobby farm growing mainly peaches etc. with his son Ron, these were well sort after by all the major outlets.

Unfortunately his health became worse and after numerous setbacks he passed away in hospital on the 1st. April 2011, survived by his wife Val and their 7 children and 13 grandchildren

MAY HE REST IN PEACE - GONE BUT NOT FORGOTTEN

Mick Blair

Q: Did you ever wonder why dimes, quarters and half dollars have notches (milling), while pennies and nickels do not?

A: The US Mint began putting notches on the edges of coins containing gold and silver to discourage holders from shaving off small quantities of the precious metals. Dimes, quarters and half dollars are notched because they used to contain silver. Pennies and nickels aren't notched because the metals they contain are not valuable enough to shave.

Q: Why are many coin banks shaped like pigs?

A: Long ago, dishes and cookware in Europe were made of a dense orange clay called 'pygg'. When people saved coins in jars made of this clay, the jars became known as 'pygg banks.' When an English potter misunderstood the word, he made a container that resembled a pig. And it caught on.

## Some New Ships for the RAN

### Aurora Australis



In order to ensure Australia has an amphibious capability during this period, the Australian Government has chartered the long range support ship Aurora Australis from P&O Maritime Services from 8 May 2011 to 30 June 2011, with options for an extension up to a month.

The *Aurora Australis* is a 94 metre Super Icebreaker. It can carry 700 tonnes of cargo, transport 116 passengers, embark watercraft and support helicopter operations. The vessel regularly supports Antarctic bases with limited or no port facilities, making it unique among commercial vessels currently available and ideal for humanitarian and disaster relief work.

The charter of this vessel will help ensure that Australia is able to respond to humanitarian assistance and disaster relief incidents over this period.

The lease will cost \$3.375 million and will be met from within existing Defence resources.

If required for operations it can be supported by a Guided Missile Frigate as well as Heavy Landing Craft.

The charter of the *Aurora Australis* is in addition to Australia's agreement with New Zealand that the New Zealand amphibious lift ship HMNZS *Canterbury* would be made available as part of the joint Pacific-focused Ready Response Force during *Tobruk's* maintenance period, subject to any operational requirements in New Zealand. HMAS *Tobruk* is also scheduled for routine maintenance for around a six week period in September and October 2011 to prepare the ship ahead of cyclone season.

Detailed planning is currently underway to ensure Australia has an amphibious capability during this period. Details will be provided closer to that time.

Options under consideration include ongoing cooperation with New Zealand over the use of HMNZS *Canterbury*, *Aurora Australis* and a range of commercial options.

### Largs Bay



The Government announced on 6 April that Australia had been successful in its bid to acquire the United Kingdom's Bay Class amphibious ship *Largs Bay* at a cost of £65 million (approximately \$A100 million).

Australia has now signed a Letter of Intent with the UK Government and the first two payments of £22 million each (£44 million or \$A66 million in total) have been made on the ship.

A sea-trial of the ship has also been conducted.

The trial was conducted in two phases - a harbour phase (11-17 April) followed by the at-sea phase (18-19 April). Defence's final report on the sea-trial confirms that the ship is in good material state.

International shipping firm, Teekay Shipping Australia, thoroughly inspected the ship prior to the submission of Australia's bid and found that: "*the ship presents very well, and from a technical point of view, there are no major defects.*" Teekay was also engaged on the sea trial and have provided an updated report that confirms their previous assessment.

The Government will now give consideration to what modifications are necessary for Australian use of *Largs Bay*, with such work on the ship subject to Government approval.

The ship remains on track to arrive in Australia by the end of the year in time for it to be operational in Australia in early 2012.

**Plaque Application Form for "Fleet Air Arm Wall of Service"**

**PLEASE PRINT DETAILS CLEARLY    -    ERRORS CANNOT BE CORRECTED AFTER CASTING**

**Name:**            **O/No. :**

**Address :**

**Email :**

**Rank / Rate (official listing on completion of service) :**

**Period of Period of Service :** (month /year to month / year)

**Qualifying Postings / service :**

**RAN uniformed personnel who were posted to a RAN squadron, or to the Air Department of a RAN ship or Shore Establishment are qualified to have their name placed on the Wall.**

Non RAN personnel – postings or attachments must be to an **actual Squadron or FAA Facility**. Postings to ships companies do not qualify.

Final approval is by the Executive Committee of the NSW branch. An appeal to a decision may be made to the National Executive Council of the FAA of A for final determination if the original application is refused. Some more precise service information on these matters may be requested by the approval committee.

**Costing :** \$110.00    (Cheque / money order to be attached to application . Made payable to FAAA of Australia - NSW Division)

Mail to : The Administrator  
WOATA I. Warren  
C/- FLEET AIR ARM MUSEUM  
HMAS Albatross  
Naval Post Office  
Nowra Hill    2540

## 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](mailto: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 centimetres )

Arm Length (cuff) alteration required (e.g. +2inches, -2inches) \_\_\_\_\_ (inches or centimetres )

Coat length (back) alteration required (e.g. +2inches, -2inches) \_\_\_\_\_ (inches or centimetres )

Height \_\_\_\_\_ (inches or centimetres )

Waist \_\_\_\_\_ (inches or centimetres )

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**

**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 - note 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



Greetings to all members of the Fleet Air Arm Association. During the last quarter we participated in Anzac Day celebrations. I am sure the FAAA was well represented throughout the country at marches and ceremonies, both large and small. No doubt good times were had by all, and good stories told and retold. To our birdies embarked, wherever they maybe, you are always in our thoughts. We trust that your operations are flown safely and you return to your home plate in good order.

During this quarter, I reluctantly accepted the resignation of Peter Welsh from the National Executive. Peter was a stalwart as National Vice President of the Association, and gave my predecessor enormous support. I sincerely wish Peter and his family all the very best, and hope to catch up with him again soon. Also during this period, FAAA AGMs have been held across all States. I wish all the existing and new committee members every success in your endeavours as you serve your State members. I had the pleasure, along with Treasurer Denis, of attending the ACT Division AGM, where a healthy number turned out, and filled all committee positions to support the ACT President, John Schonberger. I know some Divisions struggle with numbers. Please be assured that the National Executive will do whatever we can to assist you.

Hopefully, you have all seen the correspondence forwarded to Divisions with respect to the Defence Honours and Awards Appeals Tribunal on the subject of unresolved recognition for past acts of naval and military gallantry and valour. The FAAA will shortly be putting forward a submission for a Meritorious Unit Citation to be awarded to the four RANHFV detachments. This process has been supported by all former Commanding Officers, the Patron and the National Executive. Only time will tell if the FAAA is successful with this submission. Notwithstanding, it should be again acknowledged that all members of the RANHFV did an outstanding job in a challenging and dangerous operational environment.

With the winter months upon us, I hope you are all keeping safe and well. Wherever you are, please keep in touch with your fellow FAAA members. Unfortunately we do at times lose members and / or member spouses through illness and misfortune. Please stay in touch with your State representatives and if there is anything the Association can do to help the family; please be assured that the FAAA aims to support you and your family.

Finally, I extend to you all my very best wishes. I look forward to seeing as many State representatives as possible at the October National Executive meeting at RANAS Albatross, Nowra.

Fly Safe, Fly Navy

Geoff Ledger

## NATIONAL SECRETARY



Another half year gone already and winter has arrived in this neck of the woods.

As most of you will remember that cold westerly wind stills sweeps across the tarmac at Albatross and leaves everyone wishing for hot Rum.

I have just spent four weeks in Tassie and I think the weather there was warmer than here at this time.

The trip down to Tassie coincided with the 60<sup>th</sup> Anniversary of the Fleet Air Arms involvement in the Korean conflict namely with HMAS Sydney and also the 60<sup>th</sup> Anniversary of the "Battle of Kapyong". The Tasmanian Branch of our Association celebrated both these events in a ceremony at the Cenotaph in Launceston on the Easter and ANZAC weekend.

Peter Welsh our erstwhile National Vice President has recently had to resign from his position within our Association- He will be sorely missed not only for the dedicated work he did for the National Body but also for the time he spent assisting the State Associations. The National Executive will be calling for nominations for Vice President prior to the Federal council Meeting in October.

Peter was also in the process of taking over our Website from our retiring Webmaster Harley Dadswell. Hence we now need a new Webmaster.

**"ANY ONE INTERESTED IN THIS IMPORTANT POSITION PLEASE APPLY ASAP"**

A timely reminder to all members that any changes to the Federal Constitution and other notices of motion should be in the secretary's hands 60 days prior to the Federal Council Meeting.

Yours Aye

Pincher (Dick) Martin

## ACT DIVISION



Hi again to all for this edition of Slipstream.

The ACT Division held its AGM on Friday 3<sup>rd</sup> June at the Canberra City Labour Club. The venue was changed to the Labour Club as our normal meeting place, the Canberra Services Club in Manuka, was destroyed by fire in late April. Unfortunately, along with a lot of other memorabilia that was destroyed in the fire, we also lost a number of plaques and photographs that we had donated to the club for the 'FAA Corner'. These items can be replaced and it is our intention to do so if the CSC is reopened in the future. In the interim we will look at other venues to hold our meetings and social gatherings. I will update you by email once we have decided on a permanent venue.

There have been a few changes on the ACT committee following the AGM, due to a few members resigning and others moving interstate. The following members now make up the ACT committee:

President – John Schonberger  
 Vice President – Bob Hall  
 Secretary – George Sydney  
 Treasurer – Peter PJ Fleming  
 Membership/Welfare Officer – Don Roach  
 Assist Sec – Michael Sandberg

I would like to thank those outgoing committee members for all their hard work whilst they were on the committee and I hope that we can continue to increase the numbers of ACT members. I would like to remind all current members to pay their membership fees by end of July.

ANZAC Day saw a good turnout with about 30 personnel marching in the Canberra ANZAC parade. A number of FAA members also took the opportunity to catch up for post-march drinks at the CSC. I was in Melbourne for ANZAC Day and attended the Dawn Service at the Cenotaph which saw a very good turnout. I also caught up with a few ex Birdies from Nowra and Sydney who were visiting Melbourne for the ANZAC weekend, namely Bob McIlwain, Tassie Mason, Billy Huntriss, Maurie Snell and Tony Kinnear.

The next ACT Division get together will be held at the Italo-Australian Club in Franklin St Forrest on 29 July 11 at 1600. Hope to see you there.

Anyway not much other news at this stage so will wrap up for this edition. Take care and look forward to catching up with you again soon.

Regards,

John (*Schonners*) Schonberger  
 President  
 ACT Division  
 Ph: 0412 882 810

## QUEENSLAND DIVISION



For a change, I'm really early and that's only because we leave home this Saturday, 28<sup>th</sup> May, heading for Singapore then Paris. It's the 26<sup>th</sup> today! With any luck we'll get there regardless of the Volcano. Seems wherever we go, there's either tornado's, earthquakes or volcano's! Warren Walters had a tornado slide past his place recently, while he took cover with Tango-his large cat (lion?) in his lower deck room. No power for some time. Nearly all of the big, old trees lining the adjacent golf course were knocked over and several houses lining the course were demolished.

Anyhow, we are away until mid August, mainly in France, then Belgium and UK On the way back, we stop in Abu Dhabi where we do a day tour which includes a visit to an oasis and may see some Arabs picking (their) dates. Could be a laugh! I'll get into trouble if I do have a giggle.

At our AGM all of the committee were returned except for Gary Reid as he & Sharon are on their caravan travels again, and John Macartney. John hadn't managed to get to our meetings. Mick Blair and I are into our 19<sup>th</sup> year now. We decided to award Greg Rogers, channel 7 Chief Helicopter Pilot, a Certificate of Merit for his outstanding work during the nasty floods in Queensland, particularly in the Lockyer Valley. Myself, Mick and Trevor met him at Ch.7 Studios and did the presentation by the Squirrell Helicopter. It was filmed, but our slot on the News had to be cut out due to over-run of time.

We also presented Gary Reid with a Certificate of Merit for his long time-12 years or so-as a strong member of our committee. The 3 of us met him at the Caboolture RSL to do the presentation. We'll miss him!

Anzac Day went well. We had about 40 or so marching and then onto the Spring Hill Hotel. Numbers were down a bit due to Easter.



It was nice to see some of Blue Devery's family there. Blue was in hospital having had some heart pains. Hope you're up and running again, Blue. John Payne, the grandson of Arthur (wacka) Payne, came along and helped out with the banner. Good to see you again, John. Ted Hall and Paul Woods took charge of the Banner, much to my relief and gratitude. Thanks, to you both. Paul had about 3 wins of the raffle but re-entered 2 of the prizes. I think Trevor did the same after 2 wins! Thanks to Ron Marsh and Cam Barnes for their offers to help with the Banner. Ron also donated a model Sea Fury for one of the raffle prizes. Good stuff!

Arthur Johnson flew over my place again last Monday. 'He'd flown the Carbon Cub to Watt's Bridge for a "fly in" weekend and returned to Townsville, having to stop over somewhere due to bad weather, after a great weekend of sunshine. The QLD Air Museum is holding the annual "Open cockpit Weekend" at the beginning of July. Well worth a visit!

There's a BBQ/picnic at the Maritime Museum on Sunday, 26<sup>th</sup> June—I put the wrong date in my last Newsletter, saying the 29<sup>th</sup>! Definitely don't go on the 29<sup>th</sup> as you could get lonely! Do come along on the 26<sup>th</sup> as it will be a good day, regardless. The Diamantina will be sharper than ever after the US Navy Submariners did their bit on it recently.

Arthur Sharland was here recently and we had a go at the Golf course but it was so slow, we went to the clubhouse for a beer or two!

Ray Larson had his leg amputated on 9 May after a long and very painful struggle with a badly damaged ankle. He's in the Nowra Private Hospital and doing well. He'll be trotting around like a cracker soon! Have a swift and successful recovery, Ray.

OK—I'm just about done so I wish you all the very best and for those who may be a bit crook, get better quickly!



Paul Woods and Ted Hall at Spring Hill Hotel



Bob McBride, Des Kelly, then Max Gant, Ron Powell, Bill Strahan, Paddy & Jan Williamson, Mick, Barry Washbrook, Sandy Wilson, Rex Day, Florence & Ian Henderson at the back, Gwen Powell and Flossie Nugent, backs again—John Stewart and a bit of Brenda.



Gary Reid and his certificate



Mick Blair, Barry Lister, Greg Rogers and Snow Tite

Barry Lister

**VICTORIA  
DIVISION**



On behalf of the Executive and the Committee, may I take this opportunity to extend our best wishes to all members wherever you maybe.

Our Anzac day march here in Melbourne this year was a bit of a disaster for numerous reasons. I believe the main problem was caused by Easter Monday falling on the same date, naturally every state possibly had the same problems. The main problem down here was the lack of marching bands, more so than other years; it turned our parade into more like a casual stroll. Adding to the whole setup was the lack of marshals to get things organised and under way. Added to this a lot of our members were adrift from the muster due to various reasons (family holidays being the main cause).

But with all that we had a good day, our numbers being swelled by the company of eight members from Nowra who on completion of the march were made welcome at our reunion. The Melbourne Naval Centre at South Yarra, our usual divisional meeting place was again the venue.

The next major event to be conducted by the Division will be our Annual Dinner, which as usual will be held at Hastings. It is a weekend affair, most of us staying overnight at the Harbour View Motor Inn and convene our dinner at the nearby Hastings Club. Generally a good time is had by all attendees.

The Annual Diner will be held on the Saturday(27th) and on the following day we all travel South to HMAS Cerberus for our annual FAA Memorial Service. These functions are held on the nearest weekend to coincide with the commissioning of the RAN Fleet Air Arm.



All in order



Ivor Jansz's family group after the march



Brian Terry, Alan Clark, Ron Christie, Val Christie, Sylvia Ikin



John Ikin and Les Jordan



Hank Fargher and David Hobbs

*Ron Christie*



## WESTERN AUSTRALIAN DIVISION



ANZAC Day 2011; a quiet day in comparison to previous years, we moved to the larger function room at Rosie's as last year's crowd was overflowing the bar area but the smaller crowd looked a little lost, but it didn't dampen the spirit's. The Rosie's Management put a large amount of money over the bar for us, as did the RAAF and Navy Members of the current Pilots Training course. To make it even better Jim Gumley took a phone call from America from one of the guys from the 135th AHC telling him to put a large amount of dollars on the bar from him. With the raffle takings added as well we almost paid for the total tab without touching our own funds.



We welcomed guests in John Leak, who has joined us for the last three years from Brisbane; Guy Cooper and wife who were over visiting their son at Stirling and Graham Taylor (ex-Handler) from Alice Springs, also visiting his son at Stirling.

Theo Bushe-Jones and John Selsmark went to Gallipoli, Villers Bretonneux and Menin Gate at Ypres for ANZAC Day, as well as time in Istanbul and enjoyed every minute of it. They will be our Key Note speakers in August on their journeys.

Greg Kelson; Barry Walden ; Rick Casey and wives joined a few other interstaters in Launceston to attend the ANZAC Day service and Kapyong day organized by 'Tassie' Browning and did a bit of sight- seeing before heading home.

I along with several others from this side of the rabbit proof fence, will be going to Hobart in August for the Vietnam Veterans Ceremony, which is dedicated to the RAN. I am looking forward to catching up with a few old friends whilst I'm "back home".

We changed our location for the June General Meeting to the T.S. Canning headquarters on the river at Wilson. The Division was heavily involved in the building up of Canning and it was an opportunity for Members to see how far they had progressed and I think all were quite impressed with the facilities and some great memorabilia.



Keith Taylor

## TASMANIAN DIVISION



Since last issue some interesting things have happened.

Ian and Florence Henderson paid Tasmania a visit on board the cruise ship 'Dawn Princess'. Tassie and Maureen Douglas travelled from Greens Beach in the north of our State to renew old acquaintances and enjoy some coffee with their old friends.

Then followed Tom and Jean Carrol with their caravan. They travelled the State catching up with long time friends Rex and Wendy Gaffney at Ulverstone and the Douglas Clan again for more R and R.

But wait there's more!!! Our Island was blessed with a visit from Skinhead Kelson and wife Anne for about three weeks. They visited a number of tourist attractions around the Island finishing up with Tassie and Maureen Douglas, also attending Kapyong and Anzac Services.

The Douglas Clan travelled to Western Australia to spend time with family members.

They attended the F.A.A.A. April Meeting at 'Rosie O'Gradys' as guests of Skinhead and Anne. Then on to Rockingham for some reminiscing with the Kelsons. Then back home for some rest.

Some more people visiting our State from Geraldton in Western Australia, Ric and Geraldine Casey and from Sussex Inlet, Jock and Bev Campbell and Margie and Geoff Williams from Melbourne.



Geraldine and Rick Casey, Jock and Bev Campbell with Fiona and Les Kube from Hobart



Les Kube from Hobart, then Margie and Geoff Williams

Now some sad news, i have been in contact with Noel Barrett from Parkerville (WA) and he is not travelling to well, and the treatment he is having leaves him feeling terrible. Noel and I were Classmates in E13 Engines Class at Albatross in 1952. We also did a stint in Canberra in 1952 getting trees and shrubs from 'Yarralumla' nursery for Albatross Grounds.

As I am writing this epistle our winter has started, cold and raining, nearly sleet with snow down to 500 metre level, by the feel of it its even lower.

Kapyong Day

Tas Browning must be commended for his efforts in organising the commemoration for this day in Korea. A day when the Australian Army distinguished themselves against overwhelming odds. Tas was assisted by Geoff Singline who also did a good job. Well done to both of you. Sadly the event wasn't patronised to the fullest extent, so be it. But it was not forgotten to the memory of those diggers who paid the supreme sacrifice and those that were wounded. Also brings to memory those R.A.N. Aircrew lost in the Korean conflict. Lest we forget.

I had a phone call from my old mate Mick Blair a couple of weeks ago. We had a good yarn for a couple of hours. Wonderful to talk to you Mick. We hear a lot about people through 'Slipstream' and the grapevine, but nothing like direct contact.

Cheers for now  
Matt Jacobs (Jake)

## Anzac Day - Qld



Bill Strahan, Barry Lister and Paddy Williamson



Kath and Rex Day



Ron and Gwen Powell



Bob McBride and Des Kelly

Courtesy of  
Mick Blair



## SOUTH AUSTRALIA



Time for another report and I am pleased to say that our lunchtime meetings continue to attract a good roll up of members and partners.

At this time we have 60 members in our Division.

The new committee is ;

President .... Leon Coppins

Vice-President.... Mike Stubbington

Treasurer .. Gordon Gray

Secretary.. Roger Harrison

Delegate.. John Saywell

Auditor .. Michael Cain

Newsletter Editor.. Dinsley Cooper

Committee Members.. John Saywell, Roger Harrison, Mike Stubbington, Ian Laidler, Dinsley Cooper and Gordon Gray. ( Ian Laidler was co-opted to assist.)

Social Secretary duties to be conducted by committee members as required

Consultative Council of Ex SOs-SA .. John Saywell

VALE .. Ken Hyde. Ken passed away from a suspected heart attach, after a mixed year of health problems. His funeral was held at the Blackwood Lutheran church followed by a reunion at the Blackwood RSL, where he was a valued member and Past President. Ken was a much valued and admired member of our FAAAA-SA Division. Our condolences go to his family and we extend any help that we can give in this time of difficulty.

Our main event was the Anzac Day March which went off well apart from the usual stop-start and shuffle caused by the Divisions up front. Gordon Gray was out Flag Man.



The weather was quite warm and the extended 200 metres march tested us a bit. Recovery was at the O G Hotel in Klemzig.

Henry Young did the Honours at the Dawn Service in Adelaide and Ian Laidler represented us at the Anzac Day Service at The Repat General Hospital.

Forward planning includes:

Participation in the Navy Week Service at Christ Church, North Adelaide on 17<sup>th</sup> September 2011 as part of the 100 year RAN Celebrations.

Our FAAAA-SA Chapel Service at the RGH on the 28<sup>th</sup> August 2011 as part of the RAN Centenary Year celebration

Federal Minister Kate Ellis continues to support our Division by providing some print services for our Newsletter, from her Adelaide Office.

Cheers

Leon Coppins

### ANZAC DAY Service at RGH

At the request of the president, I attended the above service which commenced at 1000.

The service was taken by RGH Chaplains, John Virgin and Frances Bartholomeuz, and consisted of the usual welcome, hymns and prayers ably backed by the band of the 1027<sup>th</sup> R S A Regiment. The Centennial Sea Scouts formed a guard on entering and leaving the Chapel as well as handing out the programs.

Lt Dawes representing Naval HQ SA, gave a stirring account of the devotion to duty displayed by "AB Teddy SHEEAN" in trying to protect his ship and mates whilst his ship was under attack from the Japanese and sinking. He was mentioned in despatches and is the only sailor in the RAN to have a ship named after him. This being the Collins Class submarine *HMAS Sheean*.

I must apologise for not placing a book at the service when the wreaths and tributes were laid. The Association placed a book last year, and it is policy to retain these books in the RGH Library. As only one copy of books is required in the library I thought it inappropriate to deliver another copy of the same. I had left my run late to find an alternate volume to use that pertained to the Fleet Air Arm and could be donated on the Association's behalf.

Yours Aye

Ian Laidler



**NSW DIVISION**



This time again and you have to wonder just where the time goes. How one ever found time to go to work is a wonder to me as the days just seem to get shorter all the time. When I cannot find time to go fishing it is certainly a wake up call.

Anzac Day has been and gone and for our local area this year was quite different. The crowds that descended on the area were huge and this was certainly made apparent in the numbers at the Dawn Service. Each year of late the numbers have been growing but this year they were exceptional; perhaps it had something to do with the fact that Easter fell on the same weekend and we were also in School Holidays. The new Anzac Park was filled to capacity and the area adjacent that is usually a car park was also filled with the remaining overflow packed outside the park and down along the swimming pool car park. The beach area adjacent to the Eastern side of the park was also full.

Again the weather held off and there were only a very few minor spots of rain as we formed up. Luckily I cannot remember ever actually having rain for the service. A lot of the attendees were family groups. The large number of uniformed personnel both Army and Navy made the whole scene look very smart, the only mitigating factor may have been the marching of the 'Veterans'. This may have something to do with the metal spare parts not having had time to warm up.



A brew, a sausage sandwich and a chat was available at the RSL Hall afterwards. Bob Morrison, the Jose family and Mayor Paul Green MP.



Fred Dawson catches up with Bob Morrison

It is with regret that the Committee say farewell to Peter Welsh as a member of it, he has retired from his position for personal reasons and I can only thank him for the time and effort he put into his position.

In an attempt to attract some serving members to the Association, we (NSW) have made the members of the Detached Flights 'Honorary Members'. Hopefully we get a couple of results, some new members and some up to date articles on life at sea in the modern Navy. Scott Gutterson has been good enough to pen us a couple so far and all being well their replacement ship will have a scribe in the crew as well. The squadron (816) has also decided to make use of the WEC for some of their activities so again more interface with serving members.



Families of sailors onboard are kept up to date by the squadron co-ordinators

Greg Wise

**VALE : Colin Champ**

Colin died on Saturday 21st May 2011. He was born in Brisbane, Australia in 1928. He was one of the first post war intake into the Australian Fleet Air Arm, and learned to fly with the RAAF at Point Cook in Tiger Moths and Wirraways. He was then posted to Britain for Naval training at Lossiemouth and Eglington in Firefly MkIV & V, with deck landing training on HMS Illustrious. Also in England he was introduced to an English girl who was a distant family friend. A spell at No 1 Ferry flight, Culham followed, flying Fireflies, Sea Furies and the odd Seafire.

Then it was back to AUS, and 816 Squadron (20th CAG) at HMAS Albatross, Nowra, embarking on HMAS Sydney in Feb 1951 with Firefly V. June saw a move to 817 Squadron, 21st CAG and the Firefly MkVI. 817 almost immediately reverted to the MkV as they worked up for Korea and the October/January tour, normally flying with O2 Morris.

After the Korean War tour he served in 816 with the MkVI, and then 723. In

1953 he did a maintenance test course and transferred to 808 and HMAS Vengeance. By now the times were changing, even for carrier flying, and in December 1953 he started a conversion course to the DH Vampire at RAAF Williamstown.

In June 1954 it was back to England and a conversion to Meteor VIII with Airworks at RNAS Brawdy & St Davids, and then 764 Squadron at RNAS Yeovilton with time on the Seahawk - "favourite aircraft: beautiful to fly", Seafires, Sea Furys and Fireflies. He also took the opportunity to look up the English girl from 1951...

Next was 158 Night Fighter Course at 228 OCU, RAF Leeming in the Meteor

NF11 with Lt Brennan, followed by 7 Air Warfare Instructor (F) Course at RNAS Lossiemouth in Vampires. June saw him back at Yeovilton with 891(x) Squadron and the Sea Venom 20, followed by 808, still at Yeovilton with deck landings on HMS Bulwark. In between all this he took time out to marry the English girl and was still married to her fifty-five years later.

By June 1956 808 was back at HMAS Albatross, and his new bride was being horrified by the notorious living conditions at Nowra. By September he was on board the new angled deck HMAS Melbourne and his first son appeared. In

1957 Albatross had acquired a couple of Austers, and there was a check flight with Lt Cordell. The remarks column in his log book merely says "Check Out (& how)". Appendix C states "bounced after landing on main wheels... starboard undercarriage collapsed and propeller struck runway".

Family legend has it that excessively subtle handling was inadvisable when 'landing on' a first generation jet aircraft, and that this was a factor.

This is the last of 4 entries in Appendix C; the others being a barrier visit on HMAS Sydney with a Firefly in 1951, a deck pecking incident later the same year after catching the wire, again with a Firefly, and a fractured Sea Fury tail oleo ("on normal landing") on HMS Vengeance in 1955. In 1958 he seems

to have been acting mainly as a Weapons Instructor. He had a spell in command of 724 Squadron (as Lieutenant) until he retired from the RAN in October. As commander, and not having been embarked on ship since the previous February, he found the need to do an extra 10 deck landings just a week before his retirement, which brought the total up to 300.

After leaving the RAN the young family emigrated to England. At that time ex military pilots were not greatly in demand and he worked briefly in the building trade with his father in law, and as a volunteer fireman. He then went back to aviation, working in Air Traffic Control, first at Prestwick, Scotland and then at Gatwick airport.

He joined British European Airways in March 1967, as P2/P3 on the Vanguard and the Merchantman freighter variant. In 1971, Vanguard/Merchantman, he converted onto P2 with the Trident 1/2. Next was the Viscount fleet as captain in 1974. In 1977 it was back to Trident 1 and 2s, this time as Captain. He took early retirement from British Airways in 1981.

**Vale : Lieutenant Tony "Hurl" Hill MID RANR**

Hurl passed away 01 May after a ten month battle with cancer. He leaves behind his wife of 44 years Janine, sons Tony and Dan, their wives Lindy and Lindy and three grandchildren.



Hurl was born in the UK 24 May 1943. He left Mother England as a 10 Pound Pom in June 1962.

He made the decision to run away to sea, joining HMAS Cerberus as part of BATC 1/64.

Flying training on No 54 Pilot Course at RAAF Point Cook followed.

Successful completion of the course at Point Cook saw Hurl posted to 723 for Advanced Flying Training on the Iroquois and Operational Flying Training on the Wessex in 725.

A posting to the mighty 817 and embarkation in the War Canoe saw Hurl fulfil his dream of becoming a Naval Aviator.

Hurl was posted to No 9 Squadron RAAF South Viet Nam where he served with distinction being Mentioned in Despatches.

On return to Australia it was back to 817 as Senior Pilot.

Hurl resigned from the RAN in June 1972 to pursue a career in civilian aviation with the large multi-national company, Bristow Helicopters. His first "civvy" posting took him to the North West of WA flying in support of the fledgling oil and gas industry. Bristow moved him and his family to such exotic locations as Nigeria and Abu Dhabi finally settling in the Shetland Islands flying to North Sea oil rigs.

He rejoined the FAA on 817 as the Administration Officer. Hurl refused to take any flying away from the young aircrew instead preferring to act as "sea daddy" to the boys and, now, girls of the modern Air Arm. His family recount that his second time around on 817 were among some of his happiest.

Ken Vote

**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  
WO Warren  
PO Box 7115  
Naval Post Office  
Nowra Hill 2540  
[lan.warren@defence.gov.au](mailto:lan.warren@defence.gov.au)

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.

If you want a group mounted together (classmates or just good friends) that is easily accommodated, all you need to do is tender the applications together and nominate that you wish the desired plaques mounted beside each other.

Below is the list of names of the latest plaques fitted to the Wall.

CLEMENTS MBE K.V.

CANNANE K.R.

DORE P.

WITTHOLZ R.

CARLING B.

LANGMAID C.T.

PEAKE M.C.

RAWLINSON S.P.

For anyone that has paid for a plaque and it is not on this list, there is another order at the foundry at present and this will not be processed shortly. The next order is now open .

**New or alterations of email addresses :**

## FAA Association contact details

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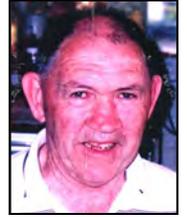
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## VALE:

### Terrence Rutherford



Terrence Denismaher Rutherford R38392

Terry was a Naval Airman who most probably 'fell through the cracks', he joined up in 1950 in the electrical branch and later became an electrical mechanic (air). He eventually found this job very menial and he summed it up as 'baby sitting two batteries for five years'.

While he joined up hoping to see the world, the best the Navy could do for him was seven months on the 'Vengeance' in 1954/55. Most of his naval service saw him shunted back and forth between 'Albatross' and 'Sydney' for two to three week periods. He also served on 724,805, and 851 squadrons and took his DEE in 1956.

He married and became a Dad, with four children he moved into a family home at Lalor Park (Western Sydney) in 1960 and lived there until he 'swallowed the anchor'.

He took a great interest in his local church and the local youth. He also served as a Director on the Board of Seven Hills-Toongabbie RSL Club.

Eventually his lack of mobility (spine and legs) saw Terry virtually house-bound and in lots of pain; but, he never lost his sense of humour or complained about the hand he had been dealt.

Mick Tattersall

## A LAST FAREWELL

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

B,C Parks ('Rastus') : 2011

K.Morley : 2011

Eric Arnell : 2011

John Harris : 2011

Terrence Rutherford : 12th February 2011

P.J Martin ('Pincher' RN) : March 2011

Ron (Archie) Atyeo : 1st April 2011

Ken Hyde: 18th April 2011

George Plant : 13th May 2011

John Buchanan (nee Snodgrass) : May 2011

Colin Champ : 21st May 2011

Brian Sander : 27th May 2011

Ron (Wilbur) Forrest : June 2011

Don Howell : 5th June 2011

Peter May : 7th June 2011