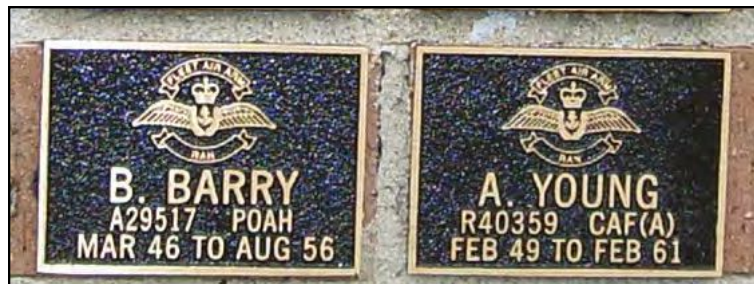


FLEET AIR ARM WALL of SERVICE



Slipstream

Established HMAS Albatross 1957



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

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FOREWORD



It gives me great pleasure to take this opportunity, in our centenary year, to congratulate the Fleet Air Arm and its members past and present for their extraordinary contribution to Navy capability and to share my enthusiasm for the exciting prospects of the next few years in Naval aviation.

Throughout our history, the Fleet Air Arm has been a model of professionalism, commitment and courage in the RAN. Although the Fleet Air Arm was formally established with the acquisition of our first aircraft carriers in 1947, naval aviation was playing an important role as early as the 1920s. Since then, generations of fixed and rotary wing aircraft have served: from the original Hawker Sea Furies in 805 Squadron and 816 Squadron's Fairey Fireflies, our Bristol Sycamore helicopters, Sea Venom jets, Fairey Gannets, Grumman S-2E Trackers and with them the Skyhawks, to the Wessex and then the long-serving Sea King helicopters, HS 748, Seahawks, Squirrels and now the Agusta A109E and new MRH-90. Our people have fought in the full span of RAN operations over this time, and many have given their lives.

Our aviation history shows clearly that change is constant. Now, we are in the midst of another exciting but very critical period of transition, in which every class of aircraft currently in service will be replaced in the next ten years. This year sees the end of an era with the decommissioning of 817 Squadron and our last Sea Kings. They will be replaced by 808 Squadron, which is already crewed by 80 people readying the MRH-90 Taipans for operational service. I am sure that, like me, you are also looking forward to the introduction of the FAA's 24 MH-60R Seahawk Romeos in 2014, which was announced in June. They are an advanced combat aircraft, capable of deploying significant air-to-surface strike capability as well as giving us a strategic edge in anti-submarine warfare in the *Anzac* frigates and our new air warfare destroyers.

It is my great privilege to lead the Royal Australian Navy through the next stage of this generational transition, and I will give my all. I know that the aviation community is equally committed and has been very active in cultural reform under our New Generation Navy (NGN) program. The maintainers in 808 Squadron, for example, were recently highlighted as an example of how our signature behaviour 'drive decision-making down' works in action. In doing so, they are upholding the Fleet Air Arm's reputation for excellence.

NGN challenges us all to lead with courage and integrity and to create a future that is worthy of our long history. The words of the Australian Prime Minister, Joseph Cook, in 1913 still ring true after nearly a century: "The Australian Fleet is not merely the embodiment of force. It is the expression of Australia's resolve to pursue, in freedom, its national ideals, and to hand down unimpaired and unsullied the heritage it has received, and which it holds and cherishes as an inviolable trust."

R.J. GRIGGS, AM, CSC
Vice Admiral, Royal Australian Navy
Chief of Navy



Vice Admiral Ray Griggs, AM, CSC, RAN

He was born in Homebush, New South Wales in 1961. He joined the Adelaide Port Division of the Royal Australian Navy Reserve in 1978 as a radio operator and entered the Royal Australian Naval College at HMAS *Creswell* on a short service commission in 1979. During his seaman officer training he served in the aircraft carrier HMAS *Melbourne* (II) and HMAS *Yarra* (III) and HMAS *Advance* before spending 12 months loaned to the Royal Navy in HMS *Jersey* to gain his Bridge Watchkeeping Certificate. In late 1981 he was posted to HMAS *Perth* (II) as a Bridge Watchkeeper and deployed to the North West Indian Ocean in support of Australia's independent presence in that region following the Soviet invasion of Afghanistan.

From 1983 to 1994 the then Lieutenant Griggs completed a series of postings as Navigating Officer of HMA Ships *Cessnock* (II), *Torrens*, *Tobruk*, *Jervis Bay* and *Perth*.

Ashore he has served in variety of roles including as the aide-de-camp to His Excellency the Governor of Tasmania, Sir James Plimsoll, AC, CBE, two postings in the Navy's officer career management directorate, Staff Officer (Navigation) to the Commander Australian Patrol Boat Forces and as Deputy Director Military Strategy and Director Future Warfare in the Australian Defence Headquarters. He completed specialist navigation training and graduated as a Principal Warfare Officer. In 2000 he conducted a major review into the RAN's readiness measurement system, MONICAR.

Between 1995-97 he served as commissioning Executive Officer of HMAS *Anzac* helping to bring the Anzac Class into service. In October 2001 he assumed command of the Anzac Class frigate HMAS *Arunta* and was immediately involved in border protection duties as part of Operation RELEX. *Arunta* then deployed to the Persian Gulf to enforce United Nations sanctions against Iraq and in support of the War on Terror. The ship was recognized for her efforts by being awarded the Duke of Gloucester's Cup for being the most operationally efficient ship in the RAN fleet for 2002.

In 2003 he was posted as the Anzac Class Capability Element Manager in Rockingham, Western Australia. In 2004 he studied at the National War College in Washington D.C. prior to assuming command of the Australian Amphibious Task Group in mid 2005. He was promoted to Commodore in February 2006 and appointed as the Deputy Maritime (Fleet) Commander until assuming the position of Director General Navy Strategic Policy and Futures in Navy Headquarters in September 2007.

In February 2008 he was seconded to the Defence White Paper team where he led the development of the Force Structure Review that provided the force structure underpinning the 2009 White Paper. In early 2009 he attended the UK Higher Command and Staff Course and was subsequently promoted to Rear Admiral and appointed as Deputy Head Strategic Reform and Governance. In May 2010 he assumed the role of Deputy Chief of Joint Operations.

Admiral Griggs was awarded the Conspicuous Service Cross in 1997, a Commendation for Distinguished Service in 2003 for his work in the Persian Gulf and appointed as a Member of the Order of Australia in 2009. He holds a Bachelor of Arts degree from the University of Queensland, a Master of Business Administration from the National Graduate School of Management at the Australian National University and a Master of Science (National Security Strategy) from the National Defence University in Washington D.C.

He is married and has a daughter and a son.

Admiral Griggs was promoted to Vice Admiral on 6 June 2011 and appointed **Chief of Navy** on 7 June 2011.

Front cover : Captain Stefan King and Alice Burns (wife of Bruce Burns) at the Korean War exhibition dedication at the Fleet Air Arm museum.

Photo with complements of the Photographic Section HMAS Albatross - Leading Seaman Kelvin Hockey

Deadline for articles for next edition is 12th December 2011

LETTERS

Dear Ed

I have reached that stage in life, my 80th year, when I tend to reflect more on the past than the now or the future and naturally enough I reflect mostly on my 20 + years with the grey funnel line and some of the absurdities foisted upon us from time to time.

For example on one of my drafts to Melbourne as a PO it was decreed that all of the ships PO's regardless of branch would do certain ships routine duties such as keeping watches in the damage control headquarters, acting as PO of the ships emergency party, who were all seamen and other non specified ships odd jobs.

I managed to serve out my watches in damage control HQ without incident, thankfully but other episodes had their moments. On one occasion I was PO of the emergency party, we were in harbour, it was either a make and mend or the weekend, the day started out fine and sunny and the flight deck awning had been rigged preparatory for a wardroom Cockers P. However by mid afternoon thunder clouds loomed up and in due course emergency party was piped to muster on the after end of the flight deck. I duly mustered my troops and reported in service style to the duty officer, our presence. He then told me to frap the awning. "Frap the Awning!!! Doesn't this idiot know I am a birdie". Taking a cue from a very young sub lieutenant from a well known WW2 naval novel, I told my kellick, we had to frap the awning and to get the men started please. He gave me a rather peculiar look but in a trice the awning was frapped.

For the nautically disadvantaged frapping the awning simply means removing every second stanchion and dogging down that part of the canvas to make a channel to facilitate water runoff. On completion and after I had dismissed the troops my kellick came up to me and said " You had no F---ig idea what frapping the awning meant did you?". A fact impossible to deny.

On another occasion I was appointed IC of the shore berthing party, again "don't these idiots know I am a birdie". Since the shore berthing party has to be on the wharf before the ship arrives this means a jolly little cruise up the harbour in the sea boat. At the appointed time the berthing party is piped to muster in the starb'd forew'd seaboat space. On arrival I find that the seaboat is already swung out, the restraints removed and the crew already aboard. I am somewhat disturbed to note that the crew moving about doing whatever it is that they have to do makes the boat sway about in its falls.

I am also concerned that access to the boat is via one of those ridiculous rope scrambling nets. I make it on board without too much drama. Being suspended over the ships side the water

appears to be rushing past at a hundred knots and appears to get faster the closer the seaboat gets to the water. The boat falls are released just before the seaboat hits the water and then two things happen.

First the boat hits the water with a great jolt and splash and the fall blocks are swinging about at head height. Once clear of the ship it becomes a pleasant harbour cruise, the sun shining the salt tang breeze in our face what could be more pleasant, then we arrive at the wharf.

The wharf deck is some ten to fifteen feet above the water line and the only access is via a vertical wooden, slimey, greasy wet ladder. By the time I get myself and crew on the wharf and smartly presented the ship is manoeuvring to come along side. at this point my kellick takes me aside and says "You are a birdie right" and since we are in no's 2s with glistening gold rate and rank badges this is hard to deny, and so he then says " You stay close to me and leave everything to me and we will be right".

This seems an eminently good suggestion to me. And so after much bellowing from the ship about for and after head lines, breast lines, springs and such the ship is secured, the gangways are in place we are ordered back on board.

Ever since that draft I had a great respect for the professionalism, efficiency and discretion of kellick seamen.

Jim Parsons.

And now dear Ed a little culture and something for us 80's odd to ponder'

TAKE IT EASY

When I was in the boxing ring
In 'Frisco back in ninety seven,
I used to make five bucks a fling
To give as good as I was given.
But when I felt too fighting gay,
And tried to be a dinger donger,
My second, Mike Muldoon, would say,
"Go easy, kid, you'll stay he longer"

Association Blazers

Please note the new address for C.E.Wise Pty Ltd, the manufacturers of our Association blazers.

They are now situated at Factory No4, 2/4 Irene St,
Preston, Vic 3072

We are sorry for any confusion if you have been trying to access the firm but the change of address slipped under the carpet, both the fax number and phone numbers are still the same. The forms on pages 23 and 24 have now been amended.



Hi Ed,

Thanks for another interesting 'Slipstream' Vol 22 No 2.

Mick Tattersell gave a very interesting account of life at the Marine Section at JB. Attached is a photo of HMAS Air Sprite, from the RAN Heritage collection, that might help him to relive a little more of the 'magic' he described. Lucky man.



Cheers,

Kim Dunstan

Ed,

I read with interest the articles on Tiger Moths in a previous edition and had a bit more to add to the information bank.

In 1947 HMS Theseus visited Australia and New Zealand, on the way; they delivered a squadron of Seafires to HMS Bambara (Trincomalee, Ceylon – now Sri Lanka) and HMS Simbang in Singapore. These were to restock the Naval Air Stations after the War.

One of the main reasons for the visit to the Pacific was to 'SHOW THE FLAG', also to demonstrate why Australia should acquire two aircraft carriers. Must have worked because Australia purchased HMAS Sydney and Melbourne.

Onboard Theseus we had the 14th Carrier Air Group which comprised 804 Squadron, made up of Seafires and 812 Squadron that was a Firefly squadron. Also onboard we had a Walrus Flying boat.

The ship sailed under the flag of Rear Admiral Creasy, who had

onboard a Tiger Moth. My recollections of this are in some way quite comical, taking off the deck, and landing with no arrestor gear.

We positioned six volunteers (you! You! And you!) along each side of the deck and when the plane landed on the deck they would run out and grab hold of the wings on each side as the plane slowed down.

On one occasion the Tiger Moth had engine trouble and landed on a beach ending up in the 'oggun'; fortunately we were able to retrieve the Tiger Moth by wading out into the water and dragging it ashore (water was not very deep). From memory that was probably the last flight it made.

I was an aircraft mechanic (engines) and did some training on the Tiger Moth, the wearing of jewellery on the hands was a 'no-no' in those days as they were all worried that you may foul the propeller whilst swinging it if you got a 'kick-back' and lose a finger.

Gordon Cansdale

A website that may be of interest to Victorians or for that matter any ex RAN members

NAVY VICTORIA NETWORK (NVN)

What it's all about?

'Why didn't some bastard tell me ?' How often have we heard that – or said it ourselves. Once again we've dipped out on some function/event/activity/journal article we would have enjoyed. And why ? Simply coz we didn't know about it!

NVN offers you the chance to put that behind you regarding Navy happenings in Victoria. It is a facility designed by a small team of ex-Navy personnel who are keen to find a way to ensure people interested in Navy goings-on can be kept informed about matters of interest.

The NVN will also provide links to Naval and Service Associations / Organisations. Registration for participation ie. to go on the distribution list, costs nothing and no one stands to make money, kudos or rewards of any kind other than the satisfaction of knowing that we've done our best to keep people informed. We feel that the camaraderie we enjoyed while serving, and the bonds which exist between seafarers men of all ages can be fostered and strengthened by sharing information by courtesy of this remarkable tool called internet. Currently serving, ex-Navy and others with an interest in maritime matters should all find something of interest.

We aim to keep it simple and uncomplicated so that personnel of

all ages, branches and ranks can make use of it, (even 'fishheads'). We encourage you to access it – if necessary getting grandchildren to show you how. If you feel so inclined we'd welcome your feedback and constructive suggestions.

NVN Team

Our Mission

To provide a free, all-inclusive medium for the electronic exchange of information of interest to the extended Navy Community of Victoria.

Objectives

1. Advertise events of interest.
2. Promote knowledge of and networking between ex Naval associations and organisations.
3. Promulgate information.
4. Encourage relatives of ex-Navy persons to reflect on their family's service.

Foster camaraderie across the extended Navy Community.

Our website is at : www.navyvic.net

Ed,

About 18 months ago I was completing my annual Reserve health declaration in the Reserve Cell of HMAS Albatross when Chief Petty Officer Jim Hill, a fellow Reservist, mentioned to me that the history of the Nowra MAG 58 Gun Mount was not recorded anywhere. Jim did not raise the central role he played in the development of this item but expressed his concern that this good story of a local initiative that enabled our aircraft to perform an important role during the first Gulf War and during later operations also, might be lost. I undertook to see what I could do to plug that gap in our record.

The MAG 58 GSMG Mount was conceived, designed, trialled, produced and fielded at NAS during August 1990. I was serving as Commander (Air) at the time. It is relevant that some months earlier the HMAS Albatross Reserve Cell had been formed under the leadership of CDR Ian Payne RANR. An important objective of the Cell was to retain the availability of skills that had potentially been lost by the then recent disestablishment of some RANFAA specialisations- "Armoure" was one of these. And Jim was an Armourer with operational experience. Perhaps partly because of this planning Jim was immediately available when the Government of the day announced the intent to deploy RAN ships (with embarked helicopters) to the Gulf in support of operations against Iraq. Jim phoned me to indicate his availability the same afternoon that the PM announced Australia's intended participation.

Discussion with Maritime Command after the Government's announcement of the intended and likely role of embarked RAN helicopters made it clear that a cabin gun was essential in all of the embarked AS 350B Squirrel and S70B2 Seahawk. But neither aircraft's configuration included such a system. CDRE NAS Commodore R.N. Partington directed that a universal mount be developed and manufactured locally for all aircraft types including the Sea King.

In consultation with CO HS 816 Squadron CMDR Alex Wright I drew up a functional sketch of a folding tripod mount. The folding feature was essential so that the mount and its weapon could be drawn back out of the doorway when not required to reduce drag and reduce the potential obstruction hazard. The concept sketch included mechanical stops in azimuth, elevation and depression to prevent the aircraft's structure being damaged by gunfire. And the conceived tripod was sufficiently squat (or low in height) when erect that any recoil was passed to the aircraft structure as a sliding (or shearing) and not a toppling (or peeling) force. And potential for the mount to slide was reduced by four securing turnbuckles which attached the mount's base to existing cargo securing points. Any sliding forces were designed to be attenuated over the large area of the mount's plywood base-plate which had an under surface of high friction rubber.

After discussion with CPO Hill and CDRE NAS the concept sketch was passed to LCDR Baz Garratt OIC ASU who tasked (I recall) two of his craftsmen Petty Officers John Csucsy and Bomber Brown with the construction of a prototype. And this was completed within about two days during the second week of August 1990.

The Air Department's sketch was not a construction drawing or a plan. And notably the sketch did not include the need to collect expended brass cartridge cases. That essential feature was foreseen and included by ASU. The conversion of concept to design and all construction was completed by ASU. And I believe the same two craftsmen who built the prototype eventually produced all of the operational mounts.

The production mounts incorporated minor configuration differences between mounts for the different helicopter types-Squirrel and Seahawk. ASU also initiated with SAMR the drawing and specification development necessary to have the mount formally trialled and released to service as an approved aircraft modification.

CPO Hill was Project Officer for the mount project. During the production of the mounts by ASU the procurement of the necessary MAG 58 weapons had been initiated with the exchange of NAS ammunition for "belted" and more appropriate 5.56 ammunition-tracer and ball. Jim facilitated these logistics in cooperation with NAS Stores and Engineering departments. Jim also arranged the trial of the prototype mount at the South Nowra Rifle Range and the drafting of SOP's with Squadron HWI.

I recall that Mr John Lenord and Mr Wally Stykes were the two representatives of the local rifle club who supervised our use of

their range for the trial which involved the firing of several hundred rounds of 5.56 ball ammunition to ascertain the controllability, integrity and rigidity of the mount and the effectiveness of the "brass-catcher".

I recall that the mount was fixed to the tray of a truck for the trial and that the evolution was successful. Although ASU decided to produce the production mounts from heavier tubing which needed to be ordered and delivered.

The flight trial of the MAG 58 GSMG Mount is the subject of AMAFTU Report 2/90 (Reference 778.01.30) which also promulgated the SOP's for the system. And the mount was subsequently released to service where it performed (as far as I know) satisfactorily for the next approximately ten years in the fleet. It "did the job"

I have heard it said that the MAG 58 mount was built as a "good idea" over a weekend by NAS workshops. That is incorrect.

The outstanding feature of the MAG 58 mount project remains that it resulted from several different organisations within NAS working together under the direction of CDRE NAS toward a common aim which sought to satisfy an urgent capability need in the Fleet.

The non-participation of any one of the agencies could have brought the project undone. But that did not occur. If Jim had not been available to perform the functions of Project Office it is unlikely that the mount would have been produced and fielded in the extremely short time available. And his expert Armourer's knowledge and experience was essential to the development and approval process-as was the outstanding skill of ASU's craftsmen.

I have not run this small piece of our history past CPO Jim Hill because I expect that he would be embarrassed by my mentioning his particular special involvement.

I have forwarded this to the Fleet Air Arm Museum for archiving.

Yours faithfully,

Cris George
CAPT AM RANR

Re Carriers' time in RAN service.

HMS Terrible commissioned as HMAS Sydney 5 FEB 49.
She paid off 30 MAY 58.

HMS Vengeance handed over to RAN 13 NOV 52 and
handed back to RN 25 OCT 55.

HMS Majestic was handed to the RAN 26 OCT 55 and

renamed Melbourne 28 OCT 55. She paid off 30 JUN 82.

So in terms of time with a carrier we had at least one for a continuous period of a little over 33 years.

This means 2015 marks the 33 years without a carrier. By then those Spanish things may be seen as at least potentially filling a similar role although it is difficult to foresee fixed wing in the conventional sense.

But we have been without Melbourne for a little longer than we had the Ship in service. How quickly time passes!

Regards
Cris George

Hi Ed,

I have had an enquiry about "Sadie" the test vehicle used to test the catapult on HMAS Sydney and Vengeance. Could you ask around your members and see if anyone remembers "Sadie" or has any information relating to its use. Possibly there are photographs available that I may be able to copy as well.

Regards Ailsa

Ailsa Chittick
Collections Curator
Fleet Air Arm Museum
HMAS ALBATROSS
02 44242194
0418 146 945

Ed,

As I continue in my research of HMAS Melbourne, what has come forward is that during those times Midshipmen were embarked in Melbourne for training and were required to keep a journal of the days events and anything of interest and being signed off by their divisional officer periodically.

What these journals do reveal is information that often backs up the detail in both the ships log and the Report Of Proceedings.

If any serving or retired officer who has retained their journal, could they please make contact with me as I would be seeking a copy of relevant details for my research.

With thanks
Kind regards

Tas Browning
email tasarb10@bigpond.com
0417124655

Saluting and wreath laying

It will be noticed at any Remembrance Service or when passing a Cenotaph Veterans will place their Right Hand over their "Left Side" many believing that they are placing their 'Hand over their Heart' in Respect or Remembrance of their Fallen Comrades";- this is not so.

The Veterans Salute to their "Fallen Comrades" originated in London on Armistice Day in 1920, during the ceremony to unveil and dedicate the Cenotaph in Whitehall at the same time a funeral procession accompanying the remains of the "Unknown Soldier" halted at the Cenotaph during the ceremony before proceeding to Westminster Abbey for internment.

Those present included the senior soldier, sailor, airman and many Victoria Cross winners.

The ceremony concluded with a march past. The Regimental Sergeant Major of the Guard Regiment conducting the ceremony, faced with a gathering of highly decorated and high ranking military men (including many Victoria Cross winners), all wearing rows of medals, decreed that all would salute the Cenotaph as they marched past by placing their hand over their medals, signifying that :

"No matter what honours we may have been awarded they are nothing compared with the honour due to those who paid the supreme sacrifice".

'Avatars' train on Navy's future ship

Sailors will be able to use 3-D avatars to train on ships that are currently under construction thanks to cutting edge simulation technology being used in Australia.

Minister for Defence Materiel Jason Clare visited KBR in Canberra to see first hand a demonstration of the virtual Landing ship Helicopter Dock (LHD), created using CryEngine 3 – software developed for computer games. KBR has been contracted by Defence to create the interactive, three-dimensional replica of the first LHD scheduled to be delivered in the middle of the decade – *HMAS Canberra*.

Up to 100 personnel at any one time can use this virtual ship to participate in simulated exercises and emergency response scenarios from all over the country without having to be in the same location.

"This is like Play Station with a purpose," Mr Clare said.

"KBR have combined gaming technology and the plans of the LHDs to create a state-of-the-art 3-D model of the Navy ship currently under construction."

Mr Clare said innovations like this virtual ship represented the future of military training. "These LHDs are different to any ship the Navy has ever sailed and this simulation gives sailors a head-start on training to operate the ship. "It means our sailors can start learning how to operate these new ships years before they begin operations. Helicopter pilots can land a virtual helicopter and Navy engineers can train on the ship's virtual engines.

"The level of detail is incredible -- sailors can even find the bunk they'll sleep in on board." "This can save time and money in the training and operation of these ships."

The hull of the first LHD was launched in February in Spain where it is being constructed by Navantia. This will arrive in Melbourne next year to be completed at the Williamstown dockyard before it becomes operational in late 2014. Australia's second LHD will become operational the following year. The LHDs will be the largest ships the Navy has ever operated, eclipsing Australia's last aircraft carrier, HMAS Melbourne.

Each ship is 230 metres long and can carry a combined armed battle group of more than 1000 personnel, 100 armoured vehicles and 12 helicopters. They also include a 40-bed hospital.

What a thought for the 'older' non computer literate birdies to digest !!



NSW RTA Pensioner concessions

Eligibility (Updated)

An eligible pensioner is anyone who holds or receives one of the following:

- A current Pensioner Concession Card (PCC), issued by Centrelink or Department of Veterans' Affairs (DVA), showing a NSW address
- A DVA Gold Card endorsed 'TPI' (Totally & Permanently Incapacitated).
- A DVA Gold Card endorsed 'EDA' (Extreme Disablement Adjustment).
- A letter or statement/determination from the Department of Veterans' Affairs stating that the person receives a disability pension of 70% or higher, or an Intermediate or Extreme Disablement Adjustment Pension, or who has been assessed under the *Military Rehabilitation and Compensation Act 2004* at 50 or more impairment points.
- A DVA Gold Card endorsed 'War Widow' / 'War Widower'.

Concessions

Eligible pensioners are exempt from fees for the following:

- Licences (a fee is payable for a computer test).
- Driving tests.
- Riding skill test at a motor registry.
- Riding skill test with training contractor.
- Heavy Vehicle HVCBA log book and guide.
- Replacement Learner Driver log book.
- Registration (including HVIS inspection fees).
- Motor vehicle tax.
- Conditional registration.
- NSW Photo Cards.
- Mobility Parking Scheme (MPS).

Note:

Dependants under 16 years of age listed on a current NSW Pensioner Concession Card are also eligible for a free MPS card.

Certain pensioners are also exempt from:

Transfer fee and stamp duty.

This exemption only applies to DVA pensioners who receive a disability pension of 70% or higher or an Intermediate, Totally and Permanently Incapacitated (TPI) or Extreme Disablement Adjustment (EDA) pension, or who has been assessed under the *Military Rehabilitation and Compensation Act 2004* at 50 or more impairment points.

Please note:

- The pensioner concession scheme applies to one vehicle per eligible pensioner (either fully or conditionally registered).
- Interstate-issued PCCs are not acceptable for claiming a concession in NSW.

RTA customers seeking a pensioner concession will have their concession status electronically validated with Centrelink. Centrelink will validate both Centrelink and DVA pensioner cards.

If you have any doubts, contact DVA and if you fit into the new brackets they will give you a letter to take to the Motor Registry.

Customers that are now included in the updated definition of a pensioner will be eligible for a pro - rata refund back to January 2011, the date of legislation change or the date the customer became a pensioner if later.

Musings of some professionals

A priest, a doctor, and an engineer were waiting one morning for a particularly slow group of golfers.

The engineer fumed, "What's with those guys? We must have been waiting for fifteen minutes!"

The doctor chimed in, "I don't know, but I've never seen such inept golf!"

The priest said, "Here comes the green-keeper. Let's have a word with him."

He said, "Hello, George. What's wrong with that group ahead of us? They're rather slow, aren't they?"

The green-keeper replied, "Oh, yes. That's a group of blind firemen. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime."

The group fell silent for a moment.

The priest said, "That's so sad. I think I will say a special prayer for them tonight."

The doctor said, "Good idea. I'm going to contact my ophthalmologist colleague and see if there's anything she can do for them."

The engineer said, "Why can't they play at night?"

NOW IS THE TIME, we need your help...

On the 15th July 2011, The MOBI Yacht 'Nirimba' was accepted onto the National Australian Maritime Museum's Register of Historic Vessels, the ultimate acknowledgement of her place in Australian Maritime History... We think that's worth preserving, however, the small band of volunteers who give unselfishly of their time to keep her afloat and operational, can't do it without YOU help... If all else fails contact RickP@ran-skilledhands.org
<http://www.ran-skilledhands.org>

Mixed messes

Minister for Defence Science and Personnel Warren Snowden, has cleared the way for more women to serve in Navy submarines by formally approving shared female and male accommodation on board every boat.

Mr Snowden said the move, which was a recommendation of the previous Chief of Navy Vice Admiral Russ Crane, is a major step forward for women in the Australian Defence Force and has the full support of new Chief of Navy Vice Admiral Ray Griggs and his leadership team.

"This move will ensure that our female submariners access the same training and career-progression opportunities as their male crewmates.

"The Australian Government believes it is important that the nation's defence forces be representative of the community it serves and it's committed to ensuring that female military personnel have opportunities for career progression and development."

Mr Snowden said women had been serving onboard Australian Navy submarines since 1998 but, until now, females had to sleep in female-only six-berth cabins. "A lack of dedicated bunk space on board has occasionally led to female submariners missing out on postings because of bunk limitations, which has, in turn, denied the submarine force qualified specialists.

"These limitations have also meant that only two of our three operational submarines have been able to accommodate females," Mr Snowden said.

Successful trials have already been conducted over several years across the submarine force with officers and senior sailors. Strict rules apply to maintain the dignity and privacy of all people involved. Currently 44 of the Navy's 560 submariners are female, which equates to 7.8 per cent. A submarine community forum will be held on 23 June in Rockingham, Western Australia, to inform the broad submarine family of the implementation plan for the initiative and gather feedback on its implementation. This will provide opportunity for families and spouses to gain more information and to have their questions answered.

The first fully integrated junior sailor messes will begin in July 2011 on board all commissioned submarines. Of the three services, Navy has the largest percentage of women serving in its ranks at 18 per cent.

"It should be pointed out that 97 percent of Navy positions, including combat-related positions, are already open to females, but this latest measure is a significant step in the right direction,"

Mr Snowden said. "At this stage, only clearance diving remains a restricted employment category."

Hi Ed,

An item which should be of interest to 'Slipstream' readers is that: 'Flightpath' magazine Vol 23. No 1. (warbirds mag) has very kindly published an article of mine on the 'piston-engine era' of the RAN-FAA – and is now available at newsagents.

It's an informative piece covering the early days of RAN aviation through to the Sea Fury and Firefly period, with some remarkable photos.

The same issue of 'Flightpath' has 12-pages devoted to 'Seafire' (RN Spitfire) history and survivors with more great photos - of particular interest to those who remember that amazing aircraft - and of course students of FAA history and heritage. Altogether it's a good read.

Cheers,

Kim Dunstan

Love Story

I will seek and find you.

I shall take you to bed and have my way with you.

I will make you ache, shake & sweat until you moan & groan.

I will make you beg for mercy, beg for me to stop.

I will exhaust you to the point that you will be relieved when I'm finished with you.

And, when I am finished, you will be weak for days...

All my love,

The Flu

Now get your mind out of the gutter and go get your flu shot!

'Just another day on the flight deck with 805 Squadron for RIMPAC78, my last Navy cruise'

It was RIMPAC78 during an otherwise glorious Hawaiian Pacific sundown phase and I was relishing the prospect of a dhoby, a hot meal, a cold beer on the Starboard Forward 60/40 Bofors Gun Sponson, enjoying the flying fish and dolphins seemingly at play in the fading light of day when, out of the blue, as was usually the case, my 'dream bubble' exploded .

I was tasked by the CAA, Jim DaSilva (see note below), with replacing the CSD(CONSTANT SPEED DRIVE)/(AC)Generator unit in one of VF805's A4G Skyhawk's (which were affectionately nicknamed 'scooters') so that it WOULD be serviceable and ready to take it's necessary place in tomorrows' 0600 'Dawn Strike' Launch after the Armourers had hung as many pods of Zuni Rockets and Bombs as possible, perhaps a Sidewinder Missile or 2 and, of course, a full magazine in both of the 20mm Cannon.

NOTE: A Constant Speed Drive Unit is a step-up/step-down, infinitely variable ratio step-less transmission which maintains the AC/Generator in a desirable RPM range irrespective of Engine RPM such that sufficient 115V/AC power is always available to operate all of the equipment which relies upon it.

These CSD/(AC)GENERATOR units had a combined weight of about 60Lb and were attached to the front of the engine compressor casing and thus, with the power plant 'in-situ', very difficult to access within the confines of the bifurcated engine air intake.

Only by removing the outer Starboard (STBD) air intake access panel then reaching through to unlatch a panel about the size of my computer monitor on the inner wall of the intake, which exposed the CSD/Gen unit housed within a compartment barely larger than they were . They were attached to each other with a marmon clamp; these were prestressed by a rather hefty coil spring between the front of the generator and the fuselage and the CSD to the engine by a bayonet connection/clamp arrangement (as I recall).

They had to be removed separately by first removing the marmon clamp then forcing the alternator forward against the spring to then remove it rear end first. The CSD could then be disconnected and removed by a twist and release latch removed. Now came the challenge with the replacement units having to be installed by lifting their considerable weight from the flight deck through the under-wing access panel, the intake outer door and manoeuvring them, with great difficulty, through the barely large enough opening presented by the hinged intake inner door. Then all securely connected, clamped, torque loaded, lock wired and the Intake panels refitted, but please don't imagine the process was quite as simple as that.; remember, this was all achieved by way of the rather cramped conditions INSIDE the STBD intake and was also a one man job so there was no-one to hand up tools or help in any way, even when my arms felt likely to fall off.

So here I was on the flight deck, devoid of any company with the exception of the few rambling ships company seamen and clerical / stores assistants, whose 9-5 days spent driving desks were a comparative pleasure cruise, and who were out for a leisurely evening stroll with their beer issues as though promenading along a seaside boulevard.

The sun was rapidly setting after which I would be likely unable to complete the task under the extreme duress of a dark and windy flight deck and the 'bird' might not then be available for the next morning's dawn strike for which it had been tasked on the day's Fly / Pro. This would surely have landed this little black duck in murky waters.

As was VF805's unofficial motto, which we had borrowed from the Armourers, " Get the bloody job done", the now serviceable 'kite' was armed with pods of Zuni rockets and bombs; cannons loaded and pre-flighted just a few hours later and not one of the well rested 'scooter drivers' would comprehend or appreciate the unrelenting expended in completing this daunting task, which this sole, home-sick, tired and hungry Petty Officer had been allocated at the end of the day of frenetic flight deck activity when I should otherwise been afforded the comfort of my bunk with it's kapok (coconut husk) mattress barely wider than me and three inches thick. I hadn't seen it since rising for breakfast, perhaps a few games of Mah-Jong, the beer in my shattered dream, some welcome sleep and the less than welcome prospect of an 0400 'Too dammed early' shake next morning to prepare 8 'scooters' for the CO's precious Dawn Strike followed by a day chasing the sun for you oh! So privileged 'scooter drivers'.

Footnote :

Jim DaSilva as CAA in '78 held the rank of 'Chief Mechanician (Airframes and Engines) to which I was promoted in the very next year (1979). To reach the Chief's Mess in 15 years and a few months of service was not all too common an occurrence and was precipitated by my having been selected for accelerated promotion in 1974. This my reward for having taken first place on my 12 months Petty Officer's Promotion Course that year, in the same year as my 10th Naval Anniversary.



At home in Glen Waverley. Melbourne Wearing my 805Sqn forage cap ready for the ANZAC Day March and re-union on the 25th of April 1995

Ray (Dutchy) Brauer

NAMING OF NEW SHIP

Today at Fleet Base West the Prime Minister and the Minister for Defence announced that the ex Royal Fleet Auxiliary Landing Ship Dock *Largs Bay* is to commission into the Royal Australian Navy as HMAS *Choules*.

Many of you will recall that former Chief Petty Officer Claude Choules passed away in May of this year, our centenary year. He died in Perth at the age of 110. This was a significant moment when the world lost its last living link with those who had served in WW1.

Claude Choules was born in England two days after the birth of Australia's Navy in March 1901. Like the ship that will bear his name, Claude started his Naval service in the Royal Navy, in his case in 1916. He came to Australia on loan in 1926 and soon decided to transfer to the RAN. He was a member of the commissioning crew of HMAS *Canberra* (I) in 1928 and in 1932 became a Chief Petty Officer Torpedo and Anti Submarine instructor.

During WW2 Claude was the acting Torpedo Officer in Fremantle and the Chief Demolition Officer on the west coast. He transferred to the Naval Dockyard Police after the war so that he could continue to serve, He finally retired in 1956.

In thinking about our past during our centenary year I have been struck by the stories of the tens of thousands of everyday Australians who have made the Navy what it is today. While we honour individual acts of heroism, these others also deserve some form of recognition for their service. In naming the ship after Claude Choules we not only acknowledge his forty years of service in peace and war but the contribution of all who have faced the unremitting hazards of the sea and the challenges of conflict in the last century. The naval service demands endurance and self-sacrifice and, by its nature, much goes unseen. The Navy's history has included many fierce battles but it is also marked by the patient and devoted patrol, surveillance and escort work which has ensured that Australia and its allies have been able to use the sea to achieve victory. Our sailors past and present have gone about the vital work that we do without fuss or fanfare, often in extreme danger, generally under less than ideal conditions but always with their own unique combination of humour and devotion to duty. Claude Choules, as much as any, epitomises this tradition.

The pennant number of HMAS *Choules* will be L100, further reinforcing the link to the centenary of the Royal Australian Navy and those who have served in it throughout our history. HMAS *Choules* will be an exceptional addition to the fleet. The ship will commission in Australia later this year.

Vice Admiral Ray Griggs, AM, CSC, RAN
Chief of Navy

Ed,

You may be interested in some photos and several pages I wrote regarding the Sycamore-Wessex transition era: I have the dubious distinction of being the last pilot to graduate from a formal Sycamore BFTS and first recruit from the 1962 intake to join 725 Squadron for Wessex training.

In late 1963, LCDR Ken Douglas had been my Sycamore instructor for instrument flying, confined spaces, and limited power work. Then Ken joined me, briefly, as a student on 725 Squadron. I have vague memories of Ken breezing through the course in an incredibly brief period while I languished waiting for the arrival of UK trained observers and pilots who started around May 1964 at 725.

Unfortunately, I have no photos of the 1964 trainees as a group.

If you need any originals for the attachments I'll send them to you with a self-addressed envelope for their return.

Furthermore, I have been trying to knock together some notes on the early days of 817 Squadron Wessex 31A embarkations. Tas Browning's article in the Vol 22 Number 2 2011 Slipstream made me conscious of the extraordinary lack of information on the lead up to Confrontasi.

In particular I was puzzled that I could find no official comment on the Wessex being used with depth charges, supposedly our front line of defence in the restricted waters of the Lombok and Sunda Straits.

Naturally the fixed wing aircraft could not launch in this area because there was not enough open water to get the carrier into wind for long enough for launch and recovery. The Wessex pilots had great fun with depth charge runs on splash targets, and in more open waters taking a role as a substitute Komar missile boat for operation exercises.

The Indonesian Komars were fitted with ship-to-ship missiles as well as radar controlled anti-aircraft guns. As the Wessex 31A had no radar we would occasionally get called out to vector in on a suspect night target and light it up by landing light to make sure it was an innocent fishing boat.

A practical way to develop extraordinarily tight sphincter muscles.

I have just had another flashback of the exercises: We became the simulated attacking Komars. The purpose being for fleet operational training, which required the Wessex to make low speed, low level runs towards the convoy until a low level Sea Venom would make a departure from our close vicinity for a Lo-Hi-Lo missile attack on the fleet. Lt Brian Dutch has the distinction of waking me up with his preference to approach out of sight of the Wessex but determined to make his run from as close to the helo as he could get.

From the resulting buffeting I can declare it was very close. I would be prepared to guess that he would damn near get a wingtip under the helo's hockey stick, about 30 feet above the



blue.

If any reader has a photograph of a depth charge armed Wessex or even better, an attack run on a splash target, I would be indebted for eons.



Ken Douglas and myself



Blue Skies
Jim Buchanan

Early Aviation Memories

Bristol Sycamore Experience

1962 was a momentous year for me. It was the year I first fell in love and the year I joined the Royal Australian Navy. There may seem no direct connection between these two events but they followed along, quite naturally, as a story of.... 'Boy meets girl... They fall in love... Girl runs off with someone else... Boy joins the French Foreign Legion!' In this case the French Foreign Legion was replaced by the Royal Australian Navy which seemed to be the only service recruiting at the precise moment I needed a sanctuary.

I must have been a very naive young man back then. I can recall, during the Recruitment Board interview, being asked if I would be prepared to train as Observer if I failed the Pilot Course. I happily accepted, having a vague idea that an 'Observer' must be someone who does lookout duty from a crow's nest or some such. Fortunately no one on the Board thought to ask what I thought the 'Observer' duties were. (My excuse is that I came from the 'bush' and had no experience of the sea, except that I had read Treasure Island.)

As Fate would have it the career I stumbled onto was a short service commission as a naval aviator to train on Winjeels - fixed-wing aircraft based on the British Piston Provost - with the RAAF at Point Cook, Victoria, and then Bristol Sycamore helicopters at 723 Squadron, at Nowra, NSW. This concurrence determined that I had the very dubious distinction of being the last student to graduate from the Sycamore basic flying course that commenced around October 1963, and, a very lonely course it was as my only student companion dropped out fairly early on in training.

The following course had to await the introduction of the UH-1B Bell Iroquois to 723 Squadron. About half of my first couple of weeks training were spent with a succession of staff pilots, LCDR David Orr, LCDR Ken Douglas, and Lieutenants Al Riley and Brian Courtier, and a succession of weird tasks focussed on 'torpedo dropping trials' in Jervis Bay. I vaguely recall that this was part of the Ikara trials developing torpedo attack procedures. I spent more time as a spotter for yellow dye patches and lost torpedoes than actually flying.

By the time Lt Tony 'General' Booth, RN took over my formal flying training I had experienced several different prototypes of the Sycamore, including, I swear, a prototype that had only one collective lever (for power and rotor blade pitch control). This lever also had a throttle attached at right angles to the lever, something like a very short motorcycle throttle. Both pilot positions had its own attitude control ('Joystick') but the pilot had to be a bit ambidextrous because if he had the left seat he had to control attitude with his left hand on his joystick while he controlled power and rotor blade pitch with his right hand on the centrally located collective lever. If he was in the right hand seat he used his right hand on his joystick, for attitude control, and left hand on the collective lever for power and pitch control. This lever, if you are still paying attention, you will remember was located in the centre of the aircraft for joint use by either pilot. (It was not easy to write this paragraph let alone fly the beastie).

I must confess that, generally speaking, I found flying the Sycamore to be a constant battle, not as much against gravity, or turbulent air, or rain, or cloud, or any of a pilot's natural enemies, but, rather, against the Sycamore itself. For a start, when you got it up to a hover it hung in the air askew with one main wheel (I think the left) far lower than the other side. This meant that as you pulled up to a hover, the sensation was that you were rolling over. Now, there was a very good reason for this peculiar attitude. It was so that the aircraft could fly reasonably level at cruise speed, around seventy knots (130 kph). This peculiarity was the result of the helicopter's geometry in flight which resulted in the tail rotor being quite a bit higher than the main rotor.

This circumstance caused the aircraft to roll towards one side or the other whenever the rudders were used, i.e. constantly. Even more alarming was the Sycamore's susceptibility to "Ground Resonance". This harmless sounding state can still make what few hairs I have on the back of my neck raise up at the memories.

Ground Resonance is a situation that helicopters with 'drag hinges' are prone to. Drag hinges help control the position of individual rotor blades in their rotational plane as they provide the aircraft's lift. The drag hinge ensures, when it works properly, that a couple of rotor blades don't bunch up together as they travel around the pilot's head. If two blades 'bunch up' this causes a very uncomfortable ride, somewhat akin the effect that tying an anvil to the tip of one rotor blade would have. For the Sycamore the effect was accentuated by the helicopter having a hydraulically damped three wheel (two main wheels and nose-wheel) undercarriage. If ground resonance occurred on touchdown the pilot had to correct the situation immediately to avoid disintegration of the helicopter. It sounds an unlikely story doesn't it? But, when I started my training at 723 Squadron my compatriots were only too happy to point out bits of a wooden rotor blade sticking through the hangar wall. These, they said, were from an incident a couple of months earlier, adding that the destroyed aircraft had broken up in about twenty seconds. It also seemed to me that, the more delicately the aircraft was handled during the most critical periods, the more likely you were to encounter ground resonance. My excuse for 'firm' landings.

There was another peculiarity the Sycamore enjoyed which related to its fuel system. Basically, the longer you flew, (and the more fuel you used) the lower the nose angle would become until you reached the stage where you would not be able to get the nose high enough to physically hover the aircraft. This situation resulted, I vaguely remember, from the location of the main fuel tank being placed so far aft of the main rotor hub. The pilot had to control this attitude change by pumping anti-icing fluid into a special tank in the tail of the aircraft to counter the fuel weight loss. You performed this manoeuvre by the periodic use of a hand-pump to force the anti-icing fluid back to tail area tank. To perform this essential task it was quite useful to be able to use one knee to help hold the collective lever up

in place as its friction brake could not be relied on, and you certainly did not want to take your right hand off the joystick unnecessarily.

Of course the Sycamore had no automatic stabilisation, nor rotor speed control, very little excess power – during winching training, on hot summer days, often you would find yourself winching the aircraft down rather than winching someone up - and it was essential to remember to put a large lead weight under the co-pilot's seat if there was no one actually sitting in it and etc. etc. Ohhh! And let's not forget the awful crystal-based VVHF radio sets, a limit of about 7 channels. Better yet. Let's forget about them.

All-in-all, I tend to remember my Sycamore flying more from frequent trauma than pleasure. Mind you, once I had completed my initial training, and waited for a place on the next Wessex helicopter AFTS (Advanced Flying Training Course), I did have fun doing unlikely things like: spraying the married quarters and other living areas for flies from a Sycamore equipped with spray booms; and as I lived on base I was usually the only pilot available for the dawn flight to clear the airfield of kangaroos, to allow the airfield to open and commence normal flying.

As I neared the night flying segment of my course I was introduced to the harsh reality of the operational risks and dangers of service life generally. Near midnight on February 10, 1964, I was called down to 723 Squadron to join Lt Booth and a crewman, I think 'Pancho' Walter, as extra eyes in a search for survivors from the HMAS MELBOURNE/HMAS VOYAGER collision. When we flew to the collision area and set up a search pattern, all we encountered was the incredible spread of debris. It may not seem like a difficult task but, as the Sycamore was not equipped with much in the way of instrumentation it was very difficult to guess our height above water with a searchlight: the barometric altimeter indication was very imprecise. Moreover, heading control, to plan a square search pattern, relied on the accuracy of an E2B oil bath compass that had more movement than a belly dancer. I vaguely recall, next morning, we had another couple of hours searching.

I guess, as I scan what I have written, the overall impression I've given of the Sycamore helicopter is very negative. I must correct this by pointing out that my training on the Sycamore helped me to become a far better pilot than I probably would have been if I did not have to work so hard to cope with its vagaries. By an extraordinary, albeit tragic coincidence, on 3 June 1969, I was serving a punishment posting as Mirror Control Officer on HMAS MELBOURNE when it collided with USS FRANK E. EVANS. My posting was due to an unauthorised low-flying incident in a Wessex aircraft about eight months earlier. I recall my relief at how easy I found it to fly the Wessex after such an absence and credit my experience with the Sycamore many years earlier for the adaptability. The following year it also gave me the



confidence to land a UH-1H helicopter on the deck of a damaged patrol boat on a river in the U-Minh forest of South Vietnam. But that's a story for another time.

My final flying posting was back to 723 Squadron, this time as CO but, even better, to fly Hueys and the Bell 206.



Cheers
James Buchanan

Hi Ed,

Slug Wilson here from the 3rd mob. LSATA2. In case no one else has sent any info, John Ward suggested I send some pictures to you.

The Special events featuring the RAN's role in the Vietnam conflict were organized by the Tasmanian chapter of the VVAA, ably headed up by Warwick Luttrell.

We had a meet and greet at the Wrest Point Casino on the 16th August, and the senior officers had a get together at Government House prior to that. A day trip to Bruny Island was organized as well and two boats went and had a great day even if very rough.

On the evening of the 17th there was a formal dinner which was attended by some 250-300 sailors and wives/partners. The guest speaker was a retired Admiral Doolan who was excellent and without notes.



Mrs Margaret Phillips widow of O'Brian (Darkie) Phillips k.i.a. 1968, the family or relative of each of the RAN personnel who were k.i.a. were able to lay a personal floral tribute for them.

On the 18th, we all assembled across from the path to the Cenotaph and marched in 3 groups led by our Silver Star winner S/Lt Andy Perry.

I was fortunate along with Alan Hutchings to carry the FAAAA banner and of course the RANHFV led the march. The service and laying of wreaths was conducted and again Admiral Doolan spoke and again without notes. Following the service, we adjourned to the Navy Club for a BBQ. Unfortunately the venue was a tad small so there were understandably a few breakaway groups who went to local pubs. A good time was had by all.

Greg, I have attached some pictures taken by myself and Doug Rasmussen. Maybe you could use some..



A flock of EMU's



Andy Perry Alan Hutchings & Ian Wilson

Yours Aye...Ian "Slug" Wilson.



Welcome again to news from the FAA Museum. The calendar of activities is full until the end of the year and many notable events have taken place since my last report.

A large group of colleagues and well-wishers gathered in the Museum at the end of June to bid farewell to Dennis Mulvihill on his retirement from the Australian Public Service. Dennis took up the AP Library manager's position at ALBATROSS in the mid 1980's, not long after leaving the Navy.

Coupled with his RAN Reserve activities and his executive positions with the FAA Association, Dennis is known throughout the base as a highly respected administrator.

At the same farewell function Jim Hill was recognised for his contribution to the Fleet Air Arm by being presented with the Commodore Rob Partington Memorial Shield. Dennis and Jim have shared a life-long friendship and it was wonderful to see them receiving accolades together.

Through the untiring efforts of Rod Coupland OAM and Bob Morris OAM, Korean War veterans have received full official recognition for service in the armistice period beyond the time of actual hostilities. The Museum hosted a ceremony in June to unveil and dedicate a plaque to all Korean veterans. Alice Burns, widow of the late Bruce Burns, helped to plan the event which was attended by the CO of ALBATROSS, Captain Stefan King and many special veteran guests.



A Westland Wessex helicopter has been lent by the Fleet Air Arm Museum to the National Vietnam Veterans' Museum on Phillip Island, Victoria.

The Wessex, number 831, will go on public exhibition in a new facility to commemorate the role that the RAN's anti-submarine helicopters performed on numerous voyages into Vietnam. Army personnel from 85 Transport Troop of 26 Transport Squadron, based at RAAF Amberley, carried out the move on two low-loaders.



Progress with the Historic Flight and HARS project has reached a new milestone with a Site Selection Board meeting held in July. That board's decision has yet to be ratified but the preferred location for new hangars adjacent to the Museum is up for consideration.

The FAA Museum shares close relationships with other museums and galleries throughout the Shoalhaven. The Lady Denman Heritage Centre at Huskisson will be hosting the annual Maritime Museums of Australia conference in March 2012 in conjunction with the FAA Museum. We recently cooperated with Lady Denman for their exhibition "There's A War On", featuring local stories and artefacts from World War Two.

Over the past few months the Museum has used the services of two documentary film-makers to record and preserve personal oral histories. Local veteran members of the RANHFV gathered to commemorate the 40th anniversary of the withdrawal of Helicopter Flight from South Vietnam. Some of those personnel were filmed and interviewed for a new documentary that the Museum is producing for display and sale to the general public.

A second series of filmings has also taken place in Nowra and Canberra with former and serving FAA members, to document reminiscences and experiences ranging from the Korean War to the more recent Gulf Wars.

I reported in the last issue that a former 817 Squadron Sea King helicopter will join the Museum exhibits in 2012. The Commanding Officer of 817, Commander Paul Moggach and his squadron personnel are very anxious to ensure that all FAA Association members are aware of the Squadron's celebrations and commemorations leading up to their decommissioning on 16 December 2011.

Anybody who served with 817, whether it was in the Firefly, Gannet, Wessex or Sea King eras, are invited to make contact with LCDR Jim Reeves at 817 Squadron, to learn about their planned activities and to register for attendance.

The Decommissioning Ball will be held at the FAA Museum on Saturday 29th October and a Reunion Weekend will be held on



12-13th November.

Other events are scheduled right through until December 16th 2011, and full details will appear on the Museum's website www.navy.gov.au/faam.

Members can also ring the Museum on 0244 241920 to get further information.

Farewell until the next report.

The staff of the FAA Museum extends best wishes to all Association members.

Our role is to collect, conserve and display the proud heritage of the RAN's Fleet Air Arm and we welcome contributions, suggestions and constructive criticism from all quarters.

We value and look forward to your input.

Terry Hetherington.
MANAGER

Dear Ed ,

On Wednesday 31 June at Denis Mulvihill's send off held at the Museum cafe. I was more than surprised to be called out by the Captain Stefan King CO HMAS Albatross.

I was awarded the Commodore Rob Partington prize for 2011. The award was given to me for my years involved with Museum and HMAS Albatross air shows both while being P.N.F. and the Reserve.

The main reason for the prize was as I see it was my involvement with the 60th Anniversary Air show. To that end I must state that I was part of a team of exceptional people whom without them the anniversary would not have been the success that it was.

I would like to name these people and sincerely thank them . They are, ladies first., LCDR Liz Waddell , L.S. Hayley Maxwell and Captains secretary Donna Rainsford .

The men being LCDR Doug Purvis & LEUT Keith Boundy . There are many others that came and went .

To these I thank you as well.

This award has capped off with pride 37 years of involvement with the RAN and many good friends and workmates I have had the privilege to meet

Not bad for an Armourer

Jim Hill

Ed,

I read the article by Mick Tattersell in the latest Slipstream, and thought I would put in my tuppence worth. Back in 1952, when there was a shortage of petrol trained stokers, some 4 engine bashers were sent from Albatross to Jervis Bay Marine Section to fill in as stokers. At that time, the Marine Section was known as Albatross 2, and we wore the Albatross tally on our caps. The

C.O was a LTCDR Sweetman, code named Drumfish, and the next was a Chief, I think of the old rating of Cox'n, named "Biscuit" Arnott.

There were only 2 S.A.R's there then , HMAS Trail and one other I cannot recall the name of (I was in Air Trail) and 2 others were based in Sydney. I would disagree with Mick in the colour of the Hall-Scott Engines, because I seem to recall them as being grey.

The other birdies were Ev Jenkins, Laurie Starkey, and another whose stay was rather short and I cannot remember. At that time, a bus was used to carry Huskisson natives to and from Albatross, and was driven By Dave Laird, who stayed at the section over night and did the trip back every morning with those natives.

It was during my posting there that we were required to carry out the search for the two RAAF Reserve Pilots who collided off Kiama, and ended up in the 'oggin' off the coast.

If I remember rightly they were City of Sydney University Citizen Air Force chaps. We only ever found one of the old type flying helmets - the blue canvas type - but no sign of either pilot, even though they were both seen to have parachuted safely.

The main problem was that in those days the RAAF did not have Mae Wests, and it was thought that their flying boots filled up with water and dragged them down. That afternoon and into the night there was a South Westerly blowing at about 35 knots and we were doing a ladder search until well after dark.

Talk about mal-de-mer!

During my rest period out of the engine room, the skipper sent me up the stick to communicate with a Firefly pilot who had joined in the search. The look out position was about 8 feet above the main deck of the SAR, and had a safety rail about knee high to hang on to, and as we were only doing about 6 knots on the search pattern, the boat was pitching and rolling something fierce.

Funny thing, though, within about 2 minutes of being sent up the stick, I was so bloody scared I forgot about the mal-de-mer!

We were still there when H.M.S. Glory disembarked its CAG to Albatross, and we were used on the water lighters for the carrying of kits and other stores to the Marine Section Landing Stage for transport to Albatross.

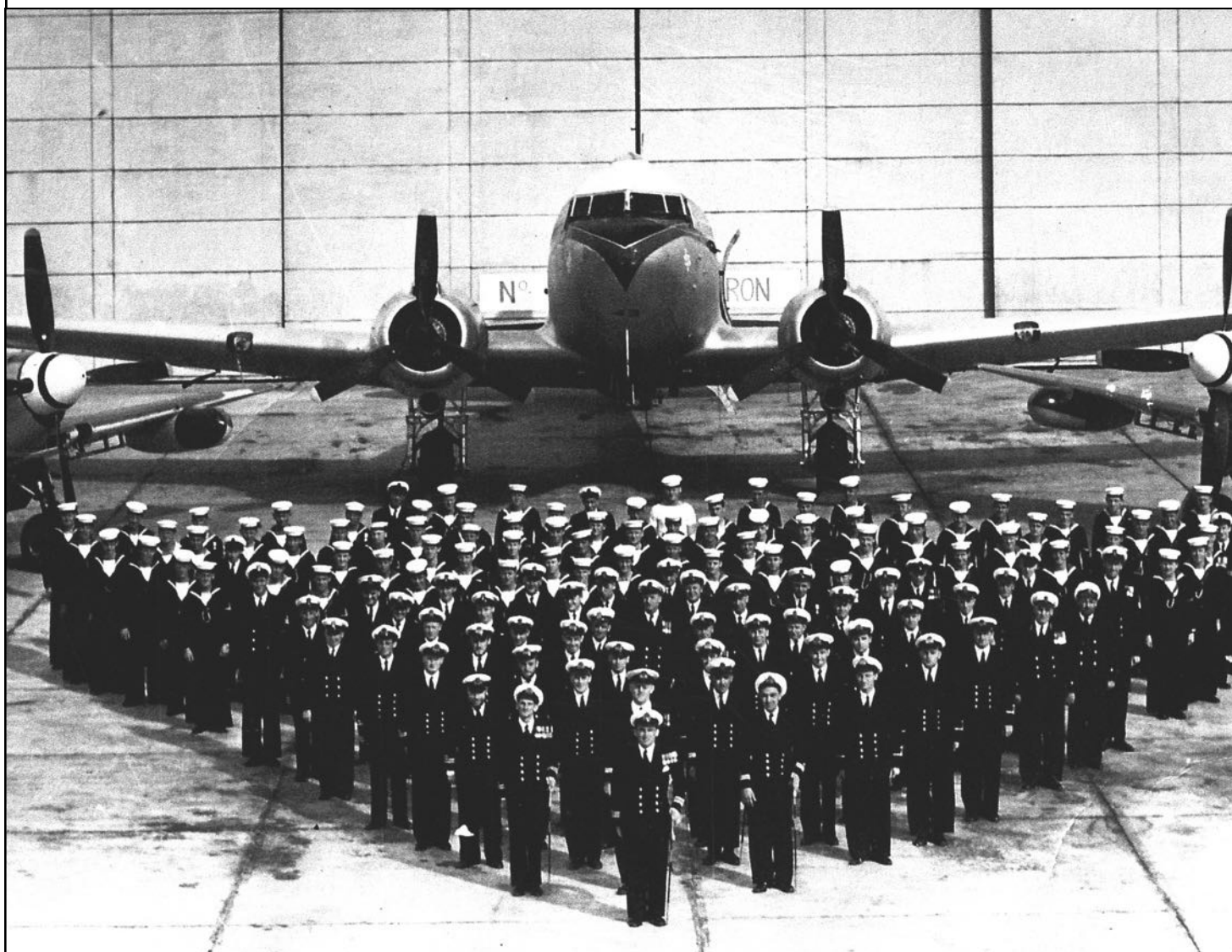
If I remember rightly, we were there for about 3 or 4 months, after which we were replaced by stokers who had completed their Internal Combustion (petrol) Engine course, having been previously trained in diesel engines and steam.

Lastly, but by no means least, J.B. was then certainly a holiday resort! Finally, because of the numbers at the section then, some of us slept on the SAR's, and it was not very comforting to hear the worms chewing in the wooden planks of the hull, right alongside your ear!

Don Roberts.



MOMENTS IN TIME



851 Squadron - 1955

CO - ME Scott SP - Ken May AEO - Jim Velkou

Other aircrew - G Stevens, J W-Brown, R Lea, R Morrith, A Arundel, / Eagles, G O'Day, 'Blackie Barret, J Williams, J Van Gelder, F Lane, J Nestor, Mr Coburn(Cockburn) and some others that the names elude me.

Ratings - Frank McPherson, Eric Fren, Col Sprake, 'Tassie' Douglas, Joe Zara, Wally and Cliff Batchelor (brothers), 'Bubbles' Renehan, 'Buck' Ryan, Joe Canfell, 'Bo' Besanky, Len Magin, 'Paddy' Donovan, 'Zeke' Greenup, 'Muscles' Vinen, John Barry (in schooner rig at the rear), Nick Winter, 'Tich' Bannerman, 'Curly' Davenport, Gerry Blight, Arch Atyeo, Ralph turner, Jim Gunner, Jim Larter, Tom Evans, Jack Leisk.

Apologies to those I have missed and perhaps some spelling mistakes but this is the best I can come up with. Perhaps others can complete the missing links.

I have been going to send this photo for quite some time now, but the intention never quite came to fruition until now.

Hope this archives some missing info in our history,

Yours aye,

'Tassie' Douglas



MOMENTS IN TIME



Some baby faced youths that a lot will remember



A fine gathering - a mixed crew in CPO's Mess on Melbourne

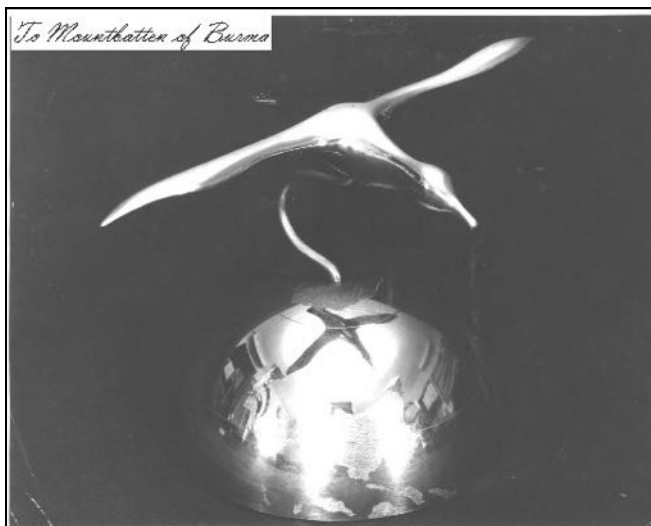
Ed,

Here are a couple of other things that were made at the 'Tross', one was for Lord Mount Batten of Burma and the other was for the Duke of Edinburgh I think that is the spelling. Also a thank you note from the Lord Mountbatten and those blokes could be the same ones that were involved with me in making of the big birds on the main gates of Albatross.

This was a surprise for me to think the big Birds were made 1956-57 and are still on the main Gate what a thrill to see them there and they look great.

My part in the Birds was the moulder as I had a little training as a moulder but that is another tale but the others did their bit.

Hoping you can use this in any way or what ever,



Stan Corboy

Ed,

In 1978 I had the pleasure of meeting a gentleman who was a LCDR (A) DSC RNR by the name of Dick Henderson; he had been CO of a Seafire squadron in the Mediterranean. He remarked that he preferred New Zealand pilots because "they couldn't care less".

I then told him of an experience I had in March 1953. The flight consisted of 4 aircraft, SP (of NZ origin), me, Gus Grey and Shamus. We were returning from a 1 hour 5 minutes of flight drill and joined down runway 21 at Albatross.

When opposite the tower, SP broke right (God knows why he did this) leaving a quandary. Gus climbed, Shamus accelerated and I broke right and climbed sharply to avert serious trouble. When we had landed, I taxied to the hard standing and on conversing with the crew chief, I asked him "why do you call the SP the 'North Korean'?"

He replied "well sir he is trying to kill you isn't he".

Jim Bowles, Peter Seed (both deceased) were decent men and Peter Gledhill is a man to be respected.

I hope this letter is legible for you (got there okay - Ed)

James Fergusson

Hi Ed,

Attached are some photos taken at a BBQ held at the Qld. Maritime Museum which may be suitable for inclusion in Slipstream.

I realise that I am well past the cut off date for the next edition as I had major problems with Bigpond [which I hope is now fixed] but could you consider them for any future editions.

Thanks for your co-operation.

best regards to all,
Mick Blair



Ron Powell, Mick Blair and Bill Strahan



Campbell and Betty Barnes



Florence and Ian Henderson



John Stewart and Garry Read



Denise and John Ward

New Category Welcomes its First Members

A clear lower deck was called at NU808 Squadron on August 26 when the Commander of the Fleet Air Arm, CDRE Peter Laver, presented the first members of the Aviation Support (AVN) category with their rate badges. (Aircraft Handlers to the 'old fogies')

CDRE Laver also welcomed CPOs Robert Strutt, Peter Cassar and Christopher Swift, and LSs Andrew Easton and Michael Arrowsmith, and their families, to the RAN, the Fleet Air Arm and the Shoalhaven community.

CDRE Laver said with the coming introduction of the Canberra Class Landing Helicopter Dock ships, the AVN category would be fundamental in the success of aviation operations in the class.

"These five men will be critically involved in AVN course development and I anticipate they will all have important roles to play in guiding and leading this category," CDRE Laver said. Chief of Navy directed the re-establishment of the AVN category in March 2010. The five Royal Navy lateral transfer sailors enlisted in the RAN during a ceremony at Australia House in London on August 11.

CPO Strutt, who has 20 years' Royal Navy experience, said the move to Australia was a major shift for him and his family, but it was one they were ready for.

"I'm really looking forward to the challenges in front of me and building on the good work already done by CPO Mark Woodall in setting up the course," he said.

LS Easton shared this enthusiasm. "I'm looking forward to working with the team," he said. "I've always wanted to come to Australia and I was tempted by the lifestyle, sport and the challenge of something new, so I just thought 'why not give it a go?'"



Commander Fleet Air Arm CDRE Peter Laver (in white) with the five new Aviation Support Category sailors. From left, LS Andrew Easton, CPO Robert Strutt, LS Michael Arrowsmith, CPO Peter Cassar and CPO Christopher Swift.

Ed,

Heard the sad news about 'Tiger' Lyons passing yesterday and then remembered the enclosed photo in my belongings.

It was taken at a reunion at Albatross late in the last century (love saying that!) Phillipa (Dragon Lady) Terry in the middle, flanked by Tiger and Duke' Denehey (the RAN's answer to Sgt Bilko).

I gave a copy of this photograph to Tiger on the following Anzac Day in Melbourne and pointed out that although I realised that the Bishop had probably spoken to him about being photographed with a stubby in his hand this looked a damned sight worse - what's more I wasn't happy about the funny smile on Phillipa's face!

I was lucky enough to have Tiger as a messmate at Leeuwin in the 60's. We were having a well earned refreshment at the bar after secure one afternoon when a 'schoolie' - sorry Instructor Officer- of whom we had a swarm - said "Father I am surprised at you".

When Tiger asked why, the 'schoolie' remarked that he wouldn't expect to see Tiger drinking beer and smoking in the middle of Lent.

To which Tiger replied "Twenty something years ago I took a vow of celibacy which I have managed to keep, isn't that enough son?"

Ext 'schoolie'.

Anyone who ever knew Tiger Lyons felt a rare degree of affection and respect towards him.

We shall miss him!

Yours,

Brian Terry

PS I realise that this will be lucky to make the deadline but I think there will be a few late entries because of Tiger's death. Sorry the print isn't the best but finding a better one would have delayed this even longer.



OLD FART PRIDE

I'm passing this on as I did not want to be the only old fart receiving it. Actually, it's not a bad thing to be called as you will see.

Old Farts are easy to spot at sporting events; during the playing of the National Anthem. Old Farts remove their caps and stand at attention and sing without embarrassment. They know the words and believe in them.

Old Farts remember World War II, Pearl Harbor, Guadalcanal, Normandy and Hitler. They remember the Atomic Age, the Korean War, The Cold War, the Jet Age and the Moon Landing. They remember the 50 plus Peacekeeping Missions from 1945 to 2005, not to mention Vietnam.

If you bump into an Old Fart on the sidewalk he will apologize. If you pass an Old Fart on the street, he will nod or tip his cap to a lady. Old Farts trust strangers and are courtly to women.

Old Farts hold the door for the next person and always, when walking, make certain the lady is on the inside for protection.

Old Farts get embarrassed if someone curses in front of women and children and they don't like any filth or dirty language on TV or in movies.

Old Farts have moral courage and personal integrity. They seldom brag unless it's about their children or grandchildren.

It's the Old Farts who know our great country is protected, not by politicians, but by the young men and women in the military serving their country.

This country needs Old Farts with their work ethic, sense of responsibility, pride in their country and decent values.

We need them now more than ever.

Thank God for Old Farts!

I was taught to respect my elders....It's just getting harder to find them.

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...?)

A duck's quack doesn't echo, and no one knows why.

Fleet Air Arm Association of Australia

Blazer Order Form

Blazers made by C E Wise, Factory No4, 2/4 Irene St, Preston, Vic 3072

Tel 1300 700 000

Fax (03) 9484 2212

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

Email: sales@cewise.com.au

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

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

How To Order?

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

Full Name _____

Postal Address _____

Contact Details (Home) _____

(Mob) _____

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

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

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

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

Click on "Online Uniform Shops"

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

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

By Post: Post this completed form to: CE Wise Pty Ltd. Factory No4, 2/4 Irene St, Preston, Vic 3072

By phoning us on 1300 700 000 and asking for assistance

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

Fleet Air Arm Association of Australia

Blazer Alteration Form

Blazers made by C E Wise , Factory No4, 2/4 Irene St, Preston, Vic 3072

Tel 1300 700 000
Fax (03) 9484 2212

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

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

Date of purchase __ / __ / __

Date of blazer return __ / __ / __

Your Full Name _____

Postal Address _____

Contact Details (Home) _____

(Mob) _____

Size of initial blazer supplied _____

In comparison to this fitting blazer:-

Chest Measurement alteration required (e.g. +2inches, -2inches) _____ (inches or 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.
Factory No4, 2/4 Irene St,
Preston,
Vic 3072

Please note this service is FREE to you

Order form for blazers is on page 23

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



Warm greetings to all members of the Fleet Air Arm Association. During the winter months there have been some exciting developments with announcements of the new Future Naval Aviation Combat System (FNACS), the MH-60R Seahawk ASW helicopter. This is a significant project worth approximately \$3 – 3.5b for 24 helicopters, simulator and sustainment. Whilst there are still a few teething problems with the MRH90, this will be a capable platform to replace the venerable and long serving Sea King at the end of the year and will form the 808 Squadron in Nowra.

I recently spoke to Commodore Peter Laver, Commander of the Fleet Air Arm, and he told me that 816 Squadron has generated the fifth Seahawk flight, and that the next helicopter flight to embark for a Gulf rotation has a heavy machine gun fitted. This will give some significant firepower compared to the small general purpose machine gun. Also of interest to the Navy and Army aviation groups, was the release of the draft Helicopter Aviation Training System (HATS) project, also called Air 9000 Phase 7 which will replace the AS350 Squirrel and Kiowa helicopters. There are several consortiums keen to bid for this contract to train Army and Navy pilots, Aviation Warfare officers, Air crewman and Sensor operators. I also read in the latest Navy News that the first graduates of the newly formed Aviation Support (AVN) category were presented with their rate badges. There maybe a few old AVNs out there that might just give it another go. Officers and sailors of the new category will carry out flight deck and hangar deck operations on the new Canberra class LHDs.

As you may be aware, as a consequence of me being the National President, I get a seat on the Williams Foundation board. I would like let you know that The Williams Foundation is conducting a biannual seminar on 'Australia's LHD's and ADF Aviation' at the Blamey Theatre, at the Australian Defence College on Wednesday 5 October. There are some excellent speakers and hopefully the significant capabilities of this ship, its embarked platforms and personnel will be highlighted. If anyone is interested in attending, please visit the Sir Richard Williams Foundation website at: <http://williamsfoundation.org.au> to register.

We have again had commemorated the death of several of our members and or their partners over the past three months. I would like to sincerely thank CMDR Irish McNeil and Ken Vote for their quick and accurate communication of some of these sad events. I would like to add to the Executive a position for a Welfare / Membership officer, so if there is anyone of the readership that would be keen to take up this appointment, please contact me or Dick Martin, the National Secretary.

Finally, I extend to you all my very best wishes. I look forward to seeing as many State representatives as possible at the October Federal Council meeting at RANAS Albatross, Nowra.
Fly Safe, Fly Navy

Geoff Ledger

NATIONAL SECRETARY



By the time that this report hits the pages of Slipstream and out to the members it will be only a month away from our Annual Federal Council meeting, to be held in the FAA museum at HMAS Albatross on Saturday 29th Oct 2011 commencing at 1000 ESDST

With our current Patron Commodore Toz Dadswell AM RAN (Rtd) standing down at this years meeting, we need to endorse a new Patron. Also required is the election of a new Vice President to the National Executive-Captain M P (Paul) Folkes RANR has been nominated by the NSW Division and has indicated that he is willing to accept the position.

Together with the above our Web Master Harley Dadswell has also indicated that he will be standing aside, hence we urgently need someone to take on this most important task. Harley has done an outstanding job over the past few years and is willing to assist the new person in getting set up.

The membership of the Association stands at just over 1000 and we still need the divisions to actively pursue new members the stronger we are the more influence we can use to ensure that the past and the future of the Fleet Air Arm are not forgotten.

I just heard the editor arrive and put his fishing gear into the boat so that's all for this issue. Hope to catch up with a few of you at the FCM

Yours Aye

Pincher (Dick) Martin



QUEENSLAND DIVISION

I've slipped a cog and am running a day late. Sorry Greg. We came back from France early as our daughter was diagnosed with b.c and was lined up for an op. within a week. We were in the Champagne region and about to head north to Calais to cross the water, but instead diverted to Paris to come home asap.-Like- the next day.

We were glad to get back here to act in a support role with the 2 children, doing meals, etc. Sarah is now on chemo and losing her hair rapidly. The whole thing is a rough deal but so far all is still clear after the op.

We spent a fair bit of time around the Nice area-Dee's cousin lives in Grasse where perfume is made. I nearly passed out from fumes in the Fragonard factory. Only a glass of wine revived me! We rented a villa for 3 weeks and the owners lived upstairs. The 80 year old husband was very sentimental about having an Aussie there ref. the WW1 and WW2 battles in France. He and his wife swamped us with all sorts of local delicacies and home made aperitifs and wine. Hard to take!

At our recent committee meeting, we decided to organise a visit to the Ipswich Railway Museum for Thursday 17 November- North Street, North Ipswich. The cost is \$30pp. for the tour and Roast lunch followed by dessert. If anyone would like to join us, send a note to Trevor Tite, 37 Miles Street, Caboolture, 4510 with cheque by 28th October. This will be our Christmas function as well. If travelling by train, there is a bus to the Museum but it's about ½ hour walk from the station.

We are delighted to hear of the progress in having the Historic Flight remaining at Nowra-with HARS possibly erecting a hangar or two near the Museum. We, along with other Divisions, have agreed that a sum of \$5 per member be made available to cover costs from CASA and Insurance, etc. The details will be discussed at the Council meeting in October. The \$5 will be added on to the Annual Sub. for this year.

Sadly, Trevor Chatterton and Lee Harris have passed on recently. I was able to attend Lee's funeral at Buderim. I told about dumping Lee in his wheel chair from the top of HMAS Moreton's stairs with Johnny Richards at the bottom, then Lee and Chair, and me flying over to land on top of all! Luckily no one was hurt!

We welcome new member, David Powell . Spike Campey and Fred Husband have transferred in to or

division as well. Glad to have you with us!

I've been keeping in touch with Ray Larson, he's walking without a stick and now driving and has no pain. He and Alice are going on a cruise in November and I guess he'll get his sea legs back again! Good on you, Ray.

Arthur Sharland has had a rough time –back in hospital again. His “bug” has attacked his right hand limiting his golf a bit. I've laid the challenge down for a match soon!

Recently, we went to a “morning tea” put on by our Council for 816 Squadron. The CO, CMDR Shane Craig presented Deputy Mayor, Tim Dwyer, with a large framed picture of the Seahawk helicopter.

The Freedom of the City ceremony will occur again next year. The Squadron had been operating in the Shoalwater Bay exercises. It was good to see them again.

Well, that's my bit for now. Good that Spring is here now and some warmer weather.



Best wishes to everyone from us in Queensland.

Barry Lister.

DID YOU KNOW ?

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.

The King of Hearts is the only king WITHOUT A MOUSTACHE



ACT DIVISION



Hi again to all for this edition of Slipstream.

Only a short newsletter this edition as I am on leave and am about to head off for a holiday. A get together was held at the Italo-Australian Club in Forrest on Friday 29 July with about 15 personnel attending.

It was good to see a few new faces at this get together and I hope they will continue to attend. CAPT Scott Lockey attended and provided members with a sitrep on how the Air 9000 Phase 8 project was progressing on the purchase of new combat helicopters. Rod Warner and Dave Priest were also in attendance and it was good to catch up with them.

At this stage our future get togethers will be held at the Italo-Australian whilst the Canberra Services Club is being rebuilt. Work is underway on the CSC with the burnt out building having been demolished and the site being cleared. It is hoped rebuilding will commence in the not too distant future. Our Christmas function will be held on 9 Dec 11 at the Italo-Australian and further details will be forwarded to members in the coming weeks.

It was pleasing to see RADM Tim Barrett appointed as the new Fleet Commander from Dec 2011. This is a significant appointment having an Aviator as the Fleet Commander and I would like to extend our congratulations to him on his upcoming appointment and posting.

A number of interviews are being held by Keith Webb with various ex FAA personnel. Keith is putting together a DVD for the FAA Museum and is interviewing a number of FAA personnel to gain an insight into their endeavours during their service with the Fleet Air Arm. Interviews were held at the Australian War Memorial on 17 August with Lady Nannette Smith (widow of the late Admiral Sir Victor Smith), Commodore Geoff Ledger DSC, RANR, Commodore Norman Lee, RAN (Rtd) and Lieutenant Commander Don "Sandy" Sandberg RAN, (Rtd). Mick Sandberg attended with his father Don and also took some photographs of the interviews in progress. I look forward to seeing the finished product.

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

SOUTH AUSTRALIA



I am pleased to report that our lunchtime meetings continue to attract good numbers of members and partners.

The main thrust of this report is the Commemorative Service held at the Repatriation General Hospital on Sunday 28th August 2011.

It was the Commemoration Service for the Fleet Air Arm Association of Australia Inc. SA Division as part of the Centenary of the Royal Australian Navy.

I welcomed the guests which included The Governor of South Australia H E Rear Admiral Kevin Scarce AC, CSC, RANR and his wife Liz, Commander Michael Doherty ADC RAN, Commanding Officer Navy HQ South Australia and our FAAAA-SA Members and partners. Stan Hoskins represented the Naval Association of South Australia.

The Keynote Speaker was Capt. Daniel Reilly AE Q RANR who travelled from RANAS Nowra, accompanied by his wife Janette. Daniel represented Commodore Peter Laver, CO HMAS Albatross on behalf of the Fleet Air Arm.

Daniel and his wife arrived in Adelaide on Saturday 27th August and our execs treated them to an "all you can eat" dinner at a seaside hotel.

There are only so many times one can "go around the buoy" but we all survived and a good time was had by all. It was a very pleasant evening and Daniel was able to glean an insight into the activities of some of our execs, most of whom were original members of our Association.

It was wonderful weather on the Sunday for the Service with some 60 people attending. Some who were unable to attend our lunchtime meetings made the effort to attend on this special occasion.

Daniel's speech was a wonderful snapshot of the Fleet Air Arm Past, Present and Future and a copy will be available later.

Suffice to say that it was very well received by our members, many of which were there right from the start.

On behalf of our Association I sincerely thank the RHG Staff, particularly Chaplins Frances Bartholomeuz and Peter Miller, Mr Darren Renshaw, RGH General Manager Ms J. Howard and Ms Maria Vagnoni.

To other news Henry Young and Madge are on a long holiday in China and John Siebert is flying out of Perth these days so they could not attend.

Forward planning includes our participation in The Navy Week Service at Christ Church, North Adelaide on Saturday the 17th September 2011 as part of the RAN Centenary Year Celebrations.



left to right.. Roger Harrison, Michael Cain, Capt.Daniel Reilly, Leon Coppins, Mike Stubbington, Ian Laidler and Gordon Gray.

Cheers

Leon Coppins

The Italian fellow said: "Last night I massaged my wife all over her body with the finest olive oil. Then we made passionate love. I made her scream, non stop for five minutes."

The Frenchman said: "Last night I massaged my wife all over her body with special aphrodisiac oil, and then we made passionate love. I made her scream for fifteen minutes straight."

The Kiwi fellow said: "That's nothing!!! Last night I massaged my wife all over her body with a special butter. I caressed her entire body with the butter, and then made love. I made her scream for two long hours."

The Italian and Frenchman, astonished, asked, "Two hours? Phenomenal! How did you do it to make her scream for two hours?"

The Kiwi: "I wiped my hands on the curtains!"

WESTERN AUSTRALIAN DIVISION



Greetings to all from WA., another three months have slipped by but the rains keep coming, I'm putting this together whilst I'm in Tasmania where half the state seems to be under water.

Jo and Alva Jost organized a BBQ for us in late June, which was well attended, both Jo & Alva have been struggling to overcome illness and mobility (for Jo) but as usual they put on a great spread for us which was greatly appreciated. A big BZ to you both.

We have had a lot of Members travelling overseas— Winston and Marie James journeyed to Guernsey via several European countries for the wedding of son Geoffrey; they were joined thereby Bomber and Meryl Brown.

The Gardiners and Atthowe's had a great trip to Thailand & Clive and Margaret Mayo to Switzerland, Barry (Waldo) Walden and wife Marcia, left much earlier for a major sea trip going to Alaska / Canada; if my memory is correct. I also met Tony (Slim) Smith and partner at Waldo's on their way to an Asian ports cruise, it must be winter.

Bomber Brown, Doug Rasmussen and myself journeyed to Hobart for the Vietnam Veteran's Ceremony joining with many other members of the Helicopter Flight's and Vung-Tau Ferry crew. I would assume someone else will cover this in greater detail for what was a great three days.

If I can be a little self-indulgent, whilst in Hobart I took the opportunity to catch up first with Leon (Swampy) O'Donnell and lovely wife Carol at New Norfolk, just over 30 years since the last time I was there to see them.

Swampy has been busy recounting a lot of local history(of which there is plenty in New Norfolk) getting items published in newspapers and writing a book. The handshake and the bear like hug are still there along with that O'Donnell wit and humour. Those who know him are familiar with it.

After a great day going through old friend's, photo's and stories (of which there were many) and including lunch at the Bush Inn it was very hard to say good-bye.

Later I called into see Mick (Tassie) Johnston and lovely wife Sue at Berriedale, they are doing well, Mick is the President of the Claremont RSL (he welcomes visitors any time), and Sue does a lot of volunteer work.

We spent again, a lot of time catching up on many things Naval and local before adjourning to the local restaurant for dinner and drinks.

Saying good-bye again was very hard.

My apologies; in my last Slipstream Article in mentioning those attending ANZAC Day in Perth, I overlooked one very important person from Perth who was able to get to Rosie O'Grady's and that was David Orr. He had been on the reviewing dais and then made his way up to Rosie's Unfortunately we don't see him very often but it was really great for so many of us to too catch up with him.



Shirley Gardiner & Margaret Mayo



Doris Taylor & Alva Jost



Bill Atthowe & Jo Jost

Keith (Squizzy) Taylor Scribe.

**VICTORIA
DIVISION**



Greetings to one and all , it's amazing how time flies, I often wonder how I ever found time to go to work !

Since our last report, the Division has convened its Annual Dinner, which is held on the nearest weekend to the 28th August each year, for obvious reasons this year the Dinner was on the 27th August, most of the attendee's start with a get together lunch and of course a drink or two and naturally the stories and "Dits" from days from so long ago .

We then retire back to the Harbour View Motor Inn to prepare for the Annual Dinner.

The Dinner used to be held at the Function Room at the Motor Inn, but due to its closure we had to seek a new venue, as a result our Dinner is now held at the the Hastings Club.

Fortunately it is close by, and they send their courtesy bus for us, which is greatly appreciated and makes for a very enjoyable evening, good company and good food; what else could you wish for.

After a enjoyable buffet breakfast, we departed the Motor Inn and made our way to HMAS CERBERUS for the Fleet Air Arm Memorial Service at the Chapel of Saint Mark . This year, the service was on the actual Commissioning date of the RAN FAA. Our Chaplain Lawrie Styles usually assists the Naval Chaplain , but unfortunately Lawrie was not well enough to attend this year .

He informed me "I am on the improve, but it is a slow process", all the best Lawrie our thoughts are with you. Normally he conducts the address at the service, but this year he requested the Naval Chaplain to do the address based on today's Navy.

The Chaplain (Jason Wright) has just returned to CERBERUS after a two year sea draft ,including a tour in the Gulf, and it was a very informative address which was appreciated by all.

Chaplain Jason Wright, has a good connection with the Fleet Air Arm, not only with his current sea time, but he is the grandson of one of our past members, the late Ron Breden. Several years ago, it was on his grandfathers suggestion that the FAA should have a memorial Plaque dedicated at CERBERUS as a result Ron's suggestion was acted upon and the RAN FAA Memorial Plaque was installed and Dedicated in 1993.

At the Dedication, there were members from most Divisions, as

the Federal Council Meeting was convened in Melbourne at that time, from memory CMDRE John Goble deputised for CMDRE Toz Dadswell who I think was overseas and the late Mon's Frank "Tiger" Lyons dedicated the Plaque.

Every year since the Dedication the Victoria Division has convened the Memorial Service at HMAS CERBERUS as stated previously on the nearest Sunday to the 28th August.

Normally on completion of the Memorial Service and Wreath Laying Ceremony, all members would retire to the WO's and Senior Sailors Mess for light refreshments etc, but this year it was decided by the members that we attend the Frankston RSL Club for lunch. A very nice Club and as arranged we met up with some Vic Div Members there, Dick Prentice, Terry and Helen Egan, once again good company and food, what else could you ask for.

For some of us the next functions will be in Canberra for the Korea Veterans Reunion on the 22nd /24th October and from there over to Nowra for the Federal Council Meeting, look forward to catching up with everyone,

Until the next time, wishing all good health and best wishes

Yours Aye
Ron Christie

Oh so true !

After being married for 40 years, I took a careful look at my wife Teresa one day and said,
'Honey, 40 years ago we had a cheap apartment, a cheap car, slept on a sofa bed and watched a 10-inch black and white TV, but I got to sleep every night with a hot 19-year-old chick. Now I have a \$500,000 home, a \$45,000 car, nice big bed and plasma screen TV, but I'm sleeping with a 60-year-old woman".

It seems to me that you're not holding up your side of things.

My wife Teresa is a very reasonable woman.

She told me to go out and find a hot 19-year-old girl, and she would make sure that I would once again be living in a cheap apartment, driving a cheap car, sleeping on a sofa bed, and watching a 10-inch black and white TV.

Aren't older women great?
They really know how to solve your mid-life crisis!



TASMANIAN DIVISION

The time has come the walrus said!!

Even though there is not much from Tassie, we do have some. We had our A.G.M on the 28th of August with an attending of 17.

Office bearers are:

Alan Dickie - President.
'Tassie' Douglas - Treasurer.
Maureen Douglas - Secretary
'Jake' Jacobs - as scribe.

A lot of our people are grey nomads and are still away hence the low attendance.

We must give our thanks to 'Tas' Browning and Garry Somers for their assistance and efforts in looking after the Tasmanian Division for the last few years. Also Geoff Singline for his help and guidance in many ways.
They ran the show we just listen.

Talking of Geoff, he has to travel daily by bus to Hobart, 200k each way for six weeks to have treatment in a hyperbaric chamber so at a later date he can have some teeth removed. Reason being he had radiation for cancer in the past. He tells me the operators of the chamber are ex R.A.N divers. They are good for something after all!

Tasmanian Division gave a donation of \$500.00 to "Tamar Sea Rescue" operated by your own scribe as CDR. To help with their expenses and maintenance of boats and building. This is greatly appreciated. They operate out of Beauty Point into Bass Strait, in a boat rescue.

On a sad note we have to notify the passing of Doug "Eli" Ellis, an armourer, 1951-58.

Doug and I joined together in Hobart in 1951 and where together pretty well all our service life and for a lot of years after.

I think the only time apart in F.A.A when he went to "Sydney" and me to "Vengeance" in 54-55. I also had time at "Nirimba" and he didn't.

We send our condolences to wife Dot and family,
Not much but better than nothing !

Cheers from Tassie

Yours Matt 'Jake' Jacobs



NSW DIVISION



The year is passing very quickly and I am sorry to say so are a lot of our mates. The 'good gear' has been getting a lot of use over the last few months and it doesn't seem like letting up.

We have another farewell shortly, 817 Squadron (Seaking) is due for the final flight very soon. The Museum has been provided with one airframe so they may have gone but at least there is one there to keep them from being forgotten. The three other aircraft have been offered for sale by tender so I suppose we were lucky to keep one.

I have had a lot of interest in the 'paying off' functions that the squadron is contemplating and I will include as much as I know.

There will be a dress function to be held in the Fleet Air Arm Museum on the 29th October and the manager of the functions overall is john.reeves@defence.gov.au, phone 02 44241994; this event I believe is very popular and the 500 seats are probably already spoken for.

There is a function at the Bomaderry RSL on the 11th November organised by the current senior rates, nominal cost of \$10.00. Contact details for inclusion in this function are as follows, email:

simon.hustwitt@defence.gov.au

bradley.graham@defence.gov.au

You will be added to an email list and they will forward you the banking details for payment.

There are a lot of people who probably would like to attend but their contact details are not known so would you let anyone know that is in this boat so as they also can respond.

Our annual dinner will be held in the Fleet Air Arm Museum cafe after the Federal Council meeting on the 29th October starting at 1230 for 1300. Numbers for catering are essential as due to circumstances (no operator of the cafe as yet) we have to have an outside caterer. The charge is as usual \$20 per head and drinks will be subsidised. There will be luck 'seat' prizes and a good afternoon is assured. Please note the article in the magazine by Ian Ferguson regarding this event.

The top two prizes for next years' raffle have again been generously presented by John Downton and for those 817 oldies you will be pleased to see that first prize is a very depictive painting of a Seaking at work ("The Bougie Boys- RAN Deployment, Bougainville") valued at \$2750.00. Second prize is a country scene ("Meandering Murrumbidgee") from Jugiong ('Dog on the Tucker Box' country) valued at \$1850.00; leaving third prize as a sound system to the value of \$250.00.

First and second prizes will be delivered but if it is not viable to deliver third prize then we will either send a cheque or a voucher to a nearby store that suits the winner. I hope everyone participates in this as it is our only fund raising event for the year and as you can gather costs just keep escalating.

We have always made available the use of the White Ensign Club to the depot in general and of late 816 Squadron have taken up the offer on a couple of occasions. It is good to see this happens as they are only getting in early with their association and use of the place. Before you can blink they will have paid off and hopefully become members of the Association and not only use the place but run it as well; don't forget the perch is fairly crowded with us older 'birds' and it is the younger ones coming along that will have to keep things running in the near future. In line with this thinking we have appointed a current serving member to the Committee to help integrate the old and new in a more practical manner.

I recently (at a funeral) managed to snag my Association Blazer on a nail and tear one of the lapels. This left me in a bit of a quandary and I rang the manufacturers to see what they could do for me.

I needed it ASAP and as they didn't think they could get it repaired for a week or so (if at all) they made me a new one (at a cost of course). The ongoing prognosis was a new one quickly and a repair if they could do it.

The following week I got a parcel in the mail, my new jacket and lo and behold what could be considered another new jacket. After running 'jewelry firms' for many years I know what must have been involved in that job and I can assure all members it was done beautifully and at a very reasonable price so there is first hand assurance of the job they do for us on our Association Blazers.

An anecdote to the story is that they had moved and none of us knew (breakdown in the communication lines some where) so please note their new address in the advertisement on page 23 in this edition.

Greg Wise

NSW ANNUAL DINNER

Those wishing to partake please advise Ian Ferguson of their intention and numbers no later than Monday 24th October.

There will be cheap drinks and lucky seat prizes.

I may be contacted by :

Telephone 02 4442 1428

Mobile 0421 021 520

Email fergs28@optusnet.com.au.

Ian Ferguson

Railroad tracks.

The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly oddly odd number.

Why was that gauge used ?

Because that's the way they built them in England, and English expatriates designed the US railroads.

Why did the English build them like that ?

Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did 'they' use that gauge then ?

Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.

Why did the wagons have that particular odd wheel spacing ?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads ?

Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads ?

Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.

Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot.

Bureaucracies live forever....

So the next time you are handed a specification/procedure/process and wonder 'What horse's ass came up with this ?'

you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' asses.)

Now, the twist to the story.

When you see a Space Shuttle sitting on it's launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRB's. The SRB's are made by Thiokol at their factory in Utah. The engineers who designed the SRB's would have preferred to make them a bit fatter, but, the SRB's had to be shipped by train from the factory to the launch site.

The railway line from the factory happens to run through a tunnel in the mountains, and, the SRB's had to fit through the tunnel.

The tunnel is slightly wider than the railroad track, as you now know, is about as wide as two horses.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of two horses' asses. And you thought being a horse's ass wasn't important? Ancient horses asses control almost everything.... And current Horses Asses in government are controlling everything else!

Thank 'Beachball' for the history lesson

Law of the Garbage Truck

One day I hopped in a taxi and we took off for the airport

We were driving in the right lane when suddenly a black car jumped out of a parking space right in front of us.

My taxi driver slammed on his brakes, skidded, and missed the other car by just inches! The driver of the other car whipped his head around and started yelling at us.

My taxi driver just smiled and waved at the guy. And I mean, he was really friendly.

So I asked, 'Why did you just do that? This guy almost ruined your car and sent us to the hospital!'

This is when my taxi driver taught me what I now call, 'The Law of the Garbage Truck.'

He explained that many people are like garbage trucks. They run around full of garbage, full of frustration, full of anger, and full of disappointment.

As their garbage piles up, they need a place to dump it and sometimes they'll dump it on you.

Don't take it personally. Just smile, wave, wish them well, and move on.

Don't take their garbage and spread it to other people at work, at home, or on the streets.

The bottom line is that successful people do not let garbage trucks take over their day.

Life's too short to wake up in the morning with regrets, so

Love the people who treat you right.

Pray for the ones who don't .

Life is ten percent what you make it and ninety percent how you take it!

Have a garbage-free day!

The new National Vice President - Elect



Paul Folkes was born, raised and educated in the northern suburbs of Sydney and joined the Royal Australian Navy in 1975 as specialist aircrew. He underwent Observer training on No 4 RAN Observers Course, at RAAF East Sale, where he was awarded the prizes for Dux of Course, Best Practical Observer and Highest Academics. After undertaking operational flying training on Sea King helicopters a number of flying postings with 817 Squadron followed, including deployments in the carrier, HMAS MELBOURNE, and as a Sea King simulator instructor.

In 1981, then-Lieutenant Folkes undertook Watchkeeping training in the first two of the RAN's Perry Class FFGs, HMA Ships ADELAIDE and CANBERRA, based in Longbeach, California. Following short postings to 723 Squadron flying Wessex helicopters in support of the Army, and as Flight Commander of HMAS STALWART, Lieutenant Folkes trained as a Helicopter Warfare Instructor (HWI) in the United Kingdom. He subsequently undertook a two year exchange with the Royal Navy where he served as the HWI of 814 Naval Air Squadron, flying Sea King Mk 5 helicopters based at RN Air Station CULDROSE, in Cornwall, but primarily embarked in the carriers HM Ships ILLUSTRIOUS and INVINCIBLE.

Following return to Australia and promotion, then-Lieutenant Commander Folkes served as the helicopter tactical development officer at the RAN Tactical School and subsequently formed the Tactical Development Cell at the RAN Surface Warfare School. Lieutenant Commander Folkes returned to the aviation arena with a posting as the Air Operations Officer of the Naval Air Station, Nowra, and finally returned to flying when he joined the Seahawk Introduction and Transition Unit in 1989, as Senior Observer, to transition the S-70B-2 Seahawk helicopter into operational service. This process was unexpectedly accelerated when, following the invasion of Kuwait by Iraq in 1990, as Flight Commander, he formed and embarked a Flight in the FFG HMAS DARWIN with only four days notice, in support of UN sanctions against Iraq. This was the first operational deployment of the RAN Seahawk.

After a period as Executive Officer of the patrol boat and hydrographic vessel shore establishment HMAS CAIRNS, promotion in 1993 saw then-Commander Folkes assume the position of Fleet Aviation Officer, in Maritime Headquarters, as the Maritime Commander's senior aviation adviser. Subsequently, Commander Folkes again returned to flying the Seahawk in December 1996, when he commanded 816 Squadron, based at NAS Nowra, for two years during which time the Squadron won the Aviation FEG efficiency trophy in both years, as well as the McNicholl trophy for safety and operational effectiveness in the second year. After a year as Director of the Air Warfare Systems Centre and a short period as Deputy

Commander, Australian Naval Aviation, Captain Folkes was promoted to his final rank in March 2000 and assumed the position of Chief of Staff-Aviation for the Naval Aviation Force Element Group. In 2002 he undertook the Defence and Strategic Studies Course at the Australian Defence College in Canberra and was posted as the Director Military Strategy in Strategic Policy Division, also in Canberra. In December 2004 he assumed the duties of Australian Naval Adviser to the United Kingdom and Defence Attaché to Spain, resident in London.

His final role before paying off from permanent service into the Active Reserves in March 2010 was as the Director of the tri-service Aviation Capability Improvement Team, responsible to the Chief of Air Force.

Paul is married to Fae, with two adult sons and resides on the shores of the beautiful Jervis Bay.

He has been awarded the degree of Master of Arts in Strategic Studies and is a Fellow of the Centre for Defence and Strategic Studies.

He holds an unrestricted pilot's licence for both fixed and rotary wing aircraft and is currently building his own light plane.

Vietnam Memorial - Muswellbrook

We would like to make readers of Slipstream aware that the Muswellbrook RSL sub branch has constructed a Vietnam Memorial in Muswellbrook.

The Memorial lists the names of all Australians and New Zealanders killed whilst serving in South Vietnam. The names are listed alphabetically, without rank or unit suggesting that all are equal in sacrifice.

The Memorial is located in the Muswellbrook Memorial Grove on the Northern approach to the town on the New England Highway, and was dedicated by Professor Marie Bashir AC CVO, Governor of New South Wales.

We invite all Slipstream readers to call in and visit the memorial



when passing through Muswellbrook.

John Tant

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

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.

For the current serving members in the FAA who wish to have a plaque affixed to the Wall, the procedure is the same with one slight difference. In the time served information all you include is your start time and the other end (DEE) is left open. Remember this is a Wall of Service and not a memorial wall so there is no reason to not get a plaque whilst you are still serving - there are numerous plaques on the wall of this type.

McCARLEY K.

SHELLEY E.D.

TODD B.A.N.

MARSHAL P.C. AFC, RFD

DUNLOP W.H.

YOUNG A.

BARRY B.

PATTERSON R.J.

CROWE B.N.

If you have applied for a plaque and you have not seen it listed here as being fixed to the Wall then it is probably in the system getting checked or at the foundry.

New or alterations of email addresses :

FAA Association contact details

NATIONAL EXECUTIVE

President : CDRE G Ledger DSC AM RAN (Ret'd) - 57 Wilkens St, Mawson, ACT. 2607

(02) 6286 1140

email : chadled@webone.com.au

Secretary : Mr Dick Martin -

(02) 44225860

PO Box 7115, Naval PO, Nowra. 2540

email : rfmartin@tadaust.org.au

WESTERN AUSTRALIA

President : Mr Winston James -

(08) 94477727

19 Hilarion Rd, Duncraig, WA. 6023

email : winstonj@bigpond.net.au

Secretary : Mr Keith Taylor-

(08) 95721487 0409 913252

26 Hefron St, Mount Helena, WA. 6082

email : ktt59345@bigpond.net.au

SOUTH AUSTRALIA

President : Mr Leon Coppins-

email : amwild@intermode.on.net

Secretary : Mr Roger Harrison

2 Gwendoline Court, Coromandel Valley, SA 5061

email : coroman@adam.com.au

VICTORIA

President : Mr Ron Christie-

(03) 9764 5542

15 Bianca Court, Rowville, Vic. 3178

email : seafury1@bigpond.net.au

Secretary : Mr Malcolm Smith-

(03) 98130308

24 Invermay Grove, Hawthorn East, Vic. 3129

email : r59167@bigpond.com

TASMANIA

President : Mr Alan Dickie -

0448 534744

18 Natone Rd, Stowport, Tas, 7321

no email address

Secretary : Mrs Maureen Douglas -

(03) 63839101

mob: 0427 839101

email : maueen.douglas@bigpond.com

QUEENSLAND

President : Mr Barry Lister -

(07) 54934386

3 Royal Close, Regatta Pk, Wurtulla, Qld. 4575

email : blister@caloundra.net

Secretary : Mr Trevor Tite -

(07) 54993809

37 Miles St, Caboolture, Qld. 4510

email : trevlor@tadaust.org.au

NEW SOUTH WALES

President : Mr Greg Wise -

(02) 44471602

4 Bindaree St, Greenwell Point, NSW. 2540

email : gregwise@pacific.net.au

Secretary : Mr Mike Heneghan-

(02) 44412901

98 Suncrest Ave, Sussex Inlet, NSW. 2540

email : mheneghan1@sctelco.net.au

ACT

President : Mr John Schonberger-

0412 882 810

41 Noarlunga Crescent, Bonython ACT 2905

email : John.Schonberger@defence.gov.au

Secretary : Mr George Sydney-

((02) 6265 4754

12 Feakes place, Campbell, ACT. 2612

email : george.sydney@defence.gov.au

Patron - CDRE. T.A. Dadswell AM RAN (Rtd)

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VALE:

It is with regret to advise that Monsignor "Tiger" Lyons passed away peacefully at St Joseph's Home, Northcote, Victoria yesterday, (just a few weeks short of his 90th birthday). He had been in care for some years. His funeral Mass will be at St Patrick's Cathedral, Melbourne on Thursday 8th September commencing at 1400. He will be buried in the Priest's Crypt at the Melbourne General Cemetery after the Mass concludes.

Mons. Lyons was appointed as a Chaplain in the RANR in February 1957 from St Columba's Church, Elwood and later transferred to the RAN on the 23rd June 1958. He served for twenty one years and retired from the RAN as a Principal Chaplain (RC). Mons. Lyons served in HMAS Lonsdale, Albatross, Cerberus, Penguin, Creswell, Kuttabul, Watson, Leeuwin, Melbourne, Sydney, Supply, Stalwart, Derwent, Queenborough as well as on the staffs of the Fleet Commander as the Fleet Chaplain and the Naval Support Commander as the Command Chaplain.

His Honours and Awards included being appointed as a Member of the Order of Australia, Vietnam Medal, Australian Active Service Medal with Clasp Vietnam, Australian Service Medal with Clasp FESR, Defence Force Service Medal and the National Medal. When he retired from the RAN, he always retained a great interest in the Navy, its people and the wider Navy family. Mons. Lyons had a deep devotion to the Blessed Virgin Mary - as will be noted by the many fine gifts he left as memorials to those who had died during Service in the RAN which include this Marian theme. He was serving in MELBOURNE at the time of the Melbourne/Voyager collision

Brian Gorringe
CAPTAIN, RANR

A LAST FAREWELL

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

Doug Ellis : 2011

Jim Firth : July 2011

Lee Schleusener : 12th July 2011

Lee Harris : August 2011

Trevor Chatterton : 8th August 2011

Bill Kerr : 10th August 2011

Francis (Tiger) Lyons AM : 5th September 2011



Back cover