

FLEET AIR ARM WALL of SERVICE



The Memorial Garden area as it currently looks !



Volume 23 No 3 2012





It is finally happening—There has been a lot of talk since the ‘Flat tops’ were made redundant but now hope has brought fruition. They are not operational yet but the first of the two new carriers is almost here!

**DOCKWISE LOADS AIRCRAFT CARRIER FOR THE ROYAL AUSTRALIAN NAVY
THE NEW SEA-GOING SIDE OF THE FLEET AIR ARM HAS NOW BECOME A
REALITY AND SET IN STEEL.**



HMAS Canberra , the hull of the first of the Royal Australian Navy’s two new amphibious ships was launched in Spain.

On the 4 August 2012, the **BLUE MARLIN** - the largest semisubmersible heavy-transport vessel (HTV) to date started to commence the loading operation of the Navantia manufactured hull, measuring 230 meters in length, for the amphibious ALHD flagship **CANBERRA** to be delivered to the Royal Australian Navy.

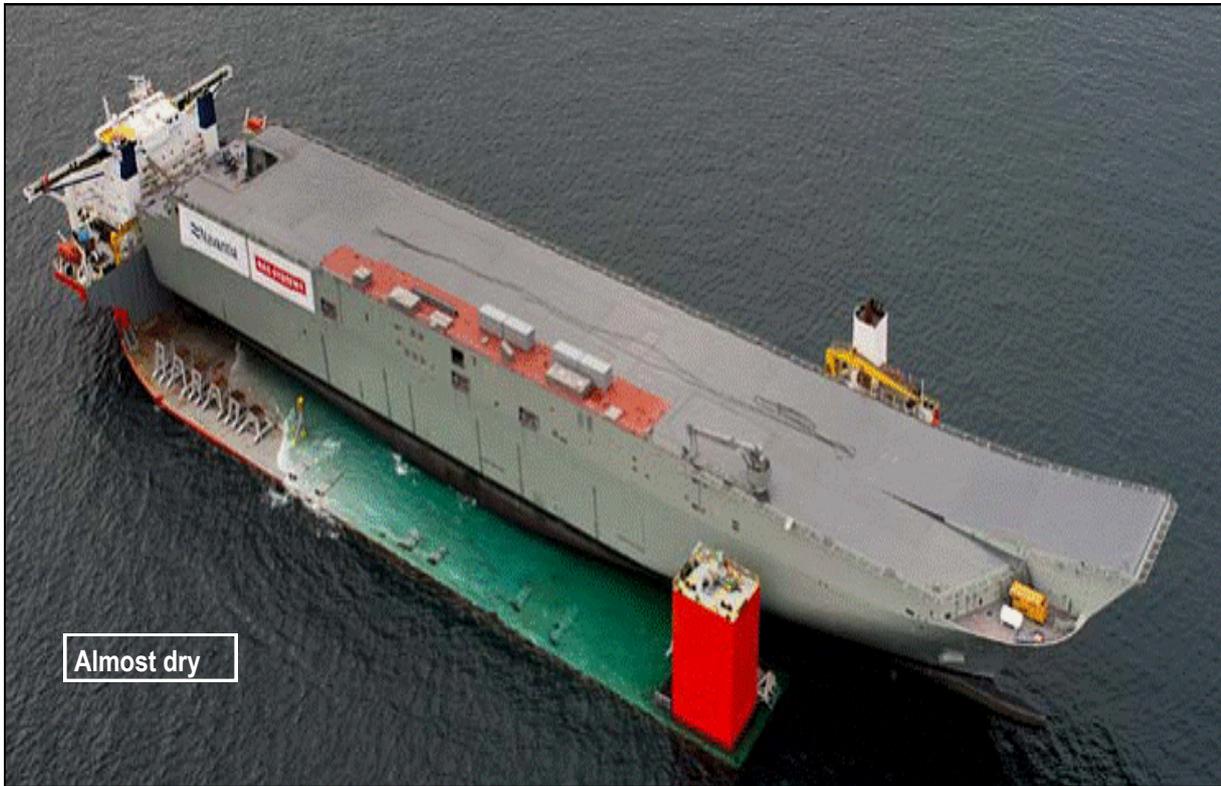
Transporting colossal cargo onboard the **BLUE MARLIN** is business as usual. With the **ALHD CANBERRA**, however, a complex technical challenge surfaced: the aircraft carrier will protrude 55 meters at the aft of the **Blue Marlin**. **Dockwise** marine engineers have been working closely with the **Navantia** team to develop a new grillage and sea-fastening design to safeguard the hull against forces that may be encountered.

Front cover :

A full scale replica training helicopter arrives at HMAS Albatross. The replica will be used to train naval personnel in the handling of aircraft on the new Canberra Class Landing Helicopter Dock (LHD) which are due to come into service in 2014. (See article on page 12 of this issue)
Photograph by ABIS Clarke from ‘Albatross’



She is currently on her 12,000 nautical mile voyage around Cape of Good Hope. On August 15, the vessel-equipped with state-of-the-art monitoring equipment-safely embarked the chartered voyage in the most efficient way. Arrival in Australia should be in late October.





SECOND AMPHIBIOUS SHIP LANDING HELICOPTER DOCK (LHD02) IS LAUNCHED

The hull of the Royal Australian Navy's second Landing Helicopter Dock has been launched four and half months ahead of schedule in Spain. The launch represented a major milestone in the shipbuilding process and was a significant ceremonial event for the Royal Australian Navy.

Construction of the "**Adelaide**" started with the Steel Cutting ceremony on the 2nd of February 2010, followed by the keel laying on the 18th of February 2011.

The LHDs are the largest ships ever built for the Royal Australian Navy and will provide the ADF with one of the most capable and sophisticated amphibious deployment systems in the world. Once commissioned into service these ships will be capable of embarking, transporting and deploying an embarked combat force along with their equipment and aviation units.

Once the hulls arrive in Melbourne the complex task of marrying the superstructure, hull, combat system and communications system can commence, in preparation for delivery of the first ship to the Australian Defence Force in 2014.

Deadline for next edition is

14th DECEMBER 2012

If anyone is interested in the using up a slice of spare time doing what could be considered 'rewarding' then by all means get in touch with the National Secretary and see what the availability of the "Editor of Slipstream" is.

The pay is not brilliant but you get a fair bit of criticism!

LETTERS

It is with some regrets and trepidations that I find myself in a position that I have tendered my retirement notice to the National Executive as the Editor of Slipstream Magazine.

My list of 'jobs to do' has extended to the second toilet roll and as well I find I am spending less and less time at my life salvation (fishing).

The latest grandkids stretch from Newcastle to Tasmania and a day here and there doesn't seem acceptable, as well there are boats available at those stops and I never get long enough to use them so we are going to make a point of having extended trips in future.

I have been doing this for ten years now and it only started because my very good friend (John Arnold) was incapacitated and needed some relief until he 'perked' up—so it went on but now it's my turn to move on.

I have enjoyed my tenure as the Editor and I have to thank all the contributors over these past years for their articles, believe me without them there would not be a magazine of the quality that the members wish for. For those who have not contributed all I can say it is not too late and the new Editor will need a fair bit of assistance in the start to fill the pages so please pick up your pen(for those of you who don't use a computer) and send him a 'dit' or two.

I have tried over the latter years to engage the serving sailors to become more involved in the Association as a whole as they are the next in line to fill the shoes that us older generation now fill. We are not eternal and will pass on and leave space for them to take over their Association so if they start a bit earlier than most of us did it will be all that easier. Hopefully we leave them a legacy that they will embrace and for those that are thinking of joining please do sooner than later.

The contact details for the new Editor will be available in the next (my last) edition, but if for some reason the Executive have not finalised them before you can still forward your photos and stories to :

The Editor
Slipstream Magazine
PO Box 1176
Naval PO
Nowra Hill
NSW 2540

Regards to all,

Greg Wise

Hello Ed,

Just reading through Slipstream issue 23 No.2 and enjoying it, but I think you must be twelve months behind us as the item on page 5 the only time you will see live this event happened in July 2011 in the mother country.

I enjoy meeting up with the W A Division in Rosie O'Gradys when I am visiting my son who lives in Perth.

Great mag

Mick Worship
Treasurer of Fleet Air Arm Association (UK)

Mick,

Sometimes you just get sent 'dud' info and because it seemed too good not to be true I don't think I actually checked it out. Believe me when I tell you quite a few reader have passed the same opinion as you.

Ed

G'day Greg,

Although hardly surprising, since it is now more than 40 years (unbelievable) since I completed my thoroughly enjoyable two year Exchange Tour with the RAN, it isn't every time that I read of former colleagues in the excellent Slipstream.

I was therefore delighted to see both my former Senior Pilot, Edward Stannington Bell, on the front cover and to note that my former Boss in 725 / 817, 'Slug' Whitton had got round to getting his name on The Wall of Service - about time too, one might be tempted to say!! (.I don't remember your plaque there either Colin, don't forget that you qualify as well) Ed)

Having been briefed by Terry Hetherington during my visit in 2009 on what was planned with HARS I was also delighted to see the progress made with the Heritage Flight and the plans for the adjacent hangars. With my wife now the proud owner of a green and gold passport (as the daughter of a Queenslander, although born and bred in UK) we hope it will not be too long before we can make a further return visit to see how it is all getting on.

Should you be in touch with either of the two rogues mentioned above, please pass on my best salaams with great memories of a cracking two years,(notwithstanding an unscheduled soaking courtesy of messrs Murray Buckett and Trevor Rieck.)

With all good wishes,

Colin Cooke-Priest
(X)(O)(TAS) 725/817 1968-70.

Ed,

That was an interesting piece in the most recent issue of 'Slipstream' [Vol 23 No 2] about the Fairmile patrol boats and air sea rescue boats. RHJ Thompson mentioned the SAR HMAS AIR GUIDE and I thought you might find space for a photo of this vessel in a future issue. And trust we'll see the George Self photos (missing from page 18) sometime too.



HMAS AIR GUIDE was built by Fellows and Stewart in the U.S. and was first commissioned on Oct. 20, 1944. This 63 foot craft was supplied to the RAN under the Lend Lease arrangements and named 'AIR GUIDE' in May 1945.

The 1945-46 Monthly Reports for 'AIR GUIDE' indicate she did extensive service around New Guinea, Morotai, the Moluccas, Tarakan and Borneo.

She was transferred to the RAAF in 1949 and returned to the RAN in 1965, then sunk as a target in the early 1970s.

This photo, from the RAN Heritage Collection, appears to show her in Jervis Bay.

Cheers,
Kim Dunstan



Kim, Please find depicted here the missing photo,

Ed

Ed,

In the last issue of Slipstream Dodger Collier outlined some of the history of the ALBATROSS Aussie Rules football team.

To add to that, below is an extract of a 1960 footy record listing Navy and Army teams that played in a preliminary game at Trumper Oval before a state game, I think between NSW and QLD.

This list might have been in an earlier Slipstream magazine a few years ago, but it's worth another look in conjunction with Dodger's article.

Ralph Turner wasn't available for that team but he was a great player who probably would have made it into a Victorian league team had he not been in the Navy.

As a matter of interest, Tom Raudonikus was serving in the RAAF and was released to enable him to pursue a career in NSW Rugby League.

THE AUSTRALIAN NATIONAL FOOTBALL RECORD 9

Sunday, 3rd July: 1960
PRELIMINARY MATCH, AT 12.15 P.M.
Field Umpire: G. HALL.

<p>Boundary: J. McSWEENEY, P. KELLY.</p> <p style="text-align: center;">NAVY H.M.A.S. "Albatross" (Blue)</p> <ol style="list-style-type: none"> 1—C. MASON (Capt.) 2—A. MIGNON 3—P. McCARTHY 4—K. ALLAN 5—W. DONOGHUE 6—R. ONLEY 7—B. FALLON 8—A. N. JENKINS 9—P. KEYS 10—J. STRUHS 11—T. P. MURPHY 12—G. THOMPSON 13—L. T. WELLS 14—K. STAFF 15—W. HEARD 16—P. ALEXANDERSON 17—C. COULTON 18—W. HILLZINGER 19—R. GUEST 20—K. McNAMARA R. LILLEYMAN J. DALTON 	<p>Goals: L. MAGEE, A. WOTTON.</p> <p style="text-align: center;">ARMY S.M.E. (Red, White Yoke)</p> <ol style="list-style-type: none"> 1—B. ZOTTI 2—R. LAWRIE 3—A. BUSK 4—M. JOHNSTONE (Capt.) 5—F. HARDY 6—G. LEIGHTON 7—R. M. PRITCHARD 8—P. TOSCH 9—A. RICHTER 10—B. LAMB 11—E. ROWE 12—B. O'TOOLE 13—R. HILLS 14—R. PRITCHARD 15—B. BARNES 16—B. GLOSSOP 17—R. MORT 18—A. KELLY 19—W. BURR 20—B. GRANGER 21—M. QUEALEY 22—J. McCAIG 23—D. HARDING 24—R. BROWN 25—D. FRANCIS
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Love's Nu-Bake Bread

THE CHOICE OF SPORTSMEN

Tom was captain of the first NSW state of Origin team in 1980 and he played for Australia a number of times.

Cheers,

Peter (Buncha) Keys

Hi Guys,

Will get in touch with Karl Fellenberg and between the 2 of us we may be able to concoct up some details on the Inter-service series at that time . Bill did say that it was the team that played in the semi final of the Inter service comp in 1953.

Hopefully we will put together some semblance of story.



Looking at the photo my good mate John (Bodgie) Royal is next to me. He is the father of Brian Royal who was a Legend with the Footscray Footy Club. John passed away many years ago.

Dodger.

Hi Ed,
Got this from Jan (Paddy Williamson's widow) so don't know whether its authentic or not.



HMS Queen Elizabeth on the left with HMS Illustrious on the right which is currently the largest ship in the British Navy.

Anyway its interesting.

Yours Aye
Blackfella. (Bill Strahan)



Many a true word spoken in jest !

FAAA of Australia (NSW Div)

The Annual Luncheon will again be held following the Federal Council Meeting on Saturday 27th October 2012.

Time: 1.00pm (1330) for 1.30pm (1330)

Venue: Fleet Air Arm Museum, Nowra Hill

Cost: \$20.00 per head;

Menu: Roast Beef & Gravy with 5 hot & cold side dishes, bread roll/butter plus a choice of two sweets, complimentary Red, White wine, Tea & Coffee. Beer also available.

Details of those who wish to attend must with Ian Ferguson no later than Saturday 20th October 2012. Contact Ian on Tel; 02 4442 1428, Mob 0421 021 520, or Email;

Naval Engineering Reunion 2012 Canberra

All serving, retired and civilian members of the Naval Engineering branches are cordially invited to attend the Naval Engineering Reunion 2012 which will be held on **FRIDAY 09 November 2012** !

Venue: Tuggeranong Valley Rugby Union & Amateur Sports Club, Ricardo Street, Wanniasa, ACT, 2903 :

Time: 1730 (5.30pm) to 1200 (late) i:

Cost: \$45.00 per head (Includes drinks & finger food) payment prior to the event

\$50.00 per head payment at the door

Bookings can be made by contacting one of the committee members listed below.

The preferred method of payment is EFT, cheque or cash.

EFT Details - BSB 802 397 - Account 681137

Account Name – Naval Engineering Reunion

Important - Please Enter Your Name in the comment or note section

Payment is requested no later than Friday 02 November 2012

Contacts:

Glenn Murch Ph: (02) 6261 1675 wk

Alan Freemantle Ph: 0418 297 860

Neil Garvin Ph: 0423 025 114

Lyn Jensen Ph: 0434 416 876

Garry Smee Ph: (02) 6201 7915 wk

Email: RAN.Naval.Engineering.Reunion@gmail.com

DON'T MISS OUT - BOOK NOW !!

NIRIMBA FOOTBALL CLUB



COMBINED AUSTRALIAN RULES
SERVICES TEAM

Thanks for the photo Bill (Strahan) and any queries will be answered by 'Dodger'

Ed,

I read with great interest Ian Fergusson's description of the Dawn Service at Villers-Bretonneux.

Evert school child in Western Australia pre-world War 11 knew the exploits of the 11th Battalion 1st Division AIF, most Australians would have seen their group photograph taken at the Great Pyramid, Egypt 1915.

I first became aware of Villers-Bretonneux as a cub scout whilst attending Armistice Day services with my father outside the Kalgoorlie Railway Station around 1937.

Sometime in the 1980's I came across a battered 1914-15 Star with the number 625 11th Battalion (decipherable). On investigation I discovered the owner was James Murray Aitken from Kalgoorlie who enlisted on the 18th August 1914 as a private in the 11th Battalion. He served in Egypt, Palestine,

Gallipoli and France, rising to the rank of Lieutenant and was awarded the Military Cross in 1916. He was killed in action on the 10th August 1918.



Allan points to his name on the Wall

(Cont.)



I took it upon myself to see if James Aitken had any surviving family, unfortunately there seems to be no living relatives, his younger brother was also killed in France.

My wife Maureen and I will visit the War Cemetery Villers-Bretonneux in August to pay out respects.
Yours faithfully,

AO Hill

Stop Press:

Sadly on arrival we discovered Jim Aitken is one of the 10982 Australians who's body was never discovered, his name is inscribed on the Villers-Bretonneux Memorial Wall.

The Oldest Boeing Airliner in Flying Condition

The airplane is in Spokane, WA and is the oldest airworthy Boeing in the World.



After eight years of repair and rebuilding and 8,000 hours of toil the Boeing 40C rolled out last winter as a finished airplane. They had to wait a few weeks for the snow to melt to fly it.

They received their Standard Airworthiness Certificate from the FAA and completed the engine pre-oil and fuel flow tests for the first of the taxi tests.



Facts for the Boeing 40 project:
The airplane weighs 4,080 lbs empty and has a gross 6,075 lbs.

weight of 6,075 lbs.

It is 34 feet long and 13 feet tall with a wingspan of over 44 feet. Wing loading is 10 lbs per sq ft and power loading is 10 lbs per HP.

The wings have 33,000 individual parts in them. It should cruise at 115 mph using 28 GPH and 32 GPH at 120 mph.

It carries 120 gallons of fuel in three tanks.

Over 221 gallons of dope/reducer and 120 yards of 102 ceconite fabric; twelve gallons of polyurethane paint for the sheet metal; and three-hundred-and-fifty 2" brushes were used to apply six gallons of West Systems epoxy.

One-hundred-eighty-one rolls of paper towels were needed for clean-up.

There were a total of 62 volunteers who worked on the project to some degree. Twenty-one of the volunteers did a significant amount of the work and nine of the volunteers worked continuously during the eight-year project.



Passenger seats

Regards, Beachball

RE-NAMING OF RECRUIT SCHOOL DIVISIONS **'WALLER' AND 'RANKIN'**

1. 1. AS YOU ALL KNOW THE RECRUIT SCHOOL IS ORGANISED INTO FOUR DIVISIONS. CURRENTLY ALL OF THESE DIVISIONS ARE NAMED AFTER OFFICERS WHO DISTINGUISHED THEMSELVES IN ACTION BUT ULTIMATELY PAID THE SUPREME SACRIFICE.

2. I AM KEEN TO FURTHER RECOGNISE SAILORS WHO HAVE DISTINGUISHED THEMSELVES IN THIS WAY AND BELIEVE IT IS APPROPRIATE TO NAME SOME OF THE RECRUIT SCHOOL DIVISIONS AFTER SAILORS. AS A RESULT LAST WEEK I ANNOUNCED THAT TWO OF THE RAN RECRUIT SCHOOL DIVISIONS WILL BE RENAMED IN NOVEMBER TO BETTER RECOGNISE THE ACHIEVEMENTS OF NAVYS' SAILORS IN ACTIONS.

3. WALLER DIVISION WILL BE RENAMED SHIPP DIVISION AFTER LEADING AIRCREWMAN (LACM) NOEL ERVIN SHIPP. RECOGNITION OF CAPT WALLER CONTINUES THROUGH THE SUBMARINE HMAS WALLER.

4. RANKIN DIVISION WILL BE RENAMED TAYLOR DIVISION AFTER LEADING SEAMAN RONALD TAYLOR (WHO SERVED UNDER LCDR RANKINS COMMAND). RECOGNITION OF LCDR RANKIN'S SERVICE (PARTICULARLY IN HMAS YARRA) CONTINUES THROUGH THE SUBMARINE HMAS RANKIN.

5. THE COURAGE AND SKILL OF SHIPP AND TAYLOR AND THEIR DEVOTION TO DUTY IN THE FACE OF THE ENEMY EXEMPLIFY THE BEST CHARACTERISTICS OF AUSTRALIAN SAILORS, WHICH ARE IN THE HIGHEST TRADITIONS OF THE ROYAL AUSTRALIAN NAVY.

6. BIOGRAPHY LACM SHIPP

SHIPP ARRIVED IN VIETNAM WITH THE SECOND CONTINGENT OF THE ROYAL AUSTRALIAN NAVY HELICOPTER FLIGHT VIETNAM IN SEPTEMBER 1968. AS A DOOR GUNNER, SHIPP COMPLETED MORE THAN 25 MISSIONS INTO HOSTILE AREAS IN SUPPORT OF OPERATIONS AGAINST COMMUNIST AGGRESSION.

ON 20 NOVEMBER 1968 LS SHIPP WAS AWARDED THE US AIR MEDAL FOR VALOUR, FOR DISTINGUISHED MERITORIOUS ACHIEVEMENT ON 12-17 SEPTEMBER 1968.

ON 31 MAY 1969, FIVE MILES WEST OF DONG TAM, DINH TUONG PROVINCE, LS SHIPP WAS THE DOOR GUNNER IN THE LEAD GUNSHIP ESCORTING TROOP CARRYING HELICOPTERS OF THE 11TH REGIMENT, 7TH ARVN DIVISION. THE TROOP CARRYING HELICOPTERS

CAME UNDER HEAVY GROUND FIRE IN THE VICINITY OF THE LANDING ZONE (LZ) AND THE GUNSHIPS WERE ORDERED IN TO SUPPRESS THE ENEMY FIRE.

IN ORDER TO ENGAGE THE ENEMY MORE CLOSELY WITH HIS M60 MACHINE GUN, LS SHIPP HUNG OUT FROM THE AIRCRAFT EXPOSED TO INTENSE AUTOMATIC FIRE. DURING THE COURSE OF THE ACTION HIS HELICOPTER WAS HIT, CRASH LANDED AND BEGAN TO BURN.

LEADING SEAMAN NOEL SHIPP, THE ONLY AUSTRALIAN IN THE CREW, WAS SEEN TO CONTINUE FIRING AT THE ENEMY UNTIL THE MOMENT OF IMPACT.

7. BIOGRAPHY LS TAYLOR

IN AUGUST 1939, LS TAYLOR JOINED THE SLOOP HMAS YARRA, SERVING IN AUSTRALIAN, MIDDLE EAST AND MEDITERRANEAN WATERS.

UPON PROMOTION TO ACTING LEADING SEAMAN, LS TAYLOR WAS GIVEN COMMAND OF ONE OF YARRA'S FOUR -INCH GUNS.

DURING EXTENSIVE SERVICE IN THE MEDITERRANEAN, INCLUDING NUMEROUS 'TOBRUK FERRY' RUNS, TAYLOR'S GUN WAS ACTIVE IN BEATING OFF SEVERAL ENEMY AIR ATTACKS.

ON 04 MARCH 1942, YARRA WAS ESCORTING THREE AUXILIARY VESSELS WHEN THE CONVOY WAS INTERCEPTED BY A JAPANESE SURFACE ACTION GROUP, CONSISTING OF THREE HEAVY CRUISERS AND TWO DESTROYERS.

DESPITE YARRA'S GALLANT DEFENCE, ALL FOUR ALLIED VESSELS WERE DESTROYED, WITH THE SLOOP BEING THE LAST VESSEL TO BE SUNK. LS TAYLOR REMAINED ONBOARD AFTER THE ORDER TO ABANDON SHIP AND STAYED ALONE AT HIS GUN, FIRING SLOWLY AND DEFIANTLY AT THE ENEMY UNTIL HE WAS KILLED SHORTLY BEFORE THE SHIP WENT DOWN.

8. THE REMAINING TWO RECRUIT SCHOOL DIVISIONS, MORAN (AFTER CMDR W.T.A. MORAN - CO HMAS VAMPIRE I - LOST IN ACTION OFF SRI LANKA IN 1942) AND GETTING (AFTER CAPT F. GETTING - CO HMAS CANBERRA I - LOST IN ACTION AT THE BATTLE OF SAVO ISLAND) WILL REMAIN.

CHIEF of NAVY



“MORE FROM THE CARBON TAX”

This is certain to be relative to some of our members so please take special note and make sure you apply for this benefit if you are eligible.

Essential Medical Equipment Payment

An Essential Medical Equipment Payment – an annual payment of \$140 to support those with higher than average energy costs because they rely on essential medical equipment at home. Persons holding a Commonwealth Government concession card or a Department of Veterans' Affairs Gold or White Card; and who use certain essential medical equipment, or have certain medical conditions that require the use of additional heating and/or cooling in their home, may be entitled to claim the Essential Medical Equipment Payment

Members should be aware of this as it is **not an automatic payment** (it affects those on CPAP devices plus other devices) and must be claimed for. You can find full details on the website www.dva.gov.au/householdassistance scroll down to Essential Medical Equipment Payment and click on 'Read more' for more details.

Frequently asked questions

Do I need to lodge a claim?

Yes, a claim is required for the Essential Medical Equipment Payment. Claim forms are available on the DVA website and at VAN offices from 18 June 2012, for payment from 1 July 2012.

Once paid, claims are not required for payment in subsequent years unless personal circumstances change. To receive this payment, you will also need to be residing in Australia.

Can I claim the Essential Medical Equipment Payment for multiple items of eligible equipment?

Yes, you can claim the Essential Medical Equipment Payment for each eligible item of equipment provided it is medically required. Claims for multiple items can be made on the same claim form. However, once paid, a new claim would need to be submitted for any newly-acquired items of eligible equipment.

Is the assistance assessable or taxable income?

No. The Essential Medical Equipment Payment will not be included in the income used to assess income support payments and will not form part of your taxable income.

Is the Essential Medical Equipment Payment payable to people outside Australia?

The Essential Medical Equipment Payment is only payable to Australian residents. This means that you must be residing in Australia.

If you live permanently outside Australia, you are not entitled to an Essential Medical Equipment Payment.

I am a carer for a person with medical needs who uses eligible equipment or medically required heating and/or cooling. Can I claim the Essential Medical Equipment Payment?

Yes, you are entitled to claim the payment. You will need to complete the Essential Medical Equipment Payment Carer's Claim Form and the person with medical needs whom you are caring for will need to also sign the form.

I am not the energy account holder. Can I still claim the Essential Medical Equipment Payment?

If you, or your partner, or the person with medical needs or their partner contribute to payment of the energy account you may still be eligible. The Department may require you to provide proof that you contribute to payment of the energy account.

Claim forms can be accessed online from the same site.

Dick Martin

National Secretary

ATTORNEY: Doctor, before you performed the autopsy, did you check for a pulse?

WITNESS: No.

ATTORNEY: Did you check for blood pressure?

WITNESS: No.

ATTORNEY: Did you check for breathing?

WITNESS: No.

ATTORNEY: So, then it is possible that the patient was alive when you began the autopsy?

WITNESS: No.

ATTORNEY: How can you be so sure, Doctor?

WITNESS: Because his brain was sitting on my desk in a jar.

ATTORNEY: I see, but could the patient have still been alive, nevertheless?

WITNESS: Yes, it is possible that he could have been alive and practicing law..

Navy takes delivery of 'paddock basher' helicopter



Cmdr Darryn Jose with the first of the new training aids

It looks like a helicopter, moves like a helicopter and weighs the same as a helicopter, but costs one per-cent of the price. The Royal Australian Navy at HMAS Albatross in Nowra took delivery of a brand new helicopter yesterday, but don't try and fly it.

The helicopter shell is a training aid to help Navy personnel used to manoeuvring a chopper of this size around the confined space of a ship deck.

Made by a Nowra shipwright company, the helicopter is one of two commissioned by the Navy to be used at their Albatross facility on the South Coast. It will allow defence workers that tow the large helicopters (approximately 30m long) around ship flight decks the chance to experiment with a lifelike chopper, but without the risk of damaging a real helicopter worth \$58m.

They will be used on the laid-out 'Dummy Deck' adjacent to 'A' Hangar for the training of the re-constituted Aviation branch sailors. Tow motors and 'manual labour' will be the preferred means of propulsion.

"This will train people operating in the tight confines of the hangar and flight deck of the new ships and they'll be operating in realistic conditions using this as one of their main training aids," Commander Darren Jose said.

by Justin Huntsdale

AIDS WARNING!

To all of you approaching 50 or have REACHED 50 and past, this email is especially for you.....

**SENIOR CITIZENS
ARE THE NATION'S LEADING CARRIERS OF
AIDS!**



HEARING AIDS

BAND AIDS

ROL AIDS

WALKING AIDS

MEDICAL AIDS

GOVERNMENT AIDS

MOST OF ALL,

MONETARY AID TO THEIR KIDS!

***Not forgetting HIV
(Hair is Vanishing)***

Jim Parsons



The Bell 429



The Royal Australian Navy marked the introduction of the **Bell 429** helicopter into service with a ceremony at HMAS Albatross.

Raytheon Australia secured the contract to provide three leased and maintained **Bell 429** helicopters as part of Navy's Retention and Motivation Initiative (RMI) program. The program provides junior aircrew with the opportunity to develop their aviation skills before they convert to front line aircraft like the MRH90 Taipan, the MH-60R Seahawk and S-70B-2 Seahawk.

The **Bell 429** will introduce crews to some of the most advanced technology in rotary wing aviation today. It will also expose students to the complex systems management required of Navy's operational aircraft.

The **Bell 429** commenced operations at 723 Squadron, HMAS Albatross, on 23 April 2012 replacing the Augusta A109. The introduction into service marks the completion of instructor aircrew training on the **Bell 429** and the readiness of 723 Squadron to begin conversion training for student aircrew.

The Bell 429 has a 4-blade rotor system with soft-in-plane flex beams. The rotor blades are composite and have swept tips for reduced noise. The tail rotor is made by stacking two, two-blade rotors set at uneven intervals (to form an X) for reduced noise. The combined cabin volume is 204 ft³ (5.78 m³) with a 130 ft³ passenger cabin and 74 ft³ baggage area, with flat floor for patient loading. A set of rear clamshell doors under tail boom is optional for easier patient loading.

The 429 is of composite construction and has a glass cockpit with 3-axis autopilot and flight director standard. Standard landing gear are skids.

The helicopter is a single-pilot IFR Category A helicopter. It is capable of operating with one engine inoperative. The main transmission is rated for 5,000 hours between overhauls and the tail-rotor gearbox is rated for 3,200 hours.

- **Length:** 41 ft 8 in (12.7 m)
- **Rotor diameter:** 36 ft (10.97 m)
- **Height:** 13 ft 3 in (4.04 m)

Empty weight: 4,245 lb (1,925 kg) **Useful load:** 2,755 lb (1,250 kg)

Max. takeoff weight: 7,000 lb (3,175 kg)

Powerplant: 2 × Pratt & Whitney Canada PW207D1 turboshaft, 625 shp (466 kW); 730 shp (545 kW) takeoff power each

Cabin volume: 204 ft³ (5.8 m³)

Performance

Never exceed speed: 155 kn (178 mph, 287 km/h)

Cruise speed: 150 knots (172.5 mph, 273 km/h)

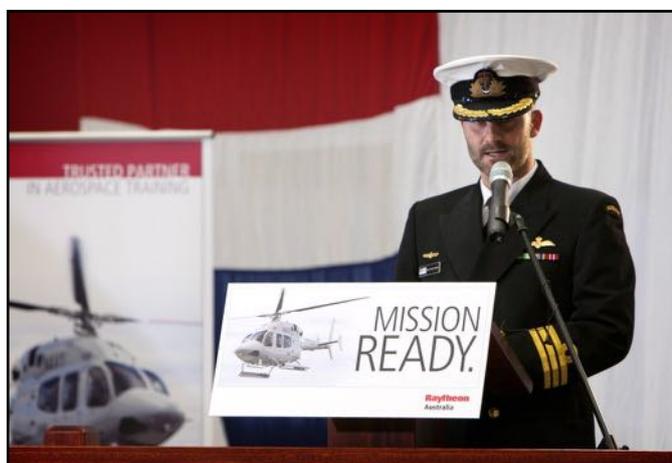
Range: 390 nmi (449 mi, 722 km)

Service ceiling: 20,000 ft (6,096 m)

With their, full glass cockpit and advanced systems, the aircraft will be leased from Raytheon Australia and are set to be the most modern naval aircraft in Australian skies. In preparation to receive the Bell helicopters.



Mr Michael Ward, Managing Director Raytheon Australia and Commander Fleet Air Arm Commodore Peter Laver, RAN cut the ceremonial cake at the **Bell 429** helicopter introduction ceremony.



Commanding Officer of 723 Squadron Commander Matthew Shand, RAN addresses guests and staff at the **Bell 429**



One volunteer is better than ten pressed men

The picture below is part of the front cover of the "Epoch Times" newspaper in Sydney which services the Chinese community.



Dear Ed,

For my sins of living in Newtown; being a member of the NSW FAAA; marching on Anzac Day with the HMAS Melbourne, and in being known to both David Farthing and Ken Vote, the lot of leading the FAAA contingent in this year's Anzac Day got sloped on to me at short notice.

It was all too easy as 10 paces to the left had me in position. The FAAA obviously impressed, at least with Sydney's Chinese Community for them to choose the FAAA out of all the units marching, and feature us on the front page of 'The Epoch Times'. I'm happy to continue to lead the FAAA Sydney Contingent provided the FAAA NSW Division doesn't have somebody more appropriate?

I have spoken with the Epoch Times and paid for an electronic copy of the image, (about 2 MB) and they are happy for the FAAA to publish the photograph in 'Slipstream' provided they receive due acknowledged as the source.

If it is published in 'Slipstream', I would suggest that next year's Leader be named as well, along with an email address for contact. In this way details of where and when to form up, can be emailed to them.

I am member of the Federation of Naval Ships and the RSL's Anzac Marshall's group and I would be happy to represent the FAAA in the aforementioned capacities and keep the FAAA Leader informed.

Yours Aye,

Mike Perrott
02 9550 3932 0488 241 940
mperr@bigpond.net.au

Mike, consider yourself elected - members note who to contact next year in relation to this event !



It's home !



Greetings from the Fleet Air Arm Museum to all

Association members and readers of 'Slipstream' magazine. The staff and volunteers continue to perform their multitude of tasks despite the cold winter months that we just experienced. The Naval Heritage Collection has a new Director replacing Commander Shane Moore CSM, RAN who posted to a new position in July. Captain David Michael RANR has assumed the director's role and is quickly coming to grips with the diversity of his job, including oversight of the FAA Museum.

The ex-RNZAF TA-4G Skyhawk went into position in July, alongside its single seat counterpart. The RAN paint scheme was applied by Andy Brown (ex-Chief Armourer) and his team at the BAE Systems paint shop on ALBATROSS. Also in July the

RAN Historic Flight "Iroquois" helicopter conveyed Mr Keith Payne VC, OAM to Shoalhaven Rugby Club's annual 'Diggers' Day' rugby match.

Museum staff and volunteers celebrated 'Christmas in July' with a well-attended lunch in the Function Centre. On the following day Ailsa Chittick, the Collections Curator and I visited the RAN Sea Power Centre in Canberra to familiarise ourselves with their operations. It was a mutually beneficial visit and will lead to ongoing cooperation between our two organisations.

On 1st August the Mayor of Shoalhaven City, Clr. Paul Green presented certificates of appreciation to a number of our FAAM Volunteers. These biennial council awards are given across the arts and heritage community of Nowra to recognise the valuable support given by these generous people.



The new Naval Heritage Collection Director had his first visit to FAAM and the RANC Historical Collection at CRESWELL in early August, and mid-month Ailsa Chittick and I attended the official reopening of Point Perpendicular Lighthouse. Defence funded a major refurbishment of the lighthouse and its precinct and Ailsa was responsible for an historical photographic exhibition that will remain there on public display.

The 6th Anniversary of re-establishment of the Fleet Air Arm Museum, under RAN control, occurred on 1st September and it was time to reflect on our achievements and the support we have received since 2006. We have earned an enviable

reputation for being a world-class aviation heritage institution. To complement the museum's static displays the RAN Historic Flight and Historical Aircraft Restoration Society's (HARS)

facility adjacent to the museum is eagerly anticipated. Planning meetings continue and the demolition of the old Public Works Dept. workshops and storage buildings is planned to start in late October, making way for the new Heritage Flight hangars and support building.

With the Federal Council meeting coming up at the end of the month I look forward to welcoming State delegates and observers back to the museum again. Good luck to all.

TERRY HETHERINGTON

Manager

Fleet Air Arm Museum.

Travel claim changes - DVA

DVA has made some improvements to the process for clients claiming travel expenses. These changes include a new simplified version of the D800 Claim for Travelling Expenses form.

The layout and colour of the new D800 form has changed, including a reduction in the number of pages from six to four. Significant changes to the new D800 form include:

- * health providers are no longer required to sign the form for travel under 100 km return;
- * entitled persons are no longer required to submit travel Receipts with their claim. However, receipts must be retained for expenses of \$30 or more, per transport mode per trip, for a

commercial or subsidised accommodation are still required and must be attached to the form.

* entitled persons can self declare their need for a medically required attendant and/or a taxi (health provider approval is no longer required);

* the hospital admission and discharge section of the form has been removed. These trips can now be claimed like any other trip;

* additional space to record extra information that may assist with processing the claim; and * a simplified health provider section with reduced questions.

The D800 form cannot be used to claim travel under the Military Rehabilitation and Compensation Act 2004 (MRCA) or the Safety, Rehabilitation and Compensation Act 1988 (SRCA).

There is no specific form for claiming travel expenses under MRCA or SRCA, so claims should be made in writing and include supporting documentation such as invoices for medical treatment and receipts for travel.

It is recommended that entitled persons discuss their SRCA/ MRCA travel requirements with DVA staff before travelling to treatment.

Also, any travel expenses relating to Veterans' Review Board or Administrative Appeals Tribunal hearings must be lodged using the existing D803 Application for Travel in Connection with a Review form .

Entitled persons can continue to use the old version of the D800 until their stock runs out. The Department will continue to process claims using the previous form for the time being. A new D800 will be posted to entitled persons with their reimbursement notice.

DVA's MyAccount online service includes the ability to claim for travelling expenses online.

Entitled clients are able to claim for return trips of less than 100 km. Using the online service also enables up to 10 trips to be claimed at once.

The new D800 form can be downloaded from www.dva.gov.au/dvaforms or obtained by contacting the Department's general enquiry number on 133 254 (metropolitan areas) or free call 1800 555 254 (regional areas).



MOMENTS IN TIME



Naval Air recruits HMAS Cerberus 1959



724 Squadron - 1960, who is he ?



MOMENTS IN TIME



Not the recommended way to return to the ship, Moresby's 'bird' comes home a little ruffled



Sycamore on 'Melbourne' 1962

Ed,

Happy to see Johns name is on the wall of service
It's \$35 I owe for next year is that correct? rather daring to think that far ahead when one is 85.

July 3rd I thanked and excitedly rang the DFRDBF or their big-hearted rise in pension pay for me twenty five and a half cents a week here I had to stop and pause I'll cut lose and donate the one cent to a worthy cause. Cunningly I can then claim the amount on my tax. This kind of generosity is no good I must take time to relax. That's good the carbon tax did not affect the serviceman's pay.

The government had assured us it wouldn't, but servicemen are always appreciated we are always told. Sometimes one wonders if it carries on when they are old?

I just brought a new car spent my 25 and a half cents a week increase in pension ; just tell me if I am a nuisance , I cannot resist commenting on articles and dittys, keeps me off the street blibli@shoal.net.au

Thought your readers may like this ditty,

Dorothy Fry

OH DEAR WHAT CAN THE BUTTER BE?

He wandered to the deli counter wondering at the queue
A crowd was there all seeking to get a better view
"What's the go?" he asked someone at the back
'It's this butter marge thing it's got everyone in a flap"
"Just pass me back please a block of Australian butter"
Immediately the crowd stood tall and began to mutter
"Be it on your head Sir but first please read the label
They're 15 different things to read before it reaches your table"
There are saturated, poly, mono, trans and animal fats
There's the HDL and the LDL surely you knew all of that?"
"Oh dear do you mean when we buy a biscuit bread or even a
cake
We have to read the labels on all things that are baked?"
"How lucky am I and perhaps you to have reached eighty five?
In future we'll just have to eat vegies and fruit to be on the safe
side"

Ed,

The poem UP SPIRITS: ODE TO A TOT OF RUM On page 17 of the last edition of SLIPSTREAM reminded me of the time when, as a very junior marine engineer officer on-board the RN aircraft carrier HMS ARGUS, we spent Christmas Day 1943 anchored off Rothesey on the River Clyde, Scotland.

I happened to be the Duty Engineer Officer of the Day and ,as we were sitting down to lunch, suddenly all the lights went out. Joined by the Duty Engine-room Artificer of the Day, we tore down to the engine room and then the boiler room to find, illuminated in our torches, zero steam pressure, the boiler in use flamed out and a single stoker, much soaked in rum ,sprawled paralytic on the boiler room grating.

After much effort the two of us managed to get steam pressure up and the lights on again before retiring to our respective messes. With black smoke pouring out of the opening at the rear of the flight deck, I was greeted by a signal from the shore base stating "Burning the Yule Log we Presume".

If you are wondering how the smoke was emerging from the rear of the flight deck, it should be known that the Argus was a true Flat Top without a funnel or any other superstructure. During flying operations smoke emerged onto the quarter deck much to the chagrin of the first lieutenant. When not flying a huge lever on the quarter deck redirected the smoke through a grating on the flight deck.

The Argus was one of the two Royal Navy's first aircraft carriers, (the other was HMS FURIOUS), She was converted from an Italian liner captured during World 1. The story goes that, on the occasion when the first ARK ROYAL, (aircraft carrier) was sunk in the Med, the German plane responsible originally for sighting the two carriers in consort, reported that "the smaller carrier is afire aft heading for Gibraltar".

In fact anything that was burnable was being fed into the Argus's boilers, to provide maximum pressure to carry the flat top back to safety. Later, when returning to the Clyde after a foray in the Med, the carrier was reported /by an enemy spotter on the shore as having a gaping hole in the flight deck - the lift was down !

However, the Argus had her problems. One of which was that she didn't possess self-centering arrester wires. So, if an aircraft landed off-centre , there was a tendency for it to be dragged overboard. This led to a number of nasty accidents during the period she was the deck-landing training carrier on the River Clyde.

John Lovell.

Capt Lovell (now in his 90s) spent a total of 4 years at Albatross as first Senior Engineer, and later Commander(E) during the periods 1950-51 and later 1956-58.



Hi Ed,

A short note on the 723/HFV get together at Childers Qld, to commemorate 50 years since Australian involvement in the Vietnam War, over the weekend of 18th August 2012.

Friday evening was "meet and greet" at Childers RSL. Which turned out to be a lively evening, so much so that John Huelin had to be taken to hospital with an uncontrolled nose bleed. The evening was well attended, by veterans and their wives, and much catching up was done.

Saturday 18th August 2012, battle of Long Tan day, was commemorated with a march through Childers and the salute was taken by Jim Buchanan, Ex pilot HFV. Following the march was a service in the Childers Hall, where Barry Grainger in his capacity as Salvation Army Chaplin gave reading and blessing. Local politicians and dignitaries were also in attendance and gave speeches reflecting our involvement in the Vietnam War. This was followed by wreath laying, by individuals and groups.

Childers State School provided a "stringed band" and their renditions were well received and added to the occasion. The catafalque party was formed from Bundaberg Naval Cadets, and our thanks go to them and Childers State School for their assistance on the day.

Saturday evening was back at Childers RSL for more catching up and an evening meal courtesy of the voluntary staff at the RSL for the occasion. The evening went on with entertainment of a lady who managed to get a lot of people up dancing, in particular the Sea Cadets and their two officers gave a good show of the "Margerita" while us old and bold sat and watched.

Sunday morning at the RSL saw a very hearty, though not necessarily 'good or the heart,' breakfast served again by the voluntary staff.

Attendances came from all over Qld, NSW and Bob Ralph and his wife came down from Darwin and Ian "Slug" Wilson, Buck Ryan and Kev Roper and their wives up from Vic enjoyed the warm weather on offer while they were there.

Our collective thanks go John Macartney for organising this event, and we look forward to similar in the future,
Beers and Cheers

Christopher "Bomber" Brown
Ex LEM(AW) 723 Sqdn...



Jim Buchanan, Dave Bengue, "Bomber" Brown, "Snaggs" Nagle, Barry Grainger, "Macca" Macartney, Roger Priest, Bernie Fisher, Alan Davison, Joe Da Silva, John Huelin and Tim Wade...



Barry Granger and John Macartney holding the HFV flag

ATTORNEY: Doctor, before you performed the autopsy, did you check for a pulse?

WITNESS: No.

ATTORNEY: Did you check for blood pressure?

WITNESS: No.

ATTORNEY: Did you check for breathing?

WITNESS: No.

ATTORNEY: So, then it is possible that the patient was alive when you began the autopsy?

WITNESS: No.

ATTORNEY: How can you be so sure, Doctor?

WITNESS: Because his brain was sitting on my desk in a jar.

ATTORNEY: I see, but could the patient have still been alive, nevertheless?

WITNESS: Yes, it is possible that he could have been alive and practicing law..

Recruit is first to enlist in new employment category

Navy introduced the new Aviation Support Sailor category (AVN) to carry out Flight Deck and Hangar operations for the new LHD's.



It is anticipated that the ships will be based at Fleet Base East in Sydney and the AVN's training will be conducted at HMAS Albatross and HMAS Creswell.

It is not often a new employment category is created and someone gets to be the first to be enlisted in the new job. RCT Liam Ryan from Canberra can claim this after enlisting in the AVN category at HMAS Harman on August 6th 2012.

ATTORNEY: This myasthenia gravis, does it affect your memory at all?

WITNESS: Yes.

ATTORNEY: And in what ways does it affect your memory?

WITNESS: I forget.

ATTORNEY: You forget? Can you give us an example of something you forgot?

ATTORNEY: Doctor, how many of your autopsies have you performed on dead people?

WITNESS: All of them. The live ones put up too much of a fight.

The Hon. Stephen Smith MP
Minister for Defence
Parliament House
CANBERRA ACT

Dear Minister Smith,

I am writing to you with regard to a long-running matter that I have sought to have rectified by the Ministry of Defence Dept. For many years I have been making detailed submissions to the Defence Ministry to assist in achieving a claim for Qualifying Service and due recognition for servicemen who were on-board the HMAS Melbourne on May 20, 1963, as this ship passed through Indonesian waters of the Sunda Strait.

I was in correspondence with several Defence Ministers from 2007 until 2010.

Since 2010 I have been working to uncover new evidence in support of this claim, which I make not for myself but for the remaining crew members who were on board for the incident in question.

As you can read in the attached materials, my claims up until 2010 were rejected.

I believe the rejections were in part due to of poor research on behalf of departmental officials, and also in part because of a reluctance of Australia's current Government to acknowledge a difficult past relationship with our close neighbour Indonesia.

I believe, based on my initial and my subsequent research, that the Defence Ministry has made an incorrect ruling in relation to my claim.

I would be most appreciative if you could review my submission, my statement of actions to date, and my additional supporting evidence. I would also be most appreciative if you could address specifically the points which I have highlighted as being ignored in past responses.

I believe it is of utmost importance in terms of recognition and due benefit to servicemen who proudly served this country in a time of need.

I also feel the need to emphasise that I do not make this submission in order to seek any benefit for myself. I make it on behalf of all the servicemen who were onboard HMAS Melbourne on May 20, 1963, who experienced this event and who deserve the recognition and Qualifying Service appropriately due.

I look forward to your response.

Kind regards,
Mr Avelon (Tas) Browning

One small snippet of Avelons's paperwork, there is enough of it to fill three of these magazines and as far as I can make out reading it I don't think he has a 'Hope in Hell'. I certainly hope I am wrong but the long running fiasco over DFRB pensions should be a good indicator. Tas just because you are right doesn't mean things will change! We all wish you luck as there must be quite a few sailors that it would effect.

Ed

Fleet Air Arm Association of Australia

Blazer Order Form

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

Tel 1300 700 000

Fax (03) 9484 2212

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

Email: sales@cewise.com.au

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

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

How To Order?

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

Full Name _____

Postal Address _____

Contact Details (Home) _____

(Mob) _____

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

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

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

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

Click on “Online Uniform Shops”

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

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

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

By phoning us on 1300 700 000 and asking for assistance

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

Fleet Air Arm Association of Australia

Blazer Alteration Form

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

Tel 1300 700 000

Fax (03) 9484 2212

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

Email: sales@cewise.com.au

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

Date of purchase __ / __ / __

Date of blazer return __ / __ / __

Your Full Name _____

Postal Address _____

Contact Details (Home) _____

(Mob) _____

Size of initial blazer supplied _____

In comparison to this fitting blazer:-

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

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

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

Height _____ (inches or centimetres)

Waist _____ (inches or centimetres)

send this completed form along with the blazer to:

CE Wise Pty Ltd.

780 – 782 High Street

Thornbury Victoria 3071

Please note this service is FREE to you

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 regards to all members, welcome to any of our current serving naval aviation members serving at Albatross, ship's flights or other locations in Australia or overseas.

As this edition of Slipstream goes to press, we will be preparing for the National Council meeting to be held at the end of October at the Naval Aviation Museum, Albatross.

This is a time that the senior executive come together to address divisional and national issues.

Key activities will be discussed including the ongoing debate on the HARS proposal for Historic Flight assets. Discussions will also cover the request for the FAAA to assist in resourcing the aircraft insurance.

Our hearty congratulations go to another two birdies promoted to one and two star.

Tony Dalton was recently promoted to RADM to take over as the Head Helicopter Support Division, a position vacated by Mark Campbell who has moved into the Head Naval Capability role. Another popular promotion, and I believe the first Aero Engineer to be promoted to one star, is Col Lawrence, who will take over the Director General Naval Aviation Systems in Canberra. We wish you all the very best in your new roles.

Three two stars and several one star Aviation qualified officers is very good news for Naval Aviation awareness within the Navy hierarchy.

On a less happy note, we also must farewell former shipmates. In particular, the FAAA recently farewelled Captain David Ramsay who died suddenly while working in Indonesia. I was very close to David. I followed him on Pilots Course, and we worked together as Captain and Executive Officer at HMAS Creswell in the late 80s.

This was a first for two birdies to be in charge of a naval establishment. David was a great supporter of the FAA Association.

It was his research and subsequent paper as a reserve officer that led the Naval Aviation Museum into the management structure that we now enjoy. If this had not been accepted by the then CN, I am not sure what state we would be in today. Our thoughts are with Janine and the children, and all of the other families that have lost a loved one over the past few months.

I look forward to providing an abridged report of the outcomes from our National Council meeting in the Christmas edition of the

Slipstream. All the best to all members and their families. We wish you all good health and safe travels wherever you maybe. I would also like to warmly welcome any new members that have joined the Association over the past few months.

Yours sincerely
Geoff Ledger DSC, AM

NATIONAL SECRETARY



Greetings All.

By the time that this makes the Slipstream pages it will be less than a month to the Federal Council Meeting. The meeting will take place in the Fleet Air Arm Museum adjacent to HMAS Albatross Nowra commencing at 1000 on Saturday 27th October 2012.

On completion of the meeting the NSW Division will be holding their Annual Dinner in the Museum Reception Room of the Museum. With Ian Ferguson organizing the occasion. Any one who is interested in partaking of the NSW Dinner please contact Ian on email: fergs28@optusnet.com.au or Phone 0244421428 or mobile 0421021520 no later than 20th Oct 2012.

Other matters under consideration at the Federal Council Meeting will include the move of the Fleet Air Arm's Historic Flight to HARS and also the pending Reunion due in 2013.

Our Website has had some problems over the past few weeks namely due to a change of Webmaster and confusion over access with the controllers "Web City". It should be all sorted now and thanks go to our new Webmaster Peter Davis and also to Peter Welsh and Harley Dadswell who both gave their services to sort out the problem.

Membership is still on the decline and the executive has moved to try and gain more current serving members as us older one's continue to pass away. One such initiative is to introduce "Electronic Lodgement of Annual Membership Fees" not many of the younger generation use cheque books etc but prefer to pay over the internet.

As this is the deadline day for the lodgement of the current Slipstream issue I will sign off and hope to see some of you at the Federal Council Meeting

Regards, Pincher

ACT DIVISION



Hi again to all for this edition of Slipstream.

The ACT Division held its AGM on 22 June with all Committee members returned to their positions unopposed, having received nominations which were seconded.

The Committee remains as follows:

President John Schonberger

Vice President Rob Hall

Treasurer P.J. Fleming

Secretary George Sydney

Assistant Sec Michael Sandberg

Membership and Welfare Officer Don Roach

Membership Assistant Jak Goudman

A get together was held at the ACT Italo-Australian Club on 31 August with a small gathering in attendance. Numbers have dropped off at these gatherings recently so I am hoping we can get a few more to attend these future events. The committee will be advising all ACT members on upcoming social events over the next few weeks and is hoping to hold a Christmas Dinner function in early December.

I caught up with quite a few ex-Birdies on my annual footy trip to Melbourne in late August, including a few lads from Nowra and South East Queensland. I know the SE Qld birdies have a reunion planned for 12 Oct 12 so if anyone is keen please contact me and I can put you in touch with Wayne Avery or Pete Davis who are organising this event.

It was very sad to hear about the sudden passing of CAPT Dave Ramsay, OAM RANR. He was a highly respected FAA officer and his efforts in the service of Naval Aviation led to the formation of the Commander Australian Naval Aviation Group and to him being awarded the Medal of the Order of Australia. His outstanding prowess at all sports and at the annual cross country championships is something I remember very well during my time at 'Tross. I wish to extend the sincere condolences of the ACT Division to his family and friends

during this difficult time.

Anyway a bit quiet on news for this edition. If anyone has any stories they would like to contribute, please pass them to me and I will include them in my next article.

Regards,

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

QUEENSLAND DIVISION



Well I guess this newsletter will break the record for being the early bird! It's the beginning of September and we're off on a 6 week exercise shortly to UK & maybe other places. So the Slipstream deadline will be well and truly gone while we're away. We leave on 4th September & return 16th October.

It was sad that Paddy Williamson passed away recently. His funeral was held in Enoggera with around 500 or so attending. Navy had a strong representation and we formed up a Guard of Honour the cortège moved off. The civilian side of his friends formed up opposite us and it was a most impressive event. Paddy joined the Division when we first formed in 1992 and became a Committee member some number of years ago. Never missed a meeting! I spoke briefly about how one would avoid Paddy during the '50's as he might want to fight you, but in his later years, he became a big teddy bear! Our condolences go to Jan & all of his family.

Our proposed reunion in Bundaberg was a washout. Only 30 booked in but the RSL had a minimum of 60 needed for the dinner so we had to cancel. In the end, 8 of us turned up and we had a very enjoyable weekend. There was Gary & Sharon Reid, Ray & Dot Guest, Hugh & Beth Wells and us. We met up each evening at various clubs for dinner, drinks and a bit of fun on the poker machines & most of us did well. Ray, Dot, Beth Dee & I turned out for golf at Bargara for the Friday afternoon "chook" run of 9 holes. Dee was my driver. The weather was sunny & warm when we started but after an hour or so a big thunderstorm commenced with much lightning, banging and clanging. After finishing the 16th we were soaked and did a dash for the clubhouse-where that was is anyone's guess-Dee drove flat out while I looked out for billabongs, swamps, etc. maybe



the odd croc or two! Ray & Dot sheltered for a bit then completed the round. Ray shot par but didn't win. I won 3 stubbies in the raffle! David Kent showed up to play later than us. He told us that they'd sold their B&B place on Bargara Road. Relax time coming up!

The end result is that functions are becoming harder to get off the ground! Bill Hayward, President of the Maroochy RSL Sub Branch, has invited our members to attend a re-dedication of the Naval Memorial in Cotton Tree Park, Maroochydore at 10am on the 14th October followed by a BBQ & refreshments-donation of a gold coin asked for. There will be a "phone-around" to try & get the word out.

Our trip to Yeppoon for a few days was pleasant. The place is booming in line with the coal business. Went to Great Keppell Island for a day and found that the resort had been closed down 4 years ago but recent news is that a major development may be on the go.

It was good to see Blue (Ted) Ditcham & Betty at the funeral. Blue has been in the wars with sun cancer removals, as a lot of us are.

Ray Murrell & Barbara will be attending the National Council meeting at Nowra at the end of October, as the QLD representative. Thanks, Ray.

Mick Blair & I attended the 1st Anzac Day Parade Committee meeting recently, as we thought there may be a battle over us carrying the White Ensign on the March in Brisbane next year. We decided to say nothing unless the subject was broached, but it wasn't, so, we said nothing & will carry it anyhow. Everything is being prepared for the big day in 2015!

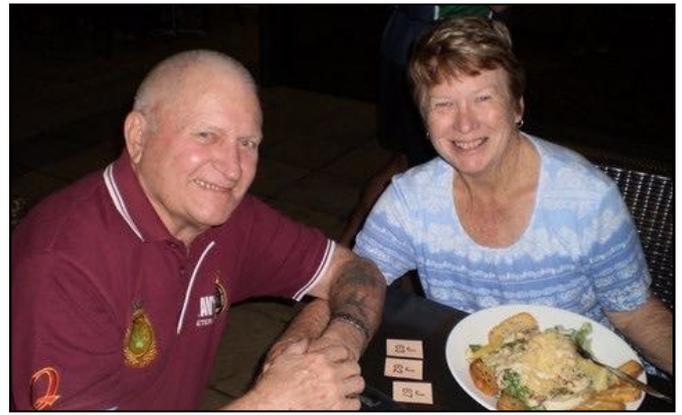
Bob McBride has had heart problems and has been in hospital several times. I met Bob & Dawn at Dan Murphy's a few days ago (a good sign!). Bob said that on the day of Paddy's Funeral, he collapsed in the Dr's Surgery and had to be raced off to Nambour Hospital to the Heart dept. Anyhow, he's looking well now & it was good to see both of them.

Well, it's time for me to close off and escape to the other side of the world for 6 weeks or so. Best regards to everyone.



Jaws & BL. What a way to go!

Barry Lister President



Hugh and Betty Wells



Garry and Sharon Reid



Ray Guest, Gary Reid, Hugh Wells & B Lister



Ray & Dot Guest



SOUTH AUSTRALIA



I am pleased to report on the Dedication Service of the Plaques for HMAS Melbourne 2 and 3, coinciding with the birthday of the Fleet Air Arm Association of Australia.

Among those guests present were Navy SA HQ Executive Officer Lt. Carl Jordan and Dave Rickard representing the HMAS Melbourne Association. The Chaplain for the day was Ian Lutze and thanks go to Darren Renshaw for the use of this lovely Chapel at The RGH.

SOME HISTORY OF THE HMAS MELBOURNES

The first HMAS Melbourne was a Town Class Light Cruiser of 5400 tons and built by Cammell Laird & Co at Birkenhead in the UK.

It was launched on the 30th May 1912: Commissioned on the 18th January 1913 : paid off on the 23rd April 1928 and sold in December 1928 and broken up for scrap. In it's travels it arrived in Australia at Port Jackson in March 1913 and with other units of the new Australian Squadron carried out a Ceremonial Entry into Sydney Harbour on the 4th October 1913.

It was one of the first ships in the world to fly aircraft from on board. Together with it's sister ship HMAS Sydney they had a short 30 foot launching ramp fitted atop one of the 6 inch gun turrets.

The aircraft were land based biplanes and after being launched would need to find a land base for landing or ditch in the sea near the ship and be hoisted aboard.

HMAS MELBOURNE 2

As a matter of interest John Saywell was standing by HMAS Majestic at Vickers Armstrong Shipyards in Barrow-in-Furness while it was being converted to HMAS Melbourne 2 , from 1953 until it arrived in Australia in 1956. There are many of our members here today who will remember that historical event. HMAS Melbourne 2 operated modern Sea Venom and Gannet aircraft before moving on to Trackers, Skyhawks, Wessex and Sea King helicopters.

HMAS MELBOURNE 3

HMAS Melbourne 3 (FFG-05) was launched on the 5th May 1989 as an Adelaide Class Guided Missile Frigate and carries up to two Seahawk helicopters.

The ship is a long range escort capable of area air defence, surface to undersea warfare and can counter simultaneous threats from aircraft, surface vessels or submarines.



Lt. Carl Jordan and Dave Rickard with the plaques



Leon Coppins with the plaques to be presented

Leon V Coppins
President
FAAAA-SA Division

VICTORIA DIVISION



Firstly may I pass on greetings and best wishes to all FAAAA members, with a special "Get Well" message to Les Jordan, Norm Thompson, and my good wife Val, all of who have had a spell in 'Sickbay'. Also to all that we are unaware of that are poorly We wish you all a speedy recovery.

As reported in the last edition of Slipstream, re the forth coming Victorian Division Annual Dinner etc., was convened on Saturday 25th August. For most of the attendees this is a weekend affair that we begin from the Harbour View Motor Inn at Hastings, then we are off to the Kings Hotel for a drink or two, a light lunch and a lot of 'remember when' stories and the usual 'dits', all very welcome.

From Kings back to the Motor Inn to get ready and then after being collected by the bus it is off to the Hastings Club for dinner. Here we are joined by other members who reside locally and we settle in for an enjoyable evening. Good company, good food and again jovial conversation ensure the evening's success.

Unfortunately due to the unusually long list of indisposed our numbers were less than normal, for those that were unable to attend you were sadly missed.

The next morning our members are treated to an excellent breakfast in the private dining room at the Motor Inn, as long term users we get treated like VIP's and two years ago it was decided that the establishment should be awarded a 'FAAAA Certificate of Appreciation' for their excellent hospitality shown to our members.

On departure from the motor Inn we all headed to HMAS Cerberus for the RAN FAA Memorial Service, this year getting entry into the base was more complicated, prior we sent a list of car registrations along with list of the occupants seven days prior. This system has changed and now all visitors must present themselves at the gangway office and show photo identification; on signing in you are then given a visitors pass on a lanyard that must be displayed at all times. You are then at all times escorted by a serving member, on this occasion it was Chaplain Jason Wright (As reported in the last issue Jason is the Grandson of the late Ron Breden).

Once we had all gathered at the Chapel of St Mark Chaplain Wright conducted an excellent service in honour of the Fleet Air

Arm, on completion of the service we all adjourned to the FAA Memorial Plaque for a brief wreath laying ceremony and on completion we were escorted to the Wardroom.

As invitees of the Chaplain we descended upon the ante-room for lunch, prior to which it was my privilege and pleasure to present Chaplain Jason Wright his 'Honorary Membership' to the FAAA for his respect and dedication to the FAA and the Association, especially the Victorian Division. The honour was graciously accepted by Jason.

On completion of lunch, we retired for drinks (on the Chaplain's tab into the bargain) and this was certainly appreciated by all the members, thank you Jason.

In closing I must mention that Col McKenzie was in attendance again, Col comes over from Tasmania each year for the Dinner and this year a 'first timer' Ron Andrews came down from Horsham; it was good to see you both.

I have included some photos courtesy of the 'timeless' photographer George Self of the unfolding events.



Victorian members gathered outside the Chapel of Saint Mark at HMAS Cerberus



HMAS Cerberus 26.08.2012
Norm Pickering, Ron Andrews, Recruit ?, Ron Christie, Col McKenzie



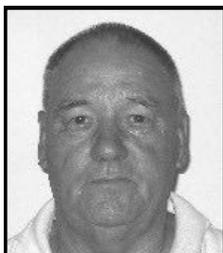
Chaplain Wright, Bugler, Ron Christie, Alan Clark, Ron Andrews, Herman Blommestein, Terry Egan, Kay Clark, Sylvia Ikin, John Ikin and Norm Pickering.



HMAS Cerberus Wardroom ante-Room
Ron Christie presenting "Honorary Membership" to Chaplain Jason Wright

Until next time, best wishes and good health to all,
Yours Aye,
Ron Christie.

**WESTERN AUSTRALIAN
DIVISION**



It's been a quiet period since our last report, apart from our General Meetings and several Commemorative Services.

The Vietnamese Community here in Perth held a

Commemorative Service to honour those Australian and Vietnamese service men and women who paid the supreme sacrifice during the War. It was well attended by ESO's, Stater RSL, DVA and representatives of federal and State governments. It was a very good service and further cemented the great relationship between the Vietnamese Community and former service personnel and their families.

Individual plaques of thanks were presented to the families of the Western Australian servicemen who's names are on the Honour Roll. Margaret Phillips was present to receive hers for 'Darkie'; as well all the ESO's who attended received a plaque. I also had the privilege to attend an afternoon gathering at an Appreciation Luncheon put on by a son to honour his father who was a serving soldier in Vietnam and who's life became a struggle which in turn effected their family life. The lunch was for family and friends of Vietnam Veterans, to both honour and appreciate the veterans. His speech about his life with his father brought many a tear.

The son was also able to get several music artists that toured Vietnam entertaining the troops to attend and they put on a good show. He is hoping next year to do it again but making it inclusive of all Veterans of all conflicts. There were about 180 guests present and all were served with a three course meal provided by the host.

Vietnam veterans day was also celebrated on Saturday 18th by the Vietnam Veterans' Association at the Vietnam Veterans Pavilion at Kings Park and again on Sunday by a service put on by the Naval Association.



To round out the month, Greg Kelson and myself with our wives attended the Malay Borneo Veterans Service which also marks Merdeka Day which is the National Day of Malaysia.

In our last report I reported on the health of Lou Burns and Des Rogers: it is now good news, Lou is home and getting on well after his operation and Des is also on the improve.



NSW DIVISION



This time of the quarter seems to come around very quickly these days. It is a pity Summer doesn't come as rapidly; this must be the coldest Winter we have had for a long time and only the other morning walking around the side of the Museum on the way to the White Ensign Club it was reminiscent of those bleak, wet, windy days of the 50's. Probably the only difference was as soon as I was in the office there was an air-conditioner to turn on and a hot coffee to be had.

Forewarned of future events allow us to fit them into our diaries and here is one for next year. The Association's 5 year Reunion is going to be held next October, probably over the last weekend and it will stretch from the prior Thursday to the Sunday. These dates will be confirmed at the Federal Council Meeting in October but you can bet on the 24th, 25th, 26th, 27th with maybe registration on the Wednesday (23rd). Accommodation will probably be at a premium so think about early enquiries to ensure you don't dip out.

Another event a lot closer is our Annual Dinner, this will be held in the Restaurant at the Fleet Air Arm museum after the federal Council Meeting on the 27th October this year. It will be a sit down lunch starting at 1300 and the dress is neat casual. Age does weary a lot so evening travel for a lot becomes a problem so the afternoon venue makes it a lot easier for more to attend. There will be an article from Ian Ferguson in this issue regarding bookings and cost so please make an effort to attend, the function will be as always subsidised and if you can't afford a "lobster" then someone will lend you one. A good afternoon is to be had and you can still get home in time for an afternoon 'nap'.

We have just had local 'Council Elections' and now have a new Mayor, none other than Joanna Gash MP. We would like to offer our congratulations on her victory and hope we will have ongoing associations with her in her new role. Both jobs will keep her busy until the next Federal Elections when she has decided to stand down as the local representative and only remain as Mayor.

For all of those who keep enquiring about the restaurant area at the Museum, no it is not open as yet but it is hoped that a resolution is not too far off. It is a shame to see this facility not being used and it leaves a hole in the 'Museum Visits' as well as making it a problem to get a brew and / or feed whilst visiting the place.

From what I hear around the traps, some of our members are in for the long haul—'Octarians' are lined up for a heap of replacement parts.

All the best to those involved and I hope you get to wear them out after you get them.

Greg Wise

TASMANIAN DIVISION



News time again - this time we have some!!!

We had our AGM on 26 August with no changes to office bearers. A good mustering of members followed by lunch, all at Ravenswood 50 and Overs Club.

Barry & Roma Simpson are moving out for a trip in their camper van to Adelaide then northward on the Ghan to Darwin after that who knows. This all starting at the end of October.

John Nobes is convalescing in a nursing home in Wynyard in Tassies north west coast after a brain operation in Launceston. He and I go way back a long way. Before our Navy days we were workmates with the then Tasmanian Forestry Commission - working quite remote areas of our bush. David Innes is working on DVA benefits for him.

Maureen Douglas & 2 nieces have gone to Hawaii for a couple of weeks holiday leaving 'Tas (Bob) to his own resources. He was practicing his ironing skills when I last talked to him - skills he learned in the gray funnel line.

'Tas' Browning is still researching events that happened in Indonesia in relation to nuclear actions in the 1960's. His results so far I'm not sure of but knowing 'Tas' he won't let go until he gets some sort of satisfaction - then what.

Our Association is not sure of the medical circumstances of our ailing members - not a lot has been heard from them. Whatever and where-ever we wish them well and a speedy recovery.

There seems to have been a technical hitch with our Report from down here. Greg didn't get our original spiel so we are having another attempt at emailing. Sorry about that Greg but I have no idea what happened, modern technology!!!

One from Jeff!!!

The lady asked the gardener if he used horse manure on his strawberries. His reply was that he preferred cream.

Cheers from Tassie

Matt Jacobs (Jake)



Some Qld members enjoying themselves



Colleen Hawkins, Col Spence, Gwen and Ron Powell



Bob & Marge Bryce



Barry Lister, Junior and Florence Henderson



Trevor & Des - The Rafters

I have a little SatNav
It sits there in my car
A SatNav is a driver's friend
It tells you where you are

I have a little SatNav
I've had it all my life
It does more than the normal one
My SatNav is my wife

It gives me full instructions
On exactly how to drive
"It's thirty miles an hour" it says
"And you're doing thirty five"

It tells me when to stop and start
And when to use the brake
And tells me that it's never ever
Safe to overtake

It tells me when a light is red
And when it goes to green
It seems to know instinctively
Just when to intervene

It lists the vehicles just in front
It lists those to the rear
And taking this into account
It specifies my gear

I'm sure no other driver
Has so helpful a device
For when we leave and lock the car
It still gives its advice

It fills me up with counselling
Each journey's pretty fraught
So why don't I exchange it
And get a quieter sort?

Ah well, you see, it cleans the house
Makes sure I'm properly fed
It washes all my shirts and things
And - keeps me warm in bed!

**FOR
THE
GIRLS**

VALE : Ken Bryant

Ken enlisted in the RAN in 1945 with O/No. 27785 and was being trained as a Wireless Telegraphist when he was selected for Radio Mechanic training. Later he served in HMAS Barcoo in the Papua/New Guinea area.

When the Fleet Air Arm started up Ken volunteered to transfer to the Air Branch and as a Radio Electrician (Radar) - a Petty Officer Rate he was dispatched to the UK for an intensive conversion course at HMS Ariel to qualify as a Radio Electrician (Air); he was in the 2nd such conversion course of a total of three RAN personnel converted from General Service to Air Branch.

Whilst Ken was in the UK the Berlin Airlift was in full operation with increasing confrontation with the Russians and a strong belief that WW3 was imminent. The Russians backed off when the Allies flew masses of aircraft day and night through the Russian controlled zone without Russian consent & road access was restored through the Russian Zone into Berlin.

Shortly before Ken returned to Australia the Korean War had erupted and so Ken on return to Australia, now with an O/No change to A27785 and having joined the "Birdies" at HMAS Albatross found himself as a member of the 20th Carrier Air Group and in HMAS Sydney off to Occupied Japan and into the Korean War. Whilst in the Korean area he was on board HMAS Sydney when it went through the horrific experience of Typhoon Ruth.

Later, Ken, by then a Chief Radio Electrician (Air) was with 817 Squadron in HMAS Sydney at the explosion of the first British Atomic Bomb Test at Monte Bello Island.

Ken's last years in the RAN were spent at the FND "L" School, HMAS Cerberus as a Chief Radio Electrician (Air) instructing new "Birdies"

recruits in aviation and airfield radio communication and radar technicalities including Radio Altimeters, Identification Friend or Foe, Radio and Radar beacons.

Ken was Discharged Engagement Expired in May 1957; he then became employed in the TV technical industry before joining Siemens Industries and working in a senior role in medical electronic applications until his retirement.

He is survived by his wife, Jo & two grand-daughters.

John Saywell

ATTORNEY: Can you describe the individual?
 WITNESS: He was about medium height and had a beard.
 ATTORNEY: Was this a male or a female?
 WITNESS: Unless the Circus was in town I'm going with male.

VALE : David Ramsay

It is with much sadness that I advise all staff that yesterday afternoon, Mr David Ramsay tragically passed away suddenly in Jakarta.

David had a long and distinguished career in the military and had been working for the Department in Jakarta in various roles for a number of years.

He worked for OTS from 2005-2008, including a stint in Jakarta as one of the Department's first overseas postings in support of our transport security activities. While there he played a significant role in establishing our excellent relationship with Indonesian Transport Officials.

In late 2008 David took on the role of in country manager for the Department's Indonesian Transport Safety Assistance Program (ITSAP). In his position David led a small team of local staff and oversaw the implementation of the \$38 million transport safety improvement program between Australia and Indonesia.

In this role, he has been instrumental in enhancing the strong bilateral relationship the Department and our Agencies enjoy with our Indonesian counterparts.

As testament to his commitment and skills, David was presented with the Secretary's Award for Excellence in 2011.

David was extremely well respected and liked by both his Australian and Indonesian colleagues.

His warmth, humour, dedication and professionalism will be greatly missed by all those who knew him.

I am sure all staff will join me in sending condolences to David's wife Janine and other family members.

Mike Mrdak
Secretary

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.

There had been a bit of a hiccup with the latest order (No 27) and it has now gone to the manufacturers. A replacement 'Administrator' is now being inducted as 'Tiny' has finally paid off and joined the ranks of the employed.

I would like to take this chance to thank him for his due diligence in overall charge of this important operation. A new Administrator will be listed in the next edition but applications can be sent to the current address just the same and they will be passed on.

New or alterations of email addresses :

Warren Walters : w3inhsv@suddenlink

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VALE :

Derek Byrnes

It is with deep regret that I inform you that Derek Byrnes, passed away on 12th August, 2012

He was Naval Airman Derek (Bigbird) Byrnes R 96443 who entered the navy at 15 and started at Leeuwin. W.A.

The Royal 22nd Intake are still going strong, most just getting back from a tour of Thailand .

Derek was an avid reader of your wonderful magazine, and often contributed stories and photos of past glory days.

He just turned 60 and died from complications of a tumour on the liver, which had been operable but too many other small skirmishes to try and beat. It was only a four month illness and only the one tumour, no rhyme or reason.

He always had such fond memories of his navy days and family and we were just coming up to our 38th wedding anniversary. Thanks for the great joy you gave him upon receiving your wonderful magazine.

Mrs Sheila Byrnes ,
21 Hayman Street,
Nth Richmond.

A LAST FAREWELL

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

Ben Dunn : 30th March 2012

Maurice Ayling : 21st May 2012

Koest (Bill) Velto : 14th July 2012

'Paddy' Williamson : 30th July 2012

Derek (Bigbird) Byrnes : 12th August 2012

Ken Bryant : 13th August 2012

Douglas Eastgate : 18th August 2012

David Ramsay OAM : 4th September 2012

Dave Robertson : 9th September 2012

Geoffrey Beardsley : 6th October 2012



Back cover