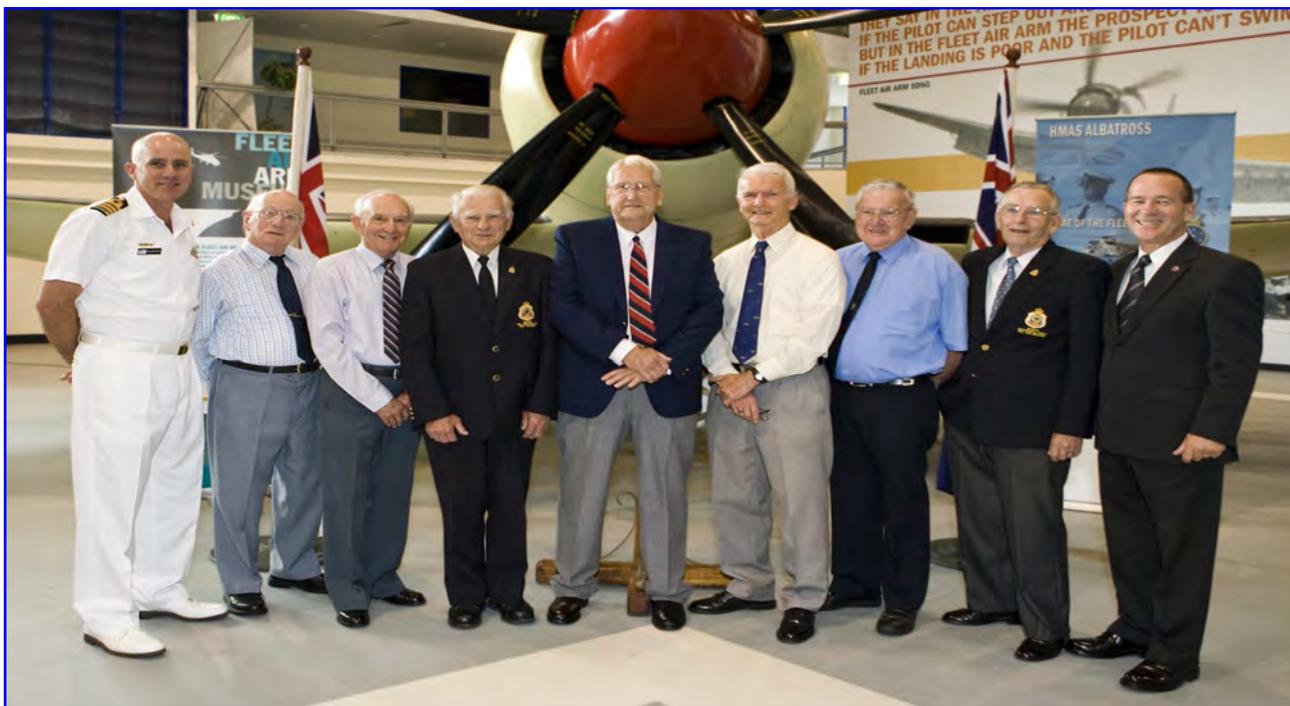




1948 Naval Airmen Recruits



7 of the Original 1948 Naval Airman Recruits and their instructor following the launch of their book at the Fleet Air Arm Museum pose for a group photograph with the Commanding Officer HMAS ALBATROSS, Captain Robert Morrison, RAN and Mr Terence Hetherington - Fleet Air Arm Museum Manager

(L to R) Captain Robert Morrison, RAN - Commanding Officer HMAS ALBATROSS, Mr Les Matterson, CMDR Ron Hay (rtd), Mr Ray Spargo, Mr Bruce Schmitz, Mr Len Murray, Mr Clem Conlan, LCDR Hugh Molyneux (rtd) and Mr Terence Hetherington

(Photo by ABIS Craig Owen)

Published by the Fleet air arm Association of Australia Inc
 Editor Ron Batchelor email ronbatchelor64@gmail.com.au
 Print Post Approved - PPO201494/00022

AUSSIES PART OF MULTINATIONAL COMMAND



Lieutenant Commander Al Byrne (back row, third from right) and Lieutenant Kelli Lunt (middle row, second from right) stand with Commander Combined Task Force 151 Rear Admiral Oguz Karaman (middle row, centre) and personnel from the multinational Command Staff on the flight deck during their deployment. Officers from the Netherlands, Pakistan, the Kingdom of Saudi Arabia, Turkey and the United States also staffed the Headquarters. In a first for the Royal Australian Navy, two officers have completed their embedding as part of the Command Staff for counter-piracy operations aboard the Turkish Navy Flagship, Türkiye Cumhuriyeti Gemisi (Turkish: Republic Ship) Gemlik, in the maritime region of the Middle East Area of Operations. Lieutenant Commander Al Byrne from HMAS Albatross and Lieutenant Kelli Lunt from NAVSTRATCOM joined the multinational staff of 19 from five nations to support the sea-based Turkish-led Command Headquarters, under the command of Commander Sekan Saral, for Combined Task Force 151 (CTF 151) in mid-September. With a focus on deterring piracy around the Gulf of Aden, Somali Basin and around the Arabian Sea, the two RAN members worked for the Commander CTF151 Rear Admiral Oguz Karaman of the Turkish Navy, assisting assigned maritime assets to ensure the sea lanes are free from piracy.

PROMOTION TO WARRANT OFFICER

Three Chief Petty Officers were presented their Warrants upon their promotion to Warrant Officer by Captain Donald Dezentje, Chief of Staff Fleet Air Arm, at 723 Squadron at HMAS Albatross.



Chief Petty Officer Aircraft Technician Avionics
Stuart Walters



Chief Petty Officer Aircraft Technician Avionics
Scott Whitby



Chief Petty Officer Aircrewman
Steve Cheeseman



FOR-

There is no place I would rather be serving our Navy right now than within its Fleet Air Arm. It is indeed a great honour to be appointed to lead it at a hugely exciting time in its history and in the 100th anniversary year of the first Royal Australian Navy Fleet arriving in Sydney.

Naval Aviation has been a part of the Royal Australian Navy since the earliest days. To this day it remains an essential element of Naval capability. Whether a single bi-plane on a cruiser's gun-turret, the enormous energy of a Carrier Air Group or a lone helicopter on a sprightly frigate, Navy people through professionalism and dedication to a team effort have made it possible. The members of the FAAAA represent the many individuals who collectively have provided a proud legacy.

All can rest assured that the fabulous young people in the Fleet Air Arm today continue to guard jealously and with a sense of conservation, the ethos and traditions of service, commitment and courage that remain the FAA's hallmark.

I believe that the Fleet Air Arm is in great shape – made so by the efforts of many – whether serving, retired, APS or contractor – and by their families who have always contributed so much to our collective success. The support and encouragement of the FAAAA through the pages of this magazine helps keep alive the passion we all have for the business of operating aircraft from ships at sea.

Importantly I believe there is no 'end-state' to Naval Aviation whether practically or theoretically. Each chapter of our history has its own story to tell and much to offer the future. There must always be debate, discussion and reflection. Equally there are no right or wrong answers. We have much to do and deliver within the reality of available money, people and time: so the optimum is to get the most we can from all three without breaking any.

Slipstream is one publication where reminiscences, discussions and debates can make an important contribution to that which we do – naval aviation – while being a window on who we are – The Fleet Air Arm.

Thank you for allowing me the privilege to write the foreword for this edition so early in my tenure. I wish all involved in bringing Slipstream together for us every success with its continuing quality and content.

Fly Navy.

*V.E.B. Di Pietro, CSC
Commodore, Royal Australian Navy
Commander Fleet Air Arm*

Nowra 14 March 2013



CDRE V. DI PIETRO CSC, RAN



as

Commodore Vincenzo Di Pietro joined the Royal Australian Navy in 1976 as a trainee pilot. He has flown 5,000 hours in helicopters and fixed wing aircraft and holds an A1 Category Qualified Helicopter Instructors rating (RAAF) and an A2 Category fixed wing jet and turbo-prop Qualified Flying Instructors rating (RAAF).

He is a graduate of the RAN Staff College and was awarded the Peter Mitchell Prize for Instructor of the Year in 1985. In addition to flying from many of Her Majesty's Australian Ships, he has had instructional flying tours with the RAAF's 2 Flying Training School, as RAN exchange instructor at the RN Helicopter School, and as the RAN's Central Flying School (UK) Agent and Senior Instrument Rating Examiner Helicopters. His last operational flying appointment was as Commanding Officer HC723 Squadron from 1992-1994.

Promoted to Commander in 1994, he served in the Australian High Commission, London. On return to Australia in 1997 he was appointed Deputy Commander Australian Naval Aviation Force and Commander Aviation Operations at Naval Air Station Nowra. In January 2000 he assumed command of Fleet Base West/HMAS Stirling, the RAN's largest operational support base and the largest industrial worksite in Western Australia. He has served in a voluntary capacity as a Governor of the Sir David Martin Foundation and on the School Board of DONA Presentation College in Mosman Park, WA in 2001.

On promotion to Captain in January 2002, he was appointed Chief of Staff, Commander Australian Navy Aviation. In 2003 he attended the Australian Defence College Centre for Defence and Strategic Studies, gaining a Master of Arts (Strategic Studies) and was awarded the Commander Australian Defence College Medallion. He was awarded the Conspicuous Service Cross in the 2007 Australia Day Honours List for outstanding achievement as Director General Navy Certification, Safety & Acceptance in Navy Systems Command from December 2003 until January 2006.

In January 2006 he was appointed as Director of Studies - Navy at the Australian Command and Staff College, and from September 2006 to February 2007 he was Acting Commandant. He was promoted to Commodore and appointed Naval Attaché Washington in June 2007.

On 26 July 2010, Commodore Di Pietro assumed the role of Director-General Navy Capability Plans and Engagement in Navy Strategic Command.

Vincenzo is a Fellow of the Royal Aeronautical Society, a Fellow of the Australian Institute of Company Directors and a Member of the Safety Institute of Australia.

He is a keen walker, a slow jogger and passionate follower of Essendon in the Australian Football League, and Formula One motor racing and Scuderia Ferrari in particular. He is married to Sandy and has three daughters, Flavia, Louisa and Olivia.



First I must acknowledge and Thank Greg for all his hard work over the last 10 years in keeping Slipstream a enjoyable and worthwhile mag. With out his super effort all would have went down the drain and for that we all owe him our heart felt gratitude

I myself was a chief photographer and I must admit I didn't spend a lot of time at Albatross except for 3 years at the training school , the rest were spent on Melbourne, small ships , and mostly at Kuttabul . As I married a local girl I stayed in Nowra when I finished with the Navy and for the next 20 years worked for the "South Coast Register" newspaper which is still going today. I think you will find a little of the newspaper coming to the front in Slipstream. As we all know Slipstream was started in 1957 when we were enlisted (I didn't come along until a couple of years later) , but it was for the serving personnel of that time. As time has gone by we paid off and the Navy as we knew it has changed dramatically and Slipstream as to nobody's fault has left the Navy as it stand today a little out of the picture. It is my intention to try and bring the younger navy personnel back into the fold as they will keep slipstream going when we are all gone to our maker. It is therefore going to be a lot more information and photos on to day's Navy as well as the yesteryear, but for Slipstream to survive I am afraid it has to be done this way. With a lot more news matter and only 35 pages I am afraid some of the material sent to me may not be able to be published in this edition but I will do my best to make sure it goes into the June publication. I am open to criticism as long as it is constructive and will do my best to do something about it. I hope you enjoy March 2013 issue of SLIPSTREAM

Cheers Ron

LETTERS

Editor

Dear Editor,

Thanks for another great issue of "Slipstream". The archival pictures always stir many old memories. I noted one in the recent publication of a group who were promoted to "Air" Warrant Rank in 1971. Geoff Beardsley and Doug Eastgate were standing together obviously succouring the moment. My first CO (817) John D Goble looked straight at me and a ripple of nervous sentiment came and went. It is sad that we read in the previous edition that both Geoff and Doug found their way into the "Last Farewell" column. Geoff was very athletic and I recall the days when we were both Naval Airmen he would challenge me on the tennis court. I can't remember who prevailed. So as I write I am still alive tiring of the extreme beauty of the Atherton Tablelands. Des Giles recently stirred from his bachelor contentment in Townsville to attend my 60th with Lee. He had to because he was one of the few witnesses of the original ceremony at Wandsworth Registry Office in August 1952. The Tableland has many Curlew birds that on most occasions stand still on the ground and stare at some distant object. Their presence reminds me of St. Merryn Naval Air Station in Cornwall the home of the Observers School in the 50's. When I first joined it was H.M.S. Vulture which reflected the motto "Find Fix and Kill" then in January 1953 the name changed to H.M.S. Curlew. Now we know why observers are called "lookers". St. Merryn was decommissioned in 1956 and sold off in 1959. In 1971 my wife and I took our family of three daughters on a nostalgic journey to Padstow and St. Merryn and as the sheep grazed peacefully they were not the least bit conscious of the drama that daily played out on their pasture land, now over sixty years ago. The three daughters were placed into the same category of the sheep having little interest. The four Aussies Keith Potts, John Dudley, Roy Prior and I had a great time and were found only adrift once. The charge was dismissed because we were RAN, an undisciplined lot and it was expected of us. Jerry Molland was our Divisional Officer who had recently done 2 years with the RAN so he thought he owed us a good defence. Just in case there are moments of forgetfulness I have a photo of Lt. Cdr. Henry Albert Longdon Hall (rtd) in full dress on display that prompts me to wonder about the nexus between him and the father of the FAA Victor Albert Trumper Smith. Must rush, it is Friday Pairs at the Yungaburra Bowls Club!

Dooley Lord
25/1/13

★ Hello Ron,
★ On or about May 1st 2013, we shall be leaving
★ Cairns for a road trip to Perth and Darwin. We
★ would like to catch up with as many of our old
★ mates as possible. Our trip shall take us three,
★ four or five months as it shall be our last long
★ drive and we are not in a hurry. If you would like
★ us to drop in please phone us on 0438139135
★ so that we can call in for a few coldies and a
★ catch up for a chat when we are in your area.
★
★ Fred and Eileen Husband
★
★

WILLIAM FRANKLIN COOMBE

William Franklin (Colonel) Coombe ex Mech1(W) died 27 Jan13 after a fairly brief but extremely uncomfortable battle with pancreatic cancer.

The Colonel was born in Launceston Tasmania on the 10 of October 1930.

He had an unusual childhood. His father Hedley was a travelling sales man from time to time and was away from home a fair bit, as a result Bill became very close to his mother Lillian. At the outbreak of WW2 Hedley joined the army; Bill and his mother moved in with his grandmother. Hedley's mother. And so Bill found himself the man in a household of two women. As soon as Hedley had finished his training he was sent with his battalion to Timor where he was promptly rounded up by the Japanese and spent the rest of the war in Changi POW camp. He was repatriated towards the end of 1945. Like a great number of his compatriots Hedley found it difficult to re-establish himself back into society, his problems were compounded when Bills mother died shortly afterwards and Hedley quickly remarried, as a result he and Bill were alienated ; they were reconciled many years later.

Bill joined the navy in 1949 as a naval airman and trained to be an armourer. From day one he was a villain with complete disregard for the Naval Discipline act and KR &AI. Yes we had a king in those days. He was an habitual leave breaker, he skulked church and any thing else that he could get away with and some of his antics if discovered would have certainly seen him a guest in HM military correctional establishment. However the gods smiled upon him and he was never sprung. This attitude stayed with him until he married Elaine in 1954; he then decided that a married man and potential father had responsibilities and he needed to smarten up.

This he did and made a 180 degree about turn. He sought promotion which he hadn't done in the past and was soon made up to kellick, the irony here of course is that he now became obliged to maintain good order and naval discipline among the troops. A mechs course soon followed and promotion to mech.1. His comfort zone.

He worked in just about every section of the ordnance branch at Nowra, did a stint at Navy office in Sydney where he hobnobbed with the brass. He did his fair share of sea time, beginning in 1952 when he was selected for the steaming party to go to the UK to tidy up, work up and sail Vengeance back to Aust. Almost immediately after his return to Aust he was transferred to Sydney for deployment to Korean waters. He also served several deployments on Melbourne to South East Asia for attachment to FESR and other treaty obligations. He paid off in 1970.

After a couple of false starts he got a job with Bankstown council on their concrete gang. While he learnt a lot about concreting he also learnt that concreting was not a job he wanted to do for the rest of his working life and so he managed to weasel a transfer to the parks and gardens department. His first job there was to maintain a small park in the Belmore district and there he soon made friends with area dogs, cats, kids and some of the neighbours probably in that order..

For some reason still unbeknown to him, shortly after taking up residence in his park he was promoted to ganger and given charge of one of Gough Whitlams red scheme work for the dole groups. Working for Bill meant just that, you turned up on time and put in a decent days labour, if you didn't you got the flick. In exchange he made sure that his group always did productive work and understood why they did what they did. As a result several got work afterwards either on the council or with other nearby councils or gardening landscaping organisations.

When the Red Scheme folded he was given a permanent team and because of his engineering back ground was charged with mostly construction type work such as picnic, barbeque sites, children's playgrounds, tennis courts and street escape enhancement projects.

He retired from paid employment in 1990 and moved with second wife Catherine to Davis Town on Brisbane Waters near Gosford NSW where he could indulge his passion for fishing. He is survived by daughter Susie, son in law Mick and grandchildren Joel and Shelly.

Jim Parsons.

HOW DID THE COLONEL GET HIS KNICKNAME?

It began with ORD3 class in late 1949. ORD3 class was a bit different right from the stat; Its numbers were made of and ex RN three badge AB AA Gunner who had joined the RN in 1937 and had served in almost all of the worlds oceans during WW2, an RAN two year retread AB AA gunner, two ex WW2 RAAF general hands who had spent two or three years wandering the Pacific islands in WW2 and the rest of us who were all under 19. Early in the course Bill announced that in an earlier life he had been a colonel in the Royal Irrawaddy Irregular Rifles, a British Indian Army regiment based in Poona, India and that we should address him as Colonel. And we like idiots we apparently were did so. He also used to draw an imaginary sword and demand that we follow him in a charge on an imaginary Indian Rajahs fort, which we also did.

The appellation soon spread to the rest of the Technical Training School and then to the broader community. It stayed with him for the rest of his life. And so dear children that is how the Colonel got his knick name and it also reinforced the fairly commonly held belief that armourers were, well a little bit different.

Jim Parsons.

Australia Day Award

Commander Paul Moggach

Commander Paul Moggach was awarded the Conspicuous Service Cross (CSC) for outstanding achievements as Commanding Officer of 817 Squadron

Raised and educated in Sydney, Commander Paul James Moggach, RAN joined the Royal Australian Navy in January 1986 and subsequently completed the Executive Officers Application Course qualifying as a Seaman Officer in 1989.



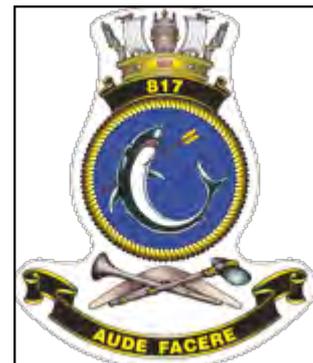
Commander Moggach commenced pilot training in February 1990 with No. 155 Course at RAAF Point Cook and RAAF Pearce. He graduated in August 1991 and was the last Navy pilot to gain his wings on the Macchi Jet Trainer. Helicopter training followed and Commander Moggach was subsequently posted to 817 SQN in September 1992 to complete Sea King Pilot Operational Flying Training. This was completed in March 1993 and was followed by posting to sea in HMAS Success as the Flight P2. Commander Moggach gained his Anti-Submarine Warfare Captaincy in early 1995 and completed a number of postings at both 817 SQN and at sea with embarked flights and detachments.

Commander Moggach completed Helicopter Instructor training and a posting as a Qualified Helicopter Instructor at the Australian Defence Force Helicopter School, RAAF Fairbairn, from 1997 until 1999. He then returned to Sea Kings where he served as the Pilot Training Officer and then the Flight One Flight Commander in HMAS Success and HMAS Kanimbla. This posting included operations in support of the Sydney Olympics, Exercise Tandem Thrust 01, Op Trek in the Solomon Islands and Operations Bastille, Slipper and Falconer in the Northern Arabian Gulf. Commander Moggach was awarded a Commendation for Distinguished Service for his work as the HMAS Kanimbla Flight Commander during Op Falconer.

After a brief posting to Maritime Headquarters as the Deputy Fleet Aviation Officer, Commander Moggach was posted as the Executive Officer in 817 SQN from 2005 – 2006. Commander Moggach completed the Australian Command and Staff Course (Joint) in 2007. He was promoted to Commander in January 2008 and commenced a posting as Directing Staff at the Australian Command and Staff College.

Commander Moggach assumed command of 817 Squadron in August 2009 until the decommissioning of the squadron on 16 December 2011.

Commander Moggach is married to Sandy, has two daughters. He enjoys travelling and camping with his family and friends.



AUSTRALIA DAY AWARD **Commander Timothy Standen**

Commander Standen was awarded the (CSC) Conspicuous Service Cross for outstanding achievement as Fleet Aviation Engineer officer. Based at HMAS Albatross he was Officer in charge of the Aviation Maintenance Unit. CMDR Standen next assignment will be as director of training authority at the new Romeo helicopter school to be established on the base.



Photo taken in 1947 off the Australian coast aboard HMS Theseus. The RN were demonstrating aircraft movements prior to the purchase of HMAS Sydney and Melbourne. The Seafire crashed into the flight deck killing the pilot Lt Todd. The cause of the crash was put down to speed stall.

Photo courtesy Gordon Cansdale

KELICKS COURSE POST VIETNAM



The attached photo is of blokes most people will know, among them are Ian (Slug) Wilson, Barry Thacher, Ted Richards and Phil Peck.. Other people may be able to put a name to the rest.....

With regards to the October reunion, could you post the following in the next Slipstream.....

In conjunction with FAA Assoc October Reunion. Ex RANHFV and 723 Sqdn personal are invited to a mini reunion / get together on... Saturday 26th October 2013 6.00 PM (1800 Hrs)

At.....Shoalhaven Ex Serviceman's Sports Club 131 Greenwell Point Rd Worrigee Ph 02 4421 6422

Further inquiries

Christopher (Bomber) Brown 0404257798

John MacArtney 042778729.....

Beers & Cheers

Bomber

Public consultation for the proposed removal of the Hammerhead Crane, Garden Island, NSW

Defence will conduct a period of public consultation for the proposed removal of the Hammerhead Crane located at Fleet Base East, Garden Island in Sydney, from Monday 21 January to Monday 18 February 2013.

The proposal to remove the crane is being assessed under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). While not heritage listed, the crane is known to have Commonwealth Heritage values and is located outside the Commonwealth Heritage Listed Garden Island precinct.

The crane has not been used since 1996 and presents a range of ongoing costs, risks to workplace health and safety for Defence personnel and contractors, and limitations on ship berthing options.

Workplace health and safety hazards associated with the deterioration of the crane have required the permanent placement of scaffolding to capture any objects that fall from it. Maintenance of the Hammerhead Crane costs Defence some \$770,000 a year.

The 2009 Defence White Paper established the importance of enhanced amphibious capabilities, delivered by acquiring two new Landing Helicopter Dock (LHD) ships, the first in late 2013. The presence of the crane located on the wharf where the LHDs will be berthed will restrict the Royal Australian Navy's berthing capacity and flexibility at Fleet Base East.

The proposal to remove the crane can be downloaded from www.gml.com.au/hammerhead-crane-public-consultation or viewed at the following locations:

- Customs House Library, 31 Alfred Street, Circular Quay, NSW
- The State Library of NSW, Macquarie Street, Sydney, NSW
- The library of the Department of Sustainability, Environment, Water, Population and Communities at John Gorton Building, King Edward Terrace, Parkes, ACT.

Godden Mackay Logan Pty Ltd (GML) has been engaged by Defence to conduct the public consultation process.

Written comments can be submitted via:

Website: www.gml.com.au/hammerhead-crane-public-consultation

Email: hammerheadcrane@gml.com.au

Post: Hammerhead Crane Removal Project
c/- Godden Mackay Logan

78 George Street

REDFERN, NSW, 2016

DISCLAIMER

Slipstream is published by the Fleet Air Arm Association of Australia Incorporated. All rights reserved. Reproduction in part or whole is forbidden without the express permission of the Editor "in writing".

All care will be taken with material that is submitted for publication but no responsibility is accepted or assumed by the publisher or editorial staff for any loss or damage incurred to it. The views and opinions expressed in this publication do not necessarily reflect the views and opinions of the Association or Committee of Management.

* * *

**DEADLINE FOR ARTICLES
FOR NEXT EDITION IS WEDNES-
DAY 19TH JUNE 2013.**

**GOING TO PRINT FRIDAY
21ST JUNE 2013**

Fleet Air Arm Helicopters

Bell 429 Training Helicopter



Introduced in 2012, the Fleet Air Arm operates three Bell 429 helicopters to train aircrew at the naval air station HMAS *Albatross*, Nowra. Junior aircrew, initially trained on Squirrel helicopters, move to the Bell 429 for further experience. The aim is to give junior navy pilots and aircrew the chance to improve their skills before they start flying MH-60R Seahawk or MRH-90 helicopters.

Manufacturer: Bell Helicopters

Type: multipurpose utility helicopter

Delivered: 3 helicopters, 2012

Length: 12.7 metres

Height: 4.04 metres

Width: 10.97 metres (rotors spread)

Weight: 1,925 kg

Speed: 273 kph

Range: 722 km

Crew: 1 (plus up to 7 passengers)

Engines: 2 x Pratt & Whitney Canada PW207D1 turboshaft engines

CONVERSION COURSE



Lieutenant Michael Cairncross a Pilot from 723 Squadron is about to commence the conversion course to fly the Bell 429 pictured in background. 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.

Photo by ABIS Hayley Smith

BRAVO ZUL



LSATA S Crombie
 Flight 3 - HMAS Melbourne
 Whilst alongside Dubai during the conduct of a phase servicing on Seahawk N24-002 (871), LSATA Crombie identified a significant fluid leak on the flight deck emanating from the port side of the aircraft. Upon further investigation, the fluid was discovered to be fuel. The fuel leak was traced back to the breakaway valve in the fuel line located on the port side of the aircraft. The breakaway valve is situated under the fairing which houses the fuel line linking the auxiliary tank attachment point to the main fuel tank. At some point during the day, the breakaway valve had sheared, allowing fuel to slowly drain from the main tank, into the fairing cavity, and out to the deck. The vigilance and attention to detail demonstrated by LSATA Crombie on this occasion quickly prevented more serious consequences from the sheared fuel line. Had the fuel leak gone unnoticed, a more significant hazard would have been presented to both personnel and the aircraft. LSATA Crombie's diligence, work



ABATA J Ellis 723 Squadron
 During a routine post installation torque check of the frequency adaptor/sleeve bolts, ABATA Ellis discovered that incorrect torque values had previously been applied to the sleeve assembly nuts. After marking the position of the nuts and re-applying the set torque, AB Ellis noted that the torque did not align with the appropriate markings and informed her Trade Supervisor. A check of the publications confirmed the torque values she was trying to set were in accordance with the publication; however, AB Ellis also noted that a second and different set of torque values was also described. Although not clear, this second set of values were required to be applied to aircraft of a different modification status. Upon verification AB Ellis retorqued the sleeve assembly nuts to the correct values, as required by the modification status. The original error had resulted from ambiguous information in the relevant publications. AB Ellis' attention to detail and diligence in researching the publications thoroughly allowed her to diagnose the issues and correct accordingly. AB Ellis is to be commended for her professionalism and dedication in ensuring this error was corrected.



HMAS Albatross Base Support, Planning and Coordination staff at the Fleet Air Arm Museum.



L-R Nick Waterworth
 (Base Support Operations Manager),
 Charmaine Richards
 (Customer Support Manager),
 Garry Clarke
 (Base Support Manager)
 and
 Rebekah Day
 (Base Planning Officer).

(Photo by LSIS Yuri Ramsey)



CHINA'S AIRCRAFT CARRIER

CARRIER

China's first aircraft carrier the "Liaoning ship" is officially in service, the message made other countries pay attention, but the external evaluation of it is full of contradictions: South Korea claimed that the Chinese aircraft carrier "has not yet possess combat effectiveness", the United States said it will take some time for this to happen and it's main entrance in China's Navy is intended to put pressure on Japan on the Diaoyu Islands issue which reflects China's growing maritime ambitions. These vague statement can not help but will cause some doubts: but the aircraft carrier in the end will have the combat effectiveness?

(CNN) -- China announced Sunday that it had landed a fighter jet on the deck of an aircraft carrier for the first time, but it may be years before the ship is fully operational. China's "first generation multi-purpose carrier-borne fighter jet," known as the J-15, successfully completed its first landing on the Liaoning, an aircraft carrier China built using an abandoned Soviet hull, according to China's official news agency Xinhua. The J-15's capabilities are comparable to the Russian Su-33 jet and the U.S. F-18, Xinhua reported. The Chinese-designed jet can "carry multi-type anti-ship, air-to-air and air-to-ground missiles, as well as precision-guided bombs, the report said.

The U.S. military, in its latest annual assessment of China's military capability, predicted "it will still take several additional years for China to achieve a minimal level of combat capability for its aircraft carriers.

The Liaoning will be able to carry 30 J-15 fighter planes and will have a crew of 2,000, according to a People's Daily Online report published when it completed its first sea trials in August 2011. China bought the shell of the carrier, then called the Varyag, from Ukraine in 1998. Its construction was begun under the Soviet military before the breakup of the Soviet Union.

The Pentagon report said another carrier, one made from components made in China, may already be under construction and ready to sail in 2015.

"China likely will build multiple aircraft carriers and associated support ships over the next decade," the U.S. assessment said.

The United States, Britain and Japan launched the first aircraft carriers nearly a century ago. The U.S. Navy, with 11, is the only fleet that currently operates more than one.



Ex PO Phot Bevin Stringer has collected many photos from his time in the RAN and he has agreed to share them with Slipstream readers. Even I haven't seen some of them and that is saying something..... Ed

Above: These guys were top notch pilots and nobody could deny they weren't.

Right: The flight deck crew were very efficient in carrying out various aircraft movements

Below: The mighty "M" makes the USS Enterprise look like a duck in the pond, but now "E", is in mothballs in the states





HELPING HAND IF NEEDED

A Navy Sea Hawk lands on the wall of Danjera Dam after completing water-bombing training. Seahawk helicopters from Royal Australian Navy 816 Squadron recently undertook some water bombing practice in preparation for the summer bushfire season. Using their “Bambi Buckets”, the helicopters can carry over 1000 litres of water and deliver it to any fire flashpoint with pinpoint accuracy. The buckets are attached to the helicopter via a cable and can be refilled in remote locations using an open water source, minimizing the time between successive drops.

(Photo by LSIS Yuri Ramsay)

AIRCREW TRAINING COURSE



Commander Australian Fleet, Rear Admiral (RADM) Tim Barrett, AM , CSC , RAN stands with the graduates of Aircrew Rotary Course 05. L-R: Leading Seaman Aircrew (LSA) Benjamin Webb, LSA Anthony Da Silva, RADM Barrett, LSA Liam Carruthers and LSA Mitchell Barrie. Leading Seaman Mitchell Barrie, Able Seaman Liam Carruthers, Able Seaman Anthony Da Silva and Able Seaman Benjamin Webb graduated from the Aircrewman Rotary Course at a ceremony held at the Fleet Air Arm Museum. Commander Australian Fleet, Rear Admiral Tim Barrett, AM , CSC , RAN presented the graduates with their wings and certificates. The RAN Aircrewman Training Course involved Combat Survival, Air Traffic Control, Aviation Medicine, Meteorology and Helicopter Underwater Escape Training. On successful completion of the ground training component the trainees undertook the airborne phase at 723 Squadron developing skills in the areas of winching, external load lifting, navigation and search and rescue

AGREE OR DISAGREE

Gender restrictions in the ADF now lifted

Current serving female Australian Defence Force (ADF) members now have the opportunity to work in most positions in the ADF provided they have the ability to meet all the demands of the role.

From 1 January 2013, women can now apply to become clearance divers, mine warfare and clearance diving officers in Navy; airfield defence guards and ground defence officers in Air Force; and infantry and armoured corps, some artillery roles, explosive ordnance disposal squadrons and combat engineer squadrons in Army.

These roles represent seven per cent of employment categories, or 17 per cent of the total jobs in the ADF.

The change follows the September 2011 announcement by Minister for Defence Stephen Smith and Minister for Defence Science and Personnel Warren Snowdon that the Government had formally agreed to the removal of gender restrictions from ADF combat roles.

“Ability is the deciding factor concerning the roles in which Australian Defence Force members serve – not gender,” Major-General (MAJGEN) Gerard Fogarty, Head of People Capability said.

MAJGEN Fogarty said the Australian Government’s decision was an extension of the significant progress undertaken by the ADF over the past 20 years in opening categories and employment opportunities to women.

He said women have been deployed on operations for many years. In 2012, on average, 345 women were serving on overseas ADF operations at any given time.

“At this time, the only category not open to women is Special Forces in Army. This is because Defence is currently working on validating the physical employment standards for these roles,” said MAJGEN Fogarty.

“Special Forces roles will be open to female ADF members next year once this work is done.”

Defence will commence direct recruiting into combat role employment categories towards the end of 2016.

MAJGEN Fogarty said that Defence was treating interest and applications from serving members as business as usual.

“Each member will be given the same consideration, privacy and opportunity afforded to their male counterparts in previous years to ensure they are able to perform their role to the best of their ability and contribute to the team environment equally, without additional pressures,” said MAJGEN Fogarty.

“Defence has a duty of care to all its members who are currently pursuing these roles to ensure they have an equitable environment in which to succeed outside of the spotlight.”

The processes for applying for and appointment to these roles remain the same; the removal of gender restrictions has not changed the way these processes are carried out.

Sale of Navy Sea King helicopters

30 Jan 2013

Minister for Defence Materiel Jason Clare has announced that the Navy’s remaining Sea King helicopters will be sold to Aerospace Logistics (ASL).

“Aerospace Logistics have over 30 years experience as an international specialist in the supply, refurbishment, exchange, maintenance, repair and overhaul of aircraft parts,” Clare said. ASL will use the Sea King inventory to sustain and support capability of international military and search and rescue fleets.

The ASL bid provided the greatest return to the Commonwealth.

The Sea Kings were known as the workhorse of the Navy, large enough to pick up loads heavier than a Land Rover,” Clare said.

“They have played a significant role in naval aviation over the last 36 years.”

The Sea Kings were withdrawn from service in December 2011 and are being replaced by MRH-90 helicopters under Project Air 9000 Phase 6.

Around & About with Navy Photos



Curator of the Fleet Air Arm Museum, Mr Terry Hetherington, shows the Commander Australian Fleet, Rear Admiral Nigel Coates, the Fleet Air Arm Museums gift shop during his visit to HMAS ALBATROSS.

(Photo by ABIS Brenton Freind)
Brenton Freind

*Mary had a little pig
She kept it fat and plastered*



Commodore Peter Laver hands over Command of the Royal Australian Navy Fleet Air Arm to Commodore Vincenzo

Di Pietro on the 14th Jan 2013

(Photo by ABIS Hayley Smith)



Ships Warrant Officer of HMAS Albatross, Warrant Officer (WO) Brian Collins and WO Max Poole of 816 Squadron wait outside J Hanger for the official hand over ceremony of the A4 Skyhawk to the Fleet Air Arm Museum, HMAS Albatross. The A4 Skyhawk has been returned to HMAS Albatross where it spent many years in service with the Royal Australian Navy before being sold to the Royal New Zealand Air Force and operated from J Hanger for some years before relocation to New Zealand

(Photo by ABIS Hayley Clarke)



Lieutenant Commander Peter Marshall (Rtd) sits in the A4 Skyhawk at the hand over ceremony of the A4 Skyhawk to the Fleet Air Arm Museum. The A4 Skyhawk has been returned to HMAS Albatross where it spent many years in service with the Royal Australian Navy before being sold to the Royal New Zealand Air Force and operated from J Hanger for some years before relocation to New Zealand.

(Photo by ABIS HAYley Clarke)

HEY DIDDLE, DIDDLE the cat

took a piddle

All over the bedside clock



AWARD OF EXCELLENCE

Able Seaman Aircraft Technician Avionics Benjamin Duffy working at 723 Squadron at HMAS Albatross, Nowra. Seaman Duffy is being recognised with a TAFE NSW Riverina Institute Award for Excellence

(Photo by LSIS Yuri Ramsay)



AUSTRALIAN AIR SHOW

Petty Officer Aircraft Technician Avionics (ATV) Amy Williams stands ready to provide information to the public on an 816 Squadron Sea Hawk during the Australian International Air show (AIA 2013).

(Photo by Cpl Guy Young)



816 Sqn. Crashed 30/03/60, Crashed on landing on HMAS Melbourne. Flown by Lt P McNay RAN 816 Sqn. Aircraft sank on approach and struck rounddown, port main plane sheared off at root and aircraft came to rest on its side. Aircraft was a write off



1967: First A4G Skyhawk Operational Flying School



Students L to R — back row: Lcdr Fred Lane; Sblt Ralph McMillan; Leut Barry Daly; Leut Barry Diamond; Lcdr Bill Callan; Leut Clive Blennerhassett; Sblt Keith Johnson — Instructors L to R — front row: US civilian A4 electrical advisor; Sqdn Leut ALO; Leut Jim Firth (O); Lcdr Dusty King SP; Lcdr John Da Costa CO; Leut Mike Gump USMC; Leut Brian Dutch AWI; Leut Sqdn AEO; US civilian A4 engineer advisor

Commonwealth Jubilee Exercise 1951



I have tried to find out details re this photo but as yet nobody has come up with a positive answer Maybe some of the members could shed light on the subject . Notice aircraft still waiting to landEd

NAVY BEREAVEMENT

The Royal Australian Navy (RAN) has commissioned a Bereavement Pin to recognize the valued contribution of all Navy personnel who lost their lives while in the service of the RAN, and the nation. The Navy Bereavement Pin (NBP) is a distinctive 20mm gold lapel pin which has the crest of the Royal Australian Navy encompassed by wreath 'supporters'.



The NBP has been developed to meet an expressed wish by many families, who have lost a close family member while they served in the Navy, to have a tangible yet discrete memento of the service of their loved one. The NBP is a symbol that can assist family members to commemorate the life and service of a relative who was lost while serving in the Navy.

To date, over two thousand NBP have been provided to descendants and family members of Navy personnel. Of note, Navy Bereavement Pins have been issued to family members of some of the earliest RAN wartime casualties which occurred during World War One, as well as to the families of Navy personnel who have died in service more recently.

It is the Chief of Navy's wish that, by prominently wearing the NBP, or having it as a special keepsake, the Pin will assist relative to remember proudly a family member who lost their life while serving in the RAN.

Eligibility

Criteria for a family member to receive the NBP are:

the passing of the Sailor or Officer occurred while they were a member of the Royal Australian Navy, the applicant, and any other persons included in the nomination, is/are related to that Sailor or Officer.

All family members of Royal Australian Navy personnel who died while serving in the Navy, since Federation, during war or peace, on active service, or even off-duty, are eligible to receive the NBP. Eligibility extends beyond immediate family and may include members of an extended family.

Nominations

If you are related to a person who passed away while serving in the RAN and wish to apply for the Navy Bereavement Pin, the application form and other information is included on the Royal Australian Navy website at: <http://www.navy.gov.au/about/our-people/navy-beravement-pin>

Please allow up to five to six weeks for your nomination to be processed. Your NBP will be mailed to you. Relatives without internet access should call the Navy Bereavement Pin Information Line, (02) 6265 3383, for an application form.

Defence Long Service Medals Presentation



Captain (CAPT) Chris Smallhorn, RAN and Lieutenant Commander (LCDR) Peter Wynter, RAN with 808 squadron medal recipients in front of a MRH90 aircraft. From left Petty Officer Martin Partridge, Lieutenant Alexander Binns, CAPT Daniel Mearns, LCDR Peter Wynter, CAPT Chris Smallhorn, Able Seaman (AB) David Scerri, and AB Peter Inskip. Chief of Staff Fleet Air Arm Captain Chris Smallhorn, RAN attended a clear lower deck at 808 squadron, HMAS Albatross to present medals and awards to the Officers and Sailors of the squadron in the absence of their Commanding Officer, Commander Charles Stephenson, RAN.



H.M.A.S
CANBER-
RA
NAMONG

HMAS Canberra (I) veteran, Henry Hall, takes a tour of NUSHIP Canberra following the naming ceremony at Williamstown, VIC. The first of two new Landing

Helicopter Dock (LHD) ships has been officially named Canberra in a traditional Navy ceremony at BAE Systems Williamstown Dockyard Victoria. The ceremony was officiated by the Chief of Navy Chief of Navy, Rear Admiral Ray Griggs, AO, CSC, RAN. The new LHD was named by Mrs Vickie Coates, wife of the late Rear Admiral Nigel Coates AM who served a distinguished career in the Navy and sadly passed away in June 2010. The naming of a ship is an important historical occasion for the Navy. This will be the third Australian Navy ship to bear the proud Canberra name. NUSHIP Canberra was blessed by Navy Principal Chaplain Stuart Hall, and cheered in true Navy tradition. Among the official guests were the Prime Minister Julia Gillard and Minister for Defence Stephen Smith, Chief of the Defence Force, General David Hurley, and the Spanish Minister for Defence, Mr Pedro Morenés Eulate. The new Canberra Class LHDs will provide Australia one of the most capable air-land-sea amphibious systems in the world. The LHDs will be able to land a force of over 2,000 personnel by helicopter and water craft, along with all their weapons, ammunition, vehicles and stores. This is the third Australian Navy ship to bear the proud name Canberra. Canberra (I) was a County Class heavy cruiser which served with distinction until she was heavily damaged and sunk during the Battle of Savo Island in August 1942.

Message from Chief of Navy about NG

Generation Navy (NGN) is Navy's cultural change program. It is a critical one for all of us in Navy. Since its inception in 2009 we have achieved a great deal in modernising our culture. However, in recognising that we now face challenges quite different to those faced four years ago, we have developed a new NGN Strategy to guide the development of the program through to 2017 .

This new strategy is based around an articulation of what needs to be, a Navy that is:

1. Trusted to defend Australia and its interests by being ready to fight and win at sea;
2. Proven to deliver seaworthy and mission ready forces, and;
3. diverse and respectful always, where we live our Signature Behaviours and Values every day.

These three statements encapsulate what it is that we are striving to be and are intrinsically linked to culture.

The first statement is about having a contemporary war fighting culture, one that is consistent with our signature behaviours, where each person understands what it is we are about and what we might be called upon to do. This is supported by a culture that embraces Navy's approach to seaworthiness, continuously seeks to improve and embraces accountability. The third statement is about maintaining our focus on values-based, people-focused leadership right across the Navy.

We need the support of each member of the Navy to achieve the cultural change that we need to make. There is no room for bystanders, everyone counts and everyone matters.

I said when I assumed command of the Navy in 2011 that I was absolutely committed to NGN. I have not wavered from this commitment; in fact my time in command has reinforced the need for this program.

NGN is about helping us to deliver and sustain a better Navy and meets the expectations of our nation and its people.

R.J. GRIGGS, AO, CSC
Vice Admiral, RAN
Chief of Navy





GIVE IT SOME SERIOUS THOUGHT

We all carry our mobile phones with names & numbers stored in its memory. If we were to be involved in an accident or were taken ill, the people attending us would have our mobile phone but wouldn't know who to call. Yes, there are hundreds of numbers stored but which one is the contact person in case of an emergency? Hence this 'ICE' (In Case of Emergency) Campaign. The concept of 'ICE' is catching on quickly. It is a method of contact during emergency situations. As mobile phones are carried by the majority of the population, all you need to do is store the number of a contact person or persons who should be contacted during emergency under the name 'ICE' (In Case Of Emergency). The idea was thought up by a paramedic who found that when he went to the scenes of accidents there were always mobile phones with patients but they didn't know which number to call.

He therefore thought that it would be a good idea if there was a nationally recognized name for this purpose. In an emergency situation, Emergency Service personnel and hospital staff would be able to quickly contact the right person by simply dialling the number you have stored as 'ICE'. Please forward this. It won't take too many 'forwards' before everybody will know about this. It really could save your life, or put a loved one's mind at rest.

For more than one contact name simply enter ICE1, ICE2 and ICE3 etc

PLEASE PASS THIS AROUND AS MANY PEOPLE AS POSSIBLE AS THIS CAN HELP IN AN EMERGENCY

Hope it will never happen but is always good to be prepared.

BOOK LAUNCH



Attached is a photo of Pat Vicker's Mother Agnes taken at the launch of a book called Pat Vickers "The Man and the Legend" that may be of some interest to readers of Slipstream.

The photo is three years old and may have already been in an earlier edition.

Back row ? Ian Lawson Ray Godfrey Ted Hall

Centre Girls from local Air Cadets

Front Barry Lister Agnes Vickers ?

Cheers Ray "Beachball" Godfrey

NOW THIS WAS A CRICKET TEAM



Dear Ed.

I hope you can find the space in the next edition of Slipstream for this article / photo.

During the 70's the Fleet Air Arm provided some very capable sportsmen for the local Nowra area both in the football codes and cricket.

One of these cricket teams was the Greenwell Point side. This team consisted of 99% sailors and the odd civvy! I have attached a photo of the team taken at Milton showground in about 1975/6.

The team also made up the bulk of the Junior Rates side that remained undefeated for years during the bases' mid-week competition, with the inclusion of players like Cranston 'cranky' Dixon & Craig Crump. I thought your readers may remember some of these blokes. Some are still serving ie Doug Cornish.

Most left the FAA after the demise of the fixed wing squadrons.

They are. Back Row L-R : Gerry Wells (civvy), Graham Williams, Greg Perry, Martin Snape, Doug Cornish.

Front Row L-R : Steve Barnes, David Milne, Leigh Fitzgerald, Phil Williams.

Front : Carol Sproats, scorer & my future wife number 1.

Absent from the photo were : Steven Hall (phot) Steven Clarke, Kim Fitzpatrick & Gary Macey (d'cd). Warren Blundell (civvy, d'cd)

We enjoyed success and many great social gatherings!

Regards,

Phil (Bungy) Williams

HANDLERS GET TOGETHER REUNION

We are planning a get together Saturday 26th October at the Bomaderry RSL.
Starting 10am until when ever, I hope that suits,

Glen Hartig

Fleet Air Arm Association of Australia

Blazer Order Form

Blazers made by C E Wise 4/24 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: \$220 (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. 4/24 Irene St., Preston Victoria 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 4/24 Irene St., Preston Victoria 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.
4/24 Irene St., Preston Victoria 3972

Please note this service is FREE to you

Order form for blazers is on page 24

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.

HMAS



Photo by ABIS Cassie McBride

HMAS Choules along side Fleet Base East, Garden Island conducting MEXEFLOTE drills. HMAS Choules, which was commissioned in December 2011 was purchased to provide an interim amphibious capability during the work-up to full operational capability of NUSHIPs Canberra and Adelaide. HMAS Choules carries two sets of MEXEFLOTE, which is a modular platform constructed from a series of bow, centre and stern cells appropriately linked together to make a platform. Once launched, the Mexeflote can be self-propelled and is capable of moving vehicles, equipment and/or stores up to Main Battle Tank size and weight. Alternatively, with motors removed, a number of Mexeflotes can be joined to form causeways. The causeways will allow transfers of Main Battle Tanks in deep-water between NUSHIPs Canberra and Adelaide and Landing Craft Heavy, which will not fit into the LHD vehicle-deck. Alternatively Mexeflote causeways can be constructed from a land-beach out to deep-water, thus permitting Main Battle Tank or Humanitarian Aid and Disaster Relief ship-to-shore transfers to continue when, because of low tides or shallow approaches, transfers would otherwise not be possible. This means that the Ground Combat Element commander will receive vital stores ashore when required by the operation rather, than when the tide conditions are more favourable for the LCMs to beach. HMAS Choules is an excellent platform on, and from, which the ADF is able develop amphibious and particularly well-docking procedures. The crew of HMAS Choules conducted a trial sea-build of the Mexeflote whilst HMAS Choules was alongside at HMAS Kuttabul, Garden Island

THE NAVY IN BLACK AND WHITE



Mrs Deirdre Edward accompanied by her daughter Rebecca George and son Peter Edward with some of the art-work displayed at 'The Navy in black & white' topical cartoon exhibition by her late husband John Edward and Roy Richards. Captain David Michael, Director Naval Heritage Collection, launched an exhibition of topical cartoons by John Edward and Roy Richards at the fleet Air Arm Museum Art Gallery on 13th February 2013. Both John and Roy are now deceased but their unique take on Navy life lives on in the exhibit which explores a

range of very Navy-centric topics, with drinking, divisions and general mischief being popular themes.

Photo by ABIS Haley Clarke

NSW DIVISION



By the time you read this, our AGM will have been held and some changes to the Committee has been effected. John Balazic has taken over from Ian Warren as the Administrator for the Wall of Service and has come onto the

Committee. Ian has finally taken a break from the Navy after about 50 years service and is now following the life of a part time 'cow cocky'. We all wish him well and offer our thanks for the job he did looking after the 'Wall' for quite a few years. He is going to stay on the Committee as a general member.

To John we welcome him on board, and hope he doesn't change some of our ways too much. Young and fit is probably not how you would describe the physical attributes of some of us and I don't think we will be joining him on his lunchtime excursions around the airfield on foot of all things.

Todd Glynn has had to depart as well as he has had a posting to USA as the XO of the new 725 Squadron and will be there for quite some time before they return fully equipped with the new Seahawks. It is an attached posting and there will be a new 'small town' of Aussies descending on Florida. We wish him the best and hope he doesn't come home finally with too much of an accent.

Our annual raffle has been drawn and I have listed below the winners, thanks to all of our members who participated in the draw and a big thanks to our Honorary Member John Downton for his assistance in providing the majority of the prizes at 'special mates' rates'.

1st Prize: Painting by John Downton, "Songs of the Valley" went to ticket number 2630, R. Jones , Tuncurry, NSW 2428

2nd Prize: Painting by John Downton , "They served us well. Sea Venom. R.A.N" went to ticket number 3528 B. Cregan, Cragie, WA 6025

3rd Prize: Sound System went to ticket number 1776 F.Welch, Killarney Vale, NSW 2261

All winners have been notified an their prizes are either there or on their way to them.

Our Annual Dinner this year will again take the form of a mid day event and will be held in conjunction with the Federal Council Meeting in October at the 65th Association Reunion. It will follow the Federal Council Meeting on the Saturday and will

be held in the Café section of the Fleet Air Arm Museum. The numbers will be restricted to 140 (due to seating availability) so if you wish to partake get your Reunion Application (centre page of this edition) in early please.

The Reunion will get a fair airing in the magazine so I will leave it at that but please be aware if you are travelling and require accommodation , the local sites are filling very quickly and the application forms are only just going out.

A gentle reminder from the Secretary, quite a few have not paid their membership fees as yet, this edition of Slipstream will be mailed to all listed members but any following editions will not be sent to unfinancial members as the costs involved very quickly become onerous and this burden is not something the Association is prepared to cover. To those members who opted to pay by Direct Debit, please ensure that you email a copy of the receipt to the treasurer so as he can follow the money trail through the banking system and not have a heart attack when he can't work out who paid money into our account. Restricted venues at the Reunion are allocated 'members first' another reason to get current!

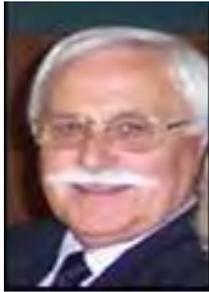
The year is slipping away from us at a rapid rate and whilst attending my far too numerous 'medical appointments' I seem to catch up with a hell of a lot of mates also sitting in waiting rooms. It brings home the fact that we are all 'wearing out' and quite quickly too and it seems as if there is starting to get a fair bit of room on that top perch, just make sure you do your exercises and keep the claws holding you onto the perch in the best condition that you can. Our condolences go out to the families of those who 'slipped off

Greg Wise



Meeting over - a few things to sort out before a light snack !

VICTORIA DIVISION



Greetings and best wishes to all members and their families.

The Victoria Division convened its AGM on February 3rd with the following members being duly elected:

President	Ron Christie	Committee
Vice President	Charles (Hank) Fargher	Les Jordon
Treasurer	John Champion	Alan Clark
Secretary	Mal Smith	John Ikin
		Ralph Mayer

Special mention must be made to our Past Treasurer John Ikin, who had held the position from day one of the formation of the Victoria Division, a job well done, John decided it was time to stand down after 29 years in this position, but was elected as a committee member. So on behalf of the Division we say thank you for your past efforts as Treasurer

Prior to the AGM, I and my wife Val were invited guests to the the Official Launching of the Consulate of the Republic of Korea in Melbourne ,a very pleasant evening was had by all.

The next event the Division was invited to on the 24th February was to the Cheltenham- Moorabbin RSL for the Dedication of a MIA Plaque (Missing in Action) of Australian service men in the Korean War the plaque has all the MIA's names on it, which includes two 805 Squadron members: Lt (P) Keith E Clarkson and Sub Lt (P) Ronald James Coleman.

It was once again my privilege to lay a wreath on behalf of the FAAAA, also I met up and had a interesting chat with Les Coleman, the brother of Ron Coleman .

The Division's next major event will be Anzac Day, firstly the March, form up is to be in Flinders Street (West) on the Station side of the road at 0845, directly behind HMAS SYDNEY & VLSV Association.

So please make the effort to come along and join us to meet up with ex shipmates and promote the FAAAA.

The After March Reunion / Lunch will be at the usual venue ,the Melbourne Naval Centre (ESU) 146 Toorak Road (West) South Yarra, a catered two course lunch is available at \$15 per person. bookings are necessary.

Bookings and payments to be made prior to or no later than the 15th April and forwarded to :

swSocial Co-Ordinator
Val Christie
15 Bianca Court
Rowville. Vic 3178

* Note All cheques and Money Orders made Payable to FAAAA (Vic) Inc.

In closing, best wishes to our new Editor Ron Batchelor,

Until the next time

Regards
Ron Christie
President





WESTERN AUSTRALIAN DIVISION

Greeting's from the West where it's been hot one day bloody boiling the next for a couple of months now; if you can find a black cloud over East can you get someone to tow it over here for us we desperately need some rain.

We have had our Annual General Meeting and a few changes have come about with retirement and re-location. Tom Fish has stood aside from the Vice President's position after 11 years and John Boulton was elected to replace him. Joe Kroeger is

now back in the ACT - so we have two new committee Members in John Selsmark and Jim Bush. The President congratulated Tom Fish on his outstanding service which was generously applauded by all Members. Clive and Margaret Mayo opened their house for a Bar-b-Q and it attracted a good crowd, I was not able to attend but I believe Clive turned on some excellent tucker late in the evening. It's a time when ceremonies come in groups, Greg Kelson attended the HMAS Voyager service on the 10th February at Kings Park which saw the largest attendance since the services commenced. Next year is the 50th Anniversary of the Voyager—Melbourne collision and a commemorative service is planned for Huskisson.

I attended two services for the HMAS Perth—USS Houston one at the Nedlands Yacht Club and the other at the Anglican Chapel in Fremantle; at both the current Captain of HMAS Perth 3 gave the address, two extremely great speeches. There are now only three remaining survivors from Perth here and they are now all in their 90's. It's quite humbling when you see a man a survivor from hell , stand up and make an address to the assembled guest's, reading from his notes, never missing a beat and doing it still without the aid of glasses.

In February we lost another one of our Members in Stan Corboy. Stan joined in 1977, the first year of the Western Australian Division. Stan was part of the team that produced the Albatross' which adorn the gates at RANAS Nowra.

The health of Lou Burns; Des Rodgers and Bevan Daws is that they are all getting along o.k.

John (Bomber) Brown has also spent a few days in hospital recently.

Yours aye;

Keith (Squizzy) Taylor

Scribe.



TASMANIAN DIVISION

Having a good roll up to meetings is paramount to getting things done, likewise to the Tasmanian division meeting for February, with a roll

up of 19 made it happen. We have also added a couple of new member Graeme Nichols, David Manton and his wife . We have a sick list of two, Tassie Douglas and Alan Cordell and we wish them a full recovery.

A reminder to our Tasmanian members of the reunion in Nowra later this year, do make contact with your mates and attend, sadly the list off attendees does get shorter.

What is worth mentioning is that with my research into HMAS Melbourne in 62 and 63 is getting "hotter" with more info coming my way, disclosure here would not help my cause. I have been given a grant from DVA to help with the publication of the end product so its full steam ahead All the best to all of our North Island mates and their partners and look forward to seeing you down under.

Kind regards

Tas

SOUTH AUSTRALIA



President's Report March 2013

The year started off very busy including our regular January Picnic in the Park social event, all by the good efforts of our Secretary Roger Harrison and special Projects Officer Ian Laidler.



*Leon Coppins— Bob Scobie
Lt. Matt Seymour*

Our Honorary Treasurer, Gordon Gray, is back from caravan holidays on the West Coast, Roger Harrison is back from the (cold) UK, Mike Stubbington and Bob Scobie have had a knee reconstruct and I am out of the sick bay at last after having 12 litres of fluid drained from around my right lung.

Mike Stubbington arranged for us to have one of our meetings at the Murray Bridge RSL and it was a resounding success. The President, Ray Duthie hosted us in fine fashion and the RSL ladies provided wonderful meals. Our Thanks to Mike and the RSL. The pic shows Leon Coppins and Mike Stubbington with the RSL President Ray Duthie.



Bob Scobie—Lt Matt Seymour

The other major event was the 808 Sqdr fly-in to Goolwa on the 23-24th February as part of the Goolwa Festival. The highlight of that visit, acclaimed by both our FAAAA-SA Division and 808 Sqdr. was the Honorary 808 bestowed on our member and original 808 member Bob Scobie, by the Flight CO Lt. Matt Seymour. The pic shows Lt Seymour presenting Bob with his cap, lanyard and shoulder stripes. The other pic shows Leon Coppins and Bob Scobie with Lt. Matt Seymour with the aircraft. Needless to say the Goolwa RSL looked after the boys in the usual manner. Several of our members were able to attend and view the aircraft.



*Leon Coppins—Ray Duthie
Mike Stubbington*

John Saywell OAM continues our participation in The Council of Ex-Service Associations, even though he has plenty on his plate. He states that he will be fit enough to march on Anzac Day!

**Leon V Coppins
President**

NUSQN 725 Commence MH-60R Introduction

In late January, personnel from NUSQN 725 (CMDR D.L. Frost, RAN) commenced training with the USN in preparation for the introduction to service of the MH-60R Naval Combat Helicopter. As this edition of Slipstream goes to print, a further 54 aircrew, maintainers and their families will have relocated to the USA and followed a well worn path made by many other Association members who trained on the A4G Skyhawk, S2E Tracker and S-70B-2 Seahawk .



While under training, NUSQN 725 personnel are split between Naval Station Mayport home to the USN's East Coast MH-60R Fleet Replenishment Squadron, HSM-40 (CDR W. S. Walsh, USN) and NAS Jacksonville where the Centre for Naval Aviation Technical Training Unit (CNATTU) resides. At first glance on a map these establishments look like they are close to each other, however the reality is that Jacksonville is the largest spread out city in the US and the nature of the its traffic means a trip between the two can take up to an hour and a half!

Later in the year, the Squadron will come together at NAS Jacksonville where the USN has provided a hangar and office facilities alongside USN MH-60R Squadrons HSM-70, HSM-72 and HSM-74. It's at this facility that NUSQN 725 will take ownership of the first two aircraft; N48-001/901 and N48-002/902 in Jan 14. Flying operations alongside USN Squadrons will offer Fleet Air Arm personnel the opportunity to draw on the knowledge and experience from our American counterparts and will eventually make for a smoother transition on return to Australia and commencement of training at HMAS *Albatross*.

For the families, the move has been very exciting but not without its challenges. Finding the right schooling, transportation, housing, new friends and adapting to the American way of life are all overshadowed by the first few days driving on the wrong side of the road! The Squadron is also looking forward to the arrival of its first dual nationals in a few months and without doubt everyone has found the American people to be friendly and helpful.

Throughout the next two years, everyone will certainly be immersing themselves in American culture, however the Squadron will also take the opportunity to share Australian traditions with our US hosts, and this begins on ANZAC Day with an impressive schedule planned alongside our RAAF counterparts at VP-30 operating the P-8 Poseidon. We look forward to providing an update of ANZAC day and our progress in future issues of slipstream and we are all very proud to

be representing the Fleet Air Arm and NUSQN 725.



Author – LEUT Flowerdew RAN

SLIPSTREAM
QUEENSLAND DIVISION.



Hullo to all members in far distant lands-hope you're all keeping fairly fit. We welcome our new Editor, Ron Batchelor, who takes over from Greg Wise with this edition. A big task, but we know you'll handle the job with your usual aplomb, Ron.

We've just got home after a week or so in Sabah – Kotakinabalu - staying at the Sangrila Tanjung Aru Resort which was pretty good. Hot weather & high humidity as you would expect in Borneo. There's some agro going on in the east of Sabah with 200 or so Philipians reckoning that Sabah belongs to them. The Malayan Army doesn't agree and so there has been a number of Security Police killed and some 52+ of the Philipians killed so far. We were well away from any doings, thank goodness. We flew via Singapore and I was amazed at how large Shangai Airport has developed. We were on the air train for quite a distance to get from Terminal 1 to T3

My Uncle was a Flight Sgt on Catalinas during WW2 and they used to do long trips north from Darwin to lay mines, bomb and strafe ships and installations around Balikpapan and other Borneo areas. They were lucky to survive!

We're holding our AGM on Sunday 24th March, at the Bribie Island RSL with the meeting commencing at 1030am. Lunch/picnic to follow. Our existing committee members are standing for office again and we hope to elect a couple of new members to the committee. Mick Blair & I have been in our 21st year now! We must be having fun!

Our Auditor, Barry Duncan, has retired and goes with our thanks for his free assistance. Our new Auditor is Quinton Wilmer who I've known for many years in the Caboolture area. His father was a well known Doctor in Gympie and I think my father used to go to him when we lived there a fair while ago

Sad news that Fred Shave has passed away recently. He had been in a Nursing home for a while. We send our condolences to the family. I had a call from Julie, Don Daniels' daughter, to say that he was in High Care and that she would look after reading our newsletters and Slipstream to him.

We are marching in 2nd place after Air Force on Anzac Day. Thanks, Adrian Whiteman, for going to the last meeting of the Anzac Day Parade Committee. We are number 31, after RAN Corvettes. If anyone needs to travel by jeep/buggy, let us know ASAP. We need volunteers to help carry the flags and banner and to assist in erecting the banner. It will be delivered to Queen's Park from the RSL HQ. After the march, the Spring Hill Hotel is still our venue. We may have to use another room, so have a good look around before entering. The hotel is on the corner of Leichardt Street and Little Edwards Street.

Well, that's about it for now so I'll close, wishing all of you the very best from the Q'landers—no floods or fires for a bit, thanks.

Barry Lister. President



These were taken on Anzac Day last year-all centred around our Banner, which was painted by D"Arcy Doyle.



FLEET AIR ARM MUSEUM SLOPSTREAM REPORT MARCH 2013

INTRODUCTION

Life is never dull at the FAA Museum and for the past three months that saying has proved to be as appropriate as ever. We got through the Christmas Season with good visitor numbers however bushfires, a heatwave and then torrential rain were experienced in quick succession and all the holidaymakers thought it was safer to go back home. Base personnel came back to work in mid-January and Air Station activities are just as busy as ever. It is now nearly Easter and the next round of school holidays should see a further welcome influx of visitors and tourists.

FUNCTIONS & EVENTS

In early February personnel forming up New Squadron (NUSQN) 725 received briefings on their deployment to Florida, USA to train on the Seahawk SH-60-R helicopter. I had an opportunity to present a short history of 725 Squadron to the group. It is pleasing to see that the building plans for the new squadron provides for historical exhibits and artefacts.

There will be a series of briefings and planning meetings from now until August in preparation for the RAN International Fleet Review (IFR) occurring in early October. The first Aviation Working Group meeting was held at HMAS *Watson* in February to be briefed on all the aviation aspects of this significant Navy centenary event. In summary, there will be a flypast over the Fleet Entry on Friday 04 October and again over the Fleet Review on Saturday 05 October, to be followed by a full airshow over Sydney Harbour that afternoon.

Aircraft from visiting foreign warships will disembark to HMAS *Albatross* during the IFR period and will launch and recover from Nowra for the various flypasts. There will be plenty of opportunities for visitors to see these activities from the Museum and an Open Day is being considered for Saturday 5th Oct to enable the public to see aircraft at close range.

The official opening of the Museum's 'Navy in Black & White' cartoon exhibition took place at FAAM on 13 February, featuring the works of 'Prof' Edward and 'Bluey' Richards. Ailsa Chittick curated the exhibition and she was delighted to host Mrs Deirdre Edward and over 80 guests at the event.

Every second year the Australian International Airshow is held at Avalon, Victoria and the FAAM mounted a naval aviation display together with the Navy Centenary and International Fleet Review exhibits. Over 150,000 trade visitors and members of the general public attended during the six day show from 26 February to 03 March.

Simultaneous with the airshow I had the privilege to attend the RAN College Centenary celebration at Osborne House, North Geelong. The first and second intakes of RAN cadet midshipmen in 1913 & 1914 commenced training at Osborne House while the college at Jervis Bay was under construction. The RAN Centenary was also recognised at HMAS *Creswell* with a reception, parade, and presentation of donations by families of former RAN graduates. Ailsa Chittick, who manages the *Creswell* Historical Collection, received great support from the XO, CMDR Tish Vanstralen in making this event happen.

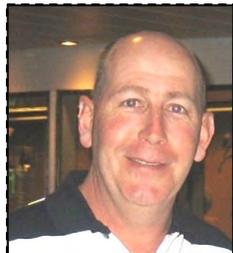
VISITORS AND DONATIONS

An oil painting by Mr David Marshall was presented to the Museum in January which complements his earlier painting that was commissioned by 817 Squadron in 2011 to recognise the close of their 37 years of service to the Fleet Air Arm.

An extraordinary donation has now been installed at *Creswell* Historical Collection thanks to the generosity of Mr David Hoskins of Sydney. It is the original RAN clock tower bell from the period 1915 – 1958 and it features graffiti in the form of the initials of four of the 1914 cadet intake. Mr Hoskins' late father operated an engineering business in Sydney and he 'acquired' the bell in the mid-1960s, setting it up as his front door chime (it weighs 200 kgs!).

Of equal significance is the recent offer from a retired Chief Naval Shipwright to loan us the *Sydney I* wardroom dining table. 'Noel' worked at HMAS *Platypus* in the '60s and his CO directed him to acquire furniture for the newly established Wardroom. The CO did not like the old and tired timber furniture 'Noel' collected from REVV and told him to take it to the tip. A deal was done with the tip operator and *Sydney I's* table, that had seen the destruction of *Emden*, and further wartime service in the North Sea, changed hands for \$10.

FLEET AIR ARM ASSOCIATION OF AUSTRALIA - ACT DIVISION NEWS



Hi again to all for this edition of Slipstream.

A fairly quiet start to the year after a good Christmas break. By the time this goes to print the ACT Division would have held a social function at the Italo-Australian club on Fri 22 March. The next get together for the Division will be on Anzac Day where I am hoping we can get as many, if not more as last year's turn up where we had over 60 personnel march in the FAA squad.

This year the Canberra Services club will again host an Anzac Day program which is attached below. Please let your FAA colleagues know about the program and I welcome any ex FAA or current serving FAA personnel visiting from other states to join us for the day's events. Please email me if you are visiting for Anzac Day and I will provide details of where to muster etc. I will pass further information on to our members regarding the order of march once I receive it. ANZAC Day will be held at the Canberra Services Club (CSC) site on Corner of Canberra Ave and Manuka Circle, Manuka this year. The program at the CSC site for 25 April 2013 will be

- 04:00 Gunfire breakfast by Rotary
- 05:00 Free Bus takes members to Australian War Memorial Dawn Service, Treloar Cres, Campbell
- 05:30 Our own Dawn Service at the Canberra Services Club site in the large Marquee
- 07:00 Bus returns members from AWM Dawn Service to Canberra Services Club
- 09:15 Free Bus to take members to Aust War Memorial for March
- 12.30 Bus returns members from Aust War Memorial March to CS Club
- 13:00 Two up starts - biggest game in town (see Two up Rules below)

Bar and BBQ will be operating from 4am to 6pm.

The Canberra Services Club Bus (Deane's Buslines) will leave CSC from the car park at the rear of the site. The times above are the times the bus will depart. Please book your place on the bus by emailing helen@canberraservicesclub.com.au or phoning 02 6295 1389 between 10am and 2pm, Monday to Thursday.

For those who like to join in the game of Two Up, the Canberra Services Club house rules for conduct of Two Up are:

The Ringer's decision is final at all times. The Ringer is the only person to declare a result. No result is declared unless the Ringer declares it.

The Ringer is the only person to handle the coins.

The Spinner can choose any three coins before starting, but the Ringer will place them on the kip.

Spinners MUST spin for HEADS. The result is decided by a majority outcome, i.e. two out of three is a result. (A spinner wishing to back TAILS may do so in general betting, once the centre is set)

The centre must be covered before general betting starts.

The coins must be launched from the kip, go above the Spinner's head and must spin. Coins not landing directly on the mat must be thrown again, if there is not a clear result.

The Ringer has the authority to disqualify a Spinner, with forfeit of stake, after three foul throws, but is not obliged to do so.

The Ringer will clearly signal the following:

No more bets;

Come in Spinner;

Heads/Tails/No Spin/Spin Again, as appropriate

The Spinner must succeed three times, before the centre bet is adjusted; thereafter the Spinner may adjust the bet after each alternate successful spin.

The Controller will retain the Spinner's initial stake for charity in the event that the Spinner succeeds three times – this is only 12.5%. A receipt will be issued for this donation, making it tax deductible. No further bets in that visit by the Spinner are retained.

The Controller will endeavour to give the person covering the centre the first option on further bets, but is not bound to do so.

In general betting the TAIL BETTOR holds the money.

FLEET AIR ARM ASSOCIATION OF AUSTRALIA - ACT DIVISION

Other News

I recently attended the 2013 Avalon Air Show as part of my work and was very pleased to see the number of Navy aircraft and FAA personnel in attendance. I caught up with Stu Harwood and John Cowlshaw who flew the Historic Flight Iroquois down from Nowra and put on a very popular static display. A Navy Seahawk and Navy MRH 90 were also present as static displays and both these aircraft and the personnel who manned the displays proved very popular with the large crowd in attendance over the three public days. There were some very impressive flying displays by both military and civilian aircraft in an action packed program, but the highlight for me was watching the US Air Force F-22 'Raptor' put through its paces with an awesome display of power and manoeuvrability. No wonder the Americans didn't want to sell this aircraft to anyone else as it is a remarkable piece of kit.

Anyway, I hope all members have a very memorable ANZAC Day and once again remind all readers if you are visiting the nation's capital please don't hesitate to join us for the day. The Dawn Service at the Australian War Memorial alone, is certainly worth the visit.

Regards,

John (*Schonners*) Schonberger
President
ACT Division
Ph: 0412 882 810
E-mail; john.schonberger@defence.gov.au

14 Mar13

National Secretary's Report for Slipstream March 2013



With a busy year coming up its time to remind all members that this is an Election year not only for the Country but for your own Association.

All positions on the Federal Council will be up for election at the 2013 Federal Council Meeting to be held on Saturday 26th October 2013. The meeting Ng will take place in the Fleet Air Arm Museum adjacent to HMAS Albatross at Nowra.

“So don't be shy get in and help your Association”

As well as an Election year we have the Fleet Review to be held in Sydney in early October followed by the Fleet Air Arm Association 65th Reunion from 23rd-27th October also to be held at Nowra

The NSW Division is already hard at work to make this Reunion a great event Application Forms will be attached elsewhere in this edition of Slipstream some events will have restricted numbers due to circumstances beyond the control of the organizers so get your applications in early as we will be taking them in as “First in Best Dressed”. The schedule of events for the Reunion will also be published elsewhere in this magazine.

The New Editor is all ready hounding me for this Report so will have to close now
Yours Aye

Pincher

(Dick Martin)
rfmartin@tadaust.org.au

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 a 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 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 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, . 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 '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.

Latest Plaques at Foundry

LSATWL B.A. KINMAN S119855
POATC G.C.L. GREER R54853
CMDR B. HOOK 115723
LT PHOT R.J. GREEN R115521
LEM(A) R.C. LARDER R49319
WOATV W.C. ASHER R94159

NAM A/E B.G. TEMPLEMAN R55275
LCDR(P) K. RASMUS 043433
CAAH R.M. FORBES R45359
ABPH W. BELL R119018
CPOATC R.F. KLASTERKA R109266
WOATA I.W. SCOTT R108913

The Administrator
CPO John Balazic,
Fleet Air Arm Museum
Naval Post Office
Nowra Hill 2540
John.balazic@defence.gov.au

STOP PRESS:

Due to the increasing pressure of costs we have to announce that the cost of plaques has increased as from this issue of Slipstream. The new cost will be \$135.00, we are sorry for the increase but nothing can be done . Our last increase was some years ago and from the inception in 2005 it is only the second one we have had to issue.

FAA Association contact details

NATIONAL EXECUTIVE

President : CDRE G Ledger DSC AM RAN (Ret'd) - 58 Wilkins St, Mawson, ACT.

2607
(02) 6286 1140 email : chadled@webone.com.au

Secretary : Mr Dick Martin - PO Box 7115, Naval PO, Nowra.
2540 (02) 44225860 email : rfmartin@tadaust.org.au

WESTERN AUSTRALIA

President : Mr Winston James - 19 Hilarion Rd, Duncraig , WA.
6023
(08) 94477727 email : winstonj@bigpond.net.au

Secretary : Mr Keith Taylor- 26 Hefron St, Mount Helena, WA.
6082
(08) 95721487 0409 913252 email : ktt59345@bigpond.net.au

SOUTH AUSTRALIA

President : Mr Leon Coppins- email : amwild@intermode.on.net

Secretary: Mr Roger Harrison 2 Gwendoline Crt, Coromendel Valley, SA 5016
(08)82788307 email: coroman@bigpond.com

VICTORIA

President : Mr Ron Christie- 15 Bianca Court , Rowville, Vic.
3178 (03) 9764 5542 email : seafury1@bigpond.net.au

Secretary : Mr Malcolm Smith- 24 Invermay Grove, Hawthorn East, Vic. 3129 (03) 98130308
email : r59167@bigpond.com

TASMANIA

President :Mr Alan Dickie 18Natone Rd ,Stowport, Tas
7321 email : alanli-belle@hotmail.com

Secretary : Mrs Maureen Douglas- PO Box 88, Beaconsfield, Tas
7270 email : maureen.douglas@bigpond.com

QUEENSLAND

President : Mr Barry Lister - 3 Royal Close ,Regatta Pk, Wurtulla,
Qld. 4575 (07) 54934386 email : blister@caloundra.net

Secretary : Mr Trevor Tite - 37Miles St ,Caboolture ,Qld. 4510
(07) 54993809 email : trevlor@tadaust.org.au

NEW SOUTH WALES

President : Mr Greg Wise - 4 Bindaree St, Greenwell Point,
NSW. 2540
(02) 44471602 email : gregwise@pacific.net.au

Secretary : Mr Mike Heneghan- 98 Suncrest Ave ,Sussex Inlet,
NSW. 2540
(02) 44412901 email : mheneghan1@sctelco.net.au

ACT

President : Mr John Schonberger- 41 Noarlunga cent ,Bonython ACT 2905
0412 882 810 email : John.Schonberger@defence.gov.au

Secretary : Mr George Sydney- 12 Feakes place, Campbell, ACT.
2612
(02) 6247 9221 email : sydneys5@optusnet.com.au

Patron - RADM N Ralph AO,DSC,RAN (Ret'd)

It is with regret that we advise members as to the passing of Lt (Obs) KEN BULLOCK formally of the Royal Canadian Navy. Ken lost his battle with cancer on the 9th May 2012.

Keith Taylor
WA Division

REST ON PEACE OUR FRIEND



The Victoria division is sad to announce the passing of Bryan Roberts. Bryan served from 1958-1967 as a Handler, paying off with the rating of LAAH. Bryan moved to Eden some years ago and passed away peacefully on February 10th in the Pambula Hospital. Our thoughts are with Jen and family in this difficult time.

Mal Smith
Vic Division



It is with sympathy that I inform you of the passing of Stanley Corboy. Stan was an original 1977 member who rejoined some years back. He was part of the crew who produced the two ALBATROSS' which sit atop of the main entrance gates. A service was held at the Safety Bay Bowling Club on Thursday 14th February

Keith Taylor
WA Division



AVIATION SUPPORT CATEGORY GRADUATION



CPO Stephen Firkin



Captain Donald Dezentje, Chief of Staff Fleet Air Arm, presents Chief Petty Officer Malcolm Shand with his rate badge during the graduation ceremony.



PO Darren Kelly

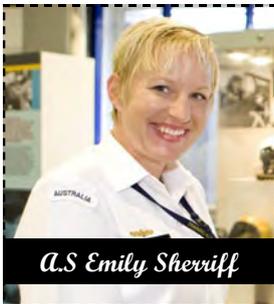


L.S. Brett Davidson

Graduation Ceremony of the first class of the newly created Aviation Support Category. Graduates of all rank levels were instructed on how to plan, execute, secure and oversee all aircraft movements on the flight deck and hangar deck on an LHD ship in all weathers and sea states, day or night while maintaining constant awareness of their surroundings and the potential dangers of the flight deck and the hangar. Training also involved specialist aircraft fire fighting and crash rescue techniques.
(Photos by LSIS Yuri Ramsey)



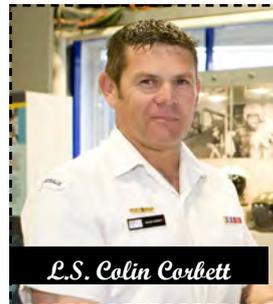
L.S. Michael Wenzel



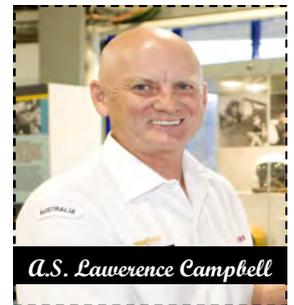
A.S. Emily Sherriff



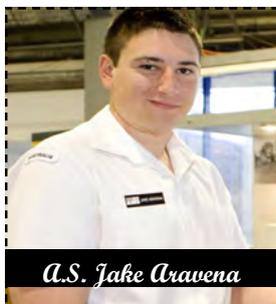
L.S. Matt Dufty



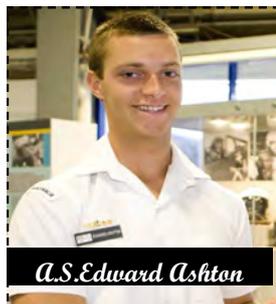
L.S. Colin Corbett



A.S. Lawrence Campbell



A.S. Jake Aravena



A.S. Edward Ashton



A.S. Liam Pollock-Watson



A.S. Nicholas Wright



A.S. Gabriella Hayllar

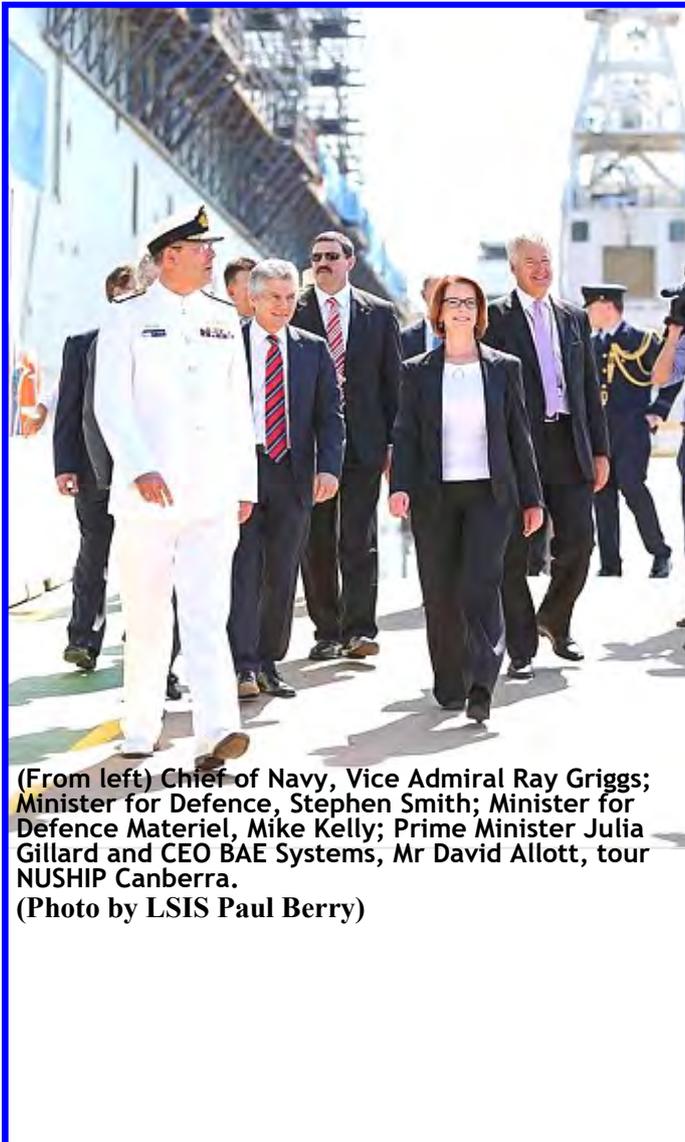


A.S. Robert Brook

NEW GENERATION



Standing in the foreground is Army Sergeant Nathan MacKenzie and Chief Petty Officer Christopher Swift from NUSHIP Canberra with other members of the Ship Company standing in the background at Fleet Base East, Garden Island Naval Base in Sydney. For the first time Army and Air Force personnel along with Navy members attended the New Generation Navy (NGN) presentation delivered by the Commander Australian Fleet, Rear Admiral Tim Barrett, AM, CSC, RAN, as company members of NUSHIP Canberra. NUSHIP Canberra is the first of the Navy's Canberra Class Landing Helicopter Dock (LHD) ships due to be delivered to the RAN in early 2014. Canberra's ship company has already begun formation and integration into Navy cultural programs such as NGN. (Photo by ABIS Cassie McBride)



(From left) Chief of Navy, Vice Admiral Ray Griggs; Minister for Defence, Stephen Smith; Minister for Defence Materiel, Mike Kelly; Prime Minister Julia Gillard and CEO BAE Systems, Mr David Allott, tour NUSHIP Canberra.
(Photo by LSIS Paul Berry)



Lauchlan Clarke with Navy's new Landing Helicopter Dock (LHD) ship at BAE Systems Williamstown Dockyard in Victoria. Lauchlan is working on NUSHIP Canberra as part of a Defence Civilian Engineering Scholarship for Naval Architecture.
(Photo By LSIS Paul Berry)