



**“ HANDS TO FLYING STATIONS”  
HMAS MELBOURNE 1963**

**Photo courtesy Kevin Longford**

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The 'Abseil for Youth' team from HMAS Albatross pose with Channel Ten TV presenter and 'Abseil for Youth' ambassador, Caroline Pemberton, before abseiling off the 26th floor of Sydney's AMP Building to raise money for the Sir David Martin Foundation



(L-R) Head Helicopter Systems Division, Rear Admiral Anthony Dalton CSM, RAN, Lady Nannette Smith and Commanding Officer HMAS Albatross, Captain Gordon Andrew RAN, at the conclusion of HMAS Albatross ceremonial divisions.

Dear Ed.

It grieves me to advise that it was not Captain Jim (James Edward) Parsons that gave the rendition of Private Patterson's untitled poem that he wrote just prior to his departure from Korea, at the above commemoration.

It was in fact retired CAM( W ) Jim (James Ernest ) Parsons. ME.

Captain Jim has crossed my path many times over the years; usually to my disadvantage. The first occasion was in the late 60's when he was a midshipman at Creswell and I was a Chief at Albatross. and it has continued it would seem even to this day. Attached is or should be a photo of self in the act.

Cheers Jim Parsons



Hi, Ron.

I have just received my latest copy of Slipstream, and note the demise of "Jim Eagles". I was a P.O. on 725 Squadron ( Gannets) when Jim first came into service. His name was Erdetz, and he spoke to me about changing it to eagles. I asked him why , wasn't he proud of his ancestry, and he replied it was for safety sake as he still had relatives in Hungary and didn't want them troubled and his position here threatened by the Russians, so he went ahead and changed his name by deed poll. Thought you might like to know.

Regards.

Don R

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# LETTERS



Dear Ron,

You may find a spot to publish this short report. I am reading a book about aviation in PNG during the electrifying years of the 50's to 80's. It is written by James Sinclair who spent many years in that country. Having had many years experience in aviation in PNG during that time I find his research and detail to my experience very accurate. He writes about one ex FAA pilot Alex Ignatieff. Alex was a contemporary of mine in Firefly days which are very dated. I was aware that he had been killed in an aircraft accident whilst taking off from Mt. Hagen. I never knew the circumstances of the accident. James Sinclair in his book helps out. Apparently Alex was the test pilot for Hawker de Havilland and he had just delivered a Beech Musketeer to a Mr. Matson who lived at Angoram. It was during an exhibition flight from Mt Hagen the crash occurred. The Mason's were onboard with Eric Kingsford Smith a younger brother of the late Charles Kingsford Smith. The Musketeer was seen to dive into the ground a minute after take off. All onboard were killed on impact. Investigators found no evidence to explain the disaster. The aeroplane was entirely airworthy prior to the flight. Members who remember Alex may be interested in his demise. Also Sinclair did briefly mention other ex FAA pilots. One was John Sutcliffe who flew for MAL that became Ansett MAL for many years. John and I crewed in Fireflies and Gannets for hundreds of hours. Peter Hunt got a brief mention about denting a TAL Beech Baron at Mendi. Dennis Buchanan who owned TAL was a hard man to please so Peter soon found a job flying helicopters. On one flight to the top of Mt. Otto near Goroka he jettisoned his load of stores due to dangerous oscillation and wrecked some coffee trees. One other mentioned was Laurie Wright. Sinclair mentioned he was ex FAA but this may be challenged. He was only 23 when he was killed on a flight from Madang to Goroka. I am aware of the exact date of this accident for at the time I was OIC Goroka. It happened on the 24<sup>th</sup>. Jan 1965. Wright was being checked out on the route by John Gaffney in a Cesna 205. The Bena Gap was filled with bad weather and the flight should have been abandoned. Gaffney pressed on and both were killed when the aircraft hit a ridge at high speed. I did not know Wright but others might.

They were exciting days but maybe not as exciting as the fixed winged operations of the FAA. Pity we could not stop the clock to continue in the thrill of expecting a sudden death!

Regards Dooley Lord

23/9/13

# LETTERS Editor

Terry Hetherington's comment on the history of The Royal Australian Navy Gliding Association (RANGA), caused me to check back through my pilot's log book and sure enough found an entry for March 1966 which stated, "Completed a solo flight of 26 mins in Kookaburra Glider at RANAS Nowra".

I had left the Fleet Air Arm two years previously to pursue a career in civil aviation, and at the time was flying the venerable Fokker F27 for Trans Australia Airlines, later to become Qantas.

Whilst enjoying some leave I had stopped off at Nowra to catch up with Arthur Johnson who in addition to his naval duties was acting as an instructor at the gliding club.

I remember being roused out of bed too early in the morning, feeling a bit worse for wear from the previous evening's alcohol consumption and being informed by an enthusiastic Arthur that "We were going gliding".

Now whilst I had flown quite a few different aircraft at that stage they all had one thing in common, an engine. This was going to be a whole new aviation experience...

A couple of hours later I had received a briefing, was strapped into the front cockpit of this somewhat basic flying machine and with Arthur in the rear seat had been hooked up to a truck which was now accelerating down the main Nowra runway with us in tow.

Flying a glider is all about energy control, and if there is no thermal activity present one is consistently trading altitude for air-speed so our 1000 ft launch height would only give us about 25 mins. of flight. This allowed just enough time to complete some handling maneuvers and a couple of stalls before positioning for landing.

With Arthur's coaching from the back seat the approach and landing was achieved without incident, even though my height over the fence was a bit high being used to a much larger aircraft, and not used to sitting so low.

A willing ground crew pushed us back to the threshold and before long the glider was hooked up to the truck, towed and accelerated down the runway before coming airborne once more.

We completed another circuit during which time Arthur had me demonstrate spin recovery, which is standard practice in conventional aircraft but not usually done at such low altitude. The glider turned out to be very impressive performer, recovering with minimum loss of height.

Back on the ground after another acceptable landing Arthur decided that the next flight should be made on my own, and that is how I came to fly solo in the Navy's Kookaburra back in 1966.

I am now 73 and long retired as a professional aviator, but still enjoy making the occasional flight in a glider. The machines of today are more sophisticated, and have greatly improved levels of performance, but there is no better form of pure flying, and thanks to Arthur Johnson and the RANGA club that made it possible all those years ago.



Anson Goater

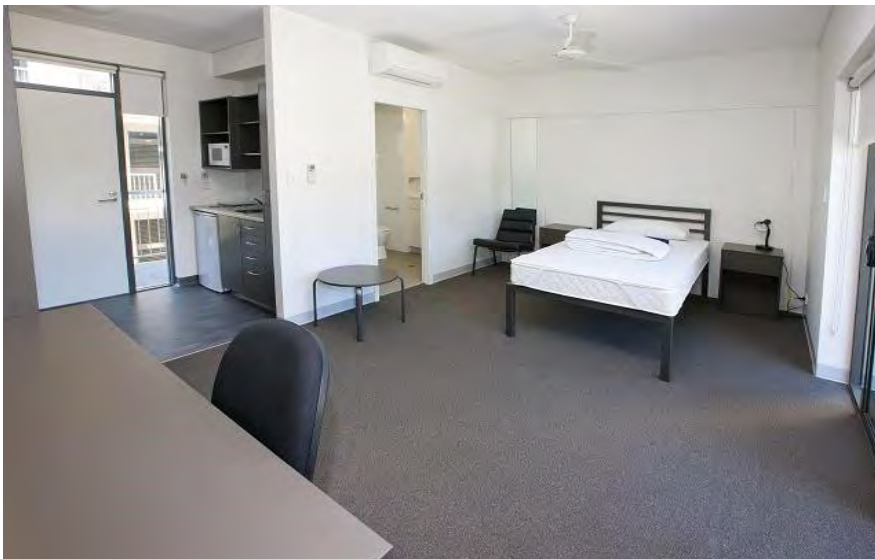
Good morning Ron,

After reading about the recommissioning of 808 squadron in the in the last excellent edition of Slipstream, I had a quick check of my Pilot's Log Book to check that, in the dying days of World War 2, I was a member of the then R.N. 808 Squadron. As a novice strike pilot flying Hellcats, I joined 808 squadron aboard the "Woolworth's" aircraft carrier H.M.S Khedive on the 23rd July 1945. In those days, 808 squadron was part of a three squadron air group operating out of Trincomalee, Ceylon (now Sri Lanka). With the squadron I flew a very modest total of 15 hours and 30 minutes and made a total of 10 deck landings. Most of the flying involved beach and force cover together with practise rocket firing. I also was the only member of the Khedive's ship company that was present at the Japanese Surrender to Lord Mountbatten at Singapore - but that is another story. Shortly afterwards, I was recalled to U.K. I guess that by now, aged 92 in November, I must be one of the oldest living members of 808 squadron in Australia.

Best Regards  
John Lovell  
Capt,R.A,N, Retd.



## TODAY'S NAVY VERSUS YESTERYEAR'S NAVY



**Accommodation  
HMAS Albatross  
2013**

**Accommodation  
HMAS Cerberus  
1960**



**Photos Courtesy  
John Ward**

**My apology to LCDR Ryan Jose re the complete “stuff up” on his story in the September edition of Slipstream. Ryan has sent me the correct report and it is reprinted as below**

## **231 ADVANCED PILOT COURSE**



left to right:

**LEUT ROB Garnock, SBLT Alexander Clothier, CDRE Vince Di Pietro, SBLT Michael Skea, SBLT Andrew Bath**

The Commander Fleet Air Arm (COMFAA), CDRE Vince Di Pietro, RAN, watched with pride as he welcomed the Navy's newest pilots to the Fleet Air Arm at a graduation ceremony held at RAAF Pearce in Western Australia. The four graduates of the 231 Advanced Pilots Course at No. 2 Flying Training School, graduated on the 13 Jun 2013 after an intensive nine month flying course. The four graduates LEUT Robert Garnock, SBLT Andrew Bath, SBLT Alex Clothier and SBLT Michael Skea all agree that the wings which they have been awarded symbolised the dedication and hard work they have endured up to this point during their training as aviators.

The training which is conducted at 2FTS RAAF Pearce, provides the necessary skills for Navy and Air Force pilots to fly fixed wing aircraft both visually and by instruments alone, in day and night conditions with a variety of weather to contend with. The course predominantly focuses on teaching advanced flying techniques, in general and instrument flying, formation flying and complex navigational training to hit a target at low level around 300nm away within 15 seconds of an allocated time.

The Navy element from course 231 was heavily outnumbered by Air Force who counted for 9 of the 13 students to graduate. Fuelled by a healthy inter-service rivalry, the Navy students eclipsed their Air Force classmates by taking out half of the awards on offer at the graduation ceremony, adding to COMFAA's delight. LEUT Garnock won the Academic Award for achieving the highest aggregate of academic marks on course, SBLT Skea earned the Aerobatic Award for the student who displays the highest level of aerobatic skill and SBLT Bath cleaned up with the Navigation Award for being the student who displays the highest level of navigation skill and the Most Improved Award for showing the most impressive progress throughout the course.

With friends and family standing by, the reviewing officer, Commander Air Lift Group, AIRCDRE Gary Martin AM, CSC, pinned the wings on each of the graduates signifying the official start to their careers as Navy pilots. All four graduates have been posted to 723Sqn to commence their helicopter conversion in August, although SBLT Bath, due to his high performance in training, is being considered by Air Force and Navy for fast jet training.

Written By: LCDR Ryan Jose

## 232 COURSE GRADUATION AT 2FTS RAAF PEARCE



Picture (L – R): **SBLT Mark Green, RADM Tim Barrett, CMDR Don Dezentje, SBLT Will Stow**

Chief of Staff Fleet Air Arm, CAPT Don Dezentje, CSM, RAN welcomed the Navy's newest pilots into the ranks of the Fleet Air Arm (FAA) at a graduation ceremony held at 2FTS RAAF Pearce in Western Australia. The graduation held on 29 Aug 13 was a long anticipated event for the two aviators, SBLT's Mark Green and Will Stow, who felt a sense of excited relief that they had finally earned their wings after nearly two years chasing their dream. Fleet Commander, Rear Admiral Barrett, AM, CSC, RAN, one of our most senior aviators, was also on hand as the Reviewing Officer to pin on the treasured pilots brevet.

The training which is conducted at 2FTS RAAF Pearce, provides the necessary skills for Navy and Air Force pilots to fly fixed wing aircraft in various conditions with an emphasis on both civil and military operations. The course predominantly focuses on teaching advanced flying techniques, instrument flying, formation flying and complex navigational training.

The Advanced Pilots Course held at 2FTS is one of the military's most challenging courses and a difficult course to in which to excel. The two graduates were surprised as they were not only awarded their wings but SBLT Green was also awarded the Leadership award for outstanding leadership displayed on course and the Most Improved Award for achieving the most impressive progress throughout the course, while SBLT Stow was presented the Academic Award for achieving the highest aggregate of academic marks throughout the course. The graduation culminated with an entertaining Parent/Graduate Mess Dinner and the Graduation Ball where the students had a chance let their hair down with their friends and family after the intensive nine month flying course.

Although the road to achieving their wings has come to an end both newly initiated pilots understand that their career in the FAA has just begun. SBLT's Green and Stow have both been posted to HMAS Albatross where they will be commencing their helicopter conversion at 723 SQN in the near future.

Written By: LCDR Ryan Jose

# YESTERYEAR



**Winners of Eastern Area Golf Intership Comp. played at Ryde Parramatta GC 1964**

**Rear row George Streeter ?Clinton (RAAF) Trevor Warfield Les Powell Kevin Brennan Merv Willis**

**Middle row Brian Gilroy Bill Zimmer Ted Springet Les Wilson ??**

**Front row Kevin Longford Ian Ferguson Digger Schmidt**

(photo courtesy Kevin Longford)



G'day Ron



Thanks for the September issue of 'Slipstream' which was another good read.

In the 'Yesteryear' feature page 8, I noticed a photo of HMS Nabstock. It's always interesting to see these old photos as they are now a part of history and deserved to be preserved and used to remind people that naval aviation in Australia has a history that is little understood or appreciated by the general public.

Anyhow, I've attached a remarkable aerial photo of Nabstock taken in 1946, full of interesting detail, which I thought might interest readers. Originally called HMS Nabthorpe it was renamed HMS Nabstock. It was one of the British Pacific Fleet's Mobile Naval Air Bases (MONAB) that was eventually acquired by the RAN, and as noted in the September article it was to become HMAS Nirimba in 1953.

Cheers,  
Kim Dunstan



Hello Ron,

I thought perhaps the enclosed photograph of No 47 Recruits Class could be of interest to any surviving "Old Timers". Well known now in the art world is D'arcy Doyle whose paintings bring some 30 to 40 thousand dollars these days. D'arcy changed over to general service not long after finishing Recruit School to become a "Square Rig" painter.



The last time I caught up with D'arcy was on the Vengeance in 1953 when he was sitting in the paint locker handing out grey flight deck paint for "sprucing up" the ship whilst escorting the RMS Gothic with the Queen and Prince Phillip onboard during their Australian Royal Tour.

Sadly D'arcy passed away here on the Gold Coast some ten or eleven years ago now. In the photo he is seated on the far left (front row) whilst I am 6th from left in the back row. I'm not to sure how many of us are left now, though I know that Des Kelly (far left standing) is currently Treasurer of the Queensland division.

Looking forward to catching up with both yourself and maybe a few of the others from 51 to 57.

Regards

Peter Greig.



**RECRUIT CLASS NO. 47**

**RANAS NOWRA JANUARY 1952**

**Back Row :** Ned Kelly, Alan Burton, Ron Hughes, K.O. Smith, Tod Wanstall, Peter Greig, Don Maner, T Dale, B wells, Frank Eagles, Jim Tapp, Tom Houlihan, R McCraty B king

**Front Row:** D'arcy Doyle, Brian Scxhmidt, Len Sully, C. Atwell, L/A Godly, Lieut Miller, CPO Bezzino, Sammy Smith, J Spresser, Peter Doniger, Pat Kelly, K Berlin

Hey Editor Ron,

On Saturday 26 October Nick Sverdloff had arranged a scrimmage of Albatross (& others) Rugby players at the Postman's Tavern, Nowra.

A goodly lineout attended. For your interest and perhaps publication,

pictured.  
Ripper & Skinhead with "THEIR" Dempster Cup.

Yours Aye,  
Skinhead.



Hello Ron,

As it's getting towards Xmas, I thought that perhaps the accompanying couple of photos might be suitable As a "Blast From The Past" for the next issue Slipstream.



The photo taken in 4C5 mess, HMAS Melbourne features Jessie James (O), Bob ??? (H), Kevin Mitchell (E) Snowy Vaughan (A), & Bob Ridgeway (Phot), holding up the daily paper with the head line " This Christmas Beats them All", I of course took the photo 25/12/1955.

The other photo shows the Fighting Kangaroo complete with "young U " in pouch fiercely issuing an "Attack- me-at-your peril" look at any Xmas marauders game enough to send a boarding party.

I believe that it is traditional for any ships in port in the UK on Xmas Eve to send out Marauding boarding parties to that over that ship—these boarding parties can mostly be repelled by the use of the attacked ship's firehoses, flour bombs etc. ( but lots -a—fun).

I understand that our brave personnel on duty were fearless on that Xmas Eve defending our 2 months old ship from those RN nasties!!

I have often wondered if Prof Edwards fighting Kangaroo of that night may have given thought to the "Boxing Kangaroo" used so successfully by Alan Bond in his American Cup win——?

Best Wishes to you Ron for the approaching Xmas/ NEW Year Season

Peter Greig



**DEADLINE FOR  
ARTICLES FOR NEXT  
EDITION IS WEDNESDAY 5TH  
MARCH 2014.  
GOING TO PRINT FRIDAY  
14TH  
MARCH 2014**

G'Day Ron,

Could you include the following in Slipstream please.

**RANHFV/723 Reunion.**

**Many thanks to all who attended our get together on the 26 Oct. It was great to meet up with you all again. A special thanks to Bomber for organising a dancer for the night.**

**Cheers**

**John Macartney**

# WALL OF SERVICE

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

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

Name:

O/No.:

Address:

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

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

Qualifying Postings / service:

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

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

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

Costing: \$135.00 (Cheque / money order to be attached to application . Made payable to FAAA of Australia - NSW Division)

Mail to ; NSW Div FAAAA  
 Administrator for the Wall of Service  
 PO Box 7115  
 Naval Post Office  
 Nowra 2540

### Official Use Only

Application listed .....

Approval      **Confirmed** .....

**Denied** .....

More information      **Requested** .....

**Received** .....

Monies:      **Received** .....

**Banked** .....

Order Listed .....

**Order Number** .....

Plaque Affixed .....

## GREENIES NOT SPARKIES



Not sure what order these are in, but here they are:  
Keith Doncon, Tony Herbert, Gavin Maskey, Tom Moss, Noel Morgan, "Plonkey" Radford

Names posted by Noel Morgan

## A GREAT STORY

Here is something BR sent me by email from the great Sharkey Ward, one of the RN's leading Phantom proponents.

Peter Marshall was invited to the "Man of the Year" dinner in 1970 when he was serving as Lt Commander "flying" on board HMS Ark Royal. I am pretty sure his AFC was awarded as a result of him guiding a civil airliner down to the runway after the airliner had been struck by lightning and had lost its air speed indication. As far as I am aware, Peter heard the Mayday call from the airliner, rendezvoused with it and flew on its wing calling airspeed all the way to the ground. The incident resulted in the invitation to the Dinner in London. (Perhaps copy addressees will be able to confirm this.)

What I am sure of is that Peter had to be flown from Ark Royal to Malta from where he could get a civilian flight to attend the Dinner in London. The ship was operating some 400 nautical miles to the east of Malta and to the south of Crete. As a "respectable and responsible nugget/new boy in 892 Squadron", chuckle, I was selected by Nick Kerr to fly Peter in the back seat of my Phantom to Malta and to return single-seat. I knew that Peter had already flown the F-4K and was therefore familiar with the back seat and the radar. So I suggested to him that we did a supersonic climb out and transit to Malta which should only take approximately 20 odd minutes.

After launch (on November 10, 1970 in Phantom F-4K No. XV592) and as we were accelerating through about Mach 1.4 and 30,000 feet in the climb, the ship called me up with some urgency in the voice, "Anoxia! Anoxia! Check your oxygen Sharkey!" Having checked my oxygen and finding everything fine I reported that all was okay - only to be told that I was on my way to Israel and not Malta and should therefore do a rapid turn to starboard through 180°. Feeling a bit of an idiot, I followed instructions and soon we were heading west at Mach 1.6 and about 40,000 feet.

Peter was happily fiddling with the radar and it was a brilliantly clear day with a slightly misty horizon all the way around the aircraft as far as the eye could see. After almost 20 minutes I couldn't see any sign of land and so I asked Peter to put the radar in the mapping mode and check the range and bearing to Malta. This he did but there was no sign of any land at all ahead on radar!

Reality then hit me hard as well as a full realisation of my awful airmanship. We were homing along at nearly 1000 miles an hour with less than 1500 lbs of fuel in the tanks and nowhere to go!!! I looked to the right/to starboard and thought I saw a brownish tinge on the horizon - At least 60 miles away. I immediately pulled hard towards what appeared to be land, cancelled the burners and cruised towards the "brown smudge" with throttles closed. Peter did not say a dickie bird and I can't blame him. The brown smudge did indeed materialise into the island of Malta and I put out a Pan call to RAF Luqa requesting immediate landing and "very short of fuel". The air traffic controller told me I was clear to land after the Hercules on the approach which was at 3 miles. I knew I couldn't do that because the fuel tanks were now indicating empty and I had to put the F4 down immediately. I briefly told controller, "No can do: I am now on final approach in front of the Hercules - (pause) - touching down now!"

Surprisingly, my engines kept on burning and turning until I shut down in the parking lot. Peter was very kind. All he said was, "That wasn't really your best sortie was it?" Some understatement!

I trust the above is helpful! Very sorry to hear of Peter's demise.

Kindest regards,

Sharkey."

(Courtesy of Stephen McDonald)

# GRADUATES AVIATION COURSE 01/2013



**(front, middle) Commodore Fleet Air Arm, Commodore Vince Di Pietro CSC, RAN with the graduates of the Aviation 01/13 course, in front of the Westland Wessex Mk 31B, at the Fleet Air Arm Museum, Nowra**

## BRAVERY CITATION



**(L-R) Chief Petty Officer Aircrewman Kerwyn Ballico and Petty Officer Aircrewman Nick Anderson, recipients of a Group Bravery Citation, in front of a Sea King helicopter at the Fleet Air Arm Museum, Nowra**

# 880 HOME ONCE AGAIN

The Royal New Zealand Air Force (RNZAF), represented by Air Commodore Steve Moore, presented a TA-4 Skyhawk to Australia, represented by Commander Australian Fleet, Rear Admiral Tim Barrett, AM, CSC, RAN. The TA-4 Skyhawk was operated by the RAN before being commissioned into the RNZAF. New Zealand has gifted one Skyhawk back to Australia and has been restored and repaired in RAN 724 Squadron livery and is now on display at the Fleet Air Arm Museum, Nowra, NSW.



Members of the first RAN crew to travel to Eltoro, Orange County in America to train with the US Marines, (L-R) Bob Willis, 2nd Squadron Maintenance Chief, Barry Herron, Electrician, Jack Constantine, Weapons, Jim Lee, Aviation Technician Airframe, Ian Ferguson, Armourer and George Parker, Radio Mechanic Avionics, back together again for the official handover ceremony of the TA-4 Skyhawk held at the Fleet Air Arm Museum, Nowra, NSW

Fleet Commander Rear Admiral Tim Barrett AM CSC with retired Commodore John DaCosta, who piloted 880 on it's first flight in Australia and piloted by then C.O. 724 Sqdn LCDR John Hamilton, who flew it on it's last RAN Flight



# H..M. Naval Base Sembawang, Singapore



**SEATO group in Sembawang Basin, Singapore – RAN Oct.1975**

With so many ships berthed and the busy dock scene, the steamy wet atmosphere is compelling. In the foreground is an RAN Oberon Class submarine identified as HMAS OXLEY.

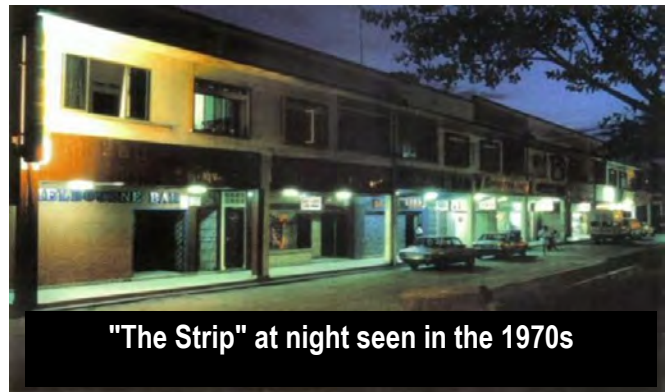
On the left side of the Basin are the Royal Navy Rothesay Type 12 frigates, HMS PLYMOUTH and HMS BERWICK, with the former frigate and Oceanographic research vessel HMAS DIAMANTINA next to the tug beside them.

Astern of those on the left are the DDGs HMAS HOBART [II] and BRISBANE [II]. Behind those the fleet oiler HMAS SUPPLY and the Type 12 frigate HMAS TORRENS [II].

On the right are the Daring Class destroyers HMASs VENDETTA and VAMPIRE, with the RN frigate HMS AJAX inboard of them, the ship with an Ikara missile installation on the foredeck.



**Sembawang Village, Singapore 1967**



**"The Strip" at night seen in the 1970s**



**Photos Courtesy Bill Strahan**

**Most Recent**



## FROM THE EDITOR

First off to one and all I would like to thank you sincerely for putting up with me as Editor of Slipstream. I know I have made quite a few mistakes in the issues and hopefully these are now in the past. The majority of members emailed their approval of the new format and hopefully we can now convince younger members to join the Association.

I have been over whelmed by the input from you , they are great stories and photos so please keep them coming. I have to give one hell of a “thank you” to Grieg Wise and Dick Martin for filling in the gaps for me, but then it was very hard to distinguish when fact finished and the bull started with these two.

**To one and all I hope that 2014 is your year for Good Health, Family, Friendship and Happiness**

Cheers Ron

## Report on the 65<sup>th</sup> Anniversary Reunion

The Reunion Committee wish to thank all those that contributed to the success of the reunion, numbers were very low and this was put down to a couple of things.

There were a lot of major events that came to the fore in October, least of all was the 100<sup>th</sup> Naval Anniversary and a very large number of people travelled from all over for that. There were football finals in all codes and Bathurst car races as well, this posed many problems as travelling at our age is not the best pastime and in a lot of cases only one trip could be managed. At any rate those that attended had a good time and there were quite a few members there who had not been seen around for a long time.

The Anniversary Dinner went off well and all enjoyed a convivial evening at the Function Centre of the Bomaderry Bowling Club. We were very well looked after there and it is certainly a venue that can be recommended to all.

The Raffles were won by the following people and all prizes have been delivered to them, hopefully they will have more success operating them than yours truly.

1<sup>st</sup> prize: Adrian Whiteman

2<sup>nd</sup> prize: V. Richmond

3<sup>rd</sup> prize: G. Bessell-Brown

We didn't come out in front by a lot financially but we were in the black at the finish.

For anyone interested there are some shirts, caps and Association lanyards available at a cost of \$25.00 for one of each including postage and handling. Normally these would sell for \$37.50. The only sizes available in the shirts are M, L, XL, and XXL but please note these are Chinese sizes and you should allow at least one size larger the usual if you want a loose fit. Because of postage costs we cannot change sizes once they are sent.

It was a worry to see a lot of members who put in to come having to pull out for mainly medical reasons, some even got as far as Wollongong, returns for these have been sent to the respective members and we apologise for the lateness but unbelievable as it may seem we (the organisers) decided to have w week or so off to recover – all done now.

The Sunday BBQ was severely disrupted but there was nothing that could be done about that. There were severe fires locally and the airfield was taken over by the RFS to fly water bombers to fight the fires and apart from that CASA revoked out permission to operate model aircraft on the Friday afternoon as there was a complete fire ban for NSW and a lot of the aircraft were turbine driven and as such could not be started.. One sad event was the crash of one of the crop dusters that was doing the fire bombing with the loss of life of the pilot out the back of Nerriga

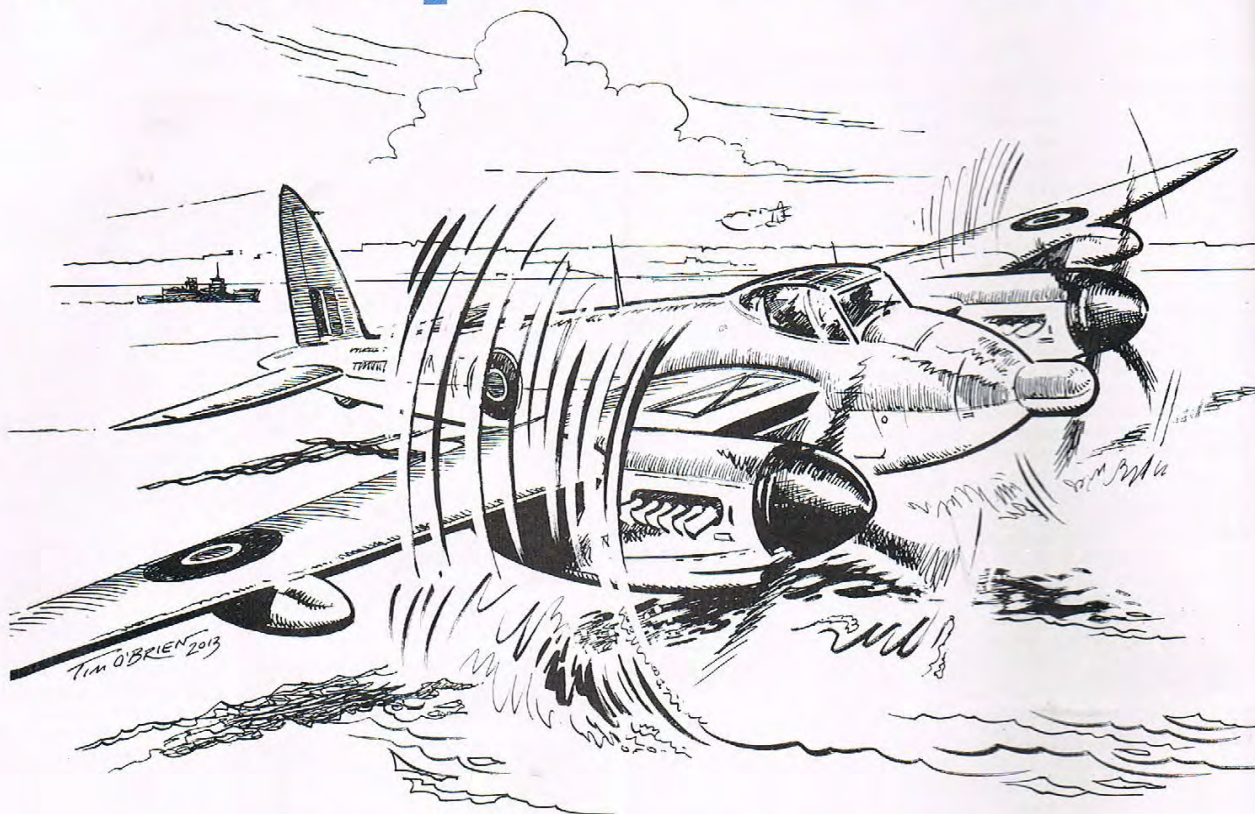
Reunion Committee.



# Hairy Moment

with illustration by Tim O'Brien

## Sea Mosquito water haloes



**"I looked out to see white haloes around each propeller. The penny dropped pretty quickly that it was water being sucked up by the propellers"**

**A**fter I finished the twin conversion course at Ford in June 1946, I was sent to RNAS Dale at the far end of South Wales to 790 Sqn. Dale was a small airfield with runways of 1,000, 1,200 and 1,400yds with some of the take-off directions taking us straight over 200ft cliffs and out to sea. It was a mixed squadron of Mosquitos, Fireflies and Seafires. Our job was to train Royal Navy navigators to become Fighter Direction Officers, ie to learn to control aircraft from ships by radar.

Kete, the radar school, was next door on St Anne's Head, about two miles away, so there was close liaison because the training area was over the Irish Sea. While the Mosquitos flew singly, the single engine aircraft flew in pairs, so if an engine stopped No 2 could report your position. Exercises were flown at 10,000ft, the "fighter" being directed by radar

from Kete on to the "bomber".

The training area was on the direct route to America, from London to Shannon. The Constellations used to fly at 10,000ft, so if we were not busy we used to formate on them for a few minutes. The passengers enjoyed it but the pilots weren't too happy. Interestingly, no one was ever reported because they knew exactly where we had come from!

After the exercises were complete we used to fly back over Kete at about 100ft, and go down Milford Haven which is a large body of water. In fact the whole of the Home Fleet spent a few days there just before D-Day in 1944. Today it is an oil terminal with pipelines everywhere. After passing Kete we used to fly the length of Milford Haven at zero feet. At the other end was Pembroke Dock, the flying-boat base. We would pull up at "PD" and join the circuit to land at Dale.

On one particular occasion I had a WREN radar mechanic as a passenger in Sea

Mosquito Mk 33 TW251, and we came down over Kete and began down Milford Haven. The weather was good and the water smooth, and I was chatting to the WREN when she said: "Isn't that pretty?" I looked out to see white haloes around each propeller. The penny dropped pretty quickly that it was water being sucked up by the propellers, so with judicious use of elevator trim tab we were out of trouble.

How close we were I don't know, but too close for sure. I never explained it to the WREN!

**... and what was yours?**

Tell us about your most alarming aviation-related moment, in 450 words. If we print it you will win the original artwork that goes with it. Write to Hairy Moment, Aeroplane, Cudham Tithe Barn, Berry's Hill, Cudham, Kent TN16 3AG, or e-mail [aero.ed@kelsey.co.uk](mailto:aero.ed@kelsey.co.uk), putting "Hairy Moment" in the header and including your postal address

This month's Hairy Moment was provided by Basil Nash, who wins the original illustration by Tim O'Brien GAvA ([www.timobrienart.co.uk](http://www.timobrienart.co.uk)) featured on this page

The Editor  
Slipstream  
[Ronbatchelor64@gmail.com](mailto:Ronbatchelor64@gmail.com)

JLL Wakefield  
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2340 2/12/13



Hi Ron I refer to your article regarding the history of ( RANGA ) the Navy Gliding Association, in the last edition of Slipstream, where material was requested

To record the history of the Association.

During the fifties I was a member of the gliding club, learnt basic flying, and then went on to be a commercial pilot and LAME for many years. I consider that this opportunity at Albatross changed my pathway in life that gave me an interesting and exciting career.

I still have my Gliding log book which gives accurate dates and places, the instructor's names, some old black and white photos and some club memo's giving dates and names. I am more than happy to let those interested in this project have them if they desire.

Also I know of other former gliding club members of about this time who may have other material that may be of interest.

I am not sure how but I may be able to assist in this project if required.

I have a few stories to tell. Clearly I remember the day at Albatross when LT COM Goodheart, when practicing aerobatic for a coming Air show in the Grunau Baby and the aileron control rod broke, and the little gliders wings flapped something terrible, threatening to separate at any moment, apparently in response to the uncontrolled aileron, Tony Goodheart somehow with the wings continuously flapping guided the aircraft in a steep spiraling descent, into the saplings at the side of the airfield and walked away. (hint no parachute)

Also the Cranitch glider which Harold Kent I believe crashed at Albatross, and the story goes that this glider was captured during the Invasion of Germany in WW2. then shipped to Australia by Tony Goodheart with the intension of forming the gliding club on his arrival in Australia as OIC of AJASS, and to his great disappointment it was crashed on the day he arrived at Albatross.

Ron I seem to remember your name but alas the memory gets dimmer every day, Max Kokegie NAM(E) and myself married Nowra girls Phyl and Trish Egan of Juntion st and both came to Tamworth to work at East West airlines.

Regards JLL Wakefield NAM(E)

### THE LUCKY GENERATION

*(by a sentimental bloke)*

Having now reached seventy one, thinking life has just begun  
Looking forward to whatever it may bring  
I just can't help glancing back on a long and winding track  
Trying vainly to remember everything.

Father Time has played his tricks, hence the good stuff really  
sticks  
And the bad stuff.....well it seems to fade away  
Well, that isn't strictly true like our old mates who've "shot  
though"  
We'll remember them forever and a day

Their names I need not mention for our powers of retention  
Keep them branded on our thoughts for ever more  
For collectively we shared and unknowingly we cared  
Growing bonds which keep us tethered to the core

When October rolls around, we'll undoubtedly be found  
Back at "Albatross" to meet and greet once more  
Where many a tale will flow and the legends they will grow

With thoughts of shipmates flowing to the fore

Though it's five short years have passed since we  
congregated last  
For it's been agreed that ten is just too long  
So we'll train, we'll fly, we'll drive, each one anxious to arrive  
As the memories of comradeship are strong

In this ever changing nation, we're the lucky generation  
For the likes of us will never be again  
With great memories, great mates and great stories to relate  
That which each of us forever will retain

But it's not about the stories, or recalling our past glories  
That brings us back and cuts across the years  
It's the mateship of the men, the remembering of "when"  
Which may cause a subtle smile and quiet good cheer

(Courtesy of Bill Sonsee)

# SOCIAL SCENE

Tasmanian Pres. David Innes accepts the FAAA Marching Banner from FAAA Pres. Geoff Ledger



Pres. Geoff Ledger Congrats Phil Cleary on being elected Vice-pres. of the FAAAA



Back: L-R F/Leut Karen Brown RAAF, Kay Martin, Greg Wise, Diana Medcalf, Dick Martin Front: Phil & Judy Cleary. Judy & Denis Mulvihill at the FAAA Dinner



Back: Norma & Jim Lee, Bill Strahan, Brian Carroll Gwen Batchelor Front: Terry & Coleen Hetherington and Frankie Carroll at the FAAA Dinner



"Naval Gazing" at HMAS Cerberus

Slim Smith, John Fields, WO Marty Grogan, Terry Egan, Ron Christie, CPO Mulheron



"Naval Gazing" at HMAS Cerberus

Ron Christie, Lt Pye, LCDR Greg Ryan, PO Goodwin, George Self

# SOCIAL SCENE



**Commander Fleet Air Arm, Commodore Vincenzo Di Pietro, RAN, unveils the name plaque of the new Shipp Division at the Royal Australian Navy Recruit School with Leading Seaman Noel Shipp's widow Mrs Gloria Shipp and son Darren Shipp.**



**725 Sqdn Left to right  
LEUT Mark Flowerdew, LCDR Nigal Bowan, Peter Talbot, Todd Glyn, PO Nathan Minnett, Glenn Watson**



**A finer crew you would never wish to find anywhere**



**"Naval Gazing" at HMAS Cerberus**

**Terry Egan and PO Hofman at Seaman Complex**



**"Naval Gazing" at HMAS Cerberus**

**Rob Taylor, CPO Danny Mulheron, Mal Smith**

# SOCIAL SCENE



Federal Council Meeting (L to R) Bob Ray, Mal Smith, Geoff Ledger, Ron Christie



Some Vic Div at "Husky" L to R Mal Smith, Val Christie, George Self, Margaret & Ralph Mayer



Federal Council Meeting  
(L to R) Ron Christie, Toz Dadswell, David Innes



FAA Dinner Bomaderry Bowling Club (L to R) Ron Christie, Ian Ferguson, Peter Dore, Nobby Hall, Dick Martin



Vic Pres. Ron Christie presents a George Self (ex photo) framed photo to Terry Hetherington



Federal Council Meeting (L to R) John Selzmark, Mal Smith, Greg Wise, Jim Bush, Don McLaren, Ron Christie, Ian Ferguson



(L to R) Ken & Marie Pror, Val Christie, Mal Smith, Margaret & Ralph Mayer, George Self



FAA Dinner Bomaderry Bowling Club  
Greg Wise, Ron Christie, Dick Martin, Ian Ferguson

# SOCIAL SCENE



**ALBATROSS  
RUGBY**



**REUNION**



# YESTERYEAR



**Anzac Day Nowra 1959.....See anyone you know**

***Due to unseen circumstances both the Fleet Air Arm Museum and 725 Squadron where unable to submit their reports for this issue but wishes all members A Very Merry Xmas and Happy New Year.....Ed***



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# FAAA REUNION OCTOBER 2013

By Nev Hall



## DEFENCE AND THE NAVY

What the Media are saying.

Readers of SLIPSTREAM may recall our article on the Defence White Paper 2013 (DWP13) prepared for the Gillard Government. To recap briefly, the DWP13 revised the assessment of the factors likely to affect regional security in the years to come, and listed the major capital acquisitions that were needed 'to deter would-be adversaries and strengthen our regional influence.' This list of 'core capabilities' did not differ from the DWP09 which the Rudd Govt released, namely: 12 future submarines, 3 air warfare destroyers, 2 landing helicopter dock amphibious ships, 24 MH-60R Seahawk naval combat helicopters, 10 C-27J battlefield airlifters (to replace the Caribous), 6 Globemaster heavy lift transport aircraft, new maritime patrol aircraft, the Joint Strike fighter, new armoured and logistic vehicles and Bushmasters for the Army, 7 new Chinook CH47F helos, replacements for the Armidale patrol boats, supply vessels Sirius and Success, Anzac Class frigates and the EA-18G Growler electronic attack aircraft.

The reaction to this in many of the newspapers was how were even the largest of these items going to be paid for. The respected think-tank 'The Australian Strategic Policy Institute' contributed articles which pointed out that the planned submarines, either the Collins Class upgrades or new build in Australia, the JSF aircraft and the Air Warfare Destroyer builds on cost estimates, with the current Defence Budget at 1.6% of GDP and promises of increases to 2%, would fall short of costs by a huge \$35bn. beyond 2020. Added to this is the raid by the Gillard Govt on the planned Defence spending of \$20bn to reduce its budget deficit, which has left Defence very short of money for meeting ongoing operations and administration costs. The future submarine program has yet no definition beyond the choice of upgrading Collins or new build in Australia, the AWD, according to recent media articles, is held up by contract problems and continued availability of finance, no final decision has been made on the number of JSFs to be acquired, etc. etc.. From experience of the past, we all know that the ongoing development and procurement costs blow out significantly over time.

So, is some or all of it affordable?

In the Australian newspaper a short while ago the respected defence analyst Professor Paul Dibb gave his take on it. He points out that, even with a Defence budget of 3% of GDP, it would not meet the \$275bn acquisition program and choices have to be made. The Abbott Government hopes to increase the Defence budget to 2% of GDP but that would fall very short of the cost of the current program. Professor Dibb says that the 'ambitious Joint Strike Fighter and submarines purchases are not affordable'. He says its time that the huge bureaucracy in Canberra that has been created in the Defence organisation at Russell should be revisited because 'manpower costs are undermining the delivery of war-fighting capabilities, making the following points:

capabilities, making the following points:

- . the civilian workforce has grown 26% over the last decade
- . the number of civilian senior executives has been increased by 63% and military star rank officers by 58%,
- . personnel costs now account for 42% of the Defence budget (up from 33% in earlier years),
- . scarcely 22% of the budget is now spent on military equipment.

Dibb targets the Defence Materiel Office (DMO) as the place to start looking. The Budget Papers of 2013-14 show that in the current year DMO is budgeted for 5670 public service positions and 1389 service personnel on staff. The breakdown of senior military/public service positions for the current year in the DMO is 24 two and one-star officers, 35 PS officers (from General equivalent to Brigadier equivalent) plus 27 contractors.

The DMO summary makes the point that it reduced its civilian workforce by 10% during the last Budget year and hopes to reduce it further in the current year.

Comment

There is a general view that the Defence bureaucracy is bloated – the growth of senior officers in particular. This appears to have happened across the whole of the public service in Canberra. Also it is time that the 'special privileges' of working and living in Canberra are fast becoming unaffordable by the taxpayer. Professor Dibb is right when he says that the Defence equipment shopping list must be reviewed for 'do-ability', it certainly isn't at the moment Remember also that with taxation revenues falling, the mining slowdown contributing to less employment,

## DEFENCE AND THE NAVY

the increase in aged care and similar social programs increases the likelihood of even less money for defence in the

future.

Your correspondent thinks that a future submarine is very important to the future and that a choice should be made now on which track to follow. The Collins Class upgrade/redevelopment does not instil much confidence after its operational record and obvious limitations. He favours the purchase of German Type 216 submarines which is a larger and more capable boat than its predecessors. Such a choice would save precious funds and we should stop pretending we are competent submarine builders and developers here in Australia. The Collins option would have us wait until beyond 2030 for an unknown quantity.

Thankfully, Navy projects such as the LHDs, heavy lift helos and the Seahawk Romeos, together with the required facilities at ALBATROSS are funded in the budget and are underway. Its good to note that the new facilities for the Seahawks are about to start onboard ALBATROSS.

Its going to take a brave government to review the Defence Acquisitions Program and make the needed reductions.

Postscript.

At some point, Australia MUST give serious consideration to embracing nuclear energy. Even the Greenies are starting to talk about it in the context of limiting global warming and increasing CO2. Nuclear submarines are the solution to our long term needs. There are some subtle signs of a greater acceptance in the country.

Next time we will talk about drone aircraft – a very interesting topic.

## NSW REPORT

## NSW DIVISION



The time has come to put pen to paper again, seems only yesterday I was doing the same thing. These last three months have just flown by, mainly because of the work load imposed by the Reunion.

We were very disappointed by the numbers that attended the Reunion but it was preceded by quite a lot of events and it can be appreciated that a couple of long trips close together are not exactly the way our bodies like to exist. To those that did come we hope you had a good time, some of Sundays events ( model aero flying day ) had to be cancelled as the total fire ban made the operation of turbine models at ground level a non- event. That as well as the RFS requiring the airfield for firebombing really put paid to it.

The evening Anniversary Dinner was a large success and we held this in the newly renovated Bomaderry Bowling Club Function Centre. Not completely full but a very convivial crowd and there was certainly a large gathering of 'birdie' brass. This would certainly be the biggest social gathering of "stars" we have ever had together. It was good to see quite a lot of the older guys who haven't been seen for some time in attendance.

A project that we have supported over the latter months has almost come to fruition, the Sea Fury from the Museum was badly in need of a paint job and one of the depot contactors agreed to do the painting if someone could supply the actual paint for it . After some considered deliberation we agreed to supply the paint and very shortly the aircraft should be back in all its glory.

You will find in this issue your membership renewal form and our annual raffle; we are sending them early this year as there seemed to be some confusion last year when they went out later. The first prize this year is a painting of a Sea Fury landing on the deck of 'Sydney' in Korea and the general comment is that it is probably one of the best paintings John Downton has done for us, Second prize is a country scene and third is a sound system.

Greg Wise

# PRESIDENT'S SLIPSTREAM

## REPORT - DEC 2013



A warm welcome to all members and their families, and I hope this Slipstream edition finds you well and looking forward to the coming warmer months and some joy and celebration during the festive season.

The 65<sup>th</sup> FAA Anniversary reunion and Federal Council meeting has been done and dusted. I believe all those that attended one, or all planned events, had a great time. The organisation by the NSW Division committee was outstanding, and on your behalf I want to publically thank them again for their efforts. There were a few issues raised at the FCM that require further input. One of the items I delivered was a brief strategy outline for the health and growth of the Association. The National Executive will welcome comments from Divisions on how you see the Association going in the next 3-5 years. As usual, not everything was agreed on at the FCM, but I am pleased to say that the input from each of the Divisions and general discussion from the floor was very constructive.

I wrote to Chief of Navy on your behalf to wish him and Navy all the best for the International Fleet Review. An excerpt from CN's reply to me is as follows:

*'I note the upcoming 65<sup>th</sup> anniversary of the Fleet Air Arm Association on the 25<sup>th</sup> of this month and wish you and the whole association the very best for the day.....I would be grateful if you pass on my thanks and best wishes to all members of the Fleet Air Arm Association of Australia. As I spoke to various audiences during the last fortnight, I noted that the Royal Australian Navy stands on the shoulders of all those who have given lifetimes of service and sometimes sacrifice.'*

At the reunion dinner, we as an association were extremely privileged to have Air Marshal Mark Binskin AO VCDF who was actually Acting CDF that evening in attendance, along with RADM Mark Campbell and RADM Tony Dalton who provided a very entertaining after dinner speech.

Once again over the past three months, we have lost shipmates and family members to illness and untimely sickness, which is always hard to come to grips with. I acknowledge the great work the Divisions do in passing on this important information to the wider membership, to ensure we can pay the due respects to the families and provide support at the funerals. Please contact the National Executive Welfare Officer Ray Burt anytime if you need advice or support, he has recently stepped into the job.

I also wrote to the new Minister for Veteran's Affairs Senator the Hon. Michael Ronaldson, congratulating him on his appointment, and he responded saying he is looking forward to working with the FAA Association during his time as Minister.

I also welcome the new National Vice President to the Executive, Phil Carey. I have known Phil for many years and I am delighted he was happy to accept the Vice President role, and I also thank Paul Folkes for his significant contribution during his time as Vice President. It was also a pleasure to introduce our Honorary Legal Counsel, CMDR Ben Spurgin (Ret'd) to the assembled group at the FCM. The HARS project is still bubbling away, CDRE Di Pietro CMDR FAA is working with CN on trying to formalise the MOU between the Navy and HARS. There is also a serious push to transport a former RANFV EMU Huey from the US out to Australia for the 2015 Avalon airshow. There will be more on this project as information is available from Bob Ray and Andy Perry.

I again would like to thank and congratulate Terry and his hard working team at the Museum in keeping the place looking absolutely first class in all aspects. Also, to all the volunteers that continue to work diligently and tirelessly on the Navy Historic Flight aircraft, thank you for your efforts.

Finally, I have a request from Chief of Navy. He has asked me to bring to your attention a new Navy charity called **Keeping Watch**. It is an opportunity to give back to those who follow and could use a leg up from time to time. The website for further information is <http://www.keepingwatch.org.au>.

Thanks again to all you that support the association. Please encourage anyone with a connection to the FAA to join. They would be most welcome. Can I take this opportunity to wish you and your families all a very Merry and Happy Christmas, and exciting and healthy 2014 New Year.

Stay safe Geoff Ledger – National President

## FLEET AIR ARM ASSOCIATION OF AUSTRALIA - ACT DIVISION NEWS

Hi again to all for this edition of Slipstream.

It was a relatively busy month in October with the International Fleet Review and the FAA 65<sup>th</sup> Anniversary reunion.

The International Fleet Review was a momentous event and appeared to be very well organised. I was in Sydney during this time as part of the Pacific 2013 Maritime Expo and managed to get to a number of IFR events. I was lucky enough to witness the entry of the Fleet into Sydney Harbour from the top of a building inside HMAS Kuttabul courtesy of Warrant Officer ATV Ian Daley who was working there at the time.



*Some of the ships as they arrive into Sydney Harbour during the International Fleet Review.*

of Sydney.

My wife and I and a few other friends of ours visiting Sydney also took in a harbour cruise during the Fleet Review and managed to see a large number of Fleet Units from RAN and other Navies. We also took part in a dinner cruise on the Saturday evening for the IFR Fireworks spectacular on the Harbour. It was a very impressive light and fireworks display and was certainly worth the cost of the cruise tickets. I also managed to get a prime spot on George St to watch the Combined Navy Parade through the Streets

*The Fleet Air Arm contingent from HMAS ALBATROSS marching during the Combined Navy Sydney parade, led by Commander Fleet Air Arm, CDRE Vince DiPietro.*



I had a week off work in October to travel to Phuket for a short holiday before attending the FAA reunion at Nowra in late October. During the reunion weekend I attended a couple of mini-reunions and the FAA Reunion Dinner at the Bomaderry Bowling Club. It was great catching up with a large number of ex and current serving FAA personnel at these events, although it appeared numbers were down slightly compared to previous years. The ACT Division Secretary, George Sydney, and I also attended the FAA Federal Council Meeting at the White Ensign Club during the weekend.



*A few former ATA/ AE personnel at the FAA Reunion, L-R Pete McLaren, Lenny Connell, John Schonberger, Brad Hock, Gary Holloway and Don Parkinson. (Photo courtesy of Geoff Roach)*

The ACT Division held a social get together at the Italo-Australian club on 29 Nov. There was a small number of attendees which was somewhat disappointing so hopefully we will get a few more along to our next function.

Anyway hope you all have a great Christmas and Happy New Year and take care.

Regards

John 'Schonners' Schonberger

President ACT Division

## WESTERN AUSTRALIAN DIVISION



Greeting's from the West and we take this opportunity to wish all Slipstream recipients and their Families a Merry Christmas and Happy New Year .

Our congratulation's to those Members who were awarded Life Membership and Merit award's at the Federal Council Meeting, a great achievement.

Congratulation's to President Geoff Ledger and the Executive Committee for a very well presented Federal Council Meeting and congratulation's to Phillip Carey on his appointment as Vice President and our thanks to Paul Folkes for his contribution's as the retiring Vice President. There were a few contentious issues that were addressed and worked through but as one of the Western Australian Delegate 's I was saddened by the total silence that accompanied our motion for support for the funding of part of the cost's of presenting badges to the Founding members of the Association. As there was no Division or Executive willing to speak against it ; its difficult to explain to your Members why such motions fail. Perhaps they may like to make comment through this publication.

To the Organizing committee or the 65th Reunion well done; it was certainly a lot quieter than the 60th but good to once more catch up with old friends and share a few drinks and tell the "old waries" we have been telling for years.

We will be holding our Christmas Lunch at Rosie O'Gradys again this year after our December Meeting and at this time we are expecting to seat around 100 for the Presentations , good cheer and Hamper raf-fles.

Again all the best to all for the coming year.

Keith (Squizzy ) Taylor

Scribe

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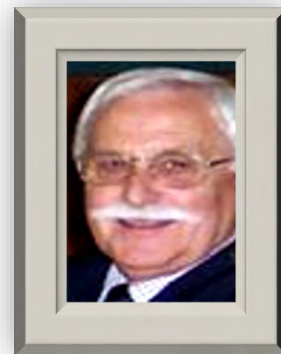
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# Victoria Division Report.



Greetings and best wishes to all Members and their Families, wherever they maybe.. Once again it has been quite a busy time since the last edition of Slipstream, starting with the FAAAA Reunion in Nowra a good time was had by all catching up with friends and shipmates and the various events, I feel it was a shame the numbers were down after all the hard work carried out by the NSW Division organisers for this memorable occasion, but unfortunately it appears to be the sign of the times, but congratulations to the organisers for their tireless efforts.

On a personal basis I had to leave Nowra immediately on completion of the Federal Council Meeting on the Saturday and head over to Canberra for a Korea War Veterans Reunion Dinner, unfortunately this year the FAAAA Reunion and the KWV Reunion were conducted on the same weekend, none the less both events were most enjoyable.

In Victoria a PR program conducted by the RAN named "Naval Gazing" is conducted at HMAS CERBERUS at various times, on the 12th November a tour was arranged by the Victoria Division Secretary Mal Smith and twenty or so members of the Division toured the recruit training facilities at HMAS CERBERUS. It was an educational tour aimed at bringing former members of the RAN up-to-date with modern training methods and facilities at the base. and boy have things changed since most of our days in the service.

It was a very full on day, starting at the Band & Cinema Complex, welcome & morning tea, then into the theatre for a welcome by the OC band for a most enjoyable recital by the band. From there it was a tour of old & new Junior Sailors Accommodation Block, then onto JS Cafeteria, then onto School of Survivability & Ships Safety, then onto the Museum from there to the Navy in Vietnam Room for lunch on completion to the main parade ground to view the March Past

Followed by the tours of Boatswain Facility, the Hi-tech Weapons training simulation system then to the Joint Services PT Athletic facility and finally a tour of the Recruit School welcomed by CO / XO / SWO. Phew a busy day. All the group enjoyed the experience and were impressed with the high standards the Navy set for recruit training, much up-dated with far better facilities

It was an excellent day, but for some reason they were not interested in any of us signing up.

Notification was received that the Korean Minister of Patriots and Veterans Affairs. The Hon. Park Sung-Choon and his Korean Representatives would all be in Melbourne for the Commemoration of the 60th Anniversary of the end of the Korean War (1950-53) and a ceremony was conducted at the Shrine of Remembrance on Wednesday 13th November which I was invited and had the honour of Laying a Wreath on behalf of the Fleet Air Arm Association and that evening a Formal Dinner was held at the Melbourne Town Hall, for this occasion the Korean Government had invited and paid for 15 Veterans and their Wives to attend, I and my wife Val received an invitation and attended this memorable Dinner.

The Division will be convening its last meeting for this year and Christmas breakup on Sunday 8th December, if you have not already done so please notify the Social Coordinator Val Christie ASAP on 97645542..

FAAAA (Vic) Calendar of Events 2014.

Sunday 9th February - AGM

Sunday 9th March - Comm & Gen Meeting

Friday 25th April - Anzac Day March & Reunion

Sunday 1st June - Comm & Gen Meeting

Sunday 20th July - Comm & Gen Meeting

Saturday 30th August - Annual Dinner

Sunday 31st August - FAA Memorial Service HMAS CERBERUS

Sunday 5th October - Comm - Gen Meeting

Saturday 25th October - FCM Nowra

Sunday 7th December - Comm & Gen Meeting & Christmas Break Up

May I take this opportunity in wishing all Members and Families a Merry Christmas and Happy, Healthy and Prosperous New Year

Yours Aye  
Ron Christie

# 'WINGS ON MY SLEEVE'



## Book Review

A book about Captain **Eric Melrose "Winkle" Brown**, CBE, DSC, AFC, MA, Hon FRAeS, RN (Rtd) titled 'WINGS ON MY SLEEVE' is well worth a read. As a well known test pilot he has the Guinness Book of Records for flying the most aircraft of anyone in the world (487) and the most deck landings (2407) by any Navy pilot worldwide. The 487 aircraft were 'in command' and did not include various models. For example, there were 14 models of Spitfire which he flew all variants but, only counted one Spitfire in his total.

In his testing, he flew gliders, helicopters, pistons, flying boats, jets and multi-engine types up to a six engine German flying boat. His testing not only included military aircraft (helicopters, fighters, transports, bombers, all RN types etc.) but, civil airliners as well. Interestingly, he not only flew the Meteor with jet engines but, a Meteor with turbo-props. Amongst the airliners he flew were the Avro Tudor, Dehavilland Comet, Vickers Viscount, Lockheed Constellation, Lockheed Electra and many others.

Since he spoke fluent German, then Lieutenant Eric Brown RNVR was appointed CO of the 'Enemy Flight' for RAE Farnborough at the end of the war, flying 53 types of Enemy aircraft including jets. Eric Brown found that ejection seats were in use by the Germans at the outset of World War II, and indeed the first ejection in anger was made in January 1943 from an He 280 twin-jet

A very interesting segment in the book, especially when CO of the Enemy Flight was his dealings with Luftwaffe pilots and ground crew whose support he needed to operate the many Luftwaffe aircraft. In between testing, he interviewed some well-known War Criminals on behalf of the Allied Forces.

He flew the first jet aircraft (Vampire) aboard an aircraft-carrier and was instrumental in the development of the angle-deck for aircraft carriers. In the US he demonstrated the 'steam catapult' to the USN. He was launched from a British aircraft-carrier berthed alongside in a US port in a USN Cougar jet. The carriers engineers officer stated to senior USN officials on the alongside catapult launch: "We are willing to lose a pilot, if you are willing to lose an aircraft?" to which they agreed! At the time, Eric Brown was on exchange service with the USN Test Pilot School, Patuxent River, Maryland.

The book is most interesting and would no doubt be of interest to many 'birdies'. This is the website about Eric Brown giving you an introduction to the book:

[http://en.wikipedia.org/wiki/Eric\\_Brown\\_\(pilot\)](http://en.wikipedia.org/wiki/Eric_Brown_(pilot))

His favourite aircraft were:

AVRO LANCASTER - just to sit in the cockpit was sheer joy. It exuded self-confidence.

BOEING B-29 SUPERFORTRESS - gave a feeling of impregnability.

BÜCKER JUNGMEISTER - an aerobatic gem.

DE HAVILLAND HORNET - overpowered perfection.

DOUGLAS BOSTON - its take-off acceleration was a taste of things to come.

FIESELER STORCH - a virtuoso of slow flight.

FOCKE-WULF 190D-9 - German fighter technology at its best.

GLOSTER GLADIATOR - last of the great biplane fighters.

GRUMMAN BEARCAT - a pilot's dream machine.

**(Continued)**



HAWKER HUNTER - flies as good as it looks.

JUNKERS 88 - efficient in all its multi-roles, and a delight to fly.

LOCKHEED CONSTELLATION - a standard bearer for long-haul passenger airliners.

MACCHI C.205 - a wonderful combination of Italian styling and German power.

MCDONNELL F-4 PHANTOM II - exciting performance and a thrill to fly.

MARTIN-BAKER MB.5 - a real beauty that arrived too late for World War II.

MESSERSCHMITT 262 - a quantum jump in fighter performance in World War II.

NORTH AMERICAN F-86E SABRE - handling perfection with help of a 'flying tail'.

NAKAJIMA FRANK - a lively performer that was a revelation to fly.

SUPERMARINE SPITFIRE XII - Jeff Quill and I enjoyed this most of all the Spitfires.

VICKERS VISCOUNT - set a new standard for short-haul passenger airliners.

Of those Eric Brown's favourite piston was the Hornet and favourite jet the F-86E Sabre. He flew the A4 (Skyhawk) whilst on exchange with the USN.

An interesting segment in the book was where the RAE had been called by Bomber Command to try and fix a problem with the brand new Lincoln bomber that had just flown around the world. To the surprise of all at Bomber Command, the pilot RAE had sent to resolve the Lincoln problem was a Lieutenant RNVR pilot, many querying whether he was in the right place. Of interest Eric Brown was only offered transfer from the RNVR to the RN in 1949!

Captain Eric Brown RN retired from the RN in 1970 from his last appointment as CO RNAS Yeovilton..

Eric Brown interview in 2011 aged 92 about Yuri Gagarin visit to the UK Admiralty in 1961:

<http://astrotalkuk.org/2011/04/02/episode-40-april-2nd-2011-gagarin-in-london-captain-eric-brown/>

Interview of Eric Brown 2012 at age 93:

[http://www.youtube.com/watch?v=xQzVZde\\_Ms4](http://www.youtube.com/watch?v=xQzVZde_Ms4)

He is still alive at 94!

Regards

Paul Shiels

# SLIPSTREAM QUEENSLAND DIVISION.



It's pleased I am to be able to wish you all the best for Christmas this year. after it was discovered that my Aorta was in the process of rupturing, I was rushed to Nambour hospital for a 6 hour session on the operating table. The operating Vascular surgeon (a tall girl I called my Avatar) told Dee that they'd done all possible and it was a case of wait & see. She & her team put new Dacron tubes in to replace the old stuff! Later, every visit by the "team" involved playing with my toes. They thought they might have to go as both legs had the blood supply off for a bit! Luckily all of the "cut-off" areas came back on stream

I want to thank those who made contact with either Dee or Mick Blair to check up on me! We were sorry to have missed the Reunion due to all this fuss & bother. I'm well into the recovery mode now with much walking on the beach and doing various exercises set by a young physio girl sent by Vet Affairs. I'm becoming known as the "Miracle" man. Ray Guest & Dot called in for morning tea. They'd been playing golf in the Vet's comps at Buderim golf course. Nice to see them. Bob McBride also came over and we were stunned to learn that his wife, Dawn, had recently passed away. Sadly, Ted Hall has passed on. He's suffered a slight stroke and then things got worse rather rapidly. Ted turned up as a new Sub. AEO on 724 Squadron in '66 to take over from Dave Ferry, who had already left. I was acting CAA at the time so Ted had to learn very quickly. He became a brilliant engineer, I'm told. We offer our condolences to the respective families. I was unable to attend Ted's funeral as I was being inspected by the Vascular Surgeon for general condition.

Thanks, Dick Martin, for my refund. All done and completed. My new email address is: [blister@westnet.com.au](mailto:blister@westnet.com.au)

I'll do a separate note on that, Ron.

Had a call from Arthur Sharland to say he's feeling much better after the heart surgeon(s) found he had more than enough electrical wiring(?) in his heart so got rid of the excess and now he's feeling like jiminy cricket again. Wonderful stuff.

Arthur and Maxine were in Merimbula when I last spoke with them. They must be in Melbourne or heading into Tasmania by now. They called in here on their way south. in their new Motor Home.

We're holding our AGM on 30 March at the Currumbin RSL and hope to get some of the Gold Coasters turn up. My son , George, is being married in Kent at Canterbury on May 9, so I'm not sure of being here for ANZAC Day. We're trying to plane travel and car and house rentals. Very tricky!

I'm writing up some details of the Gliding Club-Arthur and John Crawley have already done their bit. It's a great pity that RANGA is now finished. Ken Horton and his wife, Ingrid, called in as well. Ken was a Gliding Club member-as a civilian-from 1965 and had a prop come off towing a glider out of Corowa. He was lucky to be able to land back at the aerodrome-a fair dinkum "dead stick" landing. They were here for a night and Arthur was here the following night. Pity they didn't coincide!

I'm out now. All of us in Queensland send very best wishes for a Merry Christmas and great New Year.

Barry Lister  
President.



Arthur's Carbon Cub



Ray & Dot Guest Called in for morning tea



Mark, Ray, Mick & Barry at Museum

## NATIONAL SECRETARY'S REPORT SLIPSTREAM 02/12/2013

Well another year is drawing to a close and we have had a rather eventful past couple of months, with both the 65<sup>th</sup> Reunion and the Federal Council Meeting.

Though the numbers were well down on other Reunions that have been held at home base all who attended seem to enjoy themselves. The dinner at the Bomaderry Bowling Club was an excellent affair with could service and enjoyable food together with old mates and their spouses. All mini reunions were well attended by their respective branches including the "Sparkies" (Well done Editor Ron) I and the rest of the Greenies will remember you. The BBQ on the Sunday went over well unfortunately the Flying display had to be cancelled due to the Rural Fire Service requiring the airfield to fight a large bushfire out the back of Ulladulla.



The Federal Council Meeting was held in the FAAA Museum on the Saturday all states were represented. As this was an election year our Patron duly took the chair for the election of Office Bearers. The following people were elected to our National Executive

President           Geoff Ledger  
Vice President    Phil Carey  
Treasurer         Denis Mulvihill  
Secretary         Dick Martin

The President informed the meeting that the following people had also agreed to take honorary positions

Legal Officer     Ben Spurgin  
Welfare Officer   Ray Burt.

Our thanks also go to retiring Vice President Paul Folkes who elected not to stand this time. Paul has done some outstanding work for the Association especially on the HARS Project.

The minutes of the Federal Council Meeting have been delayed somewhat due to me having a personnel problem but should be available to all divisions and on the web in the next week.

So with the year drawing to close its time to wish you all a Merry Xmas and a Festive and safe New Year.

Pincher

Dick Martin

National Secretary

### **VALE**

**Mclver Ron E   Lieut. (P)**

1952—1958

808 Squadron sea Venoms



### **RODGERS DES**

It is my sad duty to inform you of the passing on Saturday 30th November of former Lt Cmdr. Des Rodgers after a long illness. Our thoughts are with his family.

Yours in sympathy  
Keith Taylor  
Hon Secretary  
WA Division



# SOUTH AUSTRALIA DIVISION

Slipstream report



Here in South Australia we have been very busy since the last report. In between our regular lunches at The Windsor Hotel we have had Remembrance Day gatherings with Gordon Gray and Mike Stubbington in the City whilst I did the honours at The Repat Hospital.

Roger Harrison represented us at the FAA Federal Council Meeting at Albatross.... long haul across the Hay Plains etc but the modern car was a long cry from the days of old !!

I represented us at The Memorial Service for the Korean & South East Asia Forces Association of Australia Inc. on the 19th October.

Ian and Derelie Laidler attended the Fleet Review in Sydney whilst Bob Scobie and Doug Morris, together with their wives attended the 808 commissioning at Albatross.

We are all getting older and need Maincheck 5s .. I am slowly declining due to the asbestos-courtesy of the Melbourne, John Saywell is holding up very well.. Gordon Gray in for another chest op, Mike Stubbo remains with knee physio, John Berry is in the Repat Hospital and has been for some time, he is not well but is responding to care.

We have just had another VIP visit of 808 Squadron in to the Navy Sister Port of Goolwa, about an hour;s drive south od Adelaide. The Freedom of the City March was excellent and was most favourable commented so by the South Australian Governor, RA Scarce, who took the Salute.

Some attached pics show some of our members who attended on the day and the Governor Greeting the 808 Squadron at the Freedom of The City March.

Best regards  
Leon Coppins  
President  
FAAAA-SA Division



**SA Governor receives 808 Squadron at Goolwa S.A.**

**FAA S.A. Division Members at Goolwa**



# MORE REUNION PHOTOS

by Nev Hall



## FAA Association contact details

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### TASMANIA

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### QUEENSLAND

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Secretary : Mr Trevor Tite - 37 Miles St, Caboolture, Qld. 4510  
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### NEW SOUTH WALES

President : Mr Greg Wise - 4 Bindaree St, Greenwell Point,  
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Secretary : Mr George Sydney- 12 Feakes place, Campbell, ACT.  
2612

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

## GARTH MAX

Slipstream has been informed that Max has passed away recently.

Max was born in Culcairn NSW 1/03/1930, he enlisted in Sydney on the 15th January 1952

### SERVICE:

Cerberus Jan 52—May 53 REM2 (Air)

Albatross June 53—Sept 54

Cerberus May 54—May 55

Vengeance May 55—Aug 55

London Depot Aug 55—Feb 56

Melbourne Feb 56—May 56

Albatross (816Sqn)

May 56—Jan 58

D.E.E. 14th Jan 58

Our thoughts are with Eileen and Family at this time.



## BLAIR ARTHUR

The Victoria Division is sad to announce the passing of Arthur Blair in Ararat on the 10th October 2013.

Our thoughts are with Katherine and the family at this sad time.

Mal Smith



## VALE

IVERS JAMES

7/11/2013



# MEMORIES



G'day all, Lindsay MacDonald and I were in Sydney for the Fleet Review and I took the opportunity to see what's left of Johnnies...the facade of Royal Naval House is still there as shown below, and the only other part of the old building left to see is the part of the snake pit shown below. The building has been incorporated into a much large building accommodating commercial firms, insurance, etc. If you put "Royal Naval House Johnnies" into google you'll find several links that are worth looking at, the comments below are extracted from one of those sites which took me back to fun times. Johnnies was indeed a safe haven after a night spent touring the local pubs, the Tatler, King's Head, the Rockers, etc. Many Sunday mornings I remember sitting in the lounge nursing a giant hangover watching "Victory at Sea" on the tele hoping the headache would go, and usually it did by lunch time, and then it was off again looking for a pub open to travellers. I remember well, as mentioned below, the old geezer with the tray and gong stick banging hell out of it, a horrible way to be woken up...

Cheers, Bunch



# TO ALL FLEET AIR ARM ASSOCIATION MEMBERS

May Peace be your gift at  
Christmas and your blessing all  
year through!

