

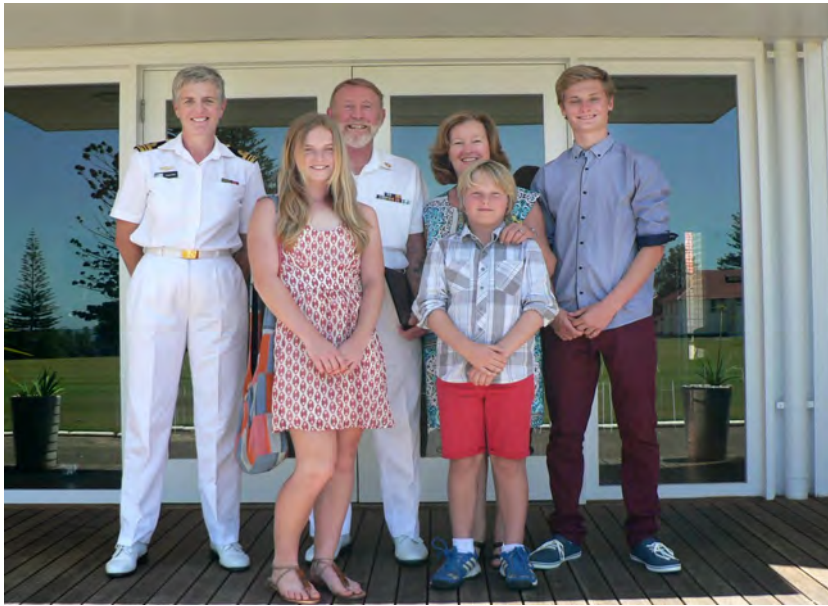


Ford Performance Racing cars with the support of an S-70B-2 Seahawk helicopter from 816 Squadron at the Wilson Security Sandown 500 round of the 2013 V8 Supercar Championship at Sandown Raceway.

Photo by LSIS Paul McCallum

(Story Page 11)

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Editor Ron Batchelor email ronbatchelor64@gmail.com.
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Chief Petty Officer Richard 'Blue' Timms with his Federation Star recognising over 40 years of service in the Royal Australian Navy, pictured with his supervisor, Lieutenant Commander Tracey Elliott, Head of Navy's Reserve Entry Initial Training Team, wife Mrs Pauline Timms, and grandchildren Ebony, Saxon and Joshua Heins



NUSQN 725 at the 'In Service Date' ceremony for the MH-60R Seahawk Romeo maritime combat helicopter at Naval Air Station, Jacksonville, Florida. Story by Ms Natalie Staples

The first two MH-60R Seahawk Romeo maritime combat helicopters were accepted by the Royal Australian Navy at an 'In Service Date' ceremony conducted by NUSQN 725 at Naval Air Station Jacksonville, Florida on the 24th January. The first two of twenty-four airframes on order from Sikorsky and Lockheed Martin were delivered to the Defence Material Organisation (DMO) in early December 2013.

Commanding Officer of NUSQN 725, Commander David Frost says the Sea Hawk Romeo represents a big step forward from Navy's current 'Classic' Sea Hawk, which it is replacing. "The MH-60R is a potent maritime combat helicopter and they will primarily be used in the Anti Submarine Warfare Role "The aircraft will also contribute to Navy's anti-surface warfare role by providing an air-to-surface missile capability," said Commander Frost.

"Today is a proud day for our Squadron. Not only are we celebrating a significant milestone for the aircraft, we have a chance to reflect on how much we have achieved over the past year. During 2013, NUSQN725 Officers and sailors have worked hard to master the skills needed to fly and maintain the MH-60R."

Since acceptance of the first two aircraft in December, we have commenced a graduated flying program, building on the skills, techniques, and tactics that were taught during Operational Flying Training with the United States Navy," Commander Frost said. "We will continue to consolidate our skills over the next 12 months prior to returning to Australia to commence operations at Naval Air Station Nowra, New South Wales, late in 2014." said Commander Frost The delivery of the first two MH-60R as part of AIR 9000 was achieved on budget and six months ahead of schedule. The initial aircraft will be joined by an additional five over the course of 2014



Dear Ed

You may be able to use this picture I recovered it was taken at the reunion about 1995

It would have already been in a slipstream.

Phil Rowe Jack Walker Graham Quick Des Rogers Geoff Litchfield

All from Tamworth NSW

A very sad day with the loss of Des

Regards

Graham Quick

FLASH MESSAGE

It is with regret that I must inform all Members of the death late last night (17/03/2014) of long-time Member,

John Saywell OAM.

The Service will be held at the Centennial Park Cemetery, next Wednesday (26th).

Further details to follow and will be forwarded to you all ASAP.

Our thoughts and wishes are extended to Moira and family in this most difficult time.

Regards

Roger Harrison

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LETTERS

Editor

G'day Ron,

With reference to "Sparrow" Longford's letter in the last issue of Slipstream, and the missing names in the Albatross Golf Club winning Team. This was the initial competition for the WD and HO Wills Shield in the East Australian Area Inter ship Golf Competition. Have often wondered whatever happened to the Shield.

The fellow second from left back row is in fact Harry Whitbread a Chief Writer, the other two on the right of centre row are, Norm Fargher Supply Officer and Ron Woolnough also a Chief Writer. Have attached a copy of the original photo with a piece of paper stapled to the bottom with all the names typed. This photo hung in the Albatross Golf Clubhouse for many years, and was given back to me when the Clubhouse was to be demolished.

A Golf Club was formed at Albatross in the late fifties from memory, and there are foundation members in this photo. Bill Zimmer, Les Wilson and myself, in fact I was the First Handicapper. Les McCulloch was the original Captain.

Keep up the great work Ron.

Best regards

Ian Ferguson



I am sure everyone can relate to this photo

Photo courtesy John Ward

Reporting of Conduct of Royal Australian Navy Members on Border Protection



It is important that I place on the record my deep concern the reporting over the last few weeks in both new and old media that discredits the conduct of members of the Royal Australian Navy in Border Protection Operations.

There are few organisations in this land that are subjected to such relentless public scrutiny in almost every aspect of its business; this is a fact of life that Navy readily accepts as a national institution. Similarly, there are few organisations that hold its people to such a high standard of personal conduct. Today's Navy actively holds its people to account when they do not live up to the professional or personal standards that are required in serving this nation and its people. Our people are overwhelmingly supportive of this approach.

Ours is not a perfect organization, nor are our people infallible, but Navy is prepared to acknowledge its faults, take action and fix them.

An important component of our system of Government is civil control of the military. Navy's role as part of the Australian Defence Force is to safely execute the lawful direction of Government, our people know this. Our people also know that by serving as members of the ADF they forgo some of the freedoms that the rest of the nation enjoys. It is clear there are those who exploit this.

I am exceptionally proud of the men and women of our Navy, particularly the way they serve on operations. They serve at sea and ashore, at home and around the world, each and every day with great dignity and often with considerable courage. They have 113 years of heritage and tradition to uphold, over a century of unbroken and honourable service to the nation protecting our ability to trade and contributing to our prosperity and security.

This generation of men and women who wear the uniform are worthy of more respect than has been shown to them in the past few weeks.

R.J. GRIGGS
Vice Admiral
Chief of Navy

JOURNALISM AT IT'S LOWEST

+02

FEBRUARY 5 2015

ABC's burns backdown

Managing director admits no evidence navy tortured asylum seekers

TIM BLAIR

THE ABC has backed down in the controversy over its reporting of claims that navy personnel tortured asylum seekers, apologising "if our reporting led anyone to mistakenly assume that the ABC supported the asylum seekers' claims".

A statement issued yesterday by ABC managing director Mark Scott and his news director Kate Torney admitted that video shown by the ABC of burned asylum seekers' hands did not establish how their hands had been injured.

"The ABC's initial reports on the video said that the vision appeared to support the asylum seekers' claims," the statement reads.

"That's because it was the first concrete evidence that the injuries had occurred. What the video did not do was establish how those injuries occurred."

The statement, published online by the ABC, indicated regret over how the asylum seekers' claims were presented.

"The wording around the ABC's initial reporting needed to be more precise on that point," it continued.

"We regret if our reporting

led anyone to mistakenly assume that the ABC supported the asylum seekers' claims.

"The ABC has always presented the allegations as just that — claims worthy of further investigation."

The backdown follows criticism directed at the ABC from The Daily Telegraph, other media outlets, Immigration Minister Scott Morrison and Prime Minister Tony Abbott.

"A lot of people feel at the moment that the ABC instinctively takes everyone's side but Australia's," Mr Abbott said last week.

The ABC's own Media

Watch program joined in the criticism on Monday night.

"The ABC overreached, by essentially endorsing the allegations of navy mistreatment on radio, TV and online throughout the day," Media Watch host Paul Barry said.

"Because even if the (Indonesian) police did back the asylum seekers' claims, there was no way of knowing they were true ... We believe the ABC should have been far more cautious, given the evidence it had, and given it was making such a big call against the navy."

On the same program, Barry caused a Twitter storm

by admitting to voting Liberal in last year's federal election.

"Paul Barry broke my heart admitting he voted Liberal," sobbed one Twitter user.

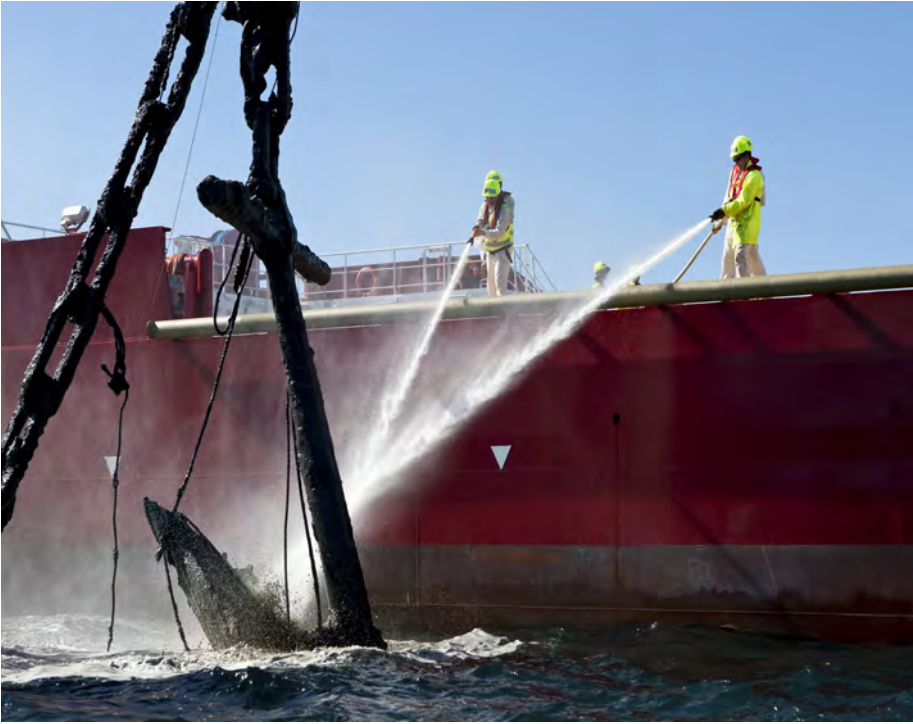
"Paul Barry is god dang dead to me," wrote another.

Yet another shattered fan pleaded with the veteran presenter: "You were joking when you said you voted Liberal, weren't you?"

Barry later confirmed that he had, in fact, voted Liberal and that his local member was Communications Minister Malcolm Turnbull.

EDITORIAL PAGE 24

SPRING CLEANING



ADV Ocean Shield, Royal Australian Navy Clearance Divers from the Reserve Dive Team and Defence Maritime services recently joined forces to reinstate the Number 3A Buoy in the Man of War anchorage within Navy waters.

The mooring buoy was raised to provide additional capacity at Garden Island, Sydney, ahead of the arrival of the Landing helicopter Dock (LHD) and the Royal Australian Navy International Fleet Review.

Navy Visit Reunites Resident with Squadron

The 808 Navy Squadron's visit to Goolwa in November was a special time for an Alexandrina resident.

Douglas Morris, from Strathalbyn, is an ex-808 Squadron member.

He was transferred from Royal Navy to Royal Australian Navy on temporary loan on April 2, 1950 and joined the R.A.N. Squadron 808 at HMS Vulture at St Meryn Cornwell England on April 25, 1950 as part of the 21st Carrier Air Group.

Douglas boarded the H.M.A.S. Sydney on September 3, 1950 at Devonport England and arrived at Jervis Bay New South Wales on December 7, 1950 and the 808 Squadron disembarked to H.M.A.S. Albatross near Nowra. In April 1951, Douglas Re-embarked on H.M.A.S. Sydney and operated in the Far Eastern area involving the Korean Conflict until March 1952. In 1952 he transferred back to the Royal Navy.

Douglas and wife Ruth were special guests at the Navy's Freedom of Entry event in Goolwa.

The Freedom of Entry was reviewed by His Excellency Rear Admiral Kevin



Petty Officer Darren Pope from the Navy 808 Squadron with ex-Squadron member Douglas Morris from Strathalbyn.

Scarce AC CSC RANR, Governor of South Australia.

The Freedom of Entry was followed by a Memorial Service at the Goolwa RSL Branch.

After the Freedom of Entry, the 808

Squadron presented Council with a cheque for \$1,251.43 to put towards the Young Emerging Leaders Grants. Council and the Goolwa RSL Branch were also presented with plaques.

FLEET AIR ARM 2013 REPORT

Good afternoon All,

2013 has been a really busy year with some outstanding events and highlights for the Fleet Air Arm. All of you have worked very hard to produce some outstanding results as a team and can all rightly feel proud to proceed on a well deserved RAP (for those who are deployed my thoughts and thanks are with you).

Our mainline, heartbeat activities throughout the year have been aircrew and maintainer training. FAA personnel train in *Cerberus*, *Wagga*, *Creswell*, Tamworth, East Sale, Pearce, Oakey, FBE and FBW and of course *Albatross*/NAS Nowra. Conscientiously and carefully maintained by our maintenance and engineering effort, the venerable Squirrel - assisted by the Bell 429 - keeps training our next generation of Pilots, AvWOs and Aircrewmembers; Seahawk Flights remain ready for sea and the FAA has been operationally deployed to the MEAO and our embarked watch there continues; and, the collective training, verification and validation of MRH90 continues apace towards initial operational capability. And in no particular order, the following high points of our year come to mind

- The newest aircraft in inventory, the MRH90 successfully achieved the award of the Australian Military Type Certificate/Service Release in April. In the continuing development towards Initial Operational Capability, 808 Squadron has achieved three simultaneous collective training detachments at sea and late in the year was called upon to provide at very short notice an MRH90 to sail in *Tobruk* for Operation PHILIPPINES ASSIST.
- 808 Squadron commissioned in July as the new home for MRH90.
- Through 2013 we have conducted successfully Airworthiness Boards for the MH60-R, S70B-2,AS350BA, B429 and the MRH90
- First two of four groups detached to Jacksonville and Mayport for the pickup of the MH-60R Seahawk. By this time next year we shall have had 112 personnel work and train with the USN and Seahawk Romeo. At the time of writing this we had basically completed all training for the current tranches in Florida.
- The first two MH-60R - N48-001 and N48-002 - flew in the USA mid-year and were accepted by the Commonwealth on 10 December 2013 and ferried to NAS Jacksonville, Florida from upstate New York two days later. Hot off the press as I write was formal advice from the Defence Airworthiness Coordination and Policy Agency that MH-60R Seahawk Serial Number 901, US Government Bureau Number 168814 has been accepted by the Commonwealth of Australia and placed on the Defence State Register as N48-001 with effect 160100ZDEC13 (1200h AEDT on 16 Dec 13). Introduction into RAN Service at NUSQN 725 in Jacksonville will occur on 24 January 2014.
- The Public Works Committee of Parliament visited NAS Nowra on 22 April to determine the need for the Romeo facility and for which Parliamentary (bipartisan) approval on 16 May was received to proceed with the new 725/816 Squadron Romeo precinct on the Western side of the airfield, improvements to the Helicopter Support Facility in HMAS *Stirling* and the Ammunition Storage Facility at Two Fold Bay, Eden to accommodate the Romeo's requirements at each site. Parliamentary Secretary for Defence Darren Chester MP, CN and DG Capital Facilities and Infrastructure turned sod on the new facilities site for the Romeo at HMAS *Albatross* on 26 November 2013. Those of us based in Nowra can see that work going full speed ahead adjacent to the Control Tower.
- NUSQN725 moved into its new Squadron complex in NAS Jacksonville, Florida in August this year .
- We celebrated HMAS *Albatross*' 65th anniversary and ship's company Ball in the Fleet Air Arm Museum in August which was preceded by the Freedom Of Entry parade to the City of Shoalhaven. The parade filled Junction Street from the Showground to the Challenge Point. Fourteen aircraft flew over the parade right on time and on target.
- We welcomed home Skyhawk 880 from the NZ Government in September and it now sits proudly in our own Fleet Air Arm Museum .
- We have had terrific success on courses: 231 Pilots Course saw Navy grads, three of which took out five of the eight prizes on graduation. 232 Course graduated two Navy personnel who between them took out three of the eight prizes on graduation. 233 Pilots Course graduated two new pilots and AvWO Course 1/2013 graduated three young AvWOs into the FAA. We have graduated two AIRCREWMAN courses this year totalling 7 crewies, and graduated our second Aviation (AVN) Handler course .

- This year marks the 40th anniversary of the current Observer/Aviation Warfare Officer Course at the School of Air Warfare at RAAF Base East Sale. The School has produced so many good aviators and officers.
 - The FAA enjoyed an excellent number of selections in the mid year promotion and charge positions. Each person selected carries with them the best wishes and support of the FAA. Well done.
 - The Single LEAP accommodation project in HMAS *Albatross* was commissioned in late October and is now occupied.
 - We have maintained our Homeport relationships with Goolwa, SA (808 SQN).
 - The LHD is coming along well as is the planning and measurement of the aviation integration onboard.
 - The ADMM+ Expert Working Group on Maritime Security - ASEAN's first real hardware exercise with 14 nations participating off JB occurred just before IFR and was extensively supported by the FAA;
 - The FAA was very much a star of the International Fleet Review. 26 aircraft flew in formation over the review plus two flag flyers, MRH90 and S70B-2 raised the curtain for the laser and light fireworks show, and 14 FAA helos flew over the Combined Navies Parade in Sydney march in which 140 FAA personnel marched under the FAA banner down George Street to the Town Hall where Her Excellency, the Governor General and CN took the salute.
 - The "Huey" was able to participate in the IFR and its dedicated team of volunteers with the assistance of NASPO did a terrific job after an extended unserviceability which was rectified in time for the aircraft to make a significant contribution to the Navy's day in the Harbour.
 - Five teams participated in the Navy Engineering Challenge - the AT category of which was won by 816 Squadron with 723 Squadron Runners Up.
 - FAA has supported many activities in the Public Events of Significance Schedule especially the interaction and support for Team NAVY V8 Supercars and Team NAVY Ford Performance Racing in particular. An AT sailor will join two other RAN technical sailors in FPR in 2014 with our AT sailor working in and learning the ropes in the carbon composite repair activity.
 - Navy honoured the memory of an FAA sailor by dedicating Shipp Division in the RAN Recruit School in memory of Leading Aircrewman Noel Shipp of Helicopter Flight VietNam who died in action during that conflict.
 - A team of FAA maintenance personnel have completed a successful deployment to Afghanistan where they acquitted themselves with distinction and brought much credit on the FAA operating the Shadow UAV. All have returned safely to enjoy some hard earned and well deserved leave.
 - The year's notable prize winner is 816 Squadron for receiving the McNicholl Trophy and being Co-Runner Up for the Gloucester Cup with HMAS *Choules*; and, *Toowoomba* Flight being awarded the Collins Trophy.
 - FAA received two Navy Safety Awards: 'Commended' for Heat Stress Management and a Highly Commended for Aircrew Communications Ear Plugs. The latter was also recognised in the broader Defence Safety Domain with a Health and Safety at Work Award.
 - Individual excellence was in our year's achievements: ABATV Justin Macey was awarded the Apprentice of the Year - Illawarra & South Eastern NSW; SBLT Brody Marris for receiving the Admiral Nelson Sword of Excellence to recognise his qualities of leadership excellence in the RAN ; and the FAA's Business Manager, Mr Dave Robinson was recognised internationally for his leadership and innovation in Performance Management Frameworks and Integrated Business Modelling by the Consortium of Advanced Management - International.
 - FAA was also involved in; the successful rescue in marginal weather of two French yachtsmen by 816 Squadron (operating from HMAS *Perth*) whose boat had sunk 400 miles off Tuross Head at night in marginal weather; the body recovery of a fire fighting aircraft's pilot near Ulladulla during the November fires; and, HMAS *Albatross* provided support for bushfire emergency crews, helicopters and emergency organisations at the start and end of the year.
- We have been really generous with our time and money and have directly participated in many charity fund raising activities including *Ocsober*, *Movember* and the *Relay for Life*. Ten members of the FAA leadership - led by COMFAA - abseiled down the AMP Building for the Sir David Martin Foundation on Friday 18 October and raised \$22,000 for youth in crisis and the Triple Care Farm .
- The *Albatross* Demons AFL Reserves won the South Coast League Premiership after many years.
 - We have developed and improved the management of unmanned vehicles within airworthiness processes through trials and development work under the aegis of the relatively recently formed Navy Unmanned Aerial Systems Development Unit.

- It would be remiss to not congratulate all those who are posting away to new challenges and in particular to acknowledge the efforts of departing Commanding Officers from their successful commands - Captain Gordon Andrew (*Albatross*), CMDRs Charlie Stephenson (808), Matt Shand (723), and Grant O'Loughlan (816). Also worthy of special mention are Captain Danny Reilly as outgoing CSO(AE) and WOAT (now LEUT) Anthony Wills as WOSAM. Thank you all for your contribution to the FAA's leadership over your postings and good luck for the future.

Sadly, the inevitable low points are the passing during the year of some former members of our FAA family. Those which immediately come to mind are LCDRs Roy Edgar, Peter Marshall and Des Rodgers (Retd), CPO Kane Vandenberg and there are others. Some of us have lost loved ones too.....but the beat goes on.

It has really been a terrific year and one which I am delighted to have been blessed to be COMFAA after a decade away from the Fleet Air Arm. Most important in our professional and personal lives is to live by the Fleet Air Arm Safety Goal "To keep our people healthy and our equipment airworthy". Without people we have no capability." Anything that keeps us well and fit and ready for work has to receive our focussed and undivided attention. Family is at the top of that list and sticking to the expectations of the Navy's Values are as good a foundation for personal behaviour as you will find.

CDRE V. DI PIETRO CSC.RAN

NAVAL GLIDING



I refer to the articles from Anson Goater and J Wakefield on naval gliding. May I add a little further history

It all started when Lt Cdr John Sproule went to Germany in late 1945, obviously with Admiralty approval, and collected a number of Kranish [2 seat] and Grunau Baby [single seat] gliders.. These went to Lee on Solent.

He subsequently formed Sproules Circus. He would take a Kranish and a couple of Gruneaus to one of the airstations in UK, by road, in special trailers, for a long weekend. He and another pilot flew the Kranish with passengers, and the station pilots flew the Grunaus. All that was needed was a Tiger Moth, with a towing attachment.

The weekend of 29th August 1947, I went to Gosport and collected a Tiger Moth, and flew back to Dale, which was at the bottom end of South Wales. Navigation was simple. steer North west until you hit the Bristol Channel, and then follow the railway from Cardiff to Haverfordwest. I stopped to refuel at St Athans. Flying time 2 hours and 20 mins.

Suprisingly we had perfect weather for the whole weekend, but very few thermals. In fact only one person caught a thermal the whole w/e. We towed to 1000 feet over the airfield, unhooked and spun down, dropped the tow rope, which was then hooked on the next glider, so immediately you landed you were ready for the next tow. We got this to production line precision.

There were about 30 pilots on station and most participated, I personally did 7 glider flights and 7 tows. A magnificent w/e and a lot of flying was done. I had a new column in my logbook "Motorless"

Nick Goodhart was a Lt engineer pilot and an instructor with 700 Sqdn at Yeovilton in Jan/March 1948, when I did the Maintenance Test Pilots course. Phil Illingworth was the CO, and followed by Geoff Hawkes. Nick must have been in Australia in 1950 or 51

Basil Nash ex Lt [A] RN..

DEFENCE AND THE NAVY – First Quarter 2014

In the Media to date: Border Protection ops, Air Warfare Destroyers, Dockyard building gaps and the use of Drone aircraft or Unmanned Aerial Vehicles.

Readers are likely to be well aware of the Border Protection issues which have been well reported in all media, so we will leave it at that.

The Air Warfare Destroyer (AWD) construction has been given media attention, reporting on 25 Feb that build costs have already blown out by \$800m. The first ship, HMAS HOBART, was due to complete this year but latest date is 2016 with the next ship in 2017 and the third well beyond that. Another reported upset is that the new Romeo helos will not be able to exercise their full capability when they embark on the AWD initially because of weapon storage problems and lack of full night landing facilities. Ships' magazines will need modification.

Responding to the large cost over-runs of the order of \$800m, the Minister for Defence, Senator Johnston has called for a review of the AWD project by industry experts. A Defence Special Report in The Australian in Nov 13 says that 'Defence effectively awarded the (ship-building) contract to itself and ASC Shipbuilding and Defence decided to manage the project as an alliance contract. The other partners brought in were Raytheon Australia and, surprisingly, the Defence Material Organisation'. Looks like a situation of gross over-management. Notable is an Editorial in the Australian Financial Review on March 11 which is critical of the policy of building such complex ships in Australia, given our lack of experience and expertise beyond building high speed ferries and naval support vessels. 'ASC's ongoing shipbuilding costs are now estimated to be 60 percent more than budget. The (Audit) report's litany of problems include finding the right skills, liaising with the designers in Europe and adapting Spanish shipbuilding methods to different conditions in Australia, as well as simply the lack of local experience in building these types of weapon systems. With the project set to be a re-run of the endless problems of the Collins-class submarines, this form of industrial protection should end.'

Another issue arising is that the dockyards which undertake naval shipbuilding and repair, other than ASC in Adelaide, will not have enough work to retain staff unless a fourth AWD is ordered or some other ship project is started. This obviously has implications for the retention of their workforces.

The use of drones in military operations is being tried and tested probably in most of the world's military forces. This follows their use in operations in Afghanistan and Pakistan by the US. In Australia the media has reported recently the possible buy of 8 Triton unmanned aircraft for operations in Australia's north west, particularly on border protection ops., and would complement the new P8 A Poseidon patrol aircraft which replace the aging P3 Orion within the next few years. No Government announcement of Triton acquisition has yet been made and, given the Budget position, may not be made for some time. It has been announced that the RAAF would operate the Triton from RAAF EDINBURGH.

Unmanned aerial vehicles (UAVs) has become a fascinating but very big subject and too large to cover here. Key characteristics include their ability for long endurance to cover large areas, their ability to carry sensors such as cameras which can transmit real-time information back to controlling ground stations and economy of operations. So we can see how UAVs would be useful to any organisation with needs for area reconnaissance such as Navies, Police, Fire-spotting and Firefighting, Air-Sea Rescue, Coast-Guard/Customs and oil platform surveillance to name a few. There's plenty of evidence that they can be optimised for weapon delivery. Most aircraft manufacturers are producing UAVs and there are a considerable number of types of various sizes available. Recent TV reports also show the popularity of helicopter drones for any number of recreational and local surveillance uses.

Let's look at Navy use.

DRONES AND THE RAN

SLIPSTREAM was given an unclassified briefing recently by the very knowledgeable and enthusiastic staff of Commander Fleet Air Arm at NAS Nowra recently, courtesy of Commodore Di Pietro. They form a special cell in the HQ named 'NAVY UAS DEVELOPMENT UNIT (NUASDU) with the task of conducting experimentation in order to increase Navy's corporate knowledge of UAS operations, perhaps leading to a formal project being established in due course and to gradually prepare the ground for possible acquisition of this capability generally.

Formed in 2012, NUASDU is authorised to conduct land-based UAS operations with contracted ScanEagle type drones and the Unit has conducted flying operations with this type from Jervis Bay airfield and also from HMAS PARRAMATTA, where First of Class Flying Trials were conducted during 2013. The Unit liaises with other agencies such as the RAAF, Civil Aviation etc. to share data and assist in the formulation of airspace management of drones.

The Unit has a fully portable and very sturdy Ground Control Station enabling mission planning, aircraft control and management of data returned from the ScanEagle UAV.

The ScanEagle is a small aircraft built of carbon fibre. It has a wingspan of about 3 metres, weighs 22 kgs and has a speed of 60 knots. Endurance is about 8 hours at 40nm range from the launch platform. The engine is not much bigger than a whipper-snipper motor, it carries only a few litres of fuel and features an electro-optic/infrared payload. Britain's Royal Navy and the US Coastguard are also conducting

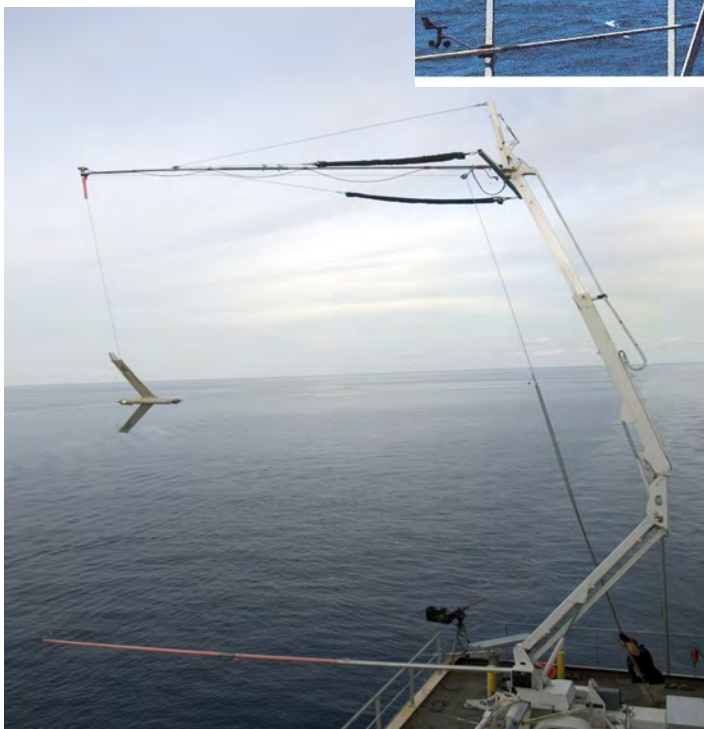
operations with ScanEagle, again to become familiar and experienced with this type of vehicle both ashore and afloat, evaluate UAV characteristics and to gain experience which perhaps will enable later options for larger UAVs.

The following pictures show ScanEagle on the pneumatic launcher, then immediately after launch and later being recovered when a hook on the aircraft engages a line supported by the boom,



READY FOR LAUNCH

LAUNCH



RECOVERY

V 8 SUPERCARS AND 816 SQUADRON

(From Page 1)

Story SBLT BIANCA WISE

The 2014 Australian Grand Prix is described as a place where power and glory come together so what better place to suit the highly capable Royal Australian Navy Seahawk helicopter than in Melbourne from 14–16 March this year.

This week 816 Squadron confirmed its place at the spectacular event where a Sikorsky S-70B-2 will take part alongside other highly anticipated acts varying from race cars to world renowned skateboarder Tony Hawk.

The Squadron will host a static display with approximately four aircrew and ten maintainers in attendance to field questions and meet and greet aviation enthusiasts.

Commanding Officer of 816 Squadron, Commander (CMDR) Marc Pavillard said the event is a great opportunity for Melbourne residents, interstate visitors and racing fans from around the world to get up close to one of the Royal Australian Navy's remarkable flying machines.

"Specialising in anti-submarine warfare, with a maximum speed of 270 kilometres per hour, the Sikorsky S-70B-2 Seahawk is a very impressive aircraft," CMDR Pavillard said.

Extending the combat radius of a ship, a typical Seahawk mission involves low-level operations over the sea, by day or night, in all weather, often recovering to a ship's deck that pitches and rolls dramatically in heavy seas. In addition to the Seahawk's primary roles, its comprehensive sensors and excellent performance make it an ideal helicopter for performing a number of secondary roles including: search & rescue, utility operations (winching and external load lift) and fire bombing.

Whether racing fans are six or sixty there is something to enjoy, learn and experience for all ages. They can meet the aircrew and maintainers who operate the Seahawk, take a seat in the cockpit and find out about the diverse history of 816 Squadron, based at HMAS Albatross in Nowra.

Spectators can also witness Navy involvement on track throughout the weekend amidst the racing action of support categories Porche Carrera Cup, V8 Supercars and the Mazda3 Celebrity Challenge. Driving alongside Mark Winterbottom, in the Navy branded Ford Performance Racing V8 Supercar; Team Navy's Honourary Lieutenant Chaz Mostert will take on the main game for a serious shot at the V8 Supercar Championship Title this year.

SHIP'S BELL

For centuries, ship's bells have played both a practical and symbolic role in the life of naval vessels and their crews. They are routinely used to signal the hour on board a ship and to regulate sailors' watches, but one of the most memorable traditions for sailors and their families involves the use of ship's bells as baptismal fonts for christenings. Children of the ship's company baptised according to this custom can also have their names inscribed on the ship's bell and, since the bell is considered a significant part of the ship's inventory and history, this is considered both an honour and a privilege. For nearly 60 years the ship's bell from original HMAS Albatross has been used as a christening font at the Fleet Air Arm chapel and the bell is now inscribed with many generations of names. As there is no longer space to inscribe new names, the bell was formally presented to the Fleet Air Arm Museum where it will be displayed alongside other Albatross artefacts



HMAS Albatross presented to the Fleet Air Arm Museum by HMAS Albatross' Bateman, to the Manager of the Fleet Air Arm Museum, Mr Terry

bell was formally Commanding Officer, Captain Simon Hetherington, where it will be

THANKS FOR THE MEMORIES



Out going Commanding Officer of 808 Squadron CMDR Charlie Stephenson is farewelled in fine style January last

MINNIE—ME



Director of Port Ash Australia, Captain Cliff Beazley and Port Ash facilitator, Captain Tim Turner were honoured to host Chief of Navy, Vice Admiral Ray Griggs AO, CSC, RAN onboard 'Assault' to demonstrate the ship handling characteristics of the Landing Helicopter Dock. Mid-Caption The scaled versions of Navy's Landing Helicopter Dock (LHD) and Landing Ship Dock (LSD) used for professional ship handling training at Port Ash were officially named at a small ceremony attended by Chief of Navy, Vice Admiral Ray Griggs AO, CSC, RAN and Director of Port Ash Australia, Captain Cliff Beazley.

Port Ash Australia provides the Royal Australian Navy's professional ship handling training at Port Ash north of Newcastle.

The newly launched LHD ship model was named 'Assault' after HMAS Assault which was a shore based used for training in the Nelson Bay area near Port Ash, during World War II. The scaled version of the LSD which will provide platform training for future Command Teams of HMAS Choules was named "Headmark" after the title of the Australian Naval Institute magazine. Both names were selected by Navy and Port Ash Australia.

The scaled version of the LHD 'Assault' has already been used to train the commissioning Command Team of NUSHIP Canberra

LHD



On 3

De-

On 3 December 2013, Australia's second Landing Helicopter Dock (LHD) ship (to be known as HMAS Adelaide once commissioned) departed the Navantia Ferrol dockyard in Spain, for a short trip south to Vigo, where she will be loaded on to the Dockwise Heavy Lift Ship (HLS) Blue Marlin for transit to Australia. Weather depending, the HLS is scheduled to depart before Christmas and is expected to arrive at the BAE Systems Williamstown shipyard in February 2014.



Defence Materiel Organisation (DMO) has successfully completed a vehicle load trial on NUSHIP Canberra in the first Landing Helicopter Dock (LHD) Harbour Acceptance Trial to be done in Australia. The ship moved from its location at BAE Williamstown in Victoria, across the bay to Webb Dock to undertake the vehicle load trial which allowed for Army vehicles to be driven onto the ship and manoeuvred within the vehicle decks of the ship. This activity involved a "cold move" meaning the ship was moved across the bay with tugs and not under her own propulsion. The Army provided several vehicles that will be used on the LHDs including a tank, armoured personnel carrier and light vehicles. The vehicles gained access to Canberra via the side ramps, drove around the internal heavy cargo deck, down the "beach" and through the well dock of the ship. Those vehicles which required access to the light vehicle deck utilised the internal ramp and elevator to move up decks to conduct trials there. The trials were conducted on schedule and involved extensive planning, preparation and coordination between Defence Materiel Organisation (DMO), BAE Systems, Navy and Army. Canberra will have a complement of 360 personnel from Navy, Army and Air Force. She will be the first of two LHDs to be introduced into service with NUSHIP Adelaide scheduled to commission in 2015. The Canberra Class LHD project will provide the Australian Defence Force with one of the most capable and sophisticated air-land-sea amphibious deployment systems in the world.

G'day Ron:

LETTERS Editor

I have been ruminating for a long time as to send this information to you but seeing Navy 894 on a pole outside of Nowra, I decided to tell of the recovery of this same aircraft which crashed into Jervis Bay. I don't know if many people are aware of this event.

On the 25th of November 1970, Navy 894 crashed into Jervis bay and all people on board were subsequently recovered. I was in the area that day and used a normal air set to go down and mark the aircraft for recovery the next day. At 5.00am on 26th, we were onto the aircraft straight away as it had been previously marked and after some difficulty with the main rotor retainer nut, myself and Phill Peck were able to turn the nut known as the JC nut 90 degrees using a massive torque wrench. This meant a very long time was required under water to achieve this task; about six hours I believe. The weather was atrocious as you can see in one of the photos and as we were mainly under water, the weather did not unduly worry us.

As I got out of the Navy in early 1971 to enter into a career in Flight Service with DCA as it was then, I did not know until much later that 894 was up and flying again which was great.

Seeing the same aircraft on a pole and painted up so nicely I was mightily impressed with the mounting of this aircraft and having flown many times in 894 as a SAR diver and having played a part in its recovery, I was a very happy man. I hope Ron, that this article can be considered for inclusion for a future printing into Slipstream. I can't believe how long ago this event happened. (I was given by mail, a commendation signed by Admiral Buster Crabbe but I was out of the Navy before it could be presented).

Yours Aye: Bob Mcdermott.



Ron, just thought I should name the men on the diving punt as from the left PO John McCartney, SAR diver Phill Peck, CPO Arthur Sharland and myself SAR diver



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

PLEASE **PRINT DETAILS CLEARLY** – ERRORS CAN NOT BE CORRECTED AFTER PRINTING

Name: **O/No:**

Address:

Email:

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

Period of Service: Date of Entry **Date of Discharge**

Qualifying Posting/Service:

Notification required: Yes No via email or mail (see details below)

RAN uniformed personnel who were members of the Fleet Air Arm, **posted** to an RAN squadron, or to the Air Department of an 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. (See back of form for more details)

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 determination if the original application is refused. The approval committee may request additional or more precise information to assist in their determination.

Notification: Once your plaque is affixed to the Wall of Service, notification is normally conducted via the next issue of Slipstream. If you require an earlier response, please provide an email address or a self addressed envelope.

Cost: \$135.00 (Cheque/Money Order to be attached to application, made payable to "FAAA of Australia, NSW Division").

Mail to: The Administrator
Wall of Service
PO Box 7015
Naval Post Office
Nowra Hill. NSW. 2540.

Official Use Only

Application listed:

Wall of Service Plaque – Introduction and Eligibility.

Since the introduction of this amenity, serving and ex-serving members of the RAN Fleet Air Arm and other ex-serving personnel attached to FAA units have had the opportunity to have a bronze plaque denoting their service mounted on a wall at the Fleet Air Arm Museum at HMAS Albatross.

Eligibility: to have a plaque fitted is governed by the following controls:

Must have been or is a member of the Fleet Air Arm.

- Been attached to a unit of it - Store, Victualling, Cooks, Writers and Stewards were drafted to actual squadrons and as such qualify.
- Some Army and RAAF personnel will also qualify - these must also conform to the qualification restraints.
- CBGLO is also a qualifying posting, but a posting to AJASS is not as they were not actual squadron personnel.
- RN FAA loan personnel who served with the RAN are also eligible to participate in this program as long as they were actually posted or attached to an RAN FAA unit.
- Allied Forces personnel on Exchange Posting to an RAN FAA unit also qualify.
- Duration of service is **not** a factor.
- If in doubt about qualification, please check with the FAAAA secretary.

Note. Plaques for personnel that are ordered by relations or friends must have the permission and approval of the NOK or direct descendants of the member. This is to ensure their right to place a plaque on the Wall is a priority.

Naval aviation now has a chance to establish a "history of service" of all its ex-members that will be of major interest to them and their families for all times. The Wall does not differentiate between ranks, and the plaques are mounted on a 'first-in, first-up' basis, thus an Admiral can be alongside a Naval Airman (Seaman in today's language).

The plaques are simple - cast in bronze and denote name (with decorations and awards), rank/rate, official number, date of entry/date of discharge, and with a logo (modified) of the Fleet Air Arm Association with the initials 'RAN' replacing 'Fleet Air Arm Association'. They are half brick in size and are permanently affixed to a commemorative brick wall. It is a unique feature available to all Fleet Air Arm personnel and is sited in the memorial garden area at the entrance to the Fleet Air Arm Museum at HMAS Albatross.

The layout of the plaque is locked in, there are no 'nick-names' and the listed name is as was on the records of the RAN. All plaques are similar and no alterations to the format will be accepted. This is to ensure that everyone stays "equal" and the Wall stays in state that is in keeping with the service we all were part of.

Groups of old classmates, relations or just good friends can be placed side-by-side as long as the plaques are ordered at the same time.

A plaque could be a very good birthday present for someone 'who has everything' or 'is hard to buy for' and would certainly be a nostalgic surprise. If you have any ex-service (FAA) friends who have not heard of the scheme, please mention it to them.

To keep the costs and paperwork to a minimum plaques are ordered from the foundry in lots of between 20 and 50, as such there will almost certainly be a delay between the actual order and the fitting to the Wall. Also notification of the actual affixing is by Slipstream, the FAAAA magazine. An email photo of a plaque is available by contacting the Editor of Slipstream or the WoS Administrator.

The cost of each plaque is \$135.00. This figure will increase as costs increase over the years.

Application forms are available from the FAAA website www.faaaa.asn.au/, all State Secretaries, the WoS Administrator or from the front counter of the FAA Museum shop.

HMAS VOYAGER

The Royal Australian Navy has held a moving commemorative service onboard HMAS *Choules* for over 200 survivors and families of the 82 brave souls who lost their lives when HMAS *Voyager* (II) and HMAS *Melbourne* (II) tragically collided off Jervis Bay on 10 February 1964.

Choules embarked the guests from HMAS *Creswell* in Jervis Bay and took them to the waters off Point Perpendicular which became the resting place of *Voyager*.

The guests, many arm-in-arm, gathered on the ship's flight deck for a formal ceremony to mark the 50th anniversary of the loss.

Representatives from the *Voyager* Survivors Association, family members and the Royal Australian Navy's Chief of Navy, Vice Admiral Ray Griggs, laid wreaths at the foot of *Voyager* and *Melbourne* life rings, proudly placed by the side of the Australian White Ensign. Guests also had the opportunity to throw sprigs of rosemary overboard *Choules* in remembrance of their lost loved ones.

In his speech to attendees, Vice Admiral Griggs said he was very keen that Navy make the commemoration a special one that rightfully acknowledges the loss, the pain, the courage and the remarkable nature of the human spirit shown on that awful night, and every day of the last 50 years.

"We are here to honour and remember all of those who served in these two fine ships, and in particular those who lost their lives serving their country.

They were all good people; 67 sailors, 14 officers, and a good civilian member of the Navy.

"When they found themselves in the midst of tragedy, the actions of the crews of *Melbourne* and *Voyager* spoke volumes about their courage and skill. Selfless courage was displayed by many onboard the two ships and also in other parts of the Navy such as the sea-air rescue vessels *Air Nymph* and *Air Sprite* and aircraft from Nowra.

There were three Leading Airman on board HMAS *Voyager* on that fatal night : They were

Leading Airman Met A.E. Newcombe

Leading Airman Phot R. J. Reynolds

Leading Airman SE B.M. Schmidt

Leading Airman Schmidt did not survive R.I.P



Rick Reynolds (centre) with two of the crew of *Air Nymph* who pulled him out of the sea that night. (Left) Ken Patterson (stoker) and at the time Leut Kerry Stephen (Skipper of the *Air Nymph*)



Photo taken by Allan Moore on that terrible night that "*Melbourne*" cut "*Voyager*" in Half



Two great mates Allan (Pony) Moore and Rick Reynolds. Both were LA PHOTS Rick "*Voyager*" and Pony "*Melbourne*"

VALE

Wally "Wiggie" Bennet
Friday 20th December 2013



HEITMANN. AL

To All,
It is with great sadness that I have just been informed of the passing of Al Heitmann at around midday today. (Thursday 6th February)
Our thoughts go out to all of Al's family and friends on their loss.

Rob McNeil



Lt.Cdr Kenneth J. R. Brisley Royal Australian Navy

Served April 1980 – 1992?

Died 9th February 2004

Lt. Cdr. Brisley joined the Royal Australian Navy in 1980 after leaving the Royal Navy in 1978, taking up his first post at HMAS Kuttabul, Sydney as Air Weapon Engineer Officer on the staff of the Naval Air Technical Evaluation Centre.

Subsequently he served from 1982 –1985 at HMAS Albatross Nowra as Base Ordnance Engineer, Ground Radio Officer and Deputy Base WEEO, joining HMAS Harman Canberra in 1986.

Here my record is uncertain but he may have served at HMAS Harman until the end of his Commission.

He and his wife May loved everything about Australia and said it was the happiest time of their lives. They were honoured to be awarded Honorary Citizenship in Australia and returned to UK to settle their affairs aiming to settle permanently in retirement in Australia. Unfortunately shortly after their return May developed Alzheimers that progressed rapidly. This spoilt their plans and a devoted Ken cared for her until her death in 2003.

Ken never recovered from the loss, grieving until his own death in February 2014 aged 84. By nature a very private man, he became very reclusive in later years, avoiding contact with anyone but his chosen friends. I know their many friends in Australia will remember both of them.

Lt. Brian R. Allen RN retired



Neil McDonald AO, RAN ret

It is with much regret that I pass on the sad news of RADM Neil McDonald's passing. I serves with Neil on three occasions. He was our Captain in HMAS SUPPLY and again in HMAS MELBOURNE and later as the Fleet Commander. A real professional and a real gentleman – even if he was a Collingwood supporter!

Bob Mummery



WEBSTER. TAS

Hello Dick

I have just received this notice of Tas Webster's passing from the Qantas Retired Plots Assn. Tas flew the seafury from Sydney, hence, a member of the first CAG. Significantly, Tas was one of three who were the first RAN FAA chaps to join Qantas in the early/mid fifties. The other two were Ian MacDonald and Les Fairbairn. I met all of them after I joined Qantas in 1964. After leaving Qantas he returned to the UK where he had spent considerable time on postings to London during his employment with the company.

Regards

John Blair



SOCIAL SCENE



Keith Harris & Chris O'Neilo



Founding Members Badges



Stephen Perkins son of Michael & partner Sauko



Mrs Jean Woodward {R} Widow of Fred



Terry Rumenus & Partner



Mrs Kathy King widow of Jim



Daughters of the late Bryan Dunne



Our Guests Richard & Bronwyn Usher



Son & Daughters of the late Ron Tate



Family members of the late Bryan Dunne



Kevin Baxter & Partner



Keith W Taylor & wife Shirley

YESTERYEAR

"Goldie Edwards , Bruce Schmidt, Ron Brookes, Some one hidden, Brian Carrol, Pancho Walters, Ian Jones, Kevin French, RAKE Eason



Bill Flint and Pilot Albert Riley



Guard at "Yarralumia" for Japanese Ambassador 1959/1960



HMAS Supply plus one



HMAS PARRAMATTA & YARRA ?



Gannets line up for launch



Can you name these two

Many Thanks to Kevin Longford for sharing his old memories of a by gone era which we all like to revisit when we can.
ED.

SOCIAL SCENE

QUEENSLAND



Slim & Trim



Trevor & Mick—the bagman



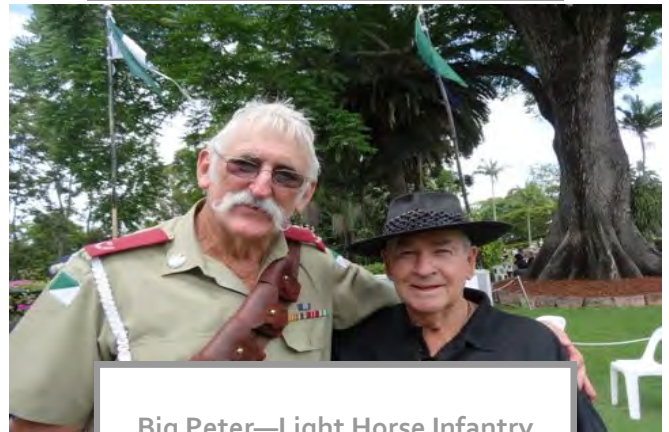
Gary Reid, Ron Powell & Ian



Barbara, Ray, Cathy & Peter



The Governor & yours Truly



Big Peter—Light Horse Infantry



Dee & Dot



Gary, Blue, Miriam Porter & Ray Guest

SOCIAL SCENE



VICTORIAN DIVISION 2014 COMMITTEE MEMBERS

(front) Mal Smith Sec, Ron Christie Pres, John Champion
Treas, Charles "Hank" Fargher Vic Pres

(back) Committee members : George Self, Ralph Mayer, Alan
Clark, (missing John Ikin)



Ron Christie presenting KURA 15year Certificate to Alan
McGowan



The force behind the Victorian Fleet Air Arm Division "THE LADIES"

YESTERYEAR



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/](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.

OBITUARY OF LT CDR TED SPRINGETT, LATE OF BATEAU BAY

Edward Robert James Springett (Ted), aged 91, died after a short illness on Friday, October 18 2013, in Bateau Bay, NSW.

Ted was born in Chatham, Kent, on July 3, 1922, to Edward and Brenda Springett, the only son of four children.

At the age of 16, and influenced by his father and two uncles who had all been members of the Royal Navy, he left home to join the Navy as an Aircraft Artificer apprentice.

His time at the RAF base at Halton was the beginning of what was to become a lifelong career for Ted, a career in the RN Fleet Air Arm that combined the thrill of the air with the romance of the sea.

His training was completed at the outset of WWII, and he spent those war years stationed in various places across the UK, and in Canada, South Africa and Sri Lanka (then Ceylon).

During the war, Ted was posted to Belfast in 1944, where a pretty Irish colleen, Isa Scott, in the admin office caught his eye. Isa ("Pat") and Ted married later that year. The young couple had many homes over the years, as Ted was posted to various places across the county after the war. Daughter Carol, was born in Fraserburgh, Scotland 1946; Valerie was born in Arbroath, Scotland, 1948; and son David Brett, was born in Somerset, England, 1951

Life in post-war Britain was tough and the decision was made to begin a new life in Australia. Ted arrived in early 1952 "on loan" from the RN to work in the newly founded Royal Australian Navy Fleet Air Arm.

His young family followed three months later and they settled in Nowra on the NSW South Coast. In 1953, Ted and his family's future in Australia was settled when he joined the RAN Fleet Air Arm to become one of its first commissioned aircraft engineers.

After officer training, Ted was posted back to HMAS Albatross as Air Engineer Officer of 816 Squadron, which had 12 Fairy Fireflies anti-submarine aircraft. There followed service on HMAS Vengeance, HMAS Melbourne and HMAS Sydney, which was sent north to support US troops in the Korean War.

Ted was one of the founding editors of the Fleet Air Arm magazine, *Slipstream*, in the early 1960s when he was stationed at HMAS Albatross. His pseudonym was JP Biestly. The magazine is still published quarterly today.

He retired from active duty in 1966, and he spent several years with Hawker de Havilland and the Navy Office in Sydney before retiring to the NSW Central Coast. He and Pat have lived in Bateau Bay for the past 14 years.

Left to honour Ted are his loving wife of 69 years, Pat; his three children – Carol Campbell, Valerie Springett and David Brett Springett; seven grandchildren and 15 great-grandchildren; his sister, Mavis Glen; and many nieces and nephews.

Ted was preceded in death by his parents and sisters Brenda and Gladys.

A proud Navy man in every sense, Ted will be remembered for his brilliant mind, his amazing memory and his sharp sense of humour.

Ted was farewelled on Wednesday, October 23, in a private service at Wamberal Cemetery, Gosford.



Ted Springett, 1942



**FLEET AIR ARM ASSOCIATION
WALL of SERVICE ADMINISTRATOR**

MONTHLY REPORT

The latest version of the application forms is available from the FAAA website www.faaaa.asn.au/, all State Secretaries, the WoS Administrator or from the front counter of the FAA Museum shop.

The current status for the Wall of Service is as follows:-

- a. Order number 30 has been received from the foundry with 10 plaques affixed to the wall during the weekend of 28-29 December 2013,
- b. The total number of plaques on the wall now stands at 814, and
- c. Current order number 31 is open with four (4) applications being received during the month of December 2013.

That ends my report.

J. BALAZIC
WoS Administrator

13 Jan 14

Latest plaques to be placed on the WoS

SCOVELL	R.	O 103154	CMDR (O)
KUBE	L. J.	R 53306	NAM A/E
EAGLES	J.	R 55195	CPOATA
ROBERTSON CBE	D. J.	O 988	CMDR (P)
HALL	N. R.	R 51874	EM (AW)
RAY MBE	R. G.	O 2088	CAPT
HAMILTON	W. E.	R 58656	NAAH
BINSKIN AO	M. D.	8026216	AIRMSHL
SMITH	R. E.	R 38542	NAM (A)
ELLIOTT	D. R.	R 94013	LSSE

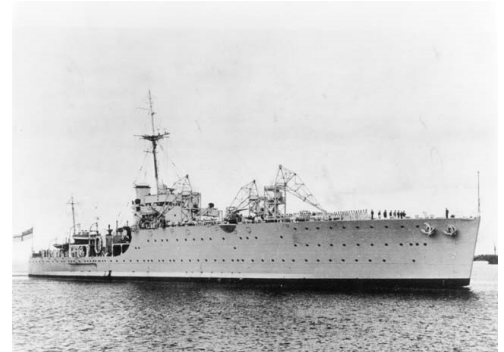
1940's

HMAS ALBATROSS

HMAS *Albatross* is the Royal Australian Navy's (RAN) Naval Air Station (NAS). Located at Nowra on the South Coast of New South Wales, *Albatross* was commissioned on 31 August 1948 and over 40 000 Commonwealth service men and women have served there over the years. 2008 marked the 60th Anniversary of the RAN Fleet Air Arm (FAA) and its home at Nowra

The first Australian vessel to carry the name ' *Albatross*' was the seaplane carrier commissioned into the RAN on 23 January 1929 at Cockatoo Dockyard in Sydney. She was paid off on 26 April 1933 and subsequently returned to the Admiralty as part payment for the new cruiser HMAS *Hobart* (I). She was re-commissioned in the Royal Navy (RN) at the beginning of World War II and served with distinction before being sold in 1946

Following the Japanese surrender in September 1945, and having observed the success of United States Navy (USN) and RN air power during WWII, the Australian Government became convinced that the RAN also needed an air power capability. With that in mind, a young RAN officer was sent to the UK to gather information on what would be required, including shore establishments, to establish an FAA for the RAN. Lieutenant Commander (later Admiral Sir) Victor Alfred Trumper (VAT) Smith had served with distinction as an Observer in the RN during WWII and would become recognised as the 'Father of the Fleet Air Arm.'



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The WWII Royal Australian Air Force (RAAF) and RN aerodrome at Nowra, and its satellite airfield at Jervis Bay, was quickly identified as a suitable location for the RAN FAA's shore establishment. Flying had been going on at Nowra since 1930 where joy flights left from an area known as 'McDonald's Paddock.' The department of Civil Aviation (DCA) had granted a license to operate a municipal aerodrome from Nowra on 6 July 1935.

An air pageant marked the opening of the aerodrome at Brown's Hole, about six miles (9.6 km) from Nowra, in 1938 but only one commercial operator used the site on a regular basis. Subsequently, the Air Board advised the DCA that the RAAF would use the site as an Advanced Operational Base. The Government acquired 357 acres of land at the site on 14 June 1939 and a further 118 acres following the declaration of WWII. Re-development for RAAF purposes began in October 1939 and a further land acquisition of 50 acres followed shortly after. The Base was ready for use on 21 July 1941 and became operational on 7 May the following year when a Reconnaissance Squadron and a Torpedo/Bomber Squadron arrived and commenced torpedo and bombing training. RAAF Bristol Beaufort bombers, US Army Air Corps B-26s and Netherlands East Indies Air Force B-25s all used the base during the War

HMS *Nabbington* decommissioned on 15 November 1945, shortly after the Japanese surrender, however RNAS Nowra continued to operate. MONAB 5, or HMS *Nabswick*, transferred from Jervis Bay to Nowra and the airfield was officially closed on 18 March 1946 and handed back to the RAAF in a caretaker capacity. The last RN aircraft departed on 5 May. *HMS Nabbington's ships' company marched through the streets of Nowra during their farewell parade in February 1946.* The Station transferred to the RAN, also in a caretaker capacity, on 15 December 1947. Although far from complete, many of the required facilities, such as hangars and workshops, were already in place at Nowra making it a logical choice for the RAN FAA's new shore establishment. The name of the new Station was approved by King George VI in April 1948 and Naval Air Station (NAS) Nowra, HMAS *Albatross* was commissioned on 31 August 1948.

An advance party had left Sydney for Nowra on 8 May 1948 to begin transforming the wartime airfield into a Naval Air Station. The enormity of their task soon became apparent. The airfield had been vacant for the past two years and had been subjected to widespread vandalism. Extensive refurbishment was required to make the Station habitable.

Additionally, *Albatross* was to become the FAA's main training establishment. A number of schools had to be set up including:

School of Aircraft Maintenance – Engineering
 School of Aircraft Maintenance – Electrical
 School of Aircraft Maintenance – Radio
 School of Aircraft Ordnance
 Photographic School
 Meteorological School
 School of Aircraft Handling; and
 Pilot and Observer Training Schools



The appropriate support facilities also had to be established such as classrooms, accommodation, galleys, stores and provisions for married personnel, as well as a dummy carrier flight deck for the School of Aircraft Handling. The runways also needed much work. Although described as having a 'tarmac' surface, they were little more than compacted gravel and had a habit of breaking up, which had caused much consternation during the War. All this and only seven months to prepare for the arrival of the 20th Carrier Air Group (CAG) in May the following year

HMAS Sydney (III) arrived in Jervis Bay on 25 May 1949 with the FAA's first Naval Air Squadrons, 805 and 816 Squadrons, embarked. Two Supermarine Type 309 Sea Otters were lowered into the water and flew to Nowra while 27 Hawker Sea Fury F.B. II's and 27 Fairey Firefly A.S.5's were landed ashore by aircraft lighters along with the associated stores, machinery, aircraft documentation and personal baggage. Once ashore, the aircraft were towed to Nowra in convoys, the last arriving on 29 May. It was another two weeks before flying could commence due to inclement weather.

Stoker Eric Stevenson drove one of the trucks in the convoys:



"When the Sydney came out with a load of Sea Furies and Fireflies I was towing them from Jervis Bay to Nowra. The load being so heavy, I just made it up Nowra Hill, doing 2 mph, the clutch slipping and a radiator that was boiling furiously. I couldn't stop otherwise I would be stuck. But I made it! Everybody cheered as I drove through the guard gates."

The arrival of the CAG brought an extra 1000 people to the area, an increase in the local population of more than 10%. The formation of another CAG, the 21st, had already been approved and a third was being planned. The 21st CAG arrived in Jervis Bay on 6 December 1950 bringing with it another 23 Fireflies and 35 Sea Furies and all the associated personnel and equipment.

Accommodation for the influx of personnel was proving to be a major problem. There was just enough basic accommodation for sailors on board but officers and families had to find accommodation where they could throughout the area, and rents soared accordingly. The 'Patch,' as it became known, was established in October 1949 with 5 converted huts from the old RAAF torpedo unit complex and grew initially with tents and caravans, and later two blocks of tiny brick units and a number of prefabricated houses. The Nowra Showgrounds were also used as a temporary solution (though people were still living there as late as 1951) with tents and caravans extended with aircraft packing cases which had been used to ship Spitfires during WWII. Conditions were primitive and running water consisted of one common tap and ablutions block where hot water had to be paid for. Families did their laundry in a wood fired copper with a separate tub for rinsing. While construction moved at a steady pace, waiting lists for married quarters on board were so long during the 1950's that it was rare for a non-aviation specialist on a two-year posting to qualify for one, and a two year tenancy limit was imposed on those who did get one. Many families commuted between Sydney and Nowra

NSW DIVISION



Due to unseen circumstances our Pres. Greg was unable to file a report for this issue and I have been detailed off to stand in for him.

Our Annual General Meeting was held on Wednesday the 12th March 2014 with quite a good roll up of members, with the following committee members elected for 2014

President	Greg Wise	Vice Pres	Phil Carey
Secretary	Michael Heneghan	Treasurer	Ron Batchelor
Welfare	Ray Burt	Historic Flight	Keith Boundy
Social Sec	Ian Ferguson	Museum	Terry Hetherington
W. O. S.	John Balazic	Committee	Ian Warren
Committee	Jim Lee	Public Relations	No Nominations

The raffle of the John Downton painting were also drawn at the meeting with the following results:

- 1st Prize painting of a sea fury Won by Mr Paul Norris of Jerrbomberra NSW Ticket no. 3151
2nd Prize painting Bolong Countryside Won by Mr R Crinion of Blachwood SA Ticket no. 2187
3rd Prize Sound System Won by Kirsty Boswell of Mudgee NSW Ticket no. 2176

It has been brought to the committee's notice that certain people are ringing the museum and asking the girl at the front office to run outside to check to see if their Wall of Service Plaque is on the wall. "THIS IS NOT ON" the lass would not know where to look and it isn't in her job description. You can ring John Balazic or email myself and we will be able to tell you, and if you wish I will send you digital photo by the internet.

I will leave out any important notices for Greg to place in the next edition of Slipstream. (I don't want to take all his glory)

Cheers Ron

Priscilla Jacqueline Langley and Victor Ronald Mandic

Cilla and Vic lived on the same street as teenagers and meet at the local youth group. They kept in touch after Vic joined the RAN at 17 years old, and were married at the Brentwood Church on July 6, 1963. After the ceremony they left for Nowra. NSW, where they lived for several years. They have two children, Wayne and Lisa who lives in NEW Zealand and have two grandchildren. They celebrated their 50th wedding anniversary at a resort in Phuket.



Congrats. on Fifty Years

could you please include this if space allows.

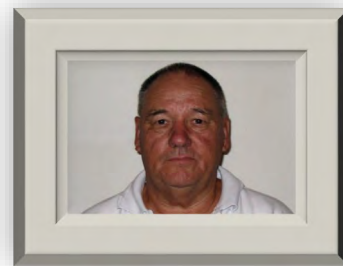
Passing of former LREM Vic Mandic 16th March 2014.

We had a photo of him and wife Cilla last year celebrating their 50th wedding anniversary.

**Yours Aye
Keith Taylor
Scribe**



WESTERN AUSTRALIAN DIVISION



Greetings for 2014 from the Western Australian Division.

We concluded 2013 with a great Sunday afternoon where we made presentation's of Badges and a Certificate of Appreciation to forty of the Members who started the Association in 1977. Several former Members were represented by their widow's or members of their family. We also made presentation's of Certificate's of Service to thirty three Members who have achieved fifteen years and greater of continuous Membership to the Western Australian Division. This was also our Christmas Lunch and major raffle day and we seated 110 which included our invited guest's all of whom enjoyed another magnificent spread of food and participated readily in the raffles.

The Division Annual General Meeting was held in February and we saw a couple of changes to our Committee, with Winston James stepping down after eight years, Greg Kelson was elected to the President's position. Clive Mayo after ten years as Treasurer was replaced by Mike Keogh; John Boulton and Jim Bush became our Vice Presidents and Owen Gardiner joined John Selsmark as Committee. Our great thanks and appreciation were extended to both Winston and Clive for their service.

We have taken part in a couple of Commemorative services over the past month, HMAS Voyager 50th Anniversary Service; Malaya Borneo Assoc. Fall of Singapore ; HMAS Perth (1) Memorial Regatta and Church service, I also along with John (Chooks) Cleary attended the funeral of Mrs. Norma Devereux widow of Hilton (Dad) Devereux.

On a sad note we also mourned the passing of former pilot Des Rodgers who passed away after a long illness on the 30th November 2013.

Yours aye

Keith (Squizzy) Taylor



Greg & Ann Kelson, Doris & Keith Taylor and Jon Brown attending the HMAS Perth (1) church service

Barbara & Lou Burns arrive at the Xmas Function



Waiting for the Show to begin Margaret Mayo; Sandra Winchcombe & Barbara Atthowe

VICTORIA DIVISION



Greetings to all members and their families, the first event to kick off the year for the Division, was our Annual General Meeting convened on the 9th February 2014 which I may add was well attended and pleasing to see so many making the effort to attend, and I am sure everyone enjoyed the day.

The results on the day were as follows :

President Ron Christie
Vice President Charles "Hank" Fargher
Secretary Mal Smith
Treasurer John Champion
Committee Members
Alan Clark
Ralph Mayer
John Ikin
George Self.

Welcome to George Self as a new Committee member and on a sad note, an old stalwart and Life Member of the Division Les Jordan has had to stand down from the Committee due to ill health.

At the AGM it was my pleasure on behalf of the Korea Veterans Association of Australia to present Alan McGowan with his 15 Year Service Certificate and Lapel Pin, congratulations Alan.

The next major event for the Division is Anzac Day, firstly the March the mustering point is in Flinders Street (West of Swanston Street) on the Station side towards Elizabeth Street, form up time 0845 for 0900 step off. So please make the effort to attend, to honour the Fleet Air Arm.

The after march Reunion will be held at The Melbourne Naval Centre (ESU) 146 Toorak Road (West) South Yarra. A two course Lunch will be available as usual the services of the same caterer we have had over the past few years has been obtained, so for those of you who have attended previously, know how good the food was. The cost is \$16-00 per person, and drinks are available at club bar prices, so if you require Lunch, be sure to contact to book & make payment / s to the Social Co-Ordinator no later than the 14th April. # Note all cheques & Money orders made payable to :

FAAAA (Vic)

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

Phone : 97645542

Thank You.

Getting back to the Anzac Day March, I have had quite a time trying to keep our normal position in the Order of March, which has been directly astern of HMAS SYDNEY over the past number of years, but this year the powers to be have put all the Ship Associations in front of all other RAN branches and I was unfortunately unable to get the situation changed.

The logic as it was HMAS SYDNEY was the first RAN Aircraft Carrier and logically the Fleet Air Arm, should be there with it, the answer I received was, members of the FAA could march with the HMAS SYDNEY or HMAS MELBOURNE ship associations, of course this was not acceptable as the FAAAA would get no recognition at all, the result being the FAA is almost tail end charlie in the order march for the Navy this year and possibly forever under the new guide lines.

Until the next time

Best Regards

Ron Christie



FLEET AIR ARM MUSEUM SLIPSTREAM REPORT March 2014



To open my report for this quarter I extend an apology to all members for my omission from the last edition. I have been duly castigated by the Editor and he has accepted my excuses!

The closing months of 2013 saw great activity with the RAN's very successful International Fleet Review and the Museum participated locally to support and promote that major celebration. The Lady Denman Maritime Heritage Complex at Huskisson opened an exhibition with artefacts loaned from the FAA Museum, including the Wardroom table from HMAS SYDNEY I, to recognise the strong connections between Navy and the Shoalhaven and Jervis Bay regions

The coming of 2014 saw the position of Director Naval Heritage Collection taken over by CMDR Alex Hawes RANR on 17 January. The former director, Captain David Michael RANR stepped down after almost two years of tireless work and our best wishes went with him for the future.

Painting of the Historic Flight's 'Sea Fury' was completed with financial assistance from the FAAA-NSW Division and the aircraft has featured in the Change of Command ceremony at 808 Squadron in January. Pictures of that event are shown elsewhere in this edition. It must be pointed out that the aircraft is 'assembled' but is in no way 'airworthy' nor is it being considered for early return to operational flying status.

Members of the Museum staff attended The Centenary of Military Aviation Airshow, at RAAF Point Cook, Victoria on 1-2 Mar 14. It was possibly one of the best airshows I have attended in many years and it was extremely well executed by the RAAF Airshows Coordination Team. Navy had a strong representation with 723 Squadron's Squirrels, Bell 429 and the Historic Flight's Iroquois proudly upholding the Senior Service traditions.

The Historic Flight Project Board last met in December 2013 and decisions are still pending on the overall framework for the Memorandum of Understanding (MoU) between HARS and the RAN for management of the Historic Flight aircraft. The Flight has now relocated to B Hangar which enables all the aircraft to be housed and maintained in far better facilities than existed in the WW2 vintage Bellman hangars.

Negotiations are still continuing with Navy Canteens for operation of the Museum cafeteria and Function Centre. They have taken over the café at Garden Island Heritage Centre and my target date is May to commence operations here.

The bell from HMAS ALBATROSS I was officially presented to FAAM by Captain Simon Bateman at a Colours Ceremony in February. The bell was previously used as the baptismal font in the FAA Chapel after having been returned to the Air Station by the RAAF in January 1950. On the decommissioning of ALBATROSS I in 1933 the bell was presented to 101 Flight RAAF, the unit that operated Supermarine Seagull III amphibians from the ship. It apparently then remained at RAAF Base Richmond for the intervening seventeen years. The bell chronicles the first seven decades of families who passed through RANAS Nowra and had their children christened in the FAA Chapel. Thanks to Chaplain Andrew Watters the names engraved within the bell have been transcribed and will remain on record at the Museum when the bell eventually goes on exhibition.

Visitors to ALBATROSS and the FAA Museum are seeing a new phase unfolding with major building works taking place in the area of the Western Pad and Control Tower. This year will see the arrival of the first of Navy's Seahawk MH-60R helicopters, commonly referred to as the 'Romeos', and the new buildings will house 816 and the yet-to-be commissioned 725 Squadron. Elsewhere throughout the base major infrastructure upgrades are underway to bring the Air Station greatly enhanced utility services. 2014 will be yet another interesting year for the Fleet Air Arm and it's great to be a part of it at the FAA Museum.

TERRY HETHERINGTON

Manager

Fleet Air Arm Museum

FLEET AIR ARM ASSOCIATION OF AUSTRALIA - ACT DIVISION NEWS



Hi again to all for this edition of Slipstream.

The ACT Division held its first 2014 social get together at the Italo-Australian club on Friday 7 Feb. We had a pretty good roll up of members to this event and it was good to see Morry Tiffen up and about again after his recent illness.

Preparations are underway for Anzac Day in the nation's capital with the FAAA ACT Division being invited to march in the Canberra parade. I will email details and timings of the day's events to all once I have them, however I expect the march will commence at 1030 from Anzac Parade as usual. The Anzac Dawn Service will take place at approx 0530 at the Australian War Memorial. All FAAA members and other FAA personnel are invited to march with the ACT Division if they are in Canberra. You are also welcome to join us at the Canberra Services Club (CSC), corner Canberra Avenue and Manuka Circle, Manuka on Friday 25 April 2014. The club's program is below and members and invited guests will be able to attend:

Bar and BBQ operating from 4am to 6pm

04:00 - Gunfire breakfast

05:00 - Free CSC 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 - Free CSC Bus returns members from AWM Dawn Service to Canberra Services Club

09:15 - Free CSC Bus to take members to AWM for March

12.30 - Free CSC Bus returns members from AWM March to CSC Club Manuka

13:00 - Two up starts

The Canberra Services Club bus (Deane's Buslines) will leave CSC from the old Club site. Please book your place on the free CSC bus by emailing info@canberraseservicesclub.com.au or phoning 02 6295 1389 between 10am & 12noon on Tuesdays, Wednesdays Thursdays. If you leave your name on the Club's answering machine, please also leave your phone number.

The ACT Division has continued with it's sponsorship of a prize for the best academic performance by a Naval Aviator at ADFA. George Sydney and Rob Hall attended the awards ceremony on behalf of the ACT Division. The winner for the 2013 ADFA prize was MIDN Dylan Brown. Congratulations go to Dylan who can be seen pictured below receiving his award from the Deputy Rector of UNSW Canberra, Professor John Arnold.



Till next time, stay safe and take care.

Regards,

John 'Schonners' Schonberger
President
ACT Division

SLIPSTREAM **QUEENSLAND DIVISION**



Starting the newsletter is like kick starting a motor bike with high compressions and no valve lifter! But here we are on the go again! Wonderful. We've certainly had our fill of hot and humid weather. I enjoy the heat but there are some who don't. Rain is what we need, at least around the Sunshine Coast area. Our front lawn is so dry I have to check each morning to make sure there are camels camping there! My recovery from the Aorta operation is proceeding well and my physio gives me a hard time with various exercises. One of the odd things is that my taste for wines has gone—every thing tastes like vinegar. Scotch, Rum & Gin are ok, thank goodness. We reckon that all of the blood I had during the op may have been from a teetotaler! Nevertheless, I'll keep trying to overcome the problem.

We had pleasant weather for our BBQ on Saturday 22nd February at La Balsa Park on the Mooloola River. Dee & I put on a free sausage sizzle to encourage attendees. We had 22 or so come along. Bungy Williams, from Currumbin was the first to arrive. He reckoned it was no good to risk letting a freeby go by.. Bill and Judy Bryant came along. Bill had to drag himself away from restoring an old Mazda. They've already done a 1930 Chev. which goes on display. We've just got to pay them a visit! Trevor ran a raffle and at last I had a good win—a bottle of Black Label Scotch. Good that I haven't lost the taste for that! Ron and Gwen Powell, Des Kelly and Bob McBride were in good form. Trevor and Ron had some amusing tales relating to setting up Jervis Bay Airfield as a dummy deck for Deck Landing practice.

Ray Murrell and family made a brief visit enroute to Montville. Good to see them and I was able to give Ray a copy of the Marching Order for Anzac day Parade. Ray will be leading this year. Ian and Florence Henderson were staying in a big unit at Alexander Headlands, not far from La Balsa. There were good yarns about the cruising that many are enjoying these days. John Stewart, Brenda and Flossie turned up a bit late, we were about to pack up—but got the BBQ heated up again to restore their stamina.

Our AGM will be held on 30th March at the Currumbin RSL. I hope that we'll get some of the Gold Coast people come along for the meeting an lunch. At this time, there are about 30 or so unfinancial members which is not good. The deadline now is the AGM. Anyone unfinancial then will be removed from our membership—no more Slipstream or Newsletter. Many clubs and associations are facing the problem of decreasing numbers due to the usual circumstances, but we, as a committee, are proud of the Queensland Division and it is often remarked upon from other Divisions that we always seem to have lots of support at our functions. Something not to let diminish. We want your support to continue.. As far as I know, our committee members are standing again and if anyone wishes to nominate, please contact Trevor Tite on 54993809.

Re Anzac Day, anyone needing Jeep transport (you don't need to buy one!) contact me or Trevor. I won't be there as we are off to Uk and Europe. Son George is being married in Kent in early May and were doing a bit of Europe as well. Dee has a cousin in Prague and she wants us to go there for a few days. Sounds good! We're away for 6 weeks. QANTAS from Bris. To Singapore & from Hong Kong to Bris. On the way back Keep them flying, Mr. PM!

I hope Paul Woods will be there on Anzac Day to guide the assembly of the Banner! We've had a request from a couple of Arthur(Wacka) Payne's family to march with us which we'll enjoy having them. Grandson, John, marches with us and joins in afterward. They're always welcome.

On Australia Day, we visited Government House in Paddington, Brisbane, which had an open Day for the public It was very pleasant and the weather was good. I wore my FAA name badge and the Governor, Penelope Wensley came up to have a chat. Then a bit later, when I was at the food stand, she came along and Dee took a photo of us. My hand covered most of my face for some reason and a bit later she met us in the garden and agreed to another photo. I put my arm around her shoulder then pulled back and apologised saying that I wasn't doing a "Keating". She just said that it was ok, we're in Queensland! Nice Lady. Pity she's finishing the job shortly..

As we strolled around, a big bloke—6ft7 or so—called out to me. He was IC of a display of The Light Horse Brigade and knew me from Anzac Day. We had a good chat—one of my uncles was in the 5th Light Horse in the Sinai Campaign, Beersheba (back up) and so on. He invited me to visit in Brisbane and to have a ride with them. I haven't been on a horse since 1985, so may give it some serious thought. As kids on dairy farms, we rode to school and chased /moved mobs of cattle around. Lots of fun most of the time. We decided that it was a pleasant way to spend Australia Day.

I've had a call from Arthur Sharland to say that his heart is functioning better after the doc's removed some electricity from the heart; Ray Larson is on crutches waiting for the leg stump to heal and has had to have a new socket cast due to the stump swelling. He reckons it's hard going on crutches as he was doing so well on the spare leg.

Ken Hegarty sent me a copy of some detail about Springett, the AEO, who recently passed away. He worked for a helicopter company I think. I'm sure someone from the Divisions will know much more than me.

I'm now playing a bit of golf and using a buggy to get some exercise, and got wet yesterday (3rd March). It's nice to be able to hit the ball again. Not necessarily better though!

Ok—that's it from me for now so will sign off wishing all the very best for now.

Barry Lister

President

National Secretary's Report March 2014



With the Slipstream Deadline for reports fast approaching I thought that I had better put pen to paper before the Editor Ron starts hounding me.

With the majority of Divisions having held or in the process of holding their Annual General Meetings I feel this is a good time to remind all Divisional Secretaries that an up to date members list and Slipstream lists are required to be forwarded to me as soon as you are able (Thanks in advance).

Western Australia has already held their meeting and Winston James declined to renominate for the President's position. He has given a long and top service to the Division and also to the National body. I wish him well in his retirement.

The New President for the western Australian Division is Greg Kelson. Greg would be well known to many of our members and to the Rugby Fraternity within the RAN. We have been workmates and friends for a considerable period of time and he will make a fine President for the WA Division.

Also of note was the passing of the current President of the South Australian Division Leon Coppins he will be sorely missed however I am sure that the SA Division will still ensure a strong membership of the Association.

With the Reunion all done NSW are to be congratulated with the organization and running of same this has enabled the National Body to update its computer equipment at headquarters to replace the older items that had been donated by fellow members over the past years so your headquarters office now has a Laptop, Printer, Portable PA system, Projector and Screen all belonging to the Association.

Also we have a considerable number of Shirts and Caps still available for sale (shirt sizes are S, M, L, XL and XXL)

Guess that's all for this edition as I am sneaking off to the old homestead out the back of Adelong and Talbingo for a couple of weeks R&R.

Yours aye
Pincher

Dick Martin

National Secretary

TASMANIAN DIVISION



Tas Division has been rather quiet for the last few month, everyone doing what is needed to keep everyone busy.

It was a rather quiet meeting at Ravenswood, with only 14 attending, though there were a lot of talking of past experiences. there was a raffle of a bottle of vintage port, donated by an ex-RN visitor, won by Tassie Douglas. A member and his partner forgot to pay for their lunch, though I am quite sure after a jog of the memory it would be paid by now.

On another note, I recently received a letter from Darren Chester MP, this in response to my submission for recognition for Ships moving through the Sunda Strait in 1962/63.

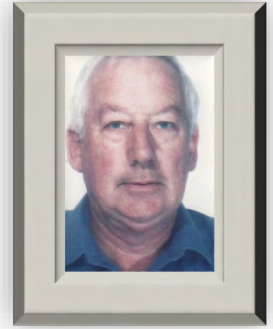
There was total ignorance of the documentation that I included from both the UK and Aust. archives, his response was only responding to ships logs and reports of proceedings leaving out any reference to all to any other material.

I do have another card yet to play, where it will go I cannot tell until it is processed, but will be giving the end result when its played out.

I continue to wait for any response from other divisions, though I have had queries from various individuals.

Best regards
Tas Browning
Devonport

SOUTH AUSTRALIA



Since our last State Report, a lot of water has flowed under our bridge. Some of it pleasant and some of it not. The unpleasant news I will leave till last.

At our Christmas Dinner held in the Windsor Hotel, Gordon Gray was handed his Diploma of Merit Award by the President Leon Coppins to a round of applause from members.

January 2014 saw members gather at Wittunga Botanic Gardens in Blackwood, for our first meeting/picnic for the year. How lucky we all were as the weather dropped to 28 degrees and not our normal 38/42 degrees which we are suffering now. In fact we have broken a 117 year record for the number of continuous days up and over 40 degrees. Care to swap?

The day was a delight as members came together for lunch at a bench placed under a spreading gum tree. Some of us thought it a little cool, so using our naval initiative we dragged it out into the sun where most of us were burnt red through the top of our thinning hair. Clever! Members present were Mike Stubbington (Stubbo) Bob/Pat Scobie, Ian/Dee Laidler, Gordon/Eve Gray, Michael/Kathleen Cain, Leon/Cherie Coppins/ Roger Harrison (Harry).

Those members unable to attend were Junice Cooper, John Berry, Fred Driver, Jan Akeroyde, John Saywell, John Siebert (in the US), Peter Coulson (deep south), Richard Kirkman.

Recognize any of those names from your past?

John Saywell AOM still represents the Association at the Defence Communities Association held in the Ex-Service Mess, Torrens Parade Ground, every other month.

Ian Laidler and Roger Harrison usually attend the Banka Strait Memorial Service also the First Bombing of Darwin. (7z-i) Commemorative Service held Wednesday 19.th. Feb at the Repatriation General Hospital Chapel.

Ian will attend the ANZAC Day Service held at the Repat' on Friday 25'h April unless he has joined Leon and Judy Brown from Nowra, at the Trangie RSL in NSW.

Where the — is Trangie I here you ask.

The State Association Constitution has been brought up to current thinking and correctness by Ian Laidler and our lower deck lawyer, John Saywell. Now has to be submitted to the Business and Consumer Affairs along with monies passed over the counter in a brown envelope.

The Association Annual General Meeting will be held on 19th March 2014 and an invitation goes out for all Members to become financial and also to attend the meeting as a show of solidarity. You are also invited to volunteer for an executive position on the committee or settle for committee member. Either is good and encouraged.

Fees can now be paid into the Association through the electronic banking method on the bottom of those forms your Secretary has sent you. All very clever.

The unpleasant news I mentioned earlier.

The State President CPO Leon Coppins has died of asbestos related illness (1st February 2014) and his Service was held on the 10th February at the Heysen Chapel at Centennial Park and was attended by the Governor of SA, Rear Admiral Scarce and his wife, along with many of our members who came from near and far to honour Leon's memory. As President he will be sadly missed, as a friend and loyal member, he will be greatly missed. Safe anchorage Leon.

Our long time member John Saywell AOM has reported to the sickbay with a recent diagnoses which has alarmed not only Moira his charming wife, but the whole State Association here in South Australia.

He has informed me that he has pancreatic cancer and that he has a very limited time left with his family, friends and members present in SA and nationally.

John has stated that he has led a great life and at 85 years is prepared for whatever is thrown at him. For myself, a little screaming and shouting would be in order.

Sorry, no longer in the mood to continue with this report except to wish all Members State and Nationally who are battling demons, improved health and fitness.

Roger Harrison,

South Australian Secretary/whipping boy to the FAAA of SA



Our January meeting at the Wittunga botanic Gardens

(L to R) Gordon Gray, Kathleen Cain, Eve Grey, Michael Cain, Dee Laidler, Cherie Coppins, Leon Coppins, Bob Scobie, Pat Scobie, Mike Stubbington on camera



R51098. CPO Leon Coppins joined a recruit EM and apart from HMAS Albatross and HMAS Melbourne EA (air) in charge of the Air Electrical Workshop on October 30th 1963. He also qualified as a Clearance Diver December 61. He served on 816 Squadron, LRS and Electrical Repair Section as well as Instrument Repair Section and Autopilot Service Section.

the Navy on 16th June 1955 as Cerberus, served in HMAS where he paid off as a chief Octo-

He served as SA State President for -4 years and kept a steady hand on the tiller. He will be sadly missed

FAA Association contact details

NATIONAL EXECUTIVE

President : CDRE G Ledger DSC AM RAN (Ret'd) - 57 Wilkins St., Mawson
ACT 2607 (02) 62861140 email : chadled@iinet.net.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 Hebron St, Mount Helena, WA.
6082 (08) 95721487 email : ktt59345@bigpond.net.au

SOUTH AUSTRALIA

Vice President : Mike Stubbington
email : mstubbington@bigpond.com

Secretary: Mr Roger Harrison 2 Gwendoline Crt, Coromandel Valley,
SA 5051

(08)82788307 email : coroman@adam.com.au

VICTORIA

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

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

TASMANIA

President :Mr David Dnnes - 8 Henry St., Sheffield Tasmania 7306
Ph. (03) 64912745 email : dainnes@bigpond.com

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

QUEENSLAND

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

Secretary : Mr Trevor Tite - 37 Miles 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@sctelco.net.au

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

ACT

President : Mr John Schonberger- 41/Noarlunga Crescent
Bonnython 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)

LETTERS Editor



Dear Ron,

Have attached a letter regards Sparrow Longforde's letter in last issue of Slipstream.

Have also attached copies of photo's scanned from slides of the first Tracker to land on Melbourne that took place in 1958. The aircraft was an S2E from the USS Phillipine Seathere is a Touch n Go, Land On and a shot leaving the Cat. Sorry about the condition the slides are mounted between glass and don't dare to try and clean them. Might destroy the emulsion in trying to part them. Let me know what you think.

Ferg

**DEADLINE FOR ARTICLES
FOR NEXT EDITION IS**

WEDNESDAY 18TH

JUNE 2014.

GOING TO PRINT FRIDAY 20TH

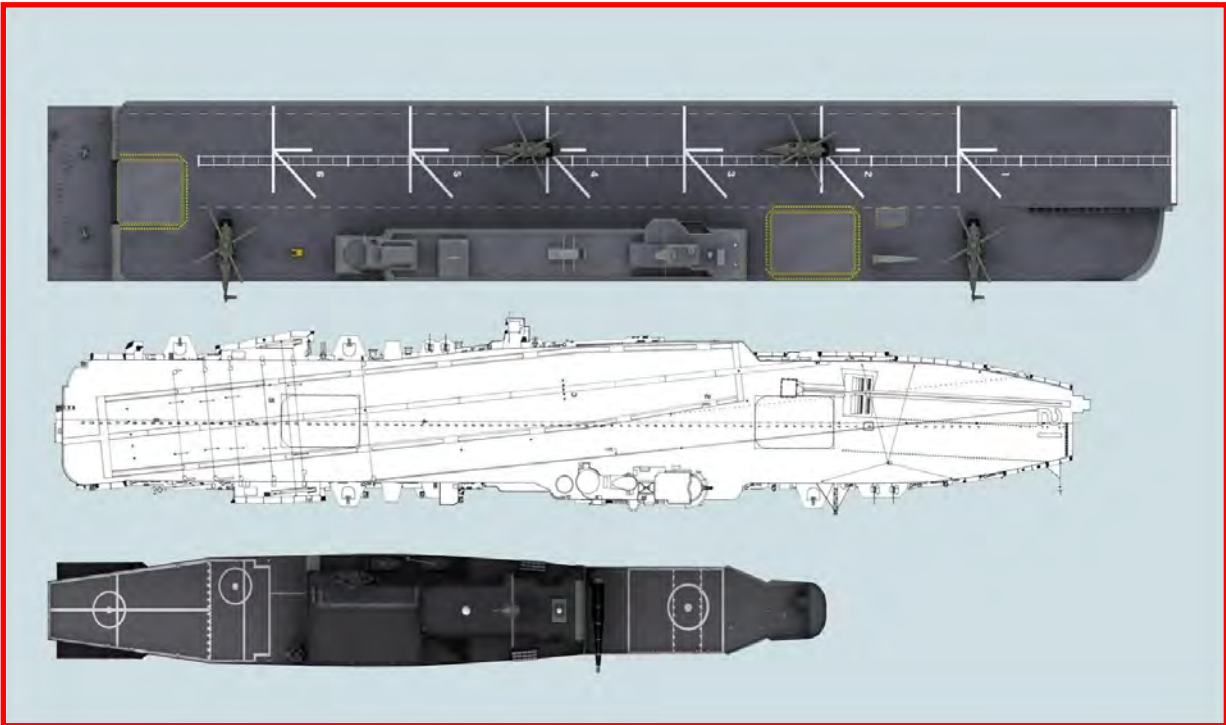
JUNE 2014



**Comparison of
a LHD-1
and
a LPD**



**Along side
"Melbourne"**



NUSHIP CANBERRA



NUSHIP Canberra, the first of two Landing Helicopter Dock ships being built for the Australian Defence Force, entered Sydney Harbour for the first time as part of her first contractor trials and testing program at sea.

Canberra departed the BAE Systems dockyard at Williamstown on 3 March and conducted a series of tests to prove systems and equipment prior to the Contractor delivery of the ship to Defence. The trials tested a variety of systems in different conditions.

Along with Project staff from BAE Systems and Defence Materiel Organisation, a significant number of Canberra's ship's company also sailed in the ship for sea trials to assist in the observation of the trials.

The ship is scheduled to undertake a commercial docking in the Dry Dock in Sydney, where the size and scale of the LHD platform will be readily apparent. Canberra is scheduled to receive a hull clean in the dock and final paint before proceeding to sea and returning to Williamstown to commence the final phase of Contractor sea trials involving communications and combat systems.

Both LHDs will be home-ported at Fleet Base East, Sydney.

Photo By ABIS Tom Gibson

