



BELIEVE IT OR NOT ?



The last remaining air worthy Gannet - But on floats !!

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(Front centre) Air Commander of the Royal Australian Air Force, Air Vice Marshal Melvin Hupfeld DSC with members of 816 Squadron and one of the Squadron's Seahawk Helicopters. Air Commander of the Royal Australian Air Force, Air Vice Marshal Melvin Hupfeld DSC visited the Fleet Air Arm at HMAS Albatross 21-22 May 2014. Commander Fleet Air Arm, Commodore Vince Di Pietro invited Air Vice Marshall Hupfeld with the intention of demonstrating the capabilities of Albatross based Squadrons and rotary aircraft operation. 723 Squadron took Air Vice Marshall Hupfeld on a familiarisation flight in a Squirrel helicopter. Air Vice Marshall Hupfeld was then given a tour of 816 Squadron by 816 Commanding Officer, Commander Marc Pavillard before going to the Simulator Complex for simulator flight and Anti Submarine Warfare demonstration. On 22 May Air Vice Marshall Hupfeld was able to address RAAF personnel who make up 453 Squadron and work in the Aircraft Control Tower at HMAS Albatross.

BRIDGE HOTEL LUNCHEON 20th FEBRUARY 2014



Kev Doyle— George XYZ—Bill Davies—Brian Carroll— Denis Muluihill—Ben Link—Pete Smith—Col Chessell—Brad Hock— Don Parkinson

Kevin Longford—Col Poulton—Ian Jones—Alan Forsyth—Ted Smith—Tom Kinross—Len Conell

Held the third Thursday of each month . Guess who will be there at the next one



G'day Ron,

Reference the photo on page 3 of the latest 'Slipstream' sent in by Graham Quick. The gent second from the left in light coloured jacket is in fact the late Ian McDonald, then a retired senior Qantas Captain.

Regards,

Ron,

One anecdote about VAT Smith and Tas Webster concerned the time when VAT, as XO of Sydney, impressively introduced all the new air group officers (about 50) to CAPT Harries in the wardroom. VAT knew the rest from a preceding cruise but had only once briefly met about a quarter of the air group aircrew. With one exception he ran through the names perfectly. Tas Webster and course mate Dick Sinclair were standing beside each other and VAT transposed their surnames. Thereafter, for the rest of the cruise, they were known as the Sinsters Weblair twins in the ready room.

Fred

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LETTERS



Hi Ron

The attached photo was taken during the Commissioning Ceremony of the EMUs at Vung Tau. *don't know if the photo has been in Slipstream before but I am Trying to identify the three Navy Types in the Colour Party.*

Some names are John Peart /Froogy French (middle) outer Dave Green /Dave Hardy Inner UK. Thanks for your help Ray Godfrey



Can you name these two

Yo Ron,
Who are they ?? picture on page 20.
Gotta be Len Bolden & Bob Connellan.
Great issue,
Skinhead

Ron Batchelor
Editor Slipstream.



Dear Ron,

Many thanks for the March 2014 Slipstream. Congratulations; the colour prints on some pages show how well the magazine is climbing the technological ladder.

Regrettably, John Blair's note on page 18 about Tas Webster's demise last Australia Day is not quite correct. Tas Certainly flew "the Sea Fury from Sydney", but he was an 805 Squadron pilot in the "20th CAG" from December 1950 and "Sydney CAG" (805, 808 and 817 Squadrons) in Korea. The RAN never had a "First CAG". Tas also trained in the UK as an LSO and batted in both *Sydney* and *Vengeance*.

Furthermore, there were four, not three, RAN pilots who joined Qantas in the late 1950s. Fellow Number One Course and ex-816 Squadron, 20th CAG pilot Mick Streeter developed eye problems and joined Qantas as an Operations Officer around the same time that Ian Macdonald, Tas, and later on Les Fairbairn, joined as pilots from 1957 onwards.

Tas settled in the UK around 1968 and retired from Qantas in 1984. Apart from maintaining a useful 18 golf handicap he handled a number of rewarding tasks such as troubleshooting combat training simulators and weapons range facilities in Africa and the Middle and Far East. He also helped to backyard-build and fly a two-seater light aircraft purchased in kit form.

You might find the attached image interesting. Particularly, it shows the three Qantas recruits, Macdonald, Streeter and Webster, as members of the Number One flying course. Nearly all the others, and six of the seven who progressed to Number 13 OFS in the UK, have shuffled off their respective mortal coils.

Regards

Fred Lane



The 14 original members of the Number 1 Course RAN pilots, at RAAF Point Cook, in April 1948. Divisional Officer LEUT (Paddles) Henley RN, is at centre, front row. Seven graduated to fly Seafires (Lane, Macdonald, Sinclair, Webster) or Fireflies (Champ, Roland, Streeter) and complete Number 13 Course Operational Flying School, in Scotland, Ireland and HMS *Illustrious*.

Back row, from left: Mick Streeter, Henry Hurley (later ACDRE RAAF), Bill Sweeting (later SQLDR RAAF), Clive Van Der Lillie (reverted to Writer), Fred Lane, Col Champ, Noel Creevey (reverted to AB), and John Roland.

Front row, from left: Dick Sinclair (KIA Korea 7 Dec 51), John Herrick (passed RAAF course but not recommended for OFS, resigned and joined TAA as a pilot), Garth Eldering (back-classed after breaking a leg, later failed to return from an OFS Seafire ocean navigation exercise off Scotland), Ian Webster, Ian Macdonald, and John Horwood (killed in an RAAF Navigation School training accident)

A very interesting story,



Subject: Sea Fury Crash

www.busseltonaeroclub.com.au/jackson1.html

The story begins on 17th May, 1953, at the RAAF School of Technical training at an air base just out of Wagga. I had completed my first solo on the previous day and my instructor decided that a circuit or two on this pleasant day would be a good idea. As I began to 'kick the tyres' on my DH82 Tiger Moth in preparation for my flight, I heard the rumble of seven RAN Navy Sea Furies cranking up. These aircraft arrived the previous day as one of their ilk was to be married and all of his pilot mates arrived to help with the celebrations. The Hawker Sea Fury was one of the fastest and effective fighter of its day. The Sea Fury was powered by a Bristol Centaurus 18 cylinder radial engine developing 2480 h.p. and was noted as the fastest propeller driven aircraft at the time. Securely strapped into my aircraft and waiting for a clearance to taxi, I noticed the Sea Furies taxiing out for departure. I signalled my instructor who came over to me. 'Its going to be a bit crowded up there, isn't it?'

'Not to worry', he said. 'When they depart they will be heading east to Nowra, their Navy base'.

Not being one to mix with all that metal up there, I decided to wait until they had departed. After a short time, the last of the Furies had departed and had turned east so I decided to taxi to the holding point on the grass. On reaching the take off point on the grass field with all of my pre-take off checks religiously completed, I lined up for take off and waited for the tower. Within seconds the controller gave me the green and soon I was pushed back in the seat as the 135 h.p. Gypsy Major engine careered me across the grass. When flying speed was attained, I gently raised the nose to the heavens and I was flying – again.

I recall glancing at the altimeter – airspeed OK and trim set. Then I heard a tremendous noise and almost instantly, I found myself in a left hand spin with the earth circling up to me. Remembering my spin recovery technique: full opposite rudder and forward stick until the spin stops. I don't recall closing the throttle but I do remember looking ahead and finding the propeller stopped!

Observers on the ground stated that it only took me around five seconds to hit the ground but it seemed much longer. Hitting the ground was clearly a *fait accompli* as I hit the ground really hard. Although I have no recollection of this, the word got around that one second after I hit the ground I was standing outside the aircraft wondering what happened.

Very soon after, a service vehicle (a baby Austin) arrived at the scene and the officer helped me in and took me to the local RAAF hospital. Replying to my obvious question, the officer told me that I had been hit by one of the Sea Furies as they buzzed the field. In the hospital, my body was beginning to complain about the treatment I received in the crash. I was in severe pain as the doctor tried unsuccessfully to put my dislocated shoulder back into place. I was then put into an ambulance and taken to the Wagga base hospital where they reset my shoulder under a general anaesthetic. Two days later saw me back in the RAAF hospital where I received treatment for my many sprains and bruises. A week later saw me out of the hospital on light duties and in another week I was back in the air.

What really happened? Well it seems that the Navy pilots filed a flight plan to fly direct to Nowra but they apparently changed it just after take off and instead of tracking to Nowra, they decided to fly to Uranquinty air base and do a 'beat up'. Uranquinty was a RAAF basic flying training unit some 15 miles from our base. Having done their beat up they decided to do the same at our airfield on the way to Nowra. Now all of these changes were not relayed to the controller and the first time he saw them was when they passed over the fence at fence height doing 300 kts! It was only a heartbeat later when they pulled up into the climb and encountered poor little me!

Unfortunately, the leader of the formation didn't see me until he was almost on top of me. As the photographs show, other members of the formation saw me in time and began to break away early. The investigations revealed that as the leader hit me, his propeller literally chewed my aircraft into matchwood and in doing so, the reduction gearing on his propeller failed and he lost all power. In an attempt to fly to an almost suitable field a short distance from the aerodrome, he failed to clear some trees and crashed. Unfortunately, he did not survive the accident.

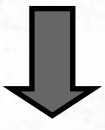
The closest I got to receiving serious injury was when the propeller of the Fury cut through the lower longeron of my aircraft, It also cut through the edge of the rudder pedal then through the rubber tip of my sand shoe (no sneakers in those days) then through the canvas without touching my little toe!

As I indicated, there was not much left of the Tiger Moth. I counted three objects: the slightly damaged propeller which I gave to the officer's mess at the station, the fuel tank cap and my seat! Incidentally, the attending photos were taken by the trainees who came up to the tarmac area to watch the formation depart. As they flew past, several trainees with box brownies took these photos.

As an addendum to this storey, I was visiting a friend living near Wagga around four years ago. He told me that he knew the tower controller on that fateful day. We drove out to his farm and met him. We had an interesting chat about that incident in May some sixty years ago

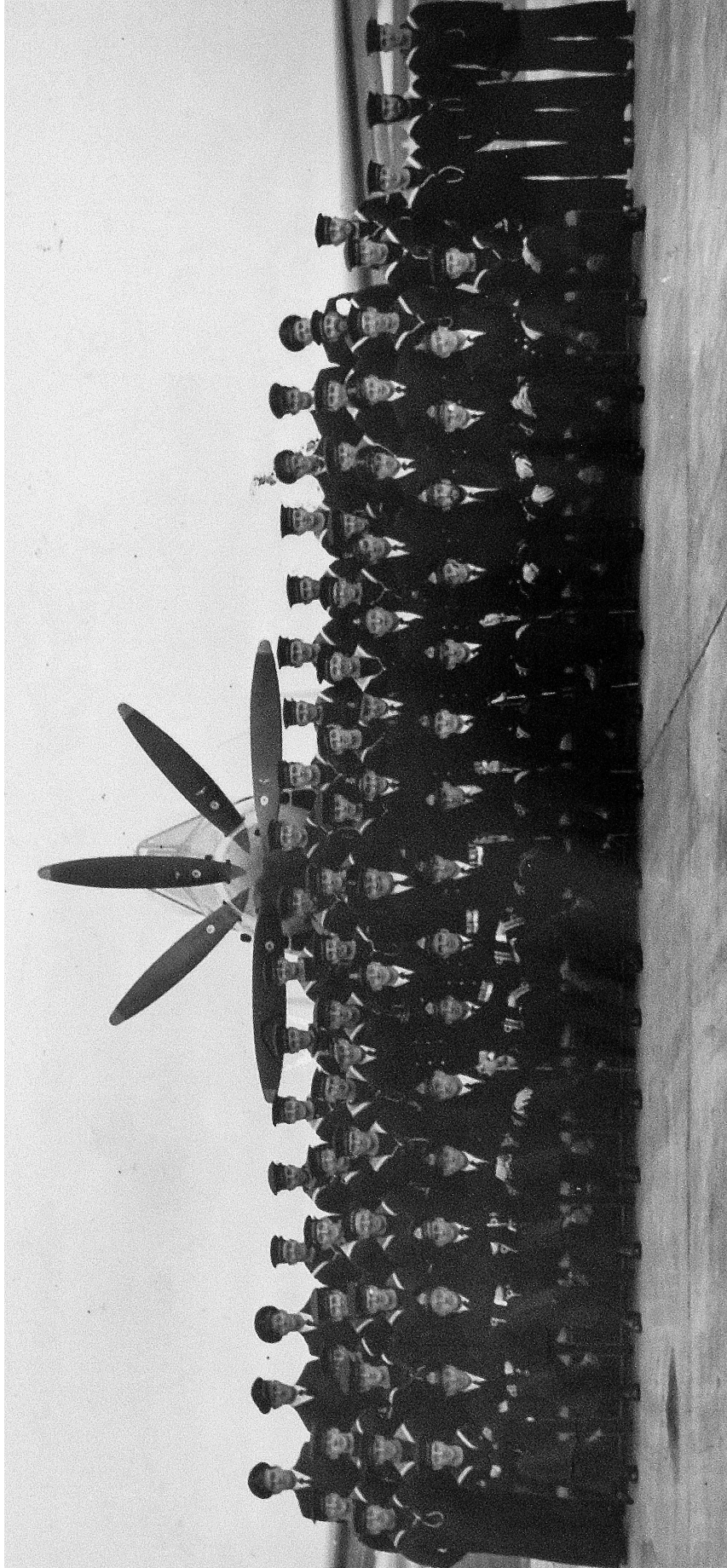
Article courtesy of Jim Parsons

Tiger Moth



817 SQUADRON CULDROSE. UK 1955

YESTERYEAR



Rear l to R Steward, Steward, Bamford, Drinnan, Rosewarne, Malcomson, Murrell, Herron, N.K., Bounds, Thorburn, N.K., N.K., Green, Keech, N.K., Cook, Minor, Geraghty, Keer, Harris, Tuton, Harris, Lee, Lewis, Richardson, Cleaver, West, N.K., Bobridge, N.K., James, Edwards, Dobbs, Howden, Alcorn, Loiterton, Routley, Newell, Bain, N.K., N.K., Napier, Willers, McCarley, McMillan, Basford, Kirwan, Davis, Saunders, N.K., Middleton, N.K., N.K., Nixon, N.K., Jenkins, Hume, N.K., Caws-AEO, Whitten, Rowe, Palmer, Dunlop, Wade, Brown, Hickson, Gleohill- CO, McPhee - SP, Bear, Lovell, Douglas, Vallack, Hargreaves, Giles, Wilkinson. ABSENT Strahan - LPM, Gilroy - AA1, Dillon- PO, Profit - PHOT, Powell - AH, Beswick- LAH, Luther- CPO, Constantine- CPO ORD, Carroll - LASE

SOMETHING YOU SHOULD KNOW

DFRDB SITREP 15

4 May 2014

SITREP NO 15 DATED 4 MAY 2014

I attached a copy of a letter to Senator Ronaldson to SITREP, No 14, dated 10 March 2014. The letter enumerated two serious problems associated with Section 98B of the DFRDB Act:

One - a DFRDB Retiree who does not elect to commute i.e. did not provide notice in writing, is not only paid a reduced amount of retirement pay each fortnight, but does not receive a lump sum advance of retirement pay. This means that he/she is not paid his/her lawful retirement pay entitlement i.e. percentage of final rate of service pay in accordance with years of completed military service, which is direct contravention of Section 23 of the DFRDB Act 1973.

Two - his/her Spouses Benefit entitlement is reduced because her/his 5/8th entitlement is based on a lower post commutation figure regardless of whether the Veteran partner received a lump sum advance or not.

As part of the Government process to bring indexation in line with the aged pension, I requested action to amend the DFRDB Act to reflect condition of service arrangements as set out in official Australian Government DFRDB brochures.

On 7 March 14 I received a letter, dated 3 March 2014, (copy attached) from the Office of Hon Stuart Robert MP signed by his Chief of Staff. The letter clearly indicated that the Abbott government will not act to amend the DFRDB Act as requested.

Following receipt of this commutation, I wrote to the Hon Stuart Robert, with info copies to the Prime Minister, The Minister for Defence and the Minister for Veterans affairs – please find a copy of this letter, dated 10 March 2014, attached.

The reply I received is signed by Richard Briedis and dated 14 April 2014. Mr Briedis agreed that the publications I referred to my 10 March letter which were *printed* before the annual indexation of DFRDB pensions was introduced in July 1976 quote: "reflect the correct operation of the legislation as it applies to reversionary pensions."

This is an important admission from the Office of a Government Minister. Further, it is the first time, in my experience, that official acknowledgement has been forthcoming that the information published in the 1973 brochures is in any way, shape or form, correct – a copy of this letter is also attached.

This could mean that people who were transferred from DFRB coverage to come under the DFRDB Act in 1972, and people who entered one of the services before July 1976 come under the provisions of the DFRDB Act before the July 1976 amendment. If true this could possibly have important ramifications for these people in relation to the spouses benefit as set out in 1973 DFRDB Brochures - this proposition is currently being researched

As an aside I could not help but marvel at the blatant hypocrisy displayed by the Minister for Veterans Affairs, the PM and other members of the Government spouting false pledges to look after ex-service people on ANZAC Day when they will not act to implement advertised condition of Service commitments made to regular service men and women.

Historic Background Re Military Retirement Pay

Herewith is a copy of a burst on military retirement pay that was produced, and distributed, in 1964 by a Senior, widely respected, RAAF Officer.

"The DFRB Scheme in its present form is a dictatorial confidence trick being perpetrated on the Armed Forces of Australia"

"Public servants associated at all levels with the Services' DFRB Scheme apparently are determined to deny servicemen any benefits which are not available to themselves. This 'dog in the manger' attitude must be the manifestation of the inexplicable impulse "if I can't have it, I'll make sure you don't get it either." The inevitable result has been that the DFRB Scheme was closely related to the provisions of the Commonwealth Public Servants' Superannuation Act.

There is no similarity whatever between public servants' conditions and those of servicemen. The public servant suffers no real hardship in the course of his duties; he is not exposed to the inherent dangers of Service life; he is not subjected to domestic upheaval on the average of every two years; his children's education is not disrupted at frequent intervals; rarely is he from his family and friends; he is required to be on duty outside of normal working hours and on public holidays,--when he is, he is, unlike the servicemen, paid overtime rates. He is entitled to annual leave, it is a and not a privilege, his expectation of employment is at least 5 to 10 years more than any serviceman and is fixed by election.

The transfer of the Defence Public Service Departments from Melbourne to Canberra demonstrated vividly how unaccustomed public servants are to what would be a normal, routine move for servicemen. Special inducements had to be offered to alleviate their dire distress. And yet the public service has the temerity to align the Service DFRB Scheme with its own superannuation Act."

To mention but a few of the many fundamental differences between the Armed Services and the Public Service - it seems it is an ill chosen phrase that says "you will appreciate that the Government has an obligation to adopt an even handed approach to the pension updating arrangements applying to all its former employees."

A Serviceman is not regarded or referred to as a Government Employee whilst wearing the uniform of one of the Armed Services of his country. He foregoes certain rights and privileges enjoyed by all other civilians (including the Government employees) and is subjected to Military Law as well as normal Civilian Law. Indeed, in his report dated December, 1972, to the then Minister for Defence on his enquiry into 'Financial Terms and Conditions of Service for Male and Female members of the Regular Armed Forces', Mr. Justice A. E. Woodward, OBE stated that

"Members of the Armed Services are a direct consequence and reflection of the very nature of the role and functions of the Armed Forces in the community, the obligations accepted by Servicemen and the variety of tasks they have to perform together with the range of conditions under which they work. The interaction of all these factors produces an environmental tapestry which no civilian area of employment approaches in complexity."

With the Public Service comment on the 'Jess' recommendation for a new defence scheme for Australia, nothing has changed. It is now history that the recommendations became the Defence Forces Retirement and Death Benefits Act (1973). It radically altered the rate/method of contribution as far as pre-1951 contributions were concerned. Certainly, the financial hardships encountered under the old act were eliminated. Contributors were no longer financially embarrassed by the rate of required contributions, with the need to 'Freeze' contributions.

The benefits applicable were now payable on a sliding scale directly related to the number of completed years of service. It started with a far lower pension for 20 years service for pension than was formerly the case, as, under the 'old' act a member reaching the retiring age for his rank, with 20 years service, received a pension equivalent to about 55 per cent of the final pay. For example, if final pay was \$10,000 the retirement pension would be \$5500. Under the new scheme the member would receive only 35 per cent of his final pay which would be only \$3,500. (\$2,000 a year difference).

This new legislation caused such an outburst that a No-Detriment provision had to be included to ensure those members who served to or within 3 years of their retirement date were not financially disadvantaged. The 'No Detriment' provision enabled retirees who were otherwise financially disadvantaged to purchase sufficient 'notional' years of service to bridge the gap between the percentage applicable to the number of years service provided under the new act and the percentage that would have been payable under the old act, provided always, that such retiree had served to or within 3 years of his statutory retiring age.

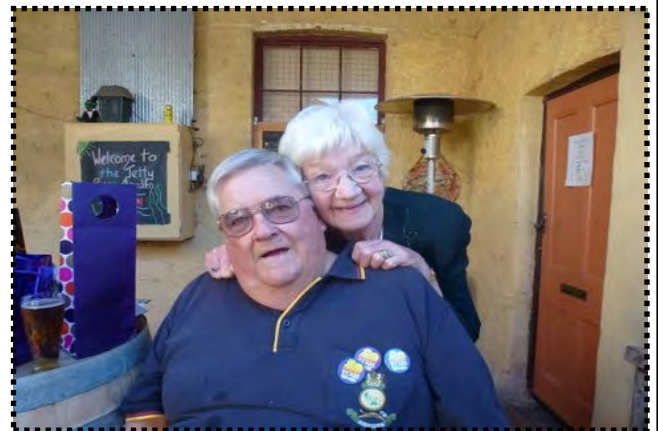
This consideration did not formally resolve the detriment problems however, as those members who had frozen found their percentage of pension to final pay was being held at the 'frozen' pension level, instead of being allowed to be assessed on the total pension for their rank/ pay on discharge.

Press on – MMSOB - be of good cheer all – regards,

J the T
(Jim Treadwell)



Accommodation 1940's Nowra Showgrounds. Can anyone identify this wonderful lady (Photo courtesy Lady Nanette Smith)



Ex PO Phot Pedro Fenwick who celebrated his 80th recently with wife Ruth

YESTERYEAR



The original Albatross Control Tower



Firefly VX397 crash at Albatross 13/10/1950



Albatross 1953 bulldozing trees on golf course



Embalmed Furies some were never used



Here is a photo late 1958 at Cerberus. Class Waller 50. From back left Gordon Birch, Doug Simpson, ? Smith, Phil Blakemore, Graeme King, ? Melroy, Ian Moran. Front row. Bernie Davis, Kevin Longford, Pony Moore, Spike Jones and Butch Baker

(Photo courtesy Ian Jones)

WINGS OVER ILLAWARRA



Sub Lieutenant Mark Green, from HMAS Albatross, demonstrates the usage of a Navy flight emulator to Air Force cadets during the 'Wings Over Illawarra' air show held at Illawarra regional airport



816 Squadron's Leading Seaman Air crewman Mark Barrie shows Jacob and Abigale inside the S-70B-2 Seahawk helicopter as part of the Wings Over Illawarra Air Show held at Illawarra Regional Airport.



Leading Seaman Combat Systems Operator Kieran Billing with Pilot Officer Air Traffic Controller Dom Martin in front of the Navy Display at the 'Wings Over Illawarra' air show held at Illawarra regional airport

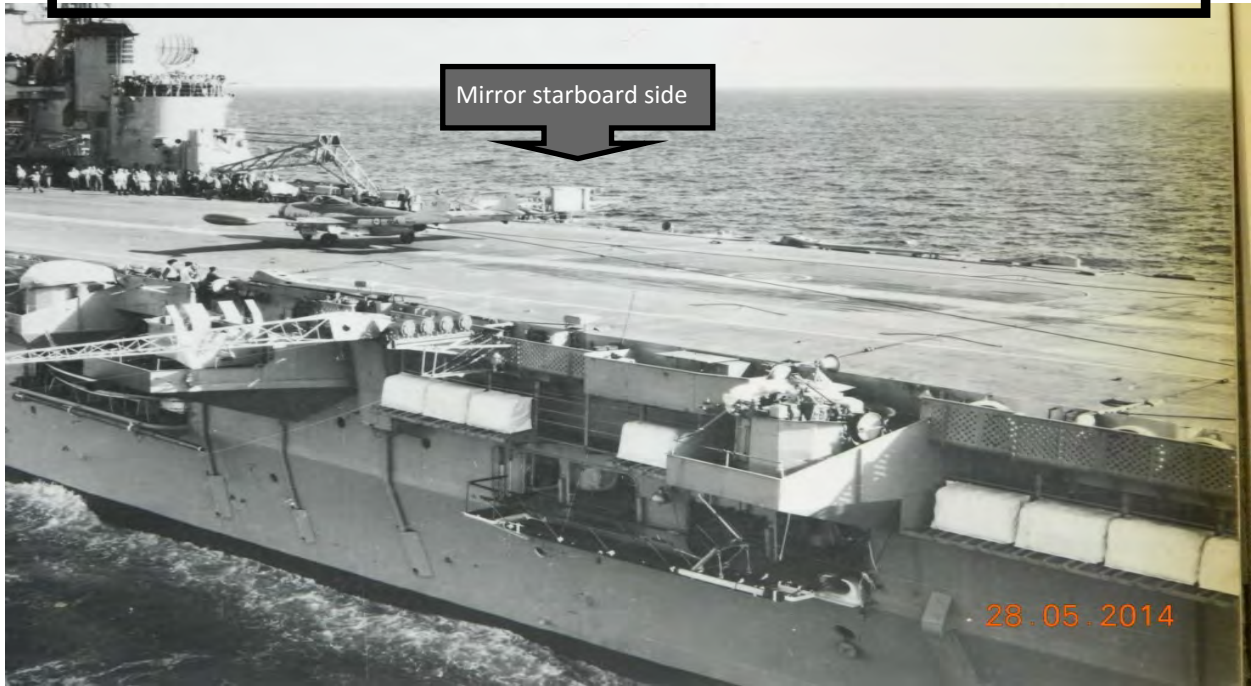


L-R: Lieutenant Ian Parrott, Lieutenant James Scott and Lieutenant Mark Urquhart stand in front of 816 Squadron's S-70B-2 Seahawk helicopter on display at the 'Wings Over Illawarra' air show held at Illawarra regional airport.



(L-R) Acting Commanding Officer of HMAS Albatross, Commander Mathew Bradley, RAN, Commanding Officer of 723 Squadron, Commander Alan Moore, RAN, Lieutenant Aqeel Iftikhar of the Pakistan Navy, Lieutenant Junaid Irfan of the Pakistan Navy, Lieutenant Mohd Faizal bin Halim of the Royal Malaysian Navy, Lieutenant Brett Mark, RAN, and Director Training Authority - Aviation, Commander Tim Standen, RAN, during the Aviation Engineering Officers Application Course Graduation, held at the Fleet Air Arm Museum, located at HMAS Albatross

YESTERYEAR



Top Photo—can anyone remember what year the mirror was transferred to port side (Ed)



817 SQDN REPRESENTING HMAS SYDNEY
 OPEN WHALER RACE WINNERS SYDNEY EMDEN CUP
 HOBART REGATTA 1953
 LtoR: HAPPY CLARK; TAFF DAVIS; STAN McCUTHEON; ROY
 TORRENS
 BOB CONNELLAN BERT GLOSSOP



816 Sqdn Fireflies lashed down on deck. I am led to believe it was taken off the coast of Scotland prior to returning home (Ed)



No Caption required

USS *FRANK E EVANS*

Forty-five years after the USS *Frank E Evans* collided with the aircraft carrier HMAS *Melbourne* (II) in the South China Sea, personnel who served on the night have reunited for a memorial service in Sydney. Survivors, friends and families reflected on the 74 American personnel who were killed when the USS *Frank E Evans* crossed *Melbourne's* bow and was cut in two during a training exercise. Acting Commander of the Australian Fleet, Commodore Jonathan Mead, Director at the Department of Veterans' Affairs NSW and ACT, Mr Effie Cauchi, and Consul of the US Consulate, Scott Simpson joined the 58 ex-*Melbourne* personnel and the 2 American sailors for the service.

The Commanding Officer of *Melbourne*, Captain John Stevenson, who was on the bridge and took urgent action to try and avoid the collision also attended the reunion. Organiser of the reunion, Rear Admiral Tony Horton (Rtd), who was the navigating officer in *Melbourne* at the time of the accident, said 3 June 1969 was an extraordinary and a very sad day. "Initially there was almost disbelief that the collision had occurred and that there would clearly be a significant loss of life," Rear Admiral Horton (Rtd) said. "As the morning progressed, *Melbourne* personnel were swift to respond and played an important role in the recovery of the 199 US survivors. This established the strong bonds between officers and sailors involved in the collision, which continue today." "This reunion is again a reminder of the loss of 74 fine people. It is an opportunity to remember them, to remember the survivors and to acknowledge the sterling efforts of many to save lives," Rear Admiral Horton (Rtd) said. "Periodic reunions have helped to maintain our strong bonds and have provided us with a wonderful opportunity to renew acquaintances with old shipmates." "We have also remain bonded as we understand first hand that life at sea, particularly in the naval environment, can be fraught with many challenges and possible dangers," Rear Admiral Horton said. Following the service, the former service men and their families were invited to tour frigate HMAS *Newcastle*, before they reminisced over lunch at the Royal Australian Navy Heritage Centre. *Melbourne* was one of 40 ships from six nations taking part in Exercise SEA SPIRIT, when in the early hours of 3 Jun 1969, the USS *Frank E Evans* was ordered to change position. The USS *Frank E Evans* crossed *Melbourne's* bow and was cut in two. The forward section of the *Frank E Evans* sunk, resulting in the loss of 74 American personnel. No Royal Australian Navy personnel died in the collision, though *Melbourne* sustained extensive bow damage .



Captain John Stevenson (Rtd)



A brand new 27,000 tonne Australian Navy ship was damaged during maiden sea trials

• by: *By Ian McPhedran national defence writer*
From: *News Corp Australia*

A CIVILIAN contract crew made two serious errors during sea trials for the navy's biggest ever ship, damaging its hull and melting down electrical systems.

The first of two \$1.5 billion 27,000-tonne Landing Helicopter Docks (LHDs), to be known as HMAS Canberra, suffered excessive vibration in May during her first "shakedown cruise" between Melbourne and Sydney. The fault was traced to the brand-new vessel's two German-built Siemens propulsion pods — or azimuth thrusters — which were out of alignment.

Each thruster, fitted at the stern of the ship, has two propellers mounted on large electric powered pods that can be rotated to any angle, eliminating the need for a rudder. And just like the wheels of a car, poor pod alignment causes vibration.

A crew from Teekay Shipping Corporation was hired by prime contractor BAE Systems and was apparently unaware that the pods must be operated in tandem above eight knots. They ran them independently in low-speed mode at high speed, causing serious vibration throughout the ship.

"Once the pods were back in the correct mode the vibration ceased," a project source said. "It was an operator error and the return journey was much smoother." The vibration was generated by cavitation and the bounce produced at the stern rolled across the ship with decks trembling and panels vibrating.

"It was like the shaking floor in an amusement park house of fun," a source said. Damage was minimal, but vibration caused paint to be stripped from the ship's hull directly above the pods. The crew's woes continued when Canberra returned to Port Phillip Bay and was forced to drop anchor for four hours after losing steerage following an electrical power failure.

Unfortunately the operators forgot to disconnect the emergency power and when the main power kicked back in the circuit breakers melted. "There were no major design errors during the trials and both issues were operator errors," the source said.

"The trial didn't go as well as hoped, but it was better than expected." In addition to the serious errors, excessive corrosion was detected in propeller nuts and a small crack was discovered in the hull of the ship that was caused during its long journey on a barge from the builder in Spain.. "There were no major design errors during the trials and both issues were operator errors," the source said.

"The Canberra will be back at sea in July for the next round of trials before she is handed to the Navy later this year. News of the botched sea trials comes as the government announced it would insert an "experienced shipbuilding management team" into taxpayer-owned shipbuilder ASC in Adelaide to fix the troubled \$8.5 billion Air Warfare Destroyer program.

Defence Minister David Johnston and Finance Minister Mathias Cormann said the team would target productivity and production schedules in a bid to get the controversial three-ship alliance project back on track



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:



Doug Dewhurst

15.1.1929 - 2.5.2014

**Doug Ian Dewhurst
Passed away peacefully
May 2nd 2014**

Married in 1950 to Betty it was a long and devoted union and produced sons, Kym and Lee. Doug's priority was to provide security and home for his family and the best education for his sons.

Doug Dewhurst enlisted in the RAN December 12th 1946, he chose Gunnery as his specialist training choice and was drafted to the 20th Mine Sweeping Flotilla leader HMAS Swan. The flotilla was engaged in mine detecting and clearance from the Solomom Islands to south along the Queensland Coast. On the 13th September 1947 Doug was lookout on the bridge of Swan; the corvette HMAS Warnambool was trailing astern of the Swan near Cockburn Reef when the Corvette struck a mine.

Four crew were killed and 29 injured including the Captain. Warnambool sank, the survivors were rescued by Swan and received medical attention and transferred to hospital ashore. In 1947 Doug was among many volunteers selected for specialist training in UK for our Fleet Air Arm, he chose the Armourers Branch. In 1953-1954 he was drafted to 805 Squadron and joined HMAS Sydney for service in Korea.

Promoted Chief Petty Officer, Doug intended making the RAN his life career but it was cut short as a result of a car accident, disabling his left arm beyond medical repair. Discharged from the RAN in 1959 and family to care for, he set about a programme of higher education with calm resolve. Doug was working with the Bureau Of Statistics while studying at the University of Adelaide where he graduated with a degree in Economics; he applied for and gained a position with the Immigration Department in Adelaide.

This was the turning point of Doug's family financially and education opportunities for his sons Kym and Lee. Doug's spirit of adventure prevailed, he was posted to take up Consulate Positions for Immigration in Hague, Paris, Capetown, London and as Vice Consul in Ankara— his wife Betty always at his side. His sons studied and advanced their education at colleges in the Hague

Doug's diplomatic career instilled a greater insight to the needs of people struggling for a better life and for services to the nation he received a special United Nation's Award for his humanitarian work for refugees in 1990. In 1998 after many appointments Doug and Betty retired and set up permanent home in Adelaide. He was keen gardener and experimented with different layouts and flower arrangements - he found it rewarding and wonderful form of relaxation.

His son Kym presenting his father's eulogy quoted Doug's advice on achieving success. " You have to create your own bow waves". Lee is a successful Adelaide Lawyer, Kym is Vice President of Corporate Affairs for BHP Billiton. Doug Dewhurst left behind a life well lived. Dearly loved husband of Betty. Loving father of Lee and Kym and father in law of Julie and Sandra. Proud and devoted grandfather of Benjamin, Alexandra, Hannah, Talbot and Verity

On behalf of his family and all who knew him

Ambrose Boulter

NOW PLACED ON WALL OF SERVICE

ORDER # 31			
SURNAME	INITIALS	O/N	RANK
LIDDICOAT	R.F.	R 55860	CPOATA
LIDDICOAT	C.W.	R 63112	CPOATA
VANDENBERG	K.J.	R 54721	POATWL
VANDENBERG	K.	S 137381	CPOATA
BLOND	C.T.	R 66164	LSATWO
MARTIN	J.J.	R 95604	POATWO
GARDINER	R.A.	R 54849	NAAH
BAKER	C.L.	R 54906	LAM AE
McIVER	R.E.	A 39483	LEUT (P)
WALKER	L.A.	R 32405	CPO AE



www.135ahc.net

John Macartney
14 Joel Drive
Old Bar NSW 243

(02) 65574165
0427787296
jrmaca@bigpond.com

We are in the process of planning a reunion for 723/RANHFV past & present members and their family &/or friends to coincide with Vietnam Veterans' Day (18 August 2014) in Old Bar NSW (on the coast from Taree).

The basic format with approximate costs person will be: Friday 15th – Meet & Greet (\$15), Saturday 16th – 3 course Dinner (\$42), Sunday 17th a lunch time BBQ (\$15) and Monday 18th – Service and wreath laying commencing at 4:00pm. All drinks will be at your own cost.

As the organising firms up more details will become available but I would appreciate an expression of interest to: John Macartney jrmaca@bigpond.com or (02) 6557 4165 / 0427 787 296 or Chris Brown bomberr66@iprimus.com.au or 0404257798 with approximate numbers for yourself, family and friends who may attend.

Of course friends of 723/RANHFV are also most welcome.

Yours Aye Bomber & Mac

VALE

**CMDR KEN DOUGLAS MBE
LOVEDAY GEORGE**



CALLAN W.E. (BILL) CMDR



I have been asked and with sadness pass on - especially to the Fleet Air Arm community - the news that after a long illness Lieutenant Commander W.E. (Bill) Callan has died.

Bill was a Fighter Pilot in 805 and 724 Squadrons and had several Air Group embarkations in the then Flagship, HMAS Melbourne.

Regards, Mike.



O'DONNELL LAURENCE

I have the sad duty to inform you of the passing of FAASA (Tas. Division) Member – Laurence O'Donnell – T1521. Laurence passed away earlier today – 04-05-2014 after a very long illness.

Regards

Maureen Douglas
Secretary
FAASA (Tas. Division)



BUTLER BERNARD

The Victoria Division is sad to announce the passing of a long standing RN and RAN member Bernard Butler on the 28th March. Our thoughts are with Barbara and the family at this sad time.

Regards

Mal Smith



HUSBAND Fredrick Alexander

01/07/1940 30/04/2014

R53298

RAN 25/07/57 to 21/01/1970

POAM (AE)



LOVEDAY GEORGE

Saturday 7th June 2014



X-BIRDIES ATTEND JUNIOR RECRUIT REUNION

During the period 24th – 26th April 2014, members of the 8th Intake (January 1964) HMAS Leeuwin, got together at Wollongong to celebrate their 50th Anniversary. Thursday was the Meet and Greet at the Wollongong Golf Club where approx 65 members (and their partners) registered for the event. On Friday 25th the members marched as a group leading the Anzac Day Parade March, with an After March function back at the Golf Club. Saturday 26th saw all members get together at the Portofino for an Official Dinner. A great time was had by all, with many b/s stories being reflected. Some x-Birdies attended this event.



Rick Watkins & Denis Mulvihill



Rick Foster & Guy Wall



Howie Vanervord & Wayne Asher



Louise & Mick Sealby



Rick Foster & Bob O'Connor



Nita & Dolly Dyer & Betty Armstrong



Bill Harrison & Jim Allen



Melody Foster, Jenny Wall, Rick Foster, Stropky Snow & Speed King



Dennis Moroney, Mike Mitchell
Rick Foster & Barry White



Doris Kalivoda, Mike Harwick
Luis Pares

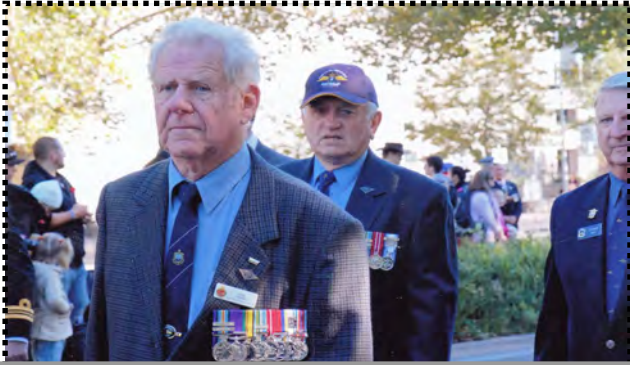


Barry Musch



8th Intake JRTE 50th Reunion Organising
Committee

SOCIAL SCENE



Ken Prior and Rob Earle ANZAC Melbourne



Brian Terry-George Self-John Champlon



Peter Harney



Mal Smith-Ron Christie-Ian McInnes

SALE OF THE CENTUARY



1 (one) shirt ,Cap and Lanyard all for the low price of \$25.00

Please order one size up from your normal shirt size.

To purchase contact your friendly Federal Treasurer Denis Mulvihill at

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725 Squadron Update



The Royal Australian Navy's MH-60R Romeo helicopter has had another system added to its arsenal, with the commencement of dipping operations off the coast of Jacksonville, Florida.



Lieutenant (LEUT) Aaron Schurink, LEUT Benjamin Thomson, LEUT Trine Themsen and LEUT Joel Bury, recent graduates from MH-60R Operational Flying Training Course Number One, in Jacksonville, Florida.



Recently members of NUSQN 725 took time out of their busy schedules to participate in the USA National 15km Running Championships in Jacksonville, Florida.



Members of NUSQN 725 commemorated Anzac Day with a dawn service and wreath laying ceremony in Jacksonville, Florida.



Lieutenant Lauren Ruse was recently announced as the winner of the prestigious Queen's Medal for her exemplary conduct, level of achievement and performance during S-70B-2 Operational Flying Training (OFT) last year.



Inspecting United States attack helicopters in the middle of a dusty airfield in Afghanistan is the last place Navy pilot Natalie Davies thought she would ply her aviation trade

SOCIAL SCENE

ANZAC DAY WESTERN AUSTRALIAN DIVISION



Mike Keogh; Doris Taylor; Alan Winchcombe



Barry Todd; Rick Casey



John Brown with one of the young Trainee Pilot's



Neil Ferguson & Family with Andy & Clair Curran-



Casey; Cowled; Kelson; Lorimer; Coulter; Bush; Hodkinson



Paul Hodkinson; Don Lorimer; Blue Luky; Alan Winchcombe



Murray Haas with old friend Peter Keys



Roy Coulter with the Middies

PHOTOGRAPHIC BRANCH 1953



Bob Ridgeway, Ray Clyde, Warren Seip, Norm McDonald (Front) Pat Alexanderson

LONE PINE

We managed to get to Gallipoli this year. It was a short tour of seven days – a day over, five days in Turkey and a day back.

A previous article by Ian Ferguson gave a blow by blow description when he toured Gallipoli, so I won't give too much detail. My daughter and son-in-law accompanied me and they enjoyed the tour as much as I did.

Day one on tour was a half day walking tour of Istanbul, including the Blue Mosque, Topkapi Palace, The Hippodrome and the underground Yerebatan Cistern. The rest of the day was at leisure.

Day two was a morning cruise on the Bosphorus and after lunch we travelled to Canakkale, on the shores of the Dardanelles. It took six and a half hours.

Day three was a full day tour of the battlefields, cemeteries and memorials of the Gallipoli Peninsula. It included Anzac Cove, Beach Cemetery, Brightons Beach, Shrapnel Valley, The Nek, Chunuk Bair and Lone Pine. Also the Turkish Memorial at Cape Helles.

We had a picnic lunch at The Nek. It was decided that we would have a little ceremony and commemorate the fallen. Me, being the only returned serviceman, the toast was my duty. We encountered a couple of TV crews there and our ceremony was televised on Channel 10 news, Thursday 5pm, 24 April. Quite a few people said they saw me on TV, including my wife and sister from Brisbane.

Day four was a bonus. We visited the ancient City of Troy and its replica wooden horse. In the afternoon we visited the ancient City of Assos. These two cities were of 3000 BC vintage. 5000 years ago and the ruins are still standing.

Day five was the Gallipoli services. A 12.30am rise to attend the Dawn Service. It seemed to be well attended. Not like the Lone Pine Service. It seats about 10,000. It is estimated only 5,000 were in attendance. There were blocks of empty seats. (I bet they are full next year for the 100th Anniversary). In the afternoon we travelled back to Istanbul.

Day six was at our leisure as the tour finished after breakfast. We were picked up in the afternoon and taken to the airport, then on the Dubai where we had a direct flight to Sydney. Thirteen and a half hours duration. It was a long flight.

It was a short tour in comparison to some, but it achieved my aim – the battlefields and the services. A very good tour and another pilgrimage completed.

Kevin Camm



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.

HMAS ALBATROSS

Sydney continued exercises early in 1951 following the Christmas/ New Year leave period with one CAG ashore at *Albatross* undergoing maintenance while the other was embarked. The middle part of the year, however, became extremely busy as air crews were notified on 14 May that three squadrons, 805, 808 and 817, would embark in *Sydney* later that year for operations in Korea. 816 was disappointed to hear that it would remain in Australia.



HMAS Sydney with the ship's company on deck and Fireflies and Sea Furies embarked.

Deck crews were put through their paces at *Albatross* and the work up for Korea was as equally busy for them as for the pilots and observers. Mechanics kept the aircraft flying, handlers manoeuvred the aircraft into position and armourers maintained and stocked the aircraft ordnance. Flying warplanes requires a lot of hard and dangerous work, and attention to detail by a great number of people. Armourer Kev Raddatz remembers this incident in the Bomb Dump at *Albatross*: "I remember as a young armourer being 'banished' to the bomb dump and working in the Rocket Motor Magazine with a few hundred motors stored there, together with three steel tanks containing Instant Detonators for 10lb practice bombs. The job was to get the detonators for the bombs, so the Chief and I opened one of the tanks and commenced opening tins of detonators. The tins had a soldered metal sealing strip around them which had to be removed with a pair of pliers. We had been told on our initial trade course that the detonators could not be touched by hand as the body heat could set them off. Very touchy things that had to be handled with phosphor-bronze pincers.

So here I am, standing flat-footed between two tanks, one open, one shut, and the wall behind me, while the Chief is standing at the corner of the open tank, and the remainder of the mob are in the clear space. The Chief starts to 'unzip' one of the tins, everything goes well until a 'tough spot' in the solder is encountered. To resolve this problem, the Chief gives it an extra hard tug... the tin flies out of his hand heading for the roof, detonators hurtling everywhere (don't forget, I had nowhere to go!), as if in slow motion the detonators bounced off the steel tank and the concrete floor – bodies running everywhere trying to climb the bomb proof walls – then silence. I heard myself say, 'Bugger me! They didn't go off!' The mob creeps back, the Chief is as white as a sheet – not a word said about the Incident."

Plans were progressing, in 1951, for a second Naval Air Station at the former RAAF Base Schofields at Quaker's Hill, NSW. The new station was intended to be fully operational by July 1953 with a personnel complement of 600 and functions including:

- A technical training school;
- Reserve aircraft storage;
- An aircraft maintenance yard;
- Headquarters for the Commodore/ Captain (Air);
- Facilities for a disembarked air group; and
- A reserve unit.

HMAS Nirimba's commissioning company being inspected by Rear Admiral Henry Showers, 1 April 1953.



The second station was commissioned as HMAS *Nirimba* on 1 April 1953. However, with Treasury tightening the purse strings and a general Government antipathy towards a second Naval Air Station, operations at *Nirimba* wound down before they fully got wound up. Subsequently, *Nirimba* became the RAN Apprentice Training Establishment on 5 January 1956.

Meanwhile, the construction work at *Albatross* also hit a snag when, in September 1951, the new 'H' Hangar, which was under construction, collapsed in winds in excess of 180 kph. However, this setback did not prevent the Australian Joint Anti-Submarine School (AJASS) from opening in December 1951 and, in 1953, a ditching pool also opened allowing air crew to practice evacuation from a submerged aircraft.

February 1952 proved to be a tragic month for *Albatross* and for 816 when it lost four of its members in two separate incidents. Lieutenant Brian Wall and Sub Lieutenant Douglas Saunders were both lost on 19 February when their Firefly went missing and was believed to have crashed into the sea near Moruya, NSW. Just three days later, a Firefly carrying Sub Lieutenant Durrant Small and Observer J.G. Sharp crashed into sea near Seven Mile Beach, NSW. Both Small and Sharp were killed. However, the return of *Sydney* from operations in Korea on 3 March 1952 and the formation of 723 Squadron on 7 April did much to lift spirits in Nowra.



A restored Firefly now with the RAN Historical flight bearing UN markings as they did during the Korean War.

723 Squadron was a Fleet Requirements Unit permanently stationed at *Albatross*. As well as communications duties, search and rescue and refresher training for aircrew, the Squadron also provided air support for the AJASS. On 11 March 1953, the Squadron took delivery of the RAN's first rotary-wing aircraft; three Bristol Sycamore HR 50 helicopters. Lieutenant Don Farquarson, RN, ran the first helicopter pilot training course in Australia at *Albatross*, assisted by Lieutenants Gordon McPhee and Neil MacMillan.

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With more families moving into the married quarters at *Albatross*, attention soon turned to the education requirements of the resident children. Approval was given in 1954 to establish a primary school on the old Nowra Hill School site with extra land secured to enlarge the school's recreation area. The Nowra Hill Public School opened on 22 October 1955 |

Integration with the local population had been a problem ever since the first sailors arrived at Nowra in 1948. A lack of amenities in town for the sailors meant that relations were often strained and on 19 April 1949, a public meeting was held to determine how best to resolve the problem. A committee was established at the meeting involving both service personnel from *Albatross* and members of the local community with the aim of raising funds to establish a venue in town for sailors to relax when off duty. Their efforts came to fruition when, on 21 October 1954, the White Ensign Club was officially opened by Vice Admiral Sir John Collins, KBE, CB, RAN (Rtd) in a renovated building which had once been the Nowra Maternity Hospital. It included sleeping accommodation, a kitchen and canteen, billiard room, reading room and a chapel. Bar facilities were provided in accordance with RAN regulations. The Club was a favourite amongst *Albatross* personnel for many years.

Community service tasks quickly became a feature of operations at *Albatross*, particularly for 723 Squadron's Sycamores. The Squadron rescued over 100 people in February 1955 in flood relief operations in Dubbo, Maitland and Narrabri as well as other Search and Rescue, and Police assistance operations throughout the 1950's.

Albatross received high praise when Lord and Lady Mountbatten visited the Station on 9 April 1956. Each had a flight in a glider from the base gliding club and a headline in the Daily Telegraph of 11 April read "Australian Naval Station 'smartest I've seen' says Mountbatten." The story went on: "*Lord Mountbatten yesterday described the Naval Air Station HMAS Albatross at Nowra as the smartest station he had ever seen. 'Of any type, in any service, in any country,' he added.*"

HMAS *Melbourne* (II) arrived in Australia for the first time at the end April 1956 and disembarked her cocooned aircraft at Jervis Bay the following month. Recalling similar activities seven years earlier, the new De Havilland Sea Venom F.A.W. Mk 53s and Fairey Gannet AS1s, and the associated personnel and stores, were towed to *Albatross* by road. A period of intense activity followed as aircrews at *Albatross* worked up and familiarised themselves with the new aircraft.

Captain VAT Smith assumed command of *Albatross* on 14 January 1957. Three squadrons were permanently stationed at NAS Nowra while the other three were normally embarked in *Melbourne*. The FAA was conducting its own Operational Flying Schools for aircrew graduating out of the RAAF system and a decompression chamber was made available for use by the Jet Conversion Unit. Training schools had been established for helicopter pilots, observers, aircraft handlers and safety equipment sailors, and a number of engineering courses were run from *Albatross*. The AJASS was still resident, with flying support coming from 723 Squadron, and a number of recreational clubs had been established with more emerging all the time.

In spite of all this, morale was low at *Albatross*. Captain Smith immediately set about rectifying the situation. Divisions became more regular, strict adherence to the timetable was encouraged and gardening became a mandatory activity on Friday afternoons. Not only did this allow those travelling out of Nowra for the weekend to get away early and avoid traffic, it also broke up the monotony of the usual workday routine and promoted pride in the Station.

A number of construction projects also received funding as part of a Navy-wide construction program totalling £2.25 million. More married quarters were built and some of the WWII huts serving as sailors' accommodation were replaced. A new air traffic control building and battery charging workshop were approved as was the development of the Beecroft Bombing Range and surface ships' bombardment range, which also involved the construction of an operational observation post.

Captain Smith took on a rather unusual role when the NSW Government dismissed the Council of the Shoalhaven Shire and appointed an administrator in 1957. In the absence of a Shire President, Smith was called upon to perform a number of civic duties. This situation helped to improve relations between *Albatross* and the local community, and the community expressed its appreciation of Smith's efforts with a civic farewell when he and his wife, Nanette, departed in November 1959.

The Defence Budget

All eyes and ears were on what the May National Budget would deliver to long-suffering Defence and after the Budget was announced most news commentators expressed relief that Defence had been treated relatively quite well. The Coalition Government is preparing a new Defence White Paper this year which the Prime Minister says will deliver a more capable and affordable defence force. The Government has promised to increase defence spending from its present 1.6% of GDP to 2% within 10 years but the experts are writing that this increase will be insufficient to cover the projected commitments of ships, aircraft and Army equipment. Something is going to have to give and a reduction in the numbers of new submarines, perhaps to 8 vice 12, the final fit of the Air Warfare Destroyers and the final number of the new strike fighters to 72 vice 100. Against this is a new commitment announced recently was the acquisition of Triton maritime surveillance drones- which Slipstream firmly applauds!

The new Budget allocation though will bring some relief to the present financial stringency in Defence and that, together with cost savings from a reduction of about 1200 in Defence personnel should yield more flexibility. There are currently 56,000 men and women in the ADF and 20,600 public servants. The recent Audit Commission noted that Defence had become top-heavy and the number of three-star general equivalents (i.e. lieutenant-generals, vice admirals and air-marshals) had risen from four to seven and the number of deputy secretaries from four to fourteen since 1996. Since 2000, the number of public-service senior executives had grown by 63% from 103 to 168 and the number of service star-ranked officers by 58%, from 120 to 190.

Sounds like a re-organisation of some sort that could lead to further reductions is needed. We'll hear much more about it.

Submarines

There is growing coverage in the Media of the replacement of our six Collins –class boats. The reason is that the Defence Minister is apparently not so keen on upgrading of the Collins boats and there has recently been visits to Australia by 'a powerful five-member delegation from Sweden and another from Germany to pledge their cases for involvement in any replacement program and to sell their ideas. Added to that is the Defence Minister's current visit to Japan where he has expressed interest in the Japanese Soryu class Diesel submarine and has expressed his keen-ness to involve the Japanese in any Australian submarine program.

We will hear more about that too.

Patrol Boats and Fleet Auxiliaries

Reports headed Time's Up for Navy asylum Fleet and like are based on news of the re-emergence of structural cracking within the fourteen Armidale-class patrol boats which is restricting their availability. The boats have been working very hard over the last six years on surveillance and interception of asylum seekers and are showing the results. Construction of steel-hulled replacements designed to enable better hull performance is favoured by Navy, reports say.

The Defence Minister has announced that the Government had decided to have two logistic ships built overseas, either in South Korea or Spain. The decision is based on the view that Australia was not in a position to construct the ships which would be over 20,000 tons. Cost escalations and delays in the building of the three Air Warfare Destroyers is the reason for this assessment.

A Thought About the Future

When looking at future ADF equipment programs, the tendency is to plan to replace numbers – in the Navy we seem destined to have only 3 top tier destroyers, 6 second tier frigates and replace existing numbers of patrol boats, submarines, logistic ships and aircraft. The addition to the Fleet of the LPHs is a variance. Moreover, the numbers in the ADF have not increased significantly.

When you think that:

- . the population of Australia has increased from 11.2m in 1964 to 23.2m in 2013, i.e. by 108%,
- . the amount of ships and quantities of cargo coming and going to Australia via an increased number of ports around the country,
- . the development of oil and gas recoveries occurring in the north-west and western areas of the country,
- . the likely continued increase in our foreign trade,

the current size of our Defence Force, particularly the Navy and the RAAF surveillance capability seems inadequate. It may be claimed that we cannot afford more and it would be difficult to finance a greater Defence Force obviously, but Defence White Papers seem to lack these factors in their deliberations. An answer to this sort of problem is to rely on defence treaties with other countries as we do with ANZUS and other collective regional defence arrangements. But are we being fair to the US, expecting them to come to our aid without ourselves trying to fill a widening gap.

Any ideas?

PRESIDENT'S SLIPSTREAM

REPORT – JUN 2014



A warm welcome to all members and their families, and I hope this Slipstream edition finds you well and surviving the oncoming chills of winter, stand fast our WA and Queensland brethren.

I trust all divisions had an enjoyable Anzac day get together somewhere around this great country of ours. Celebrations and pomp and ceremony were the order of the day in Canberra with about 35,000 attending the dawn service with the surprise attendance of the Prince and Duchess, accompanied by the Governor General. The royals also attended the later service which saw strong turnout of about 50 serving and retired FAA personnel marching behind the ACT Division banner.

Once again over the past three months, we have lost shipmates and family members to illness and untimely sickness, which is always hard to come to grips with. I acknowledge the great work the Divisions do in passing on this important information to the wider membership.

I again would like to thank and congratulate Terry and his hard working team at the Museum in keeping the place looking absolutely first class in all aspects. Also, to all the volunteers that continue to work diligently and tirelessly on the Navy Historic Flight aircraft, thank you for your efforts to keep these beautiful reminders of our heritage in pristine condition. It is always a privilege to walk around the FAA Museum and soak in our history.

On a positive note, thankfully the 2014 defence budget is as good as it gets for the ADF. The defence budget for 2014-15 is now \$29.2 billion, or 1.8% of GDP. It will be interesting to see what comes out of the new Defence White paper and the public Defence Capability Plan in the next 6 months. Certainly Navy has some big acquisitions in the pipeline, and others to be considered in the next 5 years. With two Landing Helicopter Dock (LHD) vessels and 3 Hobart class Air Warfare Destroyers pending, life for our FAA inventory will be very busy. Commander FAA is currently in the US visiting 725 Squadron, the new Romeo training squadron. By all accounts the training and acceptance of our helicopters is going to schedule and all personnel are soaking up the friendly USN hospitality. Other Naval acquisitions being considered are new Supply ships, Submarines, future Frigate program and Patrol boats.

Closer to home, I would like to thank the SA and WA Divisions who responded to my request for input from the presentation I handed out last October at the FCM on how the Association can grow, and the issues we need to address to remain a viable organisation. Your comments and suggestions have been taken on board. The fact is we are losing members at an unacceptable rate, unfortunately through attrition, lost address/email or just lost interest. To assist the Association in the resurrection

task, I have seconded onto the National Executive as a project officer, Captain Marcus Peake CSC RAN (Ret'd). He is exceptionally motivated to help us out, and experienced in managing change as well as the use of websites and other technologies to effectively communicate to all members. I am confident Marcus will provide the impetus and direction for this very important task, and help us succeed. In the next month or two, I will be writing to all divisions outlining some of the proposals we need to address. There will be more on this, but I am very hopeful that all Divisions will understand and respect the work that has to be done for us to survive, and that we become an Association that current and former FAA personnel want to join, and that the Association can provide benefits and support to a proud paid up member of the FAAA.

I was recently contacted by Ian Pfennigwerth, a former serving RAN officer who has taken on a monumental task of producing a document, which lists all RAN personnel that have received a mention in the honours and awards system. Ian has asked for assistance in filling in details on members of the FAA. I have sought Terry's assistance from the museum, but if any member who was mentioned in the H&A gazette, or presented with a US citation or any other decoration, please contact Ian and give him a short story behind the award, his email address is pfennings1@bigpond.com. I believe Terry sought assistance from Max Speedy to assist in this task, so he might be another good contact for you to pass on information.

Finally, thanks again to all of you that support the association. Please encourage anyone with a connection to the FAA to join. They would be most welcome.

Stay safe

Geoff Ledger – National President

NSW REPORT

The time has come to put pen to paper again, seems only yesterday I was doing the same thing. These last three months have just flown by and it cannot be because fishing has taken over as we have just gone through a terrible patch of weather into the bargain.

Membership has been a bit tardy this year and because a lot have not yet renewed their membership they may find themselves off the mailing list for Slipstream. The Committee some time ago decided that carrying non-financial members for more than one issue was a practice that we could not afford so the axe fell. If payment is made later then the missing copies will probably be supplied if they are available at that time.



A project that we have supported over the latter months has come to fruition, the Sea Fury from the Museum was badly in need of a paint job and one of the depot contactors agreed to do the painting if someone could supply the actual paint for it and then come up with the cost of the work. After some considered deliberation we agreed to supply the paint and cover the cost of painting, this was quite a costly exercise but we felt that it was a project we were happy to undertake. The aircraft is now back at its sparkling best and should be good for a lot of years to come.

On the subject of 'Sea Fury', the prize in the raffle has been received by the recipient but there is still no word from the other winner. Notification of the receipt is not mandatory but if per chance one of them goes astray and no one tells us it is very hard to trace it after a long duration.

The Wall of Service continues to grow, not at a rapid rate but it is now well into the third row on the back wall and seen in the afternoon sun it looks good. An application is perhaps the gift to give to someone that has almost everything.

We still have a good stock of most sizes in the Association shirts and for \$25.00 at present you can get a shirt, a cap and an Association lanyard. Just send your money to Dick Martin, PO Box 7115, Naval Post Office, Nowra Hill, NSW, 2540 and he will organise things for you. Sorry there are no sizes available over XXL

Anzac Day went off well even if for the first time in ages we got a bit wet at Greenwell Point's Dawn Service. Just enough to be a nuisance and made one damp. The town services got a better run with the weather. These services just seem to keep growing and even the numbers of marching veterans seem to be expanding.

Greg Wise

TASMANIA

Hello to all on the north Island,

At our quarterly meeting in May some 19 were in attendance, adding to the executive, Geoff Singline has been elected D/Vice president, which help keep the division ongoing, because for many reasons not all the exec. can get to any meeting.

Sadly in our last three months we lost Laurence O'Donnell and John Nobes, two long serving members.

NAVAL INCIDENTS:

While we rightly pause to remember the exploits of those men and Women who served before and after us, there are some of these people that are often not given any recognition that would allow public awareness of such people and events.

there are such events in our naval history that has been a part of my research for the best part of 10 years, with several in depth submissions passed to the federal government during that time.

In particular there are two such incidents that took place in the Sunda Strait in Indonesia in 1962 and 1963.

In having researched this issue I found, Indonesia revoked the 3 mile Territorial Zone in 1947 and replaced it with a 12 mile territorial zone of their own, not recognised by the international community, but under the laws of the sea conventions, innocent passage is allowed, so long as it is prejudicial to the peace, good order of the coastal state, mindful that at that particular time Indonesia had not signed the convention.

In both these incidents HMAS Melbourne went to "Action Stations" in 1962/63 as did HMAS Voyager in 1962., with guns loaded.

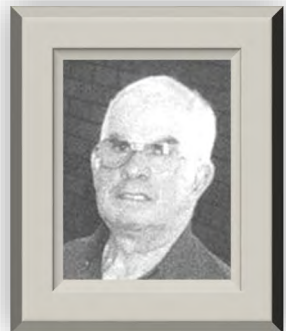
I have no doubt that these ships were challenged on both occasions that facilitated to call to "Action Stations"

Sadly in the responses from my submissions the political answer has only been to demean the action of these crews.

The documents that accompanied my submissions give due credibility to my written claims.

There continues to be a lack of political will to give due recognition to these men.

Best wishes to all
Tas Browning Scribe.



VICTORIA DIVISION:

Greetings to all members and families where ever you may be, trusting all is well . Firstly Anzac Day in Melbourne, the weather was perfect , I believe there were about thirty five members on parade, to mention some, as usual Brian Terry and his wife Phillipa once again made the journey down from Mildura, also our two newest members, Chris Fealy and Jeremy Butler, also John May from Western Australia joined us in the march , plus all our usual members , greatly appreciated.

This year the Vic Div Leader of the march was our loyal hard working Secretary Mal Smith , who filled in for me as I was unable to march , but I had the priviledge to be driven by the owner driver Nigel , in a beautiful gold colour Rolls Royce with fellow members John Clifford and David Hobbs, an amazing experience . we felt like royalty from the response from the spectators , really unbelievable, and it was the biggest crowd of spectators I have ever witnessed for the Anzac Day March , The after march FAA Reunion was convened at our normal venue The Melbourne Naval Centre (ESU) situated in Toorak Road , South Yarra, and was well attended a two course luncheon was available for those members who wished to partake , great to meet up with good friends and ex shipmates , and I am sure all enjoyed the event, also a special thank you to my wonderful wife Val for her efforts in organising this and all other events throughout the years.

But unfortunately after such a successful Anzac Day, our last combined Committee and General Meeting convened on the 1st June , was the most disappointing that I can ever recall , at one point it looked as if we would not have enough members for a Quorum to conduct a meeting, eventually we ended up with a total of eight members in attendance on the day, I congratulate those who did make the effort to attend, but if things do not improve , the future does not look very promising, I am sad to say.

SICK BAY:

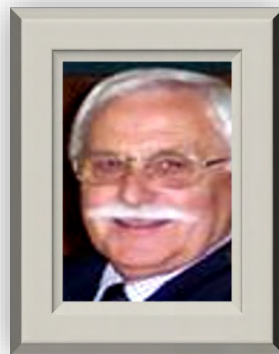
Les Jordan is not in the best of health, he has been in and out of hospital over the past months and is currently in Hospital

Peter Barnes is now home after a Hip Replacement operation

Ralph Mayer is not in the best of health of late, also has had several tours of duty in hospital

Our best thoughts go out to our ex Shipmates

Yours Aye,
Ron Christie



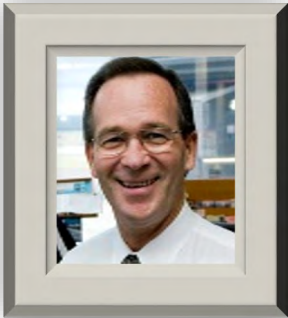
Rod Earle, Rob Taylor, Mal Smithy, Ken Pryor, Brian Terry, ??,
Peter Harney, John Fields, Chris Fealy, Bill Barlow,
Jim Davidson, Ian McInnis, John May



John May Jeremy Butler Chris Fealy



Rod Earle76, John Fields, Alex Drakopoulos, Chris Fealy Jemery Butler
Ian Mcinnis, francis Jansz, mal Smith, Ron Christie, John May John Culford



**FLEET AIR ARM MUSEUM
SLIPSTREAM REPORT
June 2014**



The recent NSW school holiday period in April encompassed Easter and the ANZAC Day holiday and we ran a successful radio and TV advertising campaign during the holidays which resulted in very good visitor numbers. A new TV commercial is being produced for future campaigns in an entirely different format that will feature a true Navy family of father, son and grandson reminiscing as they walk through the Museum.

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

Our most recent and significant addition to the collection is the former Sea King simulator. This was the first full-motion simulator operated by the Australian military and the company that purchased and exported the retired Sea King fleet donated it to us. Aerospace Logistics of UK delivered it to the Museum and the simulator will undergo some presentation upgrades before going on public display.

Interim building occupancy for the new 725 Squadron, Historic Flight, 723 Squadron and the Helicopter Aircrew Training System (HATS) has become a major issue and a select committee is now reviewing all possible options. The RAN Historic Flight relocated to B Hangar earlier this year but may be on the move again soon to share part of A Hangar with other departments, while the negotiations continue to decide on a brand new home for the Historic Flight.

This year's 'Wings Over Illawarra' airshow at the HARS base at Albion Park was held on 4 May however very strong wind conditions impacted on the flying programme and spoiled what should have been the best show yet held. It was a very disappointing outcome for the participants and thousands of visitors who turned up on the day.

The annual Museums Australia conference was held in Launceston between 15-19 May and I was part of the delegation from the Naval Heritage Collection to attend. We gained a lot of benefit through networking and attendance at the various seminars with representatives from small local and major national institutions.

A project is currently underway at the Museum to renovate the administration offices and storerooms on the first floor above the Admiral Robertson gallery and archive. This space had been leased to a private training company for the past twelve years and the manager's and curators' offices will be relocated there on completion of the work. The existing office will be redesignated as the staff and volunteers crew room; a necessary move especially when the cafe and function centre resume full operation.

TERRY HETHERINGTON

Manager

Fleet Air Arm Museum



QUEENSLAND DIVISION

Greetings Ron,

Barry is away for approx.. 6 weeks in the UK to attend his son's wedding etc., so I have won the short straw to write the Division's report for Slipstream.

First I would like to say Hi to all the other Divisions and hope everyone is in good health. I guess that everyone like us, has been busy with their AGM'S and ANZAC DAY functions.

We had our AGM in March at the Currumbin RSL with the elections of our new office bearers the 2014/15 period and there were no surprises with the previous members being Re-elected.

The current 2014/15 positions are held by the following members:

President = Barry Lister
Vice President = Mick Blair
Secretary = Trevor Tite
Treasurer = Des Kelly
Committee = John Stewart
Ray Murrell
Alan Arnell
Cam Barnes

This result meant that Barry and myself have now held the positions for the last 23 years, but we still enjoying doing it as we have a great team to work with.

The attendance to the meeting was a bit disappointing ,as we only had approx..25 members attending the meeting.

However by lunchtime the numbers had increased to 50+ filling our 2 long tables.

This caused some problems for some members as the area allocated to the club was now full, which meant that some members had to sit away in the general club area

We do apologise for this to those effected but it was out of our control. We shall try to ensure this does not happen in the future.

ANZAC DAY MARCH was successful with 30 marching and John Ward riding in a Jeep giving the royal wave. Although, we were worried at one stage as it looked like that there would not be enough members to carry the banner and all the flags but just in time more members arrived to fill the ranks. After the MARCH everyone [approx 50] relaxed at our REUNION at the SPRING HILL HOTEL After a few beers all the old Naval dits started to be heard followed by a very enjoyable lunch.

Then it was time for our raffle with prizes supplied by Trevor and Lorraine Tite and donations from numerous other members with Swampy Marsh once again with a model of a SEA FURY. Thanks to all for their kind donations, especially the manager of the hotel ,for his donation of a Irish Whisky gift pack. This wide range of prizes ensured that there was many winners after the draws and a nice profit for our funds.

On behalf of the Division I would like to thank everyone for their attendance and support usual.

We are hoping to organise a lunch at the NAVAL Assn, rooms at Kedron in July/August through Mal Barnes further information via our Newsletter later when dates are known.

All the best to all,

Mick Blair

Vice President

ANZAC DAY SPRING HILL HOTEL



Barbara & Ray Murrell



Bill Strahan, Gary Reid & Bob McBride



Tom Carroll & Ian Henderson

National Secretary's Report Slipstream June 2014

Well another year nearly half gone however I must admit the weather here on the south coast has been exceptional very little rain and high temperatures for this time of the year.

I must take this opportunity to wish one of our Slipstream workers a full recovery,

Blue Larter is recovering from heart surgery and we wish him well he is Always willing to lend a hand when the time comes to fill the envelopes and post the magazine out to all.



ANZAC day has come and gone sad to see that we only had a couple of marcher under our Banner in Sydney surely we can improve on that. We were well represented at the March in the ACT with fifty odd members turning out and they only have a membership of fifty two.

Sadly our membership continues to decline as we grow older and many of the younger generation are more interested in other things hopefully over the next few months your National Executive will be able to improve on this matter.

I must apologise to people who has been trying to co0ntact me lately, but I have had both an internet and land line outage form the past month, however it's back on line now with a new email address (pincher@iprimus.com.au).

I have been attending fitness classes in the gym here under the guidance of the DVA and after looking around I think we could nearly hold Divisions with the number of ex-service people attending., I would recommend it to all.

The South Australian Division has a new President; congratulations go to Mike Stubbington who has taking the reins after the sad loss of Leon Coppins. Good luck with the job Mike.

Guess that's it for now folks

Yours Aye

Pincher

WESTERN AUSTRALIAN DIVISION

Greeting's again from the West, almost half way through another year, we had one of our longest dry spell's but the heavens opened a few weeks back and we recorded well above average rainfall which was most welcomed.

We celebrated ANZAC Day as we always do; people at various Gun Fire Breakfast's before joining up for the March in the City. Winston James led the Division and we had several visitors marching with us including Rick Caseywho came down from Geraldton. We then made our way to Rosie O'Gradys for the celebration's. The young pilots from RAAF Pearce joined after their duties over on Rottnest Island were completed. They enjoyed their time with us asking plenty of questions while downing a few ales. John Selsmark hosted Members at the Mosman Park Bowling Club again for bowls and a great BBQ; numbers were down but a good time was had by all.

The Division has attended the Battle of the Coral Sea Celebrations and the United States Memorial Day Service where we laid a wreath.

Keith (Squizzy) Taylor Scribe



Fleet Air Arm Association of Australia

South Australia Division

Incorporated in South Australia.

State Secretary

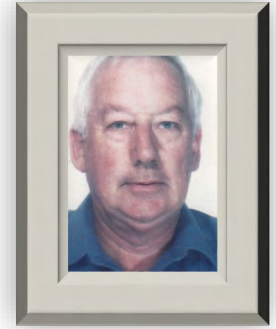
Roger Harrison

2 Gwendoline Court

Coromandel Valley. SA. 5051

08 82788307

SLIPSTREAM REPORT



Here in South Australia, we are suffering through unusually delightful weather, so much so that our colleges in Queensland would look down on us as Southern interlopers on their right to be called The Sunshine Coast. I have read a report somewhere that SA receives more daily sunshine than Queensland on any given day. Now that should invoke a comment which no doubt will land at my feet. Ok, apart from the fact we do not have the Mountains as a backdrop to a brilliant coastline and coral reef stretching thousands of kilometres, we do have the Torrens Island Power station, Whyalla ship yards, some hilly things north of Adelaide to bash through with a good second hand 4 WD, not forgetting Victor Harbor and Mt Gambier with all manner of focal points which have escaped me right now. It is all a matter of perception.

Since my last Slipstream Report, we have seen the passing of John Saywell OAM (17/3/14) and Doug Dewhirst (2/5/14) both Members of the SA division and both missed as we all gather to console one another on the deaths of three Members in as many months. The Association extends our collective sympathy to their wives and family.

President Michael Stubbington (Stubbo) will be issuing a timely Reminder that our quota for Members expiring, has been reached for this year and any Members not complying with this Reminder (reference No. 817723742) will be in breach of the said Reminder and will be disqualified from further involvement with this Association until further notice.

ANZAC Day has come and gone with the usual faces appearing on the starters blocks, although Ian Laidler and I only just got there as we miss-read the train timetable. Put the regulars waiting patiently on heightened alert as I carried all the flags, frogs and banners for our parade. We won't do that again.

President Mike Stubbington led the Association off for the ANZAC Day Parade in his usual swagger and kept in step throughout. Gordon Gray in his original number "Ones," carried the Association Flag while Ian Laidler and I (that's me) carried the Banner as it bucked and blew all the way down North Terrace and King William Street. The remaining rabble behind us followed on dutifully trying to keep step as we stopped and started our way through to the Parades completion.

2/

I believe the Right Hand Marker (or Rear) repeated the "Eyes Right" given by Stubbo in a true Base Gunnery Officers voice which frightened the horses and small children gathered on the footpath to cheer us on. From memory I think that voice belonged to either Brian Thompson or Ian Lockett in full battle dress.

Lunch was at the Windsor Hotel in their Atrium alongside the main door. Quiet and peaceful and well supported by at least 28/30 members and partners/families. I will try and down-load a photo from my phone for inclusion here in the Slipstream. A great day all round with the exception of those missing Members although the lovely Moira Saywell joined us for lunch.

Henry Young (Fury pilot) and Madge joined us for the Parade and lunch as did Junice Cooper, the complete Stubbington house-hold along with a delightful row of smiling faces on two rows of tables. See photo and identify those names from your past, yourself.

Our Special Projects Officer, Ian Laidler, is producing a News Letter with colour photos of events and happenings locally to be e-mailed or posted direct. These are excellent quality and I am at a loss to understand why we haven't trapped (for trapped read requested) Ian Laidler to proceed with his idea several years ago. Well done Ian

The State Association May meeting (21/5) has come and gone by the time you receive this Slipstream, and I can safely report that we all survived the moment with the newly elected Executive and Committee members stepping up to the catapult lock-down. Those Members are.

President. Mike Stubbington

Vice President. Fred Driver

Secretary. Roger Harrison

Treasurer. Gordon Gray

Delegate SA. Mike Stubbington/Bob Scobie RAN Rtd.

Committee. Ian Laidler

Richard Kirkman

Jan Akeroyde

Bob Scobie RAN Rtd.

Auditor. Michael Cain.

Some doubt remains whether Member Bob Scobie RAN Rtd, recently elected onto the Association Committee listing, will be retained on the listing, due to his immaculate appearance at each meeting. In his effort to lift the standard of these meetings, he has supplied me with a green and narrow Westland Helicopter tie He would have receive somewhere back in the fifties. It took three Members to stop me strangling him with it. Only kidding, I am using the tie to hold up my tomatoes.

Member Richard Kirkman (Kipper) has volunteered to organize a meeting of Members who would be interested in knowing more on "Men's Health" and how to access the various departments to gain recognition for problems possibly from your RAN days or later. The "May" meeting will sort that out but I have offered my home up for an afternoon gathering of likeminded Members followed by cupcakes with tea or coffee. Yeah right

To date, Member John Siebert with his wife Anna had been visiting Anna's American family somewhere in the USA and have-not returned to civilization here in Australia. The Committee may elect to form a covert recovery team made up of the FAA's best. By best, I mean us. Stubbo can hit, I can stack up the Yanks. That Base Gunnery Officer could be useful.

Member Peter Coulson located in the deep South (Mt Gambier) ex- President of this Association, has been a leading Member over several years, and has always forwarded his "unable to attend" apology to the Secretary every time without fail. As does Mal Parrington, Dick Widger, Vic Byers, John Siebert mentioned above, and a few other Members who have slipped my memory. Very helpful to your hard working Secretary.

Peter and Sandy are two Commanders (RAN Rtd), who are busy members of a busy community there in Mt Gambia and at some stage we must catch up even just for a coffee. You're buying! Did I slag off Mt Gambier earlier in this edition? In which case, I'll buy.

John Berry has returned to his own home for a period of time after a stint at the Repat' General Hospital. He has improved dramatically to the point of joining us at the ANZAC Day Parade where he completed the total march unassisted. Well done to John.

Since the last Federal Annual General Meeting held at HMAS Albatross last October 2013, the SA Association has been trying to follow the Business Plan set by the Federal President regarding recruitment of non-members to the Association. So far we are considering approaching all RSL Clubs for possible new Members from their ranks. Also suggested, we use the Slipstream Magazine to advertise each State Divisions meeting times, activities and contact details for serving members to access prior to them leaving the Navy.

Strong criticism of the Web Site inability for easy access to all the relevant details just listed without having to registrar is a complete turn-off. Perhaps a chat to Peter Davis is in order.

For those interested in attending an Association General Meeting here in SA, our calendar is.

Next Meeting in the Atrium at the Windsor Hotel is 16th July 2014 and September 17th 2014 and November 19th followed by a Christmas Lunch at a date to be fixed. This is an excellent venue as is the staff. Times for our lunch/meeting is around 1130 for 1200 lunch followed by our General Meeting around the table as wives and mistress's move away to a quieter part of the hotel lounge. Lunch is an option of course.

Meetings are generally short and sharp sometimes disjointed, but never dull. Everyone is welcome to attend including interstateers. We will slow our speech speed down for visiting Queenslanders.

Veterans Health Week will arrive here in October 2014 and the focus will be on diet and nutrition. More information sent to your door as the time approaches.

As we slowly move into winter, Association activities naturally slow down and we semi-hibernate for a few months. All quite sensible but

As we slowly move into winter, Association activities naturally slow down and we semi-hibernate for a few months. All quite sensible but sometimes we may promote an activity to include Members to join us somewhere warm and cozy. So keep an eye out for the Flash Messages or mail-out. We feel the need to keep a check on all Members and their health.

In closing, the SA Division is sending a cheer-up to all other Members in those other Divisions throughout this wonderful Nation. May you survive your winter bleakness? Queenslanders stand fast.

Regards from

Roger Harrison

Secretary/ Hon. whipping boy.



"Sure, I'd love a second honeymoon ...
who with?"



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 : pincher@iprimis.com.au

WESTERN AUSTRALIA

President : John Gregory Kelson 23 Wilmott Drive, Cooloongup WA 6168
(08) 95913882

Secretary : Mr Keith Taylor- 26 Hefron 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@tadanst.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

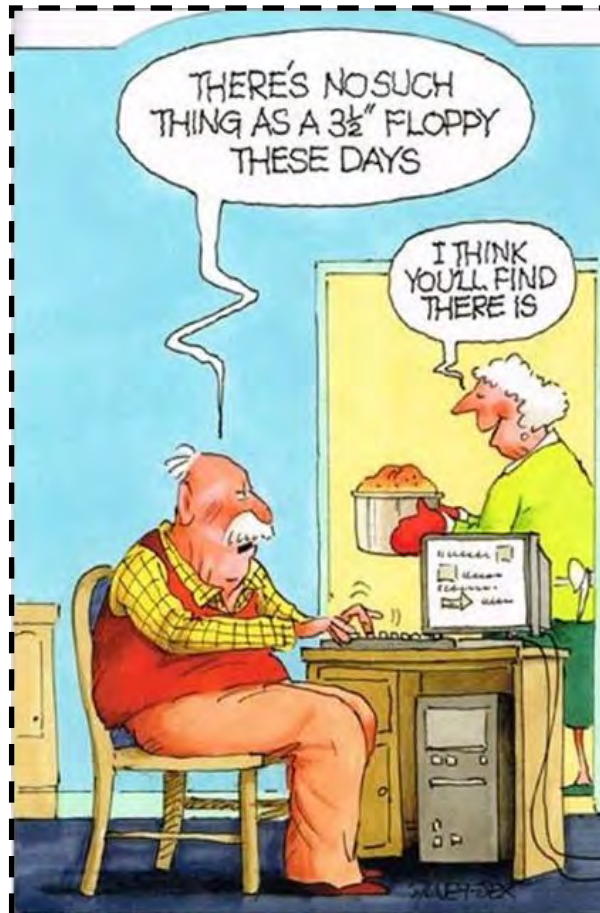
Bonython ACT 2905

0412 882 810 email : John.Schonberger@defence.gov.au

Secretary : Mr George Sydney- 12 Feakes place, Campbell, ACT.
2612

(02) 6247 9221 email : sydneys5@optusnet.com.au

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



ANZAC DAY JACKSONVILLE 2014



Members of NUSQN 725 commemorated Anzac Day with a dawn service and wreath laying ceremony in Jacksonville, Florida.

Jacksonville's Memorial Park and World War statue played host to the Royal Australian Navy (RAN) contingent currently stationed in Jacksonville.

Located on the shores of the mighty Saint Johns River, the Memorial Park provided a fitting venue for the dawn service.

The ceremony was attended by the Commanding Officer of the United States Navy (USN) Naval Air Station (NAS) in Jacksonville, 877 Commanding Officers of NAS Jacksonville based USN squadrons, representatives from the Jacksonville Mayor's office, and families and friends of the Royal Australian Navy members stationed in Jacksonville.

Commanding Officer of NUSQN 725, Commander David Frost gave a speech during the ceremony where he remarked on the significance of Anzac Day, the sacrifices made by those initial ANZACs and how their actions instilled a cultural identity within the young nation of Australia.

During his speech, Commander Frost highlighted the positive working relationship between the RAN and the USN.

"The close relationship shared between the Royal Australian Navy and the United States Navy continues to be strengthened by the daily operations of those currently stationed in Jacksonville," he said.

For the members of NUSQN 725, it was a solemn time to reflect on the sacrifices of all those that have served and a time to remember those that have paid the ultimate sacrifice whilst serving their country. It was also a time to think about those that are currently serving in areas of operations both ashore and at sea.

The Jacksonville Anzac Day ceremony included a minute's silence, recital of the Ode and a bugler playing the Last Post. In recognition of the attending squadrons, the ceremony concluded with the playing of the national anthems of the United States and Australia.

On completion of the service, members of NUSQN 725 were joined by their families and USN counterparts for a breakfast onboard NAS Jacksonville.

US NAS LEMOORE CALIFORNIA 1966



(L to R rear)

**W. Wilkinson, G. Parker, J. Constantine, R. Luxford, J. Harris, B. Loiterton,
B. Herron, J. Arnold, J. Lee, W. Trevethon, K. Hodges, P. Rose.**

(front)

E. Cox, I. Ferguson, K. Pryor, B. Boyle, L. Llewellyn, R. Willis

(photo courtesy Ian Ferguson)

