



I am led to believe that the
Flight Deck Petty Officer is none
other than "Bear" Hammond

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NUMBER 237 PILOT'S COURSE AT RAAF BASE PEARCE

The culmination of 15 months training came together for Sub Lieutenant Arvids Quinn who earned his 'wings' after graduating from Number 237 Pilots' course at RAAF Base Pearce last week. Alongside six Royal Australian Air Force officers, Sub Lieutenant Quinn represented the Royal Australian Navy and successfully completed the intensive 38-week course.

Taught in several phases, the Advanced Pilots' Course builds on foundational skills learned in the Basic Pilots' course. These include basic handling on the PC9/A, two-seat single-engine turboprop aircraft, low-level navigation and close formation flying. Students further progressed their training eventuating in simulated tactical scenarios.



Acting Sub-Lieutenant Arvids Quinn (centre) with Captain Brad White (left) and Lieutenant Commander Ryan Jose (right) after the completion of No. 237 Pilots Course, RAAF Base Pearce, Western Australia.

The graduation was attended by service dignitaries, family and friends, who witnessed the final 'wings' flight. Representing the Fleet Air Arm was Captain Brad White who graduated from Number 2 Flying Training School in 19

"I was honoured to represent Commander Fleet Air Arm at the graduation of 237 pilots course and welcome Sub Lieutenant Quinn to the Fleet Air Arm. Sub Lieutenant Quinn should be proud of his flying achievements to date, passing pilots course is not an easy undertaking. I wish him all the best for the future as he moves to operational flying in the Fleet Air Arm with the new MH-60R and MRH-90 helicopters," Captain White said.

Navy Officers proceed to HMAS *Albatross* for their rotary wing conversion where they will fly the Squirrel helicopter with 723 Squadron.

FROM THE EDITOR



My sincere apology to Arthur Sharland re the report that he had passed away as I can assure you that Arthur is well and truly breathing the fresh air and walking on top of the grass. (so sorry Mate). Many thanks to those for sending in articles they are well and truly appreciated. A sincere thank you to those who were able to fill me in on the RN Squadron on page 3, It seems my wife's aunties may have been evolved with a couple of sailors. I am off to Swan Hill in Victoria for a reunion of some of the older photos, it sure be a great couple of days but will be back for ANZAC Day

Cheers Ron

LETTERS

Editor



G'day Ron,

Happy New Year and thanks for the good work with 'Slipstream'.

I was delighted to see that article about the goats on page 5 of the December 2014 edition and thought you might find space for the attached photo of 'Claude' in the next 'Slipstream'.

In this instance, following some heavy rain one February, 'Claude' was moved from his bomb dump job and assigned special duties for several week to keep the grass down around the Armourers mess C12. It should be noted that 'Claude' was one of the more respectable goats, who displayed few of the bad habits normally associated with the bomb dump goats. This was because Claude has been 'fixed' at an early age, which meant his main interest was directed at eating grass - however the shirt on the RHS of the photo may have come to his attention later on.

For the record, several items of interest are included here. Firstly is the clothes line: I'm surprised these refined eco-friendly items were not 'Heritage Listed' as they were survivors from the old 'dhobi' days and I don't recall seeing any during my last visit to 'Albatross'. Second is the superb corrugated iron 'wind tunnel' accommodation hut, complete with feature garden and whitewashed rock edging (a great VAT Smith innovation). Third is the Armourers dog (I've forgotten its name). It was a status symbol to have a dog, because the 1st Lieutenant took a dim view of dogs at RANAS, but somehow an exception was made for the Armourers dog. Forth is the presence of the 'duty key ratings' bicycle, a speedy mode of travel which enabled the rider to arrive and unlock workshops and offices before the troops arrived.

Trusting these matters will be of great interest readers and historians.

Cheers,

Kim Dunstan

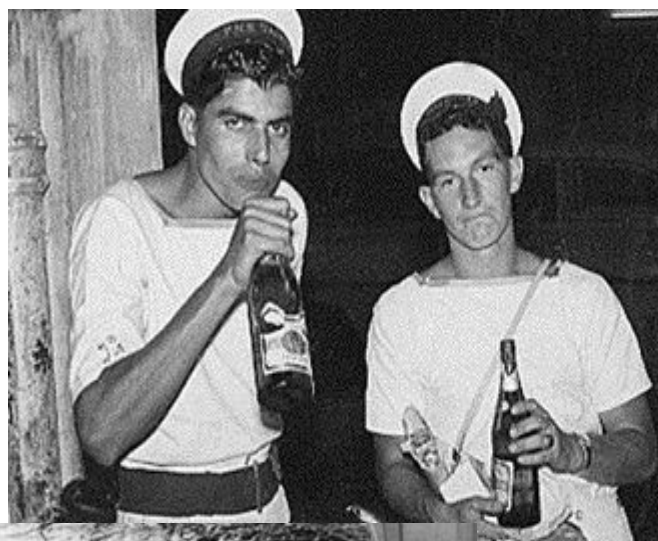
YESTERYEAR WITH Peter Keys



2Foxtrot Mess There wasn't normally this much excitement in the mess



Bruce Coles about to hop into the venom with me alongside. Can anyone identify the spanner wanker at back



TOP

Myself,
Digby Johns,
Murry Haase
sight seeing
in Hawaii



TOP

Patrol Duties
was such
hard work
you couldn't
even have a
drink

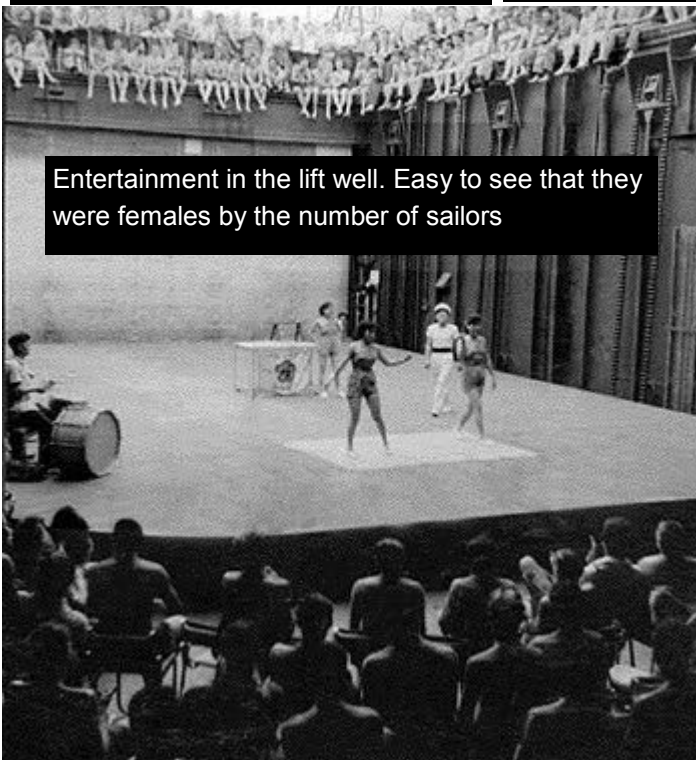
YESTERYEAR WITH Peter Keys



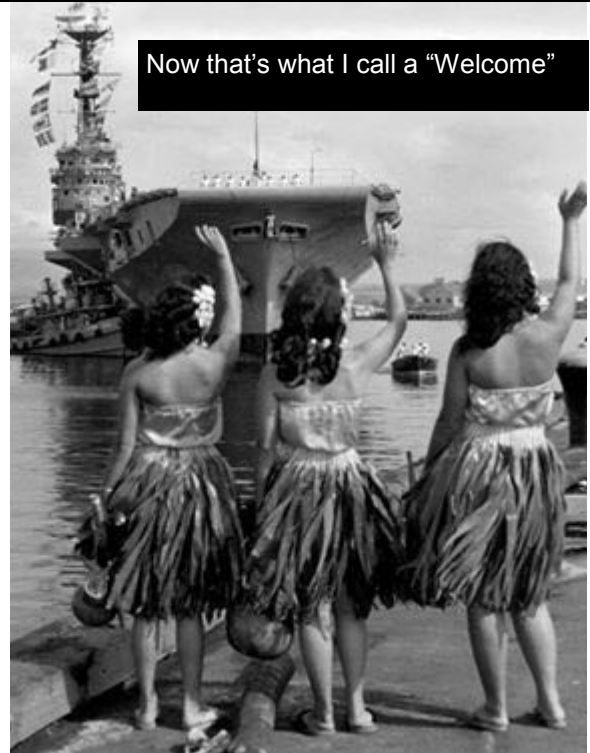
Me in the nets. It is hard to believe that I had so much hair and I use to throw my mattress on the net and sleep there all night



Discussing which museum to visit on the weekend are: the late Barry Fellows, the late Tas Gaffney, Hank Mathison, Ron English and Ed Pennington centre



Entertainment in the lift well. Easy to see that they were females by the number of sailors



Now that's what I call a "Welcome"



Safety Equipment Lads Year not known

YESTERYEAR

Bob Witt
&
Murray Haase



Top photo courtesy Peter Keys

LETTERS Editor



SYLVIA

Sylvia was a sheep; another mobile mower. During her time on the station she made life hell for the Duty Officer who had to inspect the Bomb Dump during his night rounds. Her favourite trick was to wait in ambush just near the gate until he drove up; then, as soon as he left the vehicle, she would jump inside it! And pity those who tried to eject her; she was set to repel all boarders.

John Arnold, who was the editor of *Slipstream* magazine, remembers one incident very clearly. I will let him tell it in his own words:

I can recall one day when several USN aircraft came to the base carrying assorted 'top-brass'. The heirarchy from HMAS ALBATROSS were assembled on the flight line to greet them. Whilst the Commanding Officer was formally welcoming the visitors, behind and out of his vision, a tow motor, with trolley attached, proceeded along the line at a slow pace. The Americans stared at it goggle-eyed, not hearing one word of our CO's greeting.

The object of their rivetted attention - Sylvia - was standing on the bomb trolley, with a white rope running from each leg to the corners of the trolley to hold her in place. Sylvia was white as snow, due to the liberal application of talcum powder; she had rouged cheeks, lipstick, eye shadow, red painted hooves - and a big floppy pink bow on her head. The Yanks were transfixed as this apparition slowly disappeared out of sight.

One had to feel sorry for the base Public Relations Officer who had to explain that Sylvia was going away to be mated, and the armourers had wanted her to "look as sexy as possible."

Still, I'm sure all the ladies would agree with that reasoning.

YESTERYEAR'S FLEET AIR ARMS TOP GUNS

VF-805 Squadron Pilots Nov 1972

From L to R:

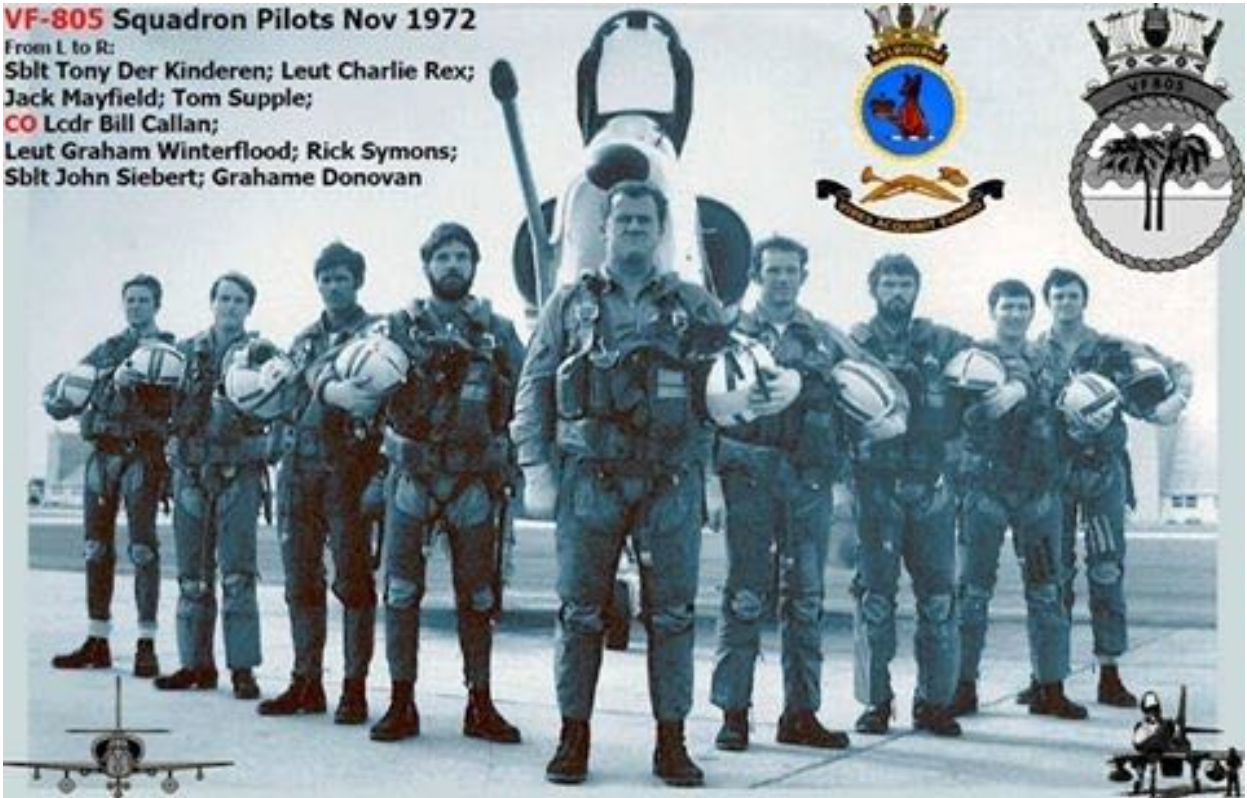
Sblt Tony Der Kinderen; Leut Charlie Rex;

Jack Mayfield; Tom Supple;

CO Lcdr Bill Callan;

Leut Graham Winterflood; Rick Symons;

Sblt John Siebert; Grahame Donovan



Nobody has a clue as to what this entails



723 SQUADRON



AS350BA Squirrel helicopter 806 at the Naval Air Station, HMAS Albatross, Nowra.

For the venerable AS350BA 'Squirrel' helicopter and the men and women of 723 Squadron, 2014 proved to be a remarkable year.

The Squadron achieved significant flying hours undertaking aircrew training and fleet support tasking in the 'Squirrel'. But what made their achievements all the more impressive, is the fact that the Squirrel fleet celebrated its 30th birthday with the Navy this year.

In total, 723 Squadron conducted over 3,500 hours of flying time on the AS350 for this calendar year, a figure that has not been matched since the early 1990s. What's more, when accounting for the 1,330 hours logged on the squadron's other workhorse, the Bell 429, 723 Squadron achieved the highest rate of effort in the entire Fleet Air Arm for 2014.

Commanding Officer Commander Alan Moore, praised the efforts of those who made the feat possible.

"I am extremely proud of the efforts of all personnel who have been involved with the 'Squirrel' over its 30 year history and the efforts they have put in, whether maintaining, flying or supporting the aircraft to achieve a most remarkable safety, operational and training record," he said.

The AS350BA Squirrel fleet is due to retire in 2018 with the planned introduction of the AIR 9000 Phase 7— Helicopter Aircrew Training System into Australian Defence Force service

725 SQUADRON USA



Members from NUSQN 725 with Christmas gifts for the children who will be in Shands Hospital in Jacksonville, Florida, over the holiday season. From left- Lieutenant Stephen McConville, Leading Seaman Celeste Bowie, Able Seaman Tenae Scott, Commander David Frost, Lieutenant Daniel Heffernan and Lieutenant Callum Newton.

As Royal Australian Navy Romeo Seahawk helicopter flying operations ceased in Jacksonville, Florida, and the final aircraft returned to Australia, the crews donated Christmas toys as a parting gift for children of Shands, the major Jacksonville hospital.

Commander David Frost and squadron members presented the toys to Ms Elizabeth Ward representing Shands Hospital on 11 December. The presentation was coincidentally conducted in front of a mural depicting Sydney Harbour in a scene from Finding Nemo. The toys will be distributed to children in the paediatric department who are in hospital during the lead up to and possibly over Christmas.

"Jacksonville has been the home of NUSQN 725 for the last two years, this city is very much in the DNA of our new squadron.

"It is altogether fitting that as the last of us depart Jacksonville for our home, that we should leave these toys to be given to the children of Jacksonville to comfort them when they are away from their homes in hospital," Commander Frost said.

"I'm not sure if you realise this, but this hospital has also had a connection to NUSQN 725 as your rooftop helipad was often utilised by our Romeo helicopters completing training evolutions. And so it is nice to say thank you for using that facility in person with this toy donation today."

Ms Ward explained that the paediatric emergency department often sees between five to twenty children daily, ranging from infants to teenagers.

"We will get together with the Child Life Department to ensure that these toys are given to those in need. Thank you very much for this kind donation," she said.

The toys presented were purchased with money donated by the men and women of NUSQN 725. The Squadron has been based at Naval Air Station Jacksonville, Florida since 2013 and is currently in the process of returning to Nowra, NSW, for operations in Australia

CAN YOU HELP

Shipmates!

As you may not be aware the QLD Division of the FESR Association and the Naval Association of Australia in a joint venture has taken on the task of having a statue of a sailor erected in Brisbane. I emphasise that although this Association is the driving force behind its erection, it will represent the entire Royal Australian Navy a fact we are very proud of. The site chosen is an unused plinth situated in Southbank standing opposite the old entrance to the Queensland Maritime Museum, which now been given the Council approval required. We have engaged the services of a well-known sculptress from Boonah for the project, unless informed otherwise, we are of the opinion that there is no single standing statue of a sailor in Queensland making it all the more rewarding.

As this project does not come cheaply an estimate \$60,000 will be needed this is why we must endeavour to get grants, donations, sponsorships, etcetera from all possible quarters. The Reunion committee decided to ask members and all who have served in the RAN no matter in what capacity to contribute to the fundraising, in doing so we have decided to reward all donations of \$200 or more by placing their names on bronze plaque/plaques, which will feature on the sides of the octagonal plinth. To have your name in perpetuity on a memorial is in many ways a fitting legacy to our naval service. The names of members no longer with us could also be placed there, which we anticipate would give great solace to our many widows. We are asking for your assistance in what I am sure will be a worthwhile project, to date our members have donated a third of the required amount.

All donations (cheque or money order) should be made out to **F.E.S.R. 2015 Reunion**. They are to be posted to **FESR 2015 Reunion, PO Box 87, Mount Gravatt, QLD 4122**.

Direct bank transfers can be made using:

12/16/2014

Gmail - Please

Account Number: **240999**

BSB: **034050**

Westpac Bank (Sandgate)

Please ensure your personal details accompany any transactions to enable the issuing of receipts.

Thanking you in anticipation

Yours truly,



Rudi Bianchi

State President

FESR Navy Association (Australia) Inc.





GRAYWOOD MEDAL ASSOCIATION



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To Mr R Martin

4th December 2014

25 Morton Pde

Nowra 2541

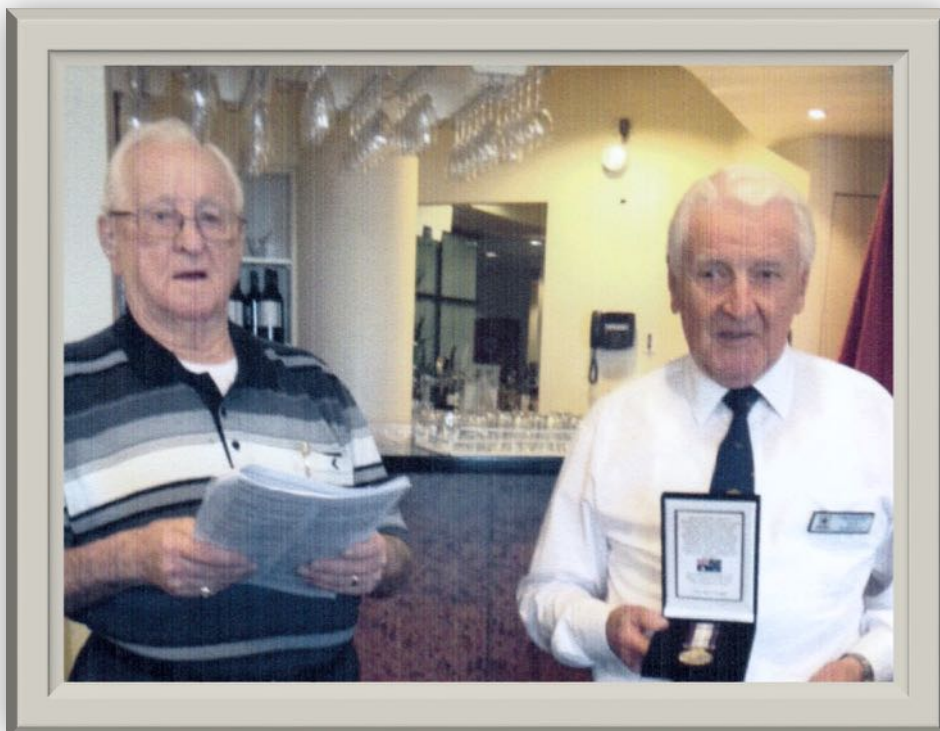
Dear Sir,

Bob Morris asked me to send these photos of Mr. Ken Barnett receiving the Graywood Casualty Medal for his brother who was a pilot on HMAS Sydney in 1950 and was killed when his plane malfunctioned.

Bob is out of action at the moment due to ill health so I am carrying on his work until he is back on deck again.

Regards

Alice Burns



IN MT WARREN PARK SHOPPING CENTRE, QLD, NO ANZAC BADGES WERE ALLOWED TO BE SOLD, BECAUSE THE OWNER OF THE COMPLEX IS FROM THE MIDDLE EAST, AND REFUSED PERMISSION. COLES (BI LO) PUT UP A BIG FIGHT BUT HE OWNS THE LAND AND THE BUILDINGS AND HAD COMPLETE CONTROL OVER THE BUSINESS PEOPLE RENTING FROM HIM.

WELL AT LAST A POLITICIAN WHO SPEAKS THE TRUTH!!!!!!

On the basis of this email, the day will come when the ANZAC Day Parade will be banned, RSL's will close and the Australian soldier will wear a different uniform. As Bob Katter says below, the Australian flag is forbidden in some public areas. Sometimes I wonder if we can still call this place Australia- it's already owned by many foreign countries now with a huge investment in place. *Whether you love him or hate him, he hits a raw nerve*

My great, great great grandfather watched as his friends died in the Boer War. My grandfather watched and bled as his friends died in World Wars 1 & 2. My grandfather watched as friends & brothers died in the Depression of 32. My father watched as his friends died in Korea. I watched as my friends died in Vietnam, East Timor, & Desert Storm. Our sons and daughters watched and bled as their friends died in Afghanistan and Iraq. None of them died for the Afghanistan and Iraq flag. Evert Australian died for the Australian flag.

AT A Victorian high school foreign students raised a Middle East Flag on a school pole. Australian students took it down. Guess who was expelled. T5he student who took it down.

Western Australian high school students were sent home , because they wore T-shirts with the Australian flag printed on them

ENOUGH IS ENOUGH

This message needs to be viewed by every Australian, and every Australian needs to stand up for Australia. We've bent over to appease the Aussie-haters long enough. I'm taking a stand.

I'm standing up because of the hundreds of thousand who died fighting wars for this country, and for the Australian flag.

And shame on anyone who tries to make this a racist message

AUSTRALIANS, stop giving away your RIGHTS!

THIS IS OUR COUNTRY

This statement DOES NOT mean I'm against immigration!

YOU ARE WELCOME HERE, IN MY COUNTRY, welcome to come legally:

1. Get a sponsor!
2. Learn the LANGUAGE, as immigrants have don in the past!
3. Live by OUR rules! Dress as we Australians do
4. Get a job!
5. Pay your Taxes
6. No Social Security until you have earned it and Paid for it!
7. Now find a place to lay your head!

If you don't want to forward this for fear of offending someone, then YOU'RE PART OF THE PROBLEM!

We've gone so far the other way.....bent over backwards not to offend Anyone!

WAKE UP AUSTRALIA!!!!!!

Made in Australia & Damn Proud of IT!!!!!!!!!!!!

AMEN

Written by BOB KATTER

(I'am not a fan of this man but I certainly agree with everything he has written ED)



Navy pilot, Lieutenant Commander Todd Glynn, was pleased to catch up with his father, Gordon, when they both flew military aircraft into Avalon, Victoria for the Australian International Airshow this week.

Lieutenant Commander Glynn flew in on a MH-60R Seahawk Romeo helicopter, the Navy's newest maritime combat asset, which will be on display to the public all weekend at the Airshow. His father, Gordon, flew down in a refurbished Catalina Flying Boat, used extensively by Australian airmen during the Second World War to conduct daring missions over the Pacific and Indian oceans.

"Dad had a big influence on my decision to become a pilot, he encouraged me as I

was growing up to have flying lessons at Bankstown and Hoxton Park airfields in Sydney," Lieutenant Commander Glynn said.

Lieutenant Commander Glynn is the Executive Officer of 725 Squadron, soon to be commissioned as the Romeo squadron, and a qualified flying instructor. When fully operational 725 Squadron will have 24 helicopters and about 200 sailors and officers.

"The best part of being at the Airshow is explaining the new features of the Romeo to everyone, as it is a quantum leap over Navy's current helicopter force. It is the next generation of anti-submarine and anti-ship warfare," Lieutenant Commander Glynn said.

The new helicopter is currently going through trials with HMAS *Perth*, an Anzac class frigate. Eventually the Romeos will go to sea in the frigates as well as the Air Warfare Destroyers, currently under construction.

Lieutenant Commander Glynn's parents, Gail and Gordon, still live in Baulkham Hills, Sydney, where he grew up.

Navy has a contingent of 40 personnel at Avalon this year and will be displaying the Romeo, the MRH-90 Taipan maritime support helicopter and the AS350BA Squirrel helicopter from squadrons based at the Fleet Air Arm in Nowra, New South Wales.

Shot!

Miss Beatrice,
The church organist,
Was in her eighties
And had never been married. She was admired for her
sweetness and kindness to all.
One afternoon the pastor
came to call on her and she showed him into her quaint
sitting room.
She invited him to have a
seat while she prepared tea...
As he sat facing her old Hammond organ, the young
minister noticed a cut glass
bowl sitting on top of it.
The bowl was filled with water,
and in the water floated of all things, a condom!

When she returned
With tea and scones, they
began to chat. The pastor
tried to stifle his curiosity

about the bowl of water and its
strange floater, but soon it got the better of him and he
could no longer resist.
'Miss Beatrice', he said,
'I wonder if you would tell me about this?'
Pointing to the bowl.
'Oh, yes,' she replied, 'Isn't it wonderful?
I was walking through the park a few months ago and I
found this little package on the ground.
The directions said
to place it on the organ,
keep it wet and that it would prevent the spread of
disease.
Do you know I haven't had the flu all winter

YESTERYEAR

These are from a 1994 publication "Fly Navy" published by the museum and edited by Fred Lane and I don't think they have ever been in "Slipstream"

Regards John Champion (Story re Barny Barron next issue)

Bragging Rights: The First Best and Last

Thank you, John Champion, for the sporting challenges below "to start the ball rolling". He claims:

Last barrier, HMAS Sydney, 16th March 1956, in *Firefly* WD 879, only John's fifth deck landing. His "Appendix C" log book entry was signed by the late CMDR (Air) Danny Buchanan, who has some claim to the first serious accident aboard *Sydney* (FLY NAVY 3,1).

Last fixed wing landing, HMAS Sydney, 29 March 1956, in *Firefly* VX 372 after Deck Landing Practice.

Last launch, HMAS Sydney, 30 March 1956, in *Firefly* WD 884, with CPO Jennings in the back seat.

Most RAN deck landings in one day, 23, including four at night, **HMAS Melbourne**, 31 January 1957.

RAN's last inadvertent barrier?

John might well claim the RAN's last ever "inadvertent" barrier in 1956. *Melbourne's* barriers were either deliberate (e.g., test) or they followed a declared emergency.

Of wider interest, not relating to any pure RAN record, John flew more than 72 hours in command of an RAF *Shackleton* in only eight days. This contrasts with RAN sea-

going squadrons where some pilots were lucky to fly that much in eight months. (His story on how he helped to "rescue" old friend, Barny Barron, is told at right, above.)

Of course, as John is first to say, he is not absolutely sure of any of these milestones, but they seem close enough to warrant a mention!

What do you think?

Norm Lee challenge

Thank you, also, Norm Lee, who says:

"I couldn't resist the challenge to bragging rights and claim the following firsts and lasts.

"First RATOG from an RAN carrier, 3 May 1951, HMAS *Sydney*.

"First catapult launch of a Gannet in the RAN, 2 August 1956, HMAS *Melbourne*.

"Last flight of a Vampire in the RAN, 2 October, 1970, NAS Nowra.

"Most aircraft flown in command in RAN service, *Tiger Moth, Wirraway, Auster, Firefly, Sea Fury, Vampire, Gannet, Sea Venom, Sycamore, Wessex, Iroquois, Tracker, Skyhawk, Macchi*.

"Most fighters flown, *Sea Fury, Sea Venom, single seat Vampire, Sea*

Hawk, Hunter, Scimitar, Skyhawk.

"Can anyone beat the above?"

Norm declines to claim the **last RAN Sea Fury** flight, but this impressive list is not bad for an old *Firebox* driver! However, it is not backed up by photocopies, anecdotes or similar supporting data, so all must rest in the "not proven" bin for a cleansing period.

Indian Ocean Sycamore ditching

John DaCosta, on the other hand, modestly claims a record probably no-one will challenge:

First Best and Last Ditching of an RAN Sycamore (maybe any RAN aircraft) **in the Indian Ocean**, 4 March, 1961. John still feels the hefty footprints of the CO 805 and three other passengers in the middle of his back as they all made their way, over John, to be first out of the rapidly sinking helicopter. Photographs taken from HMS *Hermes'* flight deck clearly support this.

Meanwhile, what about the engineers and all the other people? Who was the first Australian commissioned from Artificer status, and when? Who was the first all-Australian Captain of the Flight Deck?

HELP REQUIRED

"HELP. A QLD member has paid his fee by Direct Debit from the Australian Defence Credit Union to Westpac, Caboolture, on 28th January, but has forgotten to include his name. Can the payee contact Trevor Tite on 0754993809 or email trevlor@outlook.com." A receipt will be issued!

Many thanks.

Barry Lister

REST IN ETERNAL PEACE



VALE

LEE GORDON

BOMADERRY NSW

CPO SE



MALCOM JOSEPH

20-12-1927 14-02-2015

Joined the Navy 18-09-1945 as a stocker
Transferred to Naval Airman as AM3 (E) In
October 1948. Served at Albatross, Heron,
Sydney and 723 Sqd

He is survived by his wife
and two Children



VILES WILBURTREE LEO

Hi Mr Wise,
I'd like to inform that my father Leo Wilburtree
Viles a Naval Airman 1st Class Mechanic
(ordnance) in the Royal Australian Navy
service number; R/46632 has just passed a
way aged 80. He would always go to the Navy
Reunions you had in Nowra and had many
friends, he also has a plaque erected on the
wall at the Navy Base Nowra, and was a
member of the F.A.A.A. magazine, he would
always tell me about the interesting stories in
it.

He would have wanted me to let
you and the Naval Association
know of his passing.

Thank you, His son Paul Viles
3 Francis Street, Minto 2566



BRANCHI JOHN

Good morning,
First off all the best to you and yours for the
new year,
I do not know if you knew emac John
Branchi who joined Albatross in 1969 but
he passed away on the 26th November 2014
from Asbestos cancer of the lungs
(mesothelioma) i think that is how it is
spelt, could you please post it on the radio
mechs site .
regards
Rob



Women in Navy Series Aviation Technician—Avionics Lauren Short



Stock Image: Able Seaman Aviation Technician Aircraft Lauren Short on the aft flight deck of HMAS Kanimbla .

When Leading Seaman Aviation Technician - Avionics Lauren Short joined the Navy eight years ago, her eyes were firmly fixed on a technical job.

"I had an aptitude for all things mechanical and was drawn to the aviation branch because of my family background.

"Both grandparents were in the Royal Air Force with my grandmother becoming the first female Royal Adjutant while my brother was a civilian pilot," she said.

Leading Seaman Short had just finished year 12 and working casual jobs in sales and administration as she searched for an apprenticeship. Navy provided the opening she needed and she has not looked back since.

"I love my job and believe I picked the right job as an Aviation Technician - Avionics. Helicopters are an impressive piece of machinery and I am constantly learning new things," she said.

"My training has been nothing short of first class. I've been able through Navy to get my Certificate IV in Aircraft Mechanical Engineering and was lucky enough to be picked to complete a civilian engines course with Turbomecha as well as having three different helicopter types under my belt."

Leading Seaman Short first went to sea in 2009 in HMAS *Success* to China and Singapore followed by a posting to HMAS *Kanimbla* in 2010 and Exercise RIMPAC in Hawaii.

Other postings have included Darwin, Townsville and Jindabyne and most recently to Jacksonville, Florida where she is providing technical support to NUSQN 725 working on the new Romeo class MH-60R Seahawk.

She acknowledges that her own career path was paved by members of the Women's Royal Australian Navy which recently celebrated the 40th anniversary of the first intake of women into previously male technical fields.

"I am so proud of those pioneering women and it makes me happy that it may have taken a few years but women like me are now equals in these 'non-traditional' roles because of them, she said.

Her own advice to other women seeking a technical trade in the Navy?"If you have a keen interest in a technical role go for it and don't listen to anyone who is 'concerned' about your choice.

"I enjoy my job and it has been one of the best decisions in my life," she said.

"My family are constantly telling me how proud they are and they are very supportive. My partner is also in the Navy and he is very supportive and helpful with my career," she said.

Leading Seaman Short says that although she misses her family at times, she has loved her time in the United States.

"Getting a helicopter with a problem and working with my team to fix it and get it back out there is the favourite part of job.

"I love that I go to work everyday not knowing what will happen, it's always something different," she said.

> >

> > HOW TO SIMULATE BEING A SAILOR

- > >
> >1. Buy a steel dumpster, paint it grey inside and out, and live in it
> >for six months.
> >
> >2. Run all the pipes and wires in your house exposed on the walls.
> >
> >3. Repaint your entire house every month using grey paint.
> >
> >4. Renovate your bathroom. Lower all shower heads to four and one-half
> >feet off the deck.
> >
> >5. When you take showers, make sure you turn off the water while you
> >soap down.
> >
> >6. On Mondays, Wednesdays, and Fridays, turn water heater temperature
> >up to 300 degrees. On Tuesdays and Thursdays, turn water heater off.
> >
> >7. On Saturdays and Sundays tell your family they used too much water
> >during the week, so no bathing will be allowed.
> >
> >8. Put 5W-20 lube oil in your humidifier, instead of water, and set it
> >on high.
> >
> >9. Leave your lawn mower running in your living room 24 hours a day to
> >maintain proper ambient noise level.
> >
> >10. Once a month, disassemble all your major appliances and electric
> >garden tools, inspect them and then reassemble them. Do this every week
> >with your lawnmower, weed whacker and other petrol powered tools.
> >
> >11. Once a week blow compressed air up through your chimney, making
> >sure the wind carries the soot across and onto your neighbour's house.
> >Laugh at him when he curses you.
> >
> >12. Raise the thresholds and lower the headers of your front and back
> >doors, so that you either trip or bang your head every time you pass
> >through them.
> >
> >13. Raise your bed to within 6 inches of the ceiling, so you can't turn
> >over without getting out and then getting back in.
> >
> >14. Have a fluorescent lamp installed on the bottom of your coffee
> >table and lie under it to read books.
> >
> >15. Sleep on the shelf in your closet. Replace the closet door with a
> >curtain. Have your spouse whip open the curtain about 4 hours after you
> >go to sleep, shine a flashlight in your eyes, and say "Sorry, wrong
> >rack."
> >
> >16. Make each member your family qualify to operate each appliance in
> >your house i.e., dishwasher operator, blender technician, etc.
> >
> >17. Find the dumbest guy in the neighbourhood and make him your boss
> >for the next two years.
> >
> >18. Have your neighbour come over each day at 6.30 am, blow a whistle
> >so loud Helen Keller could hear it, and shout "Call the hands, call the
> >hands, wakey wakey wakey
> >
> >19. Have your mother-in-law write down everything she's going to do the
> >following day, then have her make you stand in your back yard at
> >0600 (6 A.M.) while she reads it to you.
> >
> >20. Empty all the garbage bins in your house and sweep the driveway
> >three times a day, whether it needs it or not.
> >
> >21. Have your neighbour collect all your mail for a month, read your
> >magazines, and randomly lose every 5th item before delivering it to you.
> >
> >22. Watch no TV except for movies played in the middle of the night.
> >Have your family vote on which movie to watch, and then show a
> >different
> >one.
> >
> >23. When your children are in bed, run into their room with a megaphone
> >shouting that your home is under attack and ordering them to their
> >Action Stations.
> >
> >24. Post a menu on the kitchen door informing your family that they are
> >having steak for dinner. Then make them wait in line for an hour. When
> >they finally get to the kitchen, tell them you are out of steak, but
> >they can have dried ham or hot dogs. Repeat daily until they ignore the
> >menu and just ask for hot dogs.
> >
> >25. Bake a cake. Prop up one side of the pan so the cake bakes
> >unevenly. Spread icing real thick to level it off.
> >
> >26. Get up every night around midnight and have tomato sauce (redders
> >) on toast.
> >
> >27. Set your alarm clock to go off at random times during the night.
> >At the alarm, jump up and dress as fast as you can, making sure to
> >button your top shirt button and tuck your pants into your socks.
> >Run out into the back yard and uncoil the garden hose.
> >
> >28. Every week or so, throw your cat or dog into the pool and shout,
> >"Man overboard port side!" Rate your family members on how fast they
> >respond.
> >
> >29. Put the headphones from your stereo on your head, but don't plug
> >them in. Hang a paper cup around your neck on a string. Stand in front
> >of the stove, and speak into the paper cup "Stove manned and ready."
> >After an hour or so, speak into the cup again "Stove secured." Roll up
> >the headphones and paper cup and stow them in a shoebox.
> >
> >30. Place a podium at the end of your driveway. Have your family stand
> >watches at the podium, rotating at 4-hour intervals. This is best done
> >when the weather is worst. July is a good time.
> >
> >31. When there is a thunderstorm in your area, get a wobbly rocking
> >chair, sit in it and rock as hard as you can until you become nauseous.
> >Make sure to have a supply of stale crackers in your shirt pocket.
> >
> >32. Buy a trash compactor but only use it once a week. Store up garbage
> >in your bathtub.
> >
> >33. Invite at least 375 people, most of whom you don't really like, to
> >come and live with you for about 6 months.
> >
> >34. Lock-wire the lug nuts on your car wheels.
> >
> >35. Start your car and let it run for 4 hours before going anywhere, to
> >ensure the engine is properly "lit off".
> >
> >36. Walk around your car for 4 hours checking the tire pressure every
> >15 minutes.
> >
> >37. Make coffee using eighteen scoops of budget priced coffee grounds
> >per cup, and allow the pot to simmer for 5 hours before drinking.
> >
> >38. Have the paperboy give you a haircut with sheep shears.
> >
> >

Courtesy of Ray Godfrey

HMAS CANBERRA RECEIVES HER FIRST LANDING CRAFT



Canberra's First Lieutenant, Lieutenant Commander Michael Nipperess described the day as a "Super Seamanship Saturday".

"We have achieved so much in just one day. We conducted anchorage preparations for entering harbour, conducted boat drills, and then secured to a buoy in Sydney Harbour - a first for the Landing Helicopter Dock - then embarked the four craft," said Lieutenant Commander Nipperess.

It was a sight to see as the four landing craft made their way from HMAS *Waterhen* to *Canberra* who had successfully secured to the buoy proudly flying the Australian White Ensign with Sydney Harbour Bridge and Opera House as a backdrop. The vessels came into station approximately 100 yards astern of *Canberra's* position, where they waited for the First Lieutenant to give the order to come into *Canberra's* dock, one by one.

Lieutenant Commander Nipperess said it was a very exciting day with a few healthy nerves.

"*Canberra's* boats crews have spent the last 18 months in a graduated training program to drive and manage these new craft. As a team, we were very excited to be able to bring them into *Canberra's* dock for the first time," said Lieutenant Commander Nipperess.

"I couldn't be happier with the performance of the team today. From the engineering side of docking down the well dock, to the way in which the boat coxswain's handled the craft to get safely into the dock - it was all done calmly and professionally. They did a great job," he said.

Being part of a landing craft crew is a responsible position, particularly for the Leading Seaman in charge of the vessel. Landing craft can be used to transport vehicles, equipment, stores or armed forces from and to the ship by day or night, and in potentially dangerous environments. Landing Craft Coxswain Leading Seaman Frederick Foster said today felt great.

"It does feel good to be the first person in the fleet to do this, however it's not as daunting as it could have been as we've done a lot of training and we now feel quite comfortable and confident in being able to manoeuvre these craft into the well dock of the LHD," said Leading Seaman Foster.

"I am excited to be the first Coxswain to drive into the well dock of HMAS *Canberra*.

"The craft is a very capable vessel and to be a Leading Seaman in charge of the vessel when it's away from the ship is quite a unique situation and feel quite proud to be in this position," he said.

Other members of *Canberra's* ship's company lined the quarterdeck and the Heavy vehicle deck to watch the ship's docking operations and see the vessels come into the ship for the first time.

Once the four craft were inside the ship and secured, the stern door was closed. The well dock was drained of water leaving them in their resting place while the ship conducted a reduced activity period over Christmas.

SOCIAL SCENE

WESTERN AUSTRALIAN DIVISION CHRISTMAS PARTY DECEMBER 2014



**SPECIAL GUEST
MRS. MARGARET FLINT**



**PRESIDENT GREG KELSON
MAKING PRESENTATION OF
CERTIFICATE OF APPRECIATION
TO CHRIS FAULDS OF
MARCO'S FUSSEY MEATS**

**JOHN SELSMARK; JOHN BROWN; WINSTON JAMES ;
OWEN GARDINER; THEO BUSHE-JONES
MIKE KEOGH; JOHN BOULTON; GREG KELSON; JIM BUSH;
KEITH TAYLOR**



**WINSTON JAMES RECEIVES
LIFE MEMBERSHIP CERTIFICATE**



**CLIVE MAYO RECEIVES
DIPLOMA OF MERIT
CERTIFICATE**

SOCIAL SCENE



"Now listen old chap if you want to know how to boil eggs you have come to the right bloke"



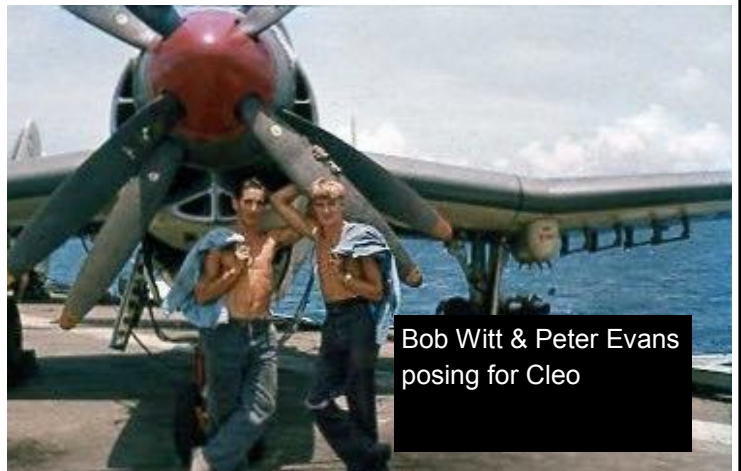
Where would you end up with a shark in the mess



House work was a never ending onboard the Grand Old Lady



Post Office



Bob Witt & Peter Evans posing for Cleo



2 FOXTROT MESS

SOCIAL SCENE



Cathy & Fred Driver with Bob Scobie RAN Rtd



Roger Harrison, John Siebert with Loraine and Cherie Coppins



Jan Akeroyd and Pat Scobie



The Stubbington Family



Eve & Gordon Gray



Ian & Derelie Laidler



Derelie Laidler with Mike & Kathleen Cain

South Australian Division enjoying a picnic lunch at Wittunga Botanic Park in January 2015



2015 Victorian Committee



2014 Christmas Break up crew



"Chiefs" Peter Barnes & Ken Pryor

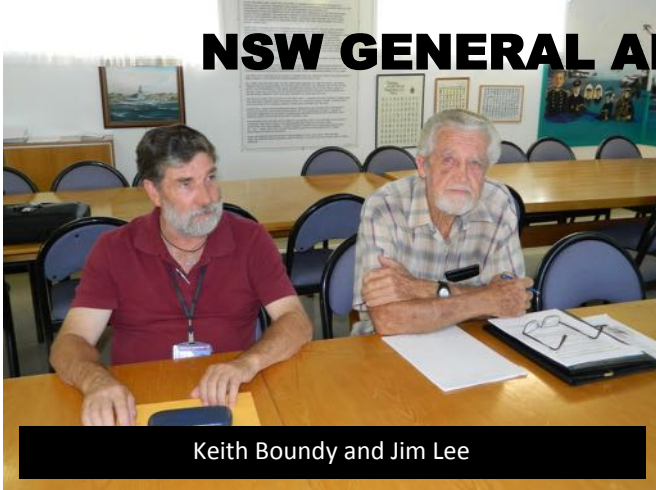
Girls at work Shirley Thompson, Val Christie & Kay Clark



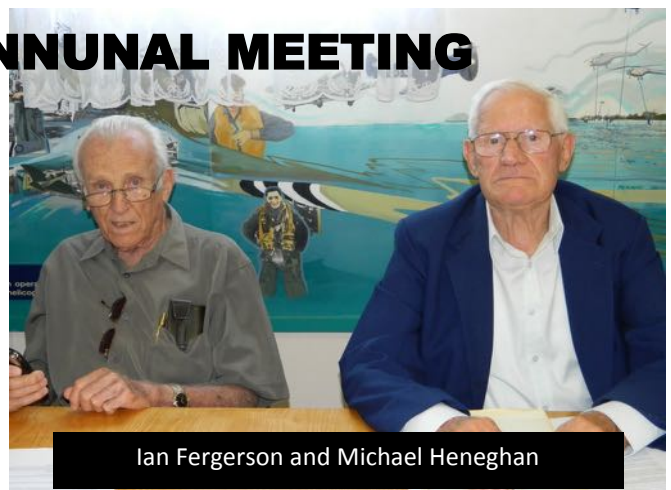
VICTORIA

SOCIAL SCENE

NSW GENERAL ANNUAL MEETING



Keith Boundy and Jim Lee



Ian Ferguson and Michael Heneghan



Ray Burt And Brian Carrol



Fred Dawson and Pincher Martin



Marcus Peake and LT CDR Howard McCullian

\$50 prize for best short anecdote or story
Go to www.faaaa.asn.au

WANTED

FAAAA FACEBOOK PAGE MANAGER

We need a person who can manage our
Facebook Page. Low Maintenance,
Low hours, High Satisfaction!

Contact the Webmaster on

faaaawebmaster@westnet.com.au

Hello Ron,

Would be kind enough to include this in the next Slipstream please.

Thanks

Mac



All RANHFV non-Aircrew sailors who flew as Door Gunners on the US Army's 135th AHC are encouraged to apply for the issue of Wings &/or Certificate issued by the RAN for their service. Applications and award details can be obtained from John Macartney, jrmaca@bigpond.com. (02) 65574165/0427787296.

FLEET AIR ARM ASSOCIATION OF AUSTRALIA

PATRON:

Rear Admiral Neil Ralph AO, DSC, RAN (Ret'd)

12 March 2015

ARBN 071 ABN 3007 129 167

PO BOX 7115

NAVAL POST OFFICE

HMAS ALBATROSS

Dear Overseas Member,

This letter is to advise you of a decision by the National Executive of the FAAAA regarding the distribution of Slipstream magazine to members who do not live in Australia.

The launch of our new website in early February has provided an opportunity to publish Slipstream magazine on-line without having to send individual emails to members who choose this means of dissemination. Accordingly, all domestic FAAA members are being asked if they elect to read the magazine on-line rather than receive a hard copy. The default position for these members will, however, remain as hard copy in deference to those who either lack the computer skills to access on-line material, or do not have the hardware to do it.

Very high postage overseas postage rates demanded a different decision in regard to offshore members. Typically, producing and posting four copies of Slipstream to an overseas address costs the Association more than the annual subscription paid by the member receiving it – in other words, we make a loss. While we are not in the business of chasing profit we do at least need to cover costs, and the National Executive believes the continued subsidisation of overseas postage to be untenable. We have decided, therefore, that the default method of dissemination for overseas members will be soft copy.

Accordingly, this will be your last hard copy of Slipstream under the present payment system. You can access the magazine every quarter on the new website where it can either be read in situ or downloaded as a .pdf file for later perusal. You can, of course, print this .pdf if you still wish to read it on paper.

To access the on-line copy you will need to Register for our new website: if you have not already done so, go to www.faaaa.asn.au and follow the simple instructions. Both the Dec 14 and Mar 15 editions are available on line now, and future issues will be posted there in due course.

If you specifically wish to continue to receive hard copies you can still do so, but you will be asked to pay an additional charge for overseas postage costs (currently in the order of \$30 per annum). Please use the "Contact Us" form on the home page of the website to express your requirements.

May I assure you that I regard every member of the FAAAA as a valued colleague irrespective of where you live, but ever-increasing costs have necessitated a re-think on how we do business. The ability to read Slipstream on line will, I hope, provide you with a quick and convenient means of receiving the publication as well as removing the overseas postage impost.

Should you consider the above decision will impact on you adversely, please do not hesitate to contact me.

Yours aye,

G.A. LEDGER

National President, Fleet Air Arm Association of Australia

Webmaster's Report

Last October the Federal Council Meeting agreed to fund an upgrade of our old website, which had been in commission since 2002. Ten years is the recognised life of a typical website so we were a little overdue for a major rebuild.

The new website was launched on 3 February, so by the time you read this it will be about six weeks old. My aim is to make it the hub of information for our Association – so, if you want to find a contact, or learn when the next meeting is, or where to go after the Anzac Day march to catch up with Association mates, or to read the latest FAA news or find any aspect of our history – then you know it will be on the site.

I can only do this with your help, so chip in! Stories, anecdotes, memories or photographs are all welcome. All you have to do is click on the "Contact Us" form on the home page and type your words and press "Submit." We are all in a unique club and capturing our history, culture and memories is a worthy aim. Don't just leave it for someone else to do.

One of the Divisions remarked recently that they didn't think the website should have a log-in: after all, commercial sites don't so why should we? Well, firstly, you don't need to log in to see about 95% of the site – simply go to our address and browse to your heart's content! If you want to enter the "Members Only" menu, though, you will need to log in as that corner of the site contains sensitive information such as members' details, accident reports etc. It also contains the electronic Slipstream that needs protecting so it is not available to the whole world free of charge. The log-in is therefore necessary and will remain. (Follow the instructions on the site if you don't already have log-in details, and remember you can make things easier by clicking on the "Remember Me" button when you next log on, so remembering your Username and Password will not be so onerous).

I won't go through the features of the new website – it's easier just to have a look for yourself. Simply go to <http://www.faaaa.asn.au> or type 'FAAAA' into your Search engine.

Enjoy the new site and please do two things: tell your mates about it and start contributing! I think it is good, but we can all make it better.

Until next time.

Marcus Peake, Webmaster



Webmaster: Marcus Peake

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* * *

**DEADLINE FOR
ARTICLES FOR NEXT
EDITION IS WEDNESDAY
17 TH JUNE 2015
GOING TO PRINT
FRIDAY 19TH
JUNE 2015**

PRESIDENT'S SLIPSTREAM

REPORT – MARCH 2015

A warm welcome to all members and their families, and I hope this Slipstream finds you healthy and well. By the time you receive this edition the year is well under way.

I'm pleased to report that our membership has continued to grow over the past three months, which is very good news. I congratulate current members for your sales pitch to encourage new members, and of course the new website has also attracted a good number of new applications, well done all concerned. I welcome all new members and their families to the FAA Association family, and I congratulate you on your contribution to the FAA whilst serving. I hope you will be an active divisional participant and supporter of the FAAA.

I recently wrote to all Division Presidents with some proposed changes in the administration of Slipstream. The magazine was discussed at length at the last FCM, and some of the current correspondence and recommendations from the National Executive are as a consequence of the direction sought from the FCM to increase our efforts to communicate and inform members. One of the key issues was whether members wanted to receive the magazine as hard copy or soft copy via the website. This has raised a few comments from Divisions that the National Executive is working through. The other issue also discussed but not resolved at the FCM was the development of a central data base, which will provide structured information, a more streamlined method of prospective members joining, and being supported from the National Executive through to the Divisional level. We continue to examine this proposal.

Marcus Peake, with the assistance of a local web designer, has done an outstanding job in getting the new website operational. I believe it is user friendly and provides a perfect medium for exchanging information for members and guests. All members will also be offered the opportunity to nominate receipt of their next Slipstream via the website.

In the Christmas edition I mentioned I was in discussion with the ADCU for sponsorship to support the Slipstream magazine, and I am pleased to announce that the ADCU has agreed to sponsor the magazine and you will see their advert in the March copy. The other deal for members I gained this month is a concession from the TFE Hotel chain, who will give all members and their families the best rate of the day less 5% on their hotel chain throughout Australia and overseas. Please see our website for the brochure and method to apply for this deal.

The Avalon Air show is currently underway. Also at Avalon it will be good to catch up with the current FAA representatives from Albatross and Canberra and listen to what the new breed of Naval Aviation personnel are involved with. It is a great venue to catch up with old mates and look at new technologies emerging in the aerospace domain.

I was recently apprised of the news that both Stu Harwood and Greg Morris have stood down as key office holders of the Historic Flight. Over many years they have done a fantastic job in keeping the Huey airborne and supervising the outstanding restoration work on other valuable Historic Flight assets. Funding and support for the HF has over the years been difficult, but the Huey has always been presented in first class condition and brought much credit to the Museum, Historic Flight and Navy.

I again would like to congratulate Terry Hetherington and his hard working team at the Museum in keeping the place looking absolutely first class in all aspects. My thanks also go 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.

Once again over the past three months we have lost too many 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, and the support given to the families.

I had the pleasure just after Australia Day to catch up with one of my old Huey instructors in WA, John (Bomber) Brown and his wife Meryl. It was a delight to recall some of the old stories and tales from a few years back. I also had a chance to call into the WA Division's watering hole (Rosie O'Grady's) on the way to the airport; the boys are certainly legends in this establishment, and have a nice collection of memorabilia prominently displayed. I recently attended the ACT Division's afternoon drinks at the Italian club in Canberra, there was an outstanding turn out of about 25 members, and it was a good cross section of serving and retired members in attendance.

Finally, thanks again to all of you that support the association. Can I please encourage anyone with a connection to the FAA to join the Association, you will be most welcome. Until next edition, all the best and stay healthy.

Yours sincerely

Geoff Ledger DSC, AM

National President

NSW REPORT



Our AGM was last week and the Committee is almost the same as before. Thanks to the twenty odd members that graced us with their presence. I wish to pass on my thanks to Jim Lee for all the work he has done for us while serving on the Committee over so many years and hope that the 'family time' treats him well for years to come. On this subject we can always find a space for anyone who would be willing to donate a very small part of their time and join us.

We have the usual list of those that 'forgot' to renew their membership on time this year and a reminder letter (included in this edition)) will be sent but they still do not let the 'penny drop' until there is no more Slipstreams and then we get phone calls asking if we have missed the magazine or lost their address. If you haven't renewed yet this will be the last issue you will receive of the magazine. The cost to other members is too great to carry unfinancial members so please use the following methods to renew your subscription urgently. For those so inclined (the not so old farts) you can remit this by direct debit. To do so please use the following information making sure that you use either your membership number or your name in the description or reference space (Bank: - St George BSB 112879 Account No 049612462). No reference and we do not know who sent the money. Do not pay for your raffle book at the same as it is now closed. If you do not wish to use this method, just return everything as usual by the 'snail mail' road.

Slipstream magazine is of now available to members to read on the newly constructed website, this can only be achieved by registering as a member and going to the 'member restricted' area of the site. To register, your current membership status will be checked and on accreditation you will be free to navigate anywhere in the site, this new website is a very great improvement on anything before and I think you will have some interesting viewing in it. Access is by the following link. <http://faaaa.asn.au> If you have a change of address please inform the Secretary so we can change the mailing list as again Aust. Post does not miss us , they now charge for returned mail and then we have to pay to re-mail it at full rates.

Still on this subject all of our overseas members will have to make use of this facility as the postal charges on overseas mail has now become 'almost obscene'. In most cases is even or more than the cost of the magazine to us so we have to address this problem and now with online availability we have a solution. If you (overseas members) still wish to receive a 'hard copy' then please get in touch with me and we will work something out. Sorry if this sounds a bit like a general whinge but these are small things that cost quite a bit of money if we don't keep on top of them and it's your money that will be wasted.

At the AGM recently it was decided that we had no option but to increase our annual fees by \$5.00, this will not take effect until next financial year. Increases in charges are not very well liked but as we have not changed the charge for 5 years and inflation is about \$1.00 a year it came to pass that it had to happen.

The newly opened 'Flight Deck Café' I am pleased to report is going very well and patronage is good. It is not a-la-carte but they serve a good basic menu at reasonable prices and that is more than acceptable. Uniform personnel from on-board seem to be using it quite a bit so perhaps the food or service there is better.

Because of the world influence of electronic media we as a Division have made the move to a central data base for our Divisional controls. The first move is the availability to read Slipstream on line and this will be followed by other changes. I must mention that any changes made to electronic methods will not be compulsory so if you still want to pay membership as usual that option is available as normal. We appreciate that quite a few members do not wish to join the 'Facebook' and 'twitter' revolution but a lot do and we have to cater for all members. Postal charges are another pressing reason to change as they are becoming very expensive. Some of us have phones that just ring in and out as they used to but I have to accept that we are fast becoming the minority and if I look forward to one year in the future I think there will be a lot more changes in our life style than already occurred. Time marches on and if we don't join the mob it will envelop us. In keeping with this change can you please email your primary email address to either the Secretary or the Webmaster so as we can update our database (any changes to prior addresses would be appreciated as well).

ANZAC Day is rapidly approaching and this year will be very large in all aspect, personally the local Dawn Service will be as far as I am going to venture as the crowds will be very large. I have had some enquiries regarding the Sydney march and as far as I know the Association will be marching with the HMAS Melbourne contingent.

Our annual raffle has been won and the successful winners notified. The following are the results:

1st Prize: John Downton painting 'Natural splendour' Ticket No 2800 John Tant

2nd Prize: John Downton painting 'Mothballs and sticky tape' Ticket No 3927 Max Altham

3rd prize: Sound System to the value of \$250.00 Ticket No 0700 Kate Spooner

If because of logistics it is not practical to send the sound system a cheque to the value will be forwarded instead. Thanks to everyone for their support and cherish those paintings because they will be worth a lot of money in the years to come.

Greg Wise

DEFENCE AND THE NAVY (March 2015) –

The Replacement Submarine.

Because the issue of a replacement submarine for the Collins-class fleet is surrounded by controversy, it attracts much space in the media. This last quarter has featured several media articles which report the complications- political, strategic and industrial, which could down the whole process and we could finish up with no replacement at all.

The PM, we were told, favoured a Japanese build modified Soryu class equipped with US systems and weapons, probably to be built in Japan. Cost around \$20bn.

The Opposition of course sees an Australian –build, specifically in South Australia, as the only solution. This would provide best prospects for employment of Australian workers and benefit the SA economy, now languishing with the phasing out of the car industry. Given the record of naval shipbuilding in cost/time terms in SA, think the Collins Class and the current AWD destroyer project, many in the Government are concerned about the implications of this solution. Added to that, other countries, i.e. Germany, Sweden, France, have made bids.

The Government has stressed that the post-build on- going maintenance will provide two-thirds of the work of the whole project/operating effort of the new submarine which should satisfy SA and it wants to leave open the question of where the boats are designed and built. This would likely be the best solution in terms of project outcomes, i.e. time and cost.

The issue was addressed in quite a strong editorial in The Australian newspaper, which said it all – the characteristics and efficiencies of a replacement submarine should not be compromised by trying to solve other problems and optimise the whole, quote 'We believe the Abbott Govt must ignore the parochial posturing of SA Independent Senator Nuck Zenophon, the SA and Victorian Labor

Kia Ora you fullahs (and giddy dingos)

Three Australians and three Maori's are travelling by train to a Rugby match at the World Cup in England . At the station, the three Aussies each buy a ticket and watch as the three Maori's buy just one ticket between them.

"How are the three of you going to travel on only one ticket?" asks one of the Aussies. "Watch and learn bro," answers one of the Maori's. They all board the train. The Aussies take their respective seats but all three Maori's cram into a toilet and close the door behind them. Shortly after the train has departed, the conductor comes around collecting tickets. He knocks on the toilet door and says, "Ticket please."

The door opens just a crack and a single arm emerges with a ticket in hand. The conductor takes it and moves on.

The Aussies see this and agree it was quite a clever idea. So after

the game, they decide to copy the Maori's on the return trip and save

some money (being clever with money, and all that).

When they get to the station, they buy a single ticket for the return trip. To their astonishment, the Maori's don't buy a ticket at all!!

"How are you going to travel without a ticket?" says one perplexed Aussie.

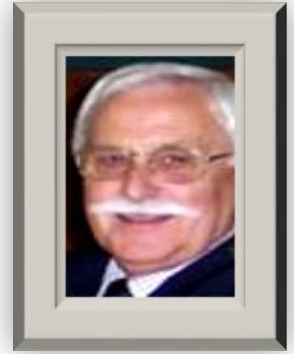
"Watch and learn bro ," answers a Maori ..

When they board the train the three Aussies cram into a toilet and soon after the three Maori's cram into another nearby. The train departs.

Shortly afterwards, one of the Maori's leaves the toilet and walks over to the toilet where the Aussies are hiding. He knocks on the door and says, "Ticket please."



Victoria Report :



As previously reported,"How quick time passes" so a belated wish for a Healthy, Prosperous and Happy New Year to all members and their Families.

The Division conducted its Last Committee and General meeting for 2014 and Christmas Break Up on Sunday 7th December, which was well attended, very heartening to see, and a personal thanks and gratitude to the following members,

Social CoOrdinator Val Christie our BBQ chefs, Peter Barnes and Ken Pryor, and I am sure your efforts were greatly appreciated by all members in attendance.

The next major event for the Division was the AGM convened on Sunday 8th February 2015, once again, was a very good occasion, with a special mention, Geoff Litchfield travelled down from NSW and Ron Andrews from Horsham to be with us on the day, and of course to all the others who attended.

The main and important feature on the day was the election of the Committee, with the elected younger generation members hopefully being the future of the Division.

The elected 2015 Committee is as follows :

President Ron Christie
Vice President Chris Fealy
Secretary Mal Smith
Treasurer John Champion
Committee:
George Self
Ralph Mayer
Jeremy Butler
Paul Thitchener

We thank the retiring committee members, Charles "Hank" Fargher, John Ikin and Alan Clark for the many years of dedicated service to the association.

The next major event for the Division is Anzac Day, firstly the March :

Muster in Flinders Street (West) astern of HMAS SYDNEY Association at 0830 for step off at 0900.

Members who are unable to march and require vehicle transport, please inform me promptly, so as the necessary arrangements for vehicles can be arranged.

The after march Reunion will be at the Melbourne Naval Centre (ESU) 146 Toorak Road (West) South Yarra.

The same caterer we have engaged over past few years has been arranged, a two course lunch will be available at a cost of \$15 per person.

It is most important that if you require lunch contact our Social Co Ordinator Val Christie Bookings and payments are required prior to or no later than the 17th April, her phone number is 97645542 and email address is seafury1@bigpond.net.au.

*Note all cheques or money orders for lunch made payable Fleet Air arm Association (Vic) and forward them to Val Christie 15 Bianca Court .Rowville Vic 3178

Should you wish to pay direct to our bank details are.:

CBA, Atherton Road Oakleigh. BSB063 204 A/C No. 1003 8709. Please ensure that your name is on the payment.

Until the next Time

Yours Aye
Ron Christie

GOOD FOR A LAUGH

A little old lady was walking down the street dragging two large plastic garbage bags behind her. One of the bags was ripped, and every once in awhile, a £20 note fell out onto the sidewalk.

Noticing this, a Policeman stopped her, and said, "Ma'am, there are £20 notes falling Out of that bag."

"Oh, really? Darn it!" said the little old lady. "I'd better go back and see if I can find them. Thanks for telling me officer.."

"Well, now, not so fast," said the cop. "Where did you get all that money? You didn't steal it, did you?"

"Oh, no, no", said the old lady. "You see, my back yard is right next to the football stadium parking lot. On game days, a lot of fans come and pee

through a knot hole in the fence, right into my flower garden. It used to really tick me off. Kills the flowers, you know.

Then I thought, 'why not make the best of it?' So, now, on game days, I stand behind the fence by the knot hole, real quiet, with my hedge clippers. Every time some guy sticks his pecker through my fence, I surprise him, Grab hold of it and say, 'O.K., buddy! Give me £20, or off it comes.'

"Well, that seems only fair," said the cop, laughing. "OK. Good luck! Oh, by the way, what's in the other bag?"

"Well, you know", said the little old lady, "not everybody pays."

A man living in Sydney walked into the produce section of his local supermarket and asked to buy half a head of lettuce. The boy working in that department told him that they only sold whole heads of lettuce.

The man was so insistent that the boy went to ask the manager about the matter. Walking into the back room, the boy said to the manager,

"Some old bastard outside wants to buy half a head of lettuce."

As he finished his sentence, he turned around to find that the man had followed and was standing right behind him, so the boy quickly added, "and this gentleman kindly offered to buy the other half."

The manager approved the deal and the man went on his way.

Later, the manager said to the boy.....

"I was impressed with the way you got yourself out of that situation earlier, we like people who can think on their feet here, where are you from son?"

"New Zealand, sir," the boy replied.

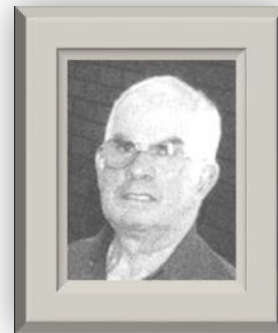
"Why did you leave New Zealand?" the manager asked.

The boy said, "Sir, there's nothing but prostitutes and rugby players there."

"Is that right?" replied the manager, "My wife is from New Zealand!"

"Really?" replied the boy, "What team did she play for?"

TASMANIAN DIVISION



Hi fellow Birdies,

The Tasmanian Division held its quarterly meeting at the Ravenswood 50 and over clubrooms on the 22nd Feb.

The shift from hard copy to soft copy of Slipstream was met with some division, with members opting to continue with the present copy being mailed out, though I am happy to receive my by email.

I have to say that in recent weeks I have communicated with our national president with regards to my submission via the Sunda Strait and has given me his support, I must not forget that the WA division has been with me on this for some time.

I submitted the submission to the Assistant minister for Defence on the 20th last month with new and very comprehensive evidence.

Members of the Tas. Division are well aware of my work on this subject, its worth noting that there may not be very many who served in 62/63 would not have war service from other areas, but this is and always for that small minority that has none, I know of only two..

I hope that I haven't stole the National President's thunder, but I hear he will be visiting Tassie for Anzac Day, many thanks.

This year Anzac day has special significance for the RAN as well, my reading tells me that the navy went into National Secretary's Report March Slipstream.

National Secretary's Report March Slipstream.



Good grieve its March already and the Editor is getting serious about my report.

It's good to be able to tell you that entire membership base has been increased by about fifty new members over the past few months including many from current serving members.

I believe that the new Website has increased the viewing people considerably and hence the increase in numbers joining the Association. Our Webmaster Marcus Peake has done a sterling job in bringing the Site online and all reports that I have had have been in a positive vein.

As we all know this April is the Centenary of the ANZAC Landings and some of our members are going over to Gallipoli for the Ceremonies We wish them a pleasant journey and a safe return (Ferg'y don't forget to bring the Jacket back)

Most Divisions have held or a close to holding their AGM'S for 2015 up dated lists would be appreciated as soon as possible.

We have just sent to all Divisions an updated copy of the Association Constitution and I have also sent a copy to the Webmaster to be included on the Website any queries e3tc please feel free to ask.

I will be incapacitated for a few weeks having one hand out of action so the correspondence might be a little slow but I will get it to you

Guess that's it for this time have a great ANZAC Day and a good Easter

Yours Aye

Pincher

FLEET AIR ARM ASSOCIATION OF AUSTRALIA - ACT DIVISION NEWS

Hi again to all for this edition of Slipstream.

The ACT Division has continued with its sponsorship of a \$500 prize at the ADFA / UNSW Prizes and Awards Ceremony. The award for the best academic performance by a Navy Aerospace Engineer in their final year at ADFA was presented on 10 Dec 2014 and was won by Sub Lieutenant Adam Lachlan. Congratulations go to Adam on this outstanding achievement. Adam is pictured here receiving the award from Professor John Arnold, Deputy Rector of UNSW Canberra at ADFA.



The ACT Division held its first 2015 get together at the Italo-Australia club on Friday 6th February with a very good roll up of 24 members attending. The National President Geoff Ledger also attended the meeting and provided members with a short presentation on a number of initiatives being rolled out by the National Executive, namely the revamped FAAAA website and a Common Database System (CDS) for registration of all FAAA members. The ACT Division has agreed to become a participating Division of the CDS and also welcomes the new and improved website. I would like to pass on my thanks to Marcus Peake for his efforts in pulling the new website together and for his drive in keeping it relevant and up to date. Remember if you have any events you wish to advertise or any information for the website please forward them to the webmaster at faaaawebmaster@westnet.com.au

We have a few new members join the Association recently including Ian McConachie, Stuart Fletcher and Bob Waldron so I would like to welcome them to the ACT Division.

We are hoping for a good turn out on ANZAC Day noting it is the centenary of ANZAC this year. Further details will be promulgated by email shortly, including our position in the order of march, once we have been advised by the ACT organisers. Please muster on Anzac Parade by 1000 as the march normally steps off between 1015-1030.

I recently organised and attended the HMAS CANBERRA (II) DAMASK VI Deployment reunion in Sydney which was a very enjoyable event. We were fortunate enough to be given access to the new LHD HMAS CANBERRA (III) on the Saturday afternoon of the reunion. Approximately 60 of the deployment's crew and their families were given a very thorough tour of this new capability and all agreed it is a very impressive (and bloody huge) ship. The tour was followed by the reunion at Bells Hotel in Woolloomooloo, with around 80 crew and partners attending, including many of the ship's aviation department who had travelled from all over Australia to attend. The Chief of Navy VADM Tim Barrett (who was the deployment's Seahawk Flight Commander) attended as did the deployment's CO, RADM Raydon Gates (Rtd). A great

day and night was had by all and sincere thanks go to the CANBERRA's CO CAPT Jonathan Sadlier and Ship's Company for hosting the tour.

DAMASKVI Deployment Crew (and families) during the tour of HMAS CANBERRA III

Finally, I am heading off on an extended holiday and doing the grey nomad trip around Oz in the caravan from mid March till early September so will be off line for a while. Rob Hall will be filling in as ACT President during my absence so please keep him informed if you need to raise any issues. I am hoping to catch up with a



number of FAA personnel during my travels and will be attending the Anzac Day ceremonies in Cairns.

Until then take care.

Regards,

Schonners

John Schonberger

President, ACT Division

SLIPSTREAM

QUEENSLAND DIVISION



MARCH 2015 :

Greetings to all from us here in sunny Queensland. Admittedly, there's been a bit of rough weather lately just to keep us on our toes! A lot of people were glad that "Marcia" didn't go any further and decided to give it a rest where it got to. I haven't heard of any of our members suffering any damage to property in the regions affected.

I'm a fair bit early this time with my "letter" due to the fact we're setting out tomorrow (25th) heading South for Canberra and maybe Adelaide to let the car stretch its legs. We may have to drop in to a Vineyard or two. My taste has now returned to fairly normal but a bit more practice wont hurt. We have our AGM on the 29th March, so have to be back before then.

Mick Blair, my Vice President since our Division began in '92, has decided to resign at the AGM. Mick has been a tower of strength and his guiding hand has been much appreciated. He's been having a hard time of late, in and out of hospital and now has to try to increase his weight and then start some chemo.

Congrats to Ray Murrell who has received the following award: The 2015 AUSTRALIA DAY AWARD for his contribution to the Kedron Wavell Services Club. Well done, Ray. This is your year, having also won a slot to go to Gallopoli!

Another sad occasion recently-Rex Day passed away, having fallen and broken his arm, put into Greenslopes Hospital , then had a massive heart attack and-Gone! We were able to meet up with Kath and the family and there was a good turnout at the Funeral which was held at the Centenial Memorial Gardens, Wacol. Bernie Jeffrey spoke about Rex's Service life during the committal. Trevor Tite, Ray Murrell and Des Kelly didn't make it. It turned out that they were iin Trevor's car which became the middle piece of a 4 car sandwich at the Samford Road Junction. Luckily, no one was injured, though Des Kelly was taken by ambulance to St.Andrew's Hospital to check on Whiplash. Ray's daughter came to rescue them. My mobile was off and in my car! Trevor's car was taken away by the truckies as they reckoned it wasn't to be driven in case the air bags suddenly inflated! Sounds like a good trick!

Gary Reid attended the latest Anzac Day Committee Meeting and said that the crowd there was impressive if not a bit unruly. We have the order of the March where Navy is last off the cab rank and we form up in William Street around the corner from Elizabeth Street. Apparently the RSL computers blew up & they've lost most of the Committee's records. Good thing we know what we're doing. The March begins at 10.00am but I guess we'll be around 1045 or so. A meet-up time for us would be good about 9.30 to be able to assist in rigging the Banner. After the March, we're invited to attend the Metropolitan Motel for our lunch and general get-together. The Spring Hill Hotel across the road is not running well at all we hear. Thanks, Gary ,for doing the honours.

The AGM will be held at the Bribie Island RSL and the meeting will commence at 1030am followed by lunch after 1200. Anyone wishing to stand for theewqqaA committee (includingVice President) please contact Trevor Tite on 54993809 ASAP.

There are plans to be put into Slipstream with regard to on-line distribution of Slipstream in the future. Please read carefully and ensure you inform us of your opinions. I guess my feelings are that it's enough work keeping track of members, ensuring they are financial, chasing up address changes and so on. Adding another dimension could lead to major hiccups and confusion. If you are magical computer buffs, well and good, otherwise old plonkers like me will struggle on. Also, I feel that access by password to the Website is not at all necessary. My son produces websites commercially and none require passwords. My wife is part of a poetry group and no password is needed there Again , in my opinion passwords are items to be forgotten real easy! I recently had a contact from my flying days at Shoreham Airport in the early '70's in UK from this website which did not require a "login" password!

Enough of that. When in Sydney, we took a ferry ride to Watson's Bay and passed the "BIG" ship which was berthed at G1. It sure is a large machine and I wonder how long it will be before some fixed wing aircraft will use the ramp? It reminded me of HMAS MELBOURNE berthing alongside the USS HANCOCK which was 40,000 tons-twice our size, in Japan. The Hancock was later converted to angled steel deck instead of the straight wooden deck.

Well, that's enough from me for the moment. May those who are not well, recover quickly and we wish you all the very best.

Regards

Barry Lister

President

**WESTERN AUSTRALIAN
DIVISION**

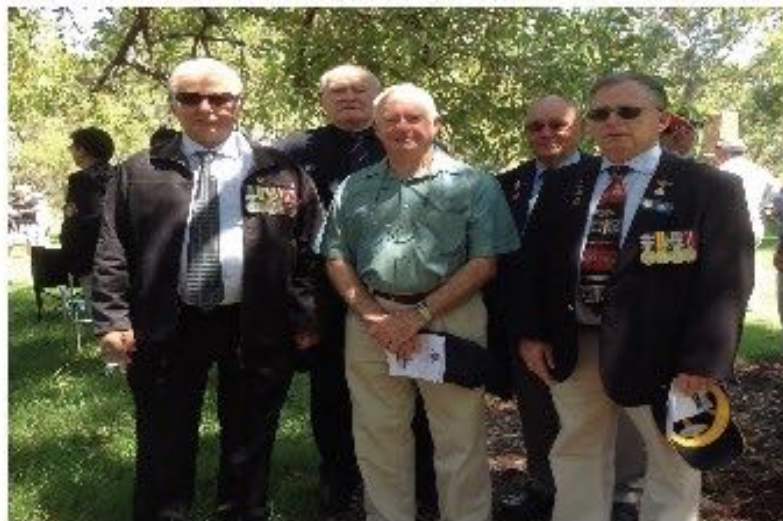


Greeting's from the West, its been a bad period of "droughts & flooding rains" as well as some serious bush fires all around the country; we hope that this has not impacted upon any of our Members and Families.

Our Christmas Meeting followed by the Christmas Lunch was once again a great afternoon. We commenced with some Christmas carols and sing-a-longs with the help of a great character Fred Rea. Chris and Crystal Faulds of Marco Meats who donate a massive ham each Christmas were our guest's along with Pam Flint, widow of Bill Flint, they all enjoyed a great afternoon with Andy & Clair Curran winning the ham. We again thanked our Host's Rosie O'Gradys for going that extra mile to make it a success.

W.A. has held its Annual General Meeting and a couple of changes to the Committee resulted, with John Boulton not seeking re-election. Jim Bush was moved up to take the Senior Vice President position and Owen Gardiner was elected to the Junior Vice President position.

Our representation at the Memorial Service for HMAS Voyager totaled five with a very welcomed figure in Mike Horne who was attending with his class of Apprentices from Nirimba.



**Jim Bush; Greg Kelson; Mike Horne; Keith Taylor; Mike Keogh
Attending HMAS Voyager Memorial Service; Kings Park; Perth**

Sunday 22nd February Greg and Ann Kelson along with myself and wife Doris attended the 55th HMAS Perth Survivors Memorial Regatta at Nedlands Yacht Club. Unfortunately only two now remain, with Norm Fuller the only one able to attend.

Sunday 1st March will be the 66th Memorial Service since the departure of HMAS Perth and USS Houston from Fremantle which we will be attending.

Keith Taylor
Scribe

Albatross Aero Club



Most of our retired Fleet Air Arm community would be aware of the previous existence of the RAN Gliding Club which, sadly, folded in 2005. What most are not aware of is that there is another Navy flying club which, on the 08 May 2015, celebrates its 25th anniversary of formation at the Naval Air Station back in 1990. That club was started by a small group of interested flyers as the *Albatross and Creswell Flying Club*, but which now goes by the title *Albatross Aero Club* (AAC).

The formation of the AAC was approved by the then-Commodore NAS, CDRE Rob Partington, as a club under the Base Welfare organisation. The Club's founding aims were to provide opportunities for recreational fixed-wing flying for people based at NAS, CRESWELL and in the local area, aims which remain essentially unchanged to this day.

After a few teething hiccups, the Club formed, in Jun 1991, what became a long association with the-then Wollongong Flight Training Centre (WFTC). This arrangement provided aircraft and flying instructors at NAS each weekend, under the WFTC's Air Operator's Certificate (AOC), for members who wanted to learn to fly or hire a light aircraft, and continued until the Club gained its own AOC in 2006. The Club has operated a varied and changing fleet of aircraft over the years, sourced either through the WFTC or on-line agreements with Club members who own their own aircraft. In Jun 2014 the AAC purchased its first aircraft, a Cessna 150M, to use as its primary *ab initio* trainer.

After initially using temporary facilities in C hangar the Club moved flying operations to the western side of the airfield October 1990, in the old "Civil Terminal" building off Braidwood Rd, although aircraft continued to be tied down outside C hangar when not flying. Towards the end of 1993, the AAC, along with the Gliding Club, moved into ex-Army hangars which had been erected adjacent to the "Civil Terminal" specifically for use by the two clubs. The area around the Club hangars and Civil Terminal was subsequently developed and upgraded through industry contacts within the Club, specifically the movement area in front of the hangars being levelled and sealed, water tanks installed, and a dedicated Aero Club fuel storage established next to the civil apron, using drum stock and a hand pump. Over the years, the fuel facility has been incrementally upgraded the Club such that, today, the facility is a fully-bunded, 9000 ltr, electric pumped, solar powered, AVGAS fuel supply.

In 1994, the then-Commodore NAS, CDRE Geoff Moreton, directed that the President must be a serving Naval Officer. With some minor changes, this condition remains the case today, with the current Constitution requiring the President to be a "...*serving or Reserve Commissioned or Warrant Officer.*" This proviso on the Club Presidency reinforces the Club's connection to the Naval Air Station.

After a trial of Club flying operations adjacent to the Museum, an agreement was reached with the civilian management of the then-Australia's Museum of Flight to build a small Club operations and briefing facility in the space under the south west corner of the museum building. At a cost to the Club of some \$70,000, the new facilities were officially opened by the well-known Australian aviation pioneer, Mrs Nancy-Bird Walton, on 24 September 2004.

As the regulatory environments in both Defence and civil aviation have changed so too the AAC has had to evolve, such that, today, the Club is incorporated in NSW as a "not-for-profit" club and is a CASA-accredited flying training organisation operating under its own Air Operator's Certificate. We are, however, still true to our roots as a Navy flying club, with the Constitution clearly defining our origins. The AAC operates from its ops room in the FAA Museum building, with flying conducted on weekends from the adjacent hard standing, and using the two hangars on the western end of the airfield, having been granted use of the ex-Gliding Club hangar at that organisation's demise. We currently have over 100 members with approx 50 % being uniformed, and another 10% civilians who work on the airfield. The Commanding officer HMAS ALBATROSS is the Patron of the Club.

For the past four years, the AAC has won a competitive tender to provide Motivational Flying Training for Navy Midshipmen of the P, and O/AvWO categories (with occasional inclusion of AEs) who are undertaking Naval Officer Year One (CRESWELL) and ADFA studies. This annual program has provided up to six hours flying for these young future aviators to keep them motivated through the four years it takes before they get to their basic flying courses. The program, so far, has proven to be extremely successful.

CONTINUED OVER

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As the management of the Defence estate evolved over the years the AAC was required to enter into a Deed of Licence with the Defence Support Group DSG to be able to operate at the Naval Air Station - essentially, this is a lease. As the push towards cost-recovery within Defence continues, the Club is increasingly being viewed as a "commercial business" by the property management arm within DSRG, a situation which requires frequent representation to stress our roots as a Navy flying club and explain our *raison de'tre*.

Despite over the years the Club having arranged for the construction of the hangars, the development and sealing of the civil apron, and the funding and construction of the existing Club ops rooms in the FAAM building, it appears increasingly possible that the Club will be hit with a requirement for commercial rent if we wish to remain on the airfield. We will just have to wait and see whether the Albatross Aero Club will still be here for another 25 years of providing light fixed wing recreational flying to serving members of the ship's companies of ALBATROSS and CRESWELL, or perhaps suffer the same fate as other "amenities" in the modern ADF. Only time will tell.

Paul Folkes
 Captain RANR
 President
 Albatross Aero Club

WALL OF SERVICE

ORDER # 32				
BROOKS	D.P.	R 64903	ABAVN	JAN 66 TO JAN 75
O' DONNELL	L.H.	R 52726	LAM (W)	FEB 57 TO SEP 63
PARSONS	W.H.	R 54804	CPOATA	SEP 58 TO SEP 79
GREEN	A.G.	R 63239	CPOATA3	APR 64 TO APR 84
WARNE	W.E.	R 50673	WOATA4	DEC 54 TO JAN 83
GRIERSON	J.C.	R 55207	LAM A/E	FEB 59 TO FEB 68
BEARE	D.W.	R62608	CPOATA3	NOV 63 TO SEP 84
		R11127		SEP 73 TO OCT 91
OVERMASS	B.S.	9	WOATC	
		R11073		JUL 71 TO JUL 80
NIXON	D.	8	ABAVN	
				NOV 50 TO NOV
HENDY	G.S.	R39377	WTR	56

**HOME**Welcome to
the FAAAA**FAAAA**

Who we are

POSTS

News & Views

GALLERIES

History & Photos

SQUADRONS

Sqn Histories

MEMBERS

Private Area



Our brand new Website is up and running. You can join the organisation, change your details, buy a Plaque on the FAA Wall of Service or elect for electronic slipstream – or you can just surf through the news and views or read what other members have to say.

There's a private section too, if you want, where you can see a Calendar of FAAAA Events right around the country, peruse records of FAA accidents or read your Slipstream magazine on line, amongst other things.

FAAA Website - <http://www.faaaa.asn.au>

How Do You Want To Read Your Slipstream?



**Domestic FAAAA Members now have the choice of
reading Slipstream on line.**

Visit <http://www.faaaa.asn.au/electronic-slipstream> to make
your nomination, or tell your Division.

Fleet Air Arm Association of Australia

South Australia Division

Roger Harrison

SLIPSTREAM REPORT (March 2015)

Wishing all Member States and Territories, including Queensland, a Happy and successful 2015. May we all move together for the betterment of this wonderful FAA Association.

The South Australia Division had their annual Christmas Dinner on the 18th of December at our usual Windsor Hotel. Although an evening show, we still had a good turn-out of Members and partners. Numbers were down and I suspect the evening time slot may have precluded some Members from attending. The committee will look at that before the next function. I will try and include 1 photo from my Bat-phone camera so be warned Ron Batchelor.

The January FAAA meeting was held at the Wittunga Botanic Park, Blackwood, Sunday 18th for a BYO lunch and was well attended possibly because the weather was very kind to us.

Fire restrictions kept our lunch to cold meats and salads with wine or beer as a restorer. President Stubbo had to cancel his usual "Dance of the Flaming....." while his son Rodney and grandson were cautioned about kicking a football about the vacant lawn area. A throw back to Navy policy on the restriction for enjoying one's self where-ever possible. The grounds official turned a blind eye to the alcohol on our picnic bench or maybe he realized the chances of advising the hairy sailors to stow the booze would result in spending the rest of January in traction.

Mike Cain returned the old Marching Banner to me and in a flash of brilliance we hung it on the fence near the entrance to the Park. Would you believe an ex-Navy person spotted it and sort us out where he was grabbed for details and placed on the contact list. He now has all the joining details at hand.

More picnic photos via Ian Laidler included for the Editor to juggle around with.

With the close of February, we here in SA have dodged a bullet regarding the usual high temperatures suffered, although a couple of days of 40 plus keeps you focused. Our cousins in Queensland on the other hand have areas flooding while NSW have the rain. Truly a wide diverse country of extremes. No photos included.

Membership Renewal fees are due February/March 2015 and must be paid up before the March 18th Annual General Meeting to be held at the Windsor Hotel, Windsor Gardens. Renewal Fee details sent out

February 15th saw the Bangka Day Memorial Service concluded and on the 19th the 73rd Annual Commemoration of the First Bombing of Darwin was conducted at the Repatriation General Hospital (RGH) Chapel. Members and non-Members had the chance to attend both.

The State Labor Government is under fire at present after announcing the closure of the much loved RGH. There will be some blood-letting as all those people who deal with the RGH and Ward 17, slowly gather strength.

With the up and running Web Page revamped by the hard working Marcus Peake, all Meetings as they approach, will be listed under the Events Section along with other details for SA members to action. So those Members who have that capability to check details on the Web Page, please do so.

ANZAC Day will follow the usual format of meeting on Pultney Street/North Terrace end, around the 0930 mark. Look for the Banner or Association Flag and some unsavory sailors loitering in the vicinity of said Banner/ Association Flag. The March is more of a swagger as we head down North Terrace, turn onto King William Street and down past the saluting dais where I am always amazed to see our Division straighten up, keep in step, complete the "Eyes Right" without falling over or stumble into the back of the bloke in front.

At the dismissal point we can wait for the ANZAC Service or muster on the Torrens Parade Ground to inspect the beer tents for product quality. Lunch is held at the Windsor Hotel starting around mid-day and is well attended. Members can look over Bob Scobie RAN Rtd to see how to correctly dress for the occasion. The clink of medals and cheerful banter will sometimes startle the locals.

Member Richard (Kipper) Kirkman is battling through the dreaded cancer which needed immediate surgery in places and he now will start Radio/ Chemotherapy to slow and stop any further spreading of this insidious disease. On behalf of all Members from State and National, I will forward to Richard our collective best wishes and speedy recovery. That also stands for other Members State and nationally who are battling their own demons. Here I will bravely mention a few of our locals who for what-ever reason, are putting up with a complaint of some sort. They are Beatles Bailey, John Berry, Zork, and Stubbo, along with one or two others.

Fred and Cathy Driver will soon be on their way to Gallipoli to experience the ANZAC Day Service live and in real time. The draw-back is the 10,000 others also attending the Service. Fred and Cathy have turned the occasion into a much needed holiday in and around the Country. Fred is the current Vice President of this Association.

To close, I will request that Members renew their membership with the Association and where possible, attend the March AGM to put their thoughts forward to the newly elected committee.

We need your input on the running of this Division as we move toward the 30 year anniversary of an idea hatched in the West by so many good men. Happy Anniversary South Australia.

Regards from

Roger Harrison

Secretary SA. FAAA

Honorary whipping boy.



FAA Association contact details

NATIONAL EXECUTIVE

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

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

ACT

President : Mr John Schonberger- 41Noarlunga Cresent 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)

REUNIONS

*We expect reunions to go like a dream
Run by people who disciple have seen
The "Goodie Bag" a misnomer I fear
A memory bag we will keep for years
From everything planned pleasure was got
But camaraderie far outweighed the lot
How the past with golden rays do shine
When they were ordinary days at that time
When these memories fade and take a dive
Reunions like this help keep the dream alive
'Twas my turn as a widow at the reunion sat
Trying quite unsuccessfully to get in the act
I didn't want to butt in my man was now gone
He no longer was meeting friends in the throng
So I quietly contently watched the milling crowd
Scant or gray hair and voices excited and loud
Really trying to picture them in their Number 1's
Wondering how some would fit with their 'tums'
Watching I smiled as their downed their 2nd beer
Smiled even more as often they would disappear
Forty years ago a few beers was nothing they
said
They didn't have to keep hobbling off to the
'heads'
So I really for a while amused myself at least I
tried
Unexpectedly damn tears kept coming into my
eyes
Ofcourse not a happy soul noticed and nobody
saw
Memories that's what reunions are about I'm sure*

Dorothy Fry

*A Naval reunion 17 or 18 years ago but I think the
poem is still relevant today anyway it may fill a
gap in your slip stream*

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Australian Defence Credit Union



Commodore Geoff Ledger receiving the salute from the HMAS Albatross Divisions Guard during HMAS Albatross Navy Week Ceremonial Divisions

The Australian International Airshow 2015 pays tribute to Anzac and the heroes of military aviation. It is the major theme of the event and as such will be the first significant observance of the Gallipoli campaign in its centenary year. The airshow features an emotional and moving tribute to our aviators from Gallipoli to the present day. During the Australian International Airshow, Navy Daily will highlight the significant contribution of naval aviators from the First World War to the present day.

Commodore Geoff Ledger was born in Melbourne in 1955 and joined the Royal Australian Navy in 1972. He participated in relief operations in Darwin in the wake of Cyclone Tracy and flew helicopters for the second United Nations Emergency Force in Egypt before undertaking a two-year exchange with the Republic of Singapore Air Force (RSAF) in the early 1980s.

On the evening of 29 January 1983, the Panamanian registered oil drilling vessel, *Eniwetok*, passed beneath the Singapore Cable Car system when the ship's derrick struck the cable running between the Jardine Steps and Sentosa stations. Two cable cars plunged more than 60 meters into Keppel Harbour killing seven people, including two Australians, and seriously injuring a young boy. Four cars with thirteen passengers aboard remained stranded on the cable. The then Lieutenant Ledger, who had been involved in training RSAF helicopter crews and the development of Search and Rescue techniques, commanded the second of two Bell 212 helicopters which rescued all thirteen people from the stricken cable cars; Ledger's aircraft responsible for seven of them. Ledger had to hover his aircraft above the cable cars in high wind while the winch man, Lance Corporal Selvanathan Selvarajoo, had to persuade the passengers to jump into his arms and hold on while they were winched up. Ledgers later described the rescue;

There were ten to fifteen knot winds and the downwash from the rotor blades buffeted the cable cars, making the winch man and the cars swing wildly. The wind was coming from the wrong direction for the operation and it was very difficult to get a hover reference. The aircraft was in danger as well as the winch man.

The winch men were swinging around in darkness about sixty meters above the water trying to find the door handle to get into the cable cars. They did not know what to expect once they opened the doors. Some of the passengers could have been hysterical. They knew some were injured and they had two children to look after. In fact one eight year old boy did become hysterical and refused to leave the cable car. He changed his mind after being smacked by his aunt.

The entire rescue operation lasted some nine hours and all involved received commendations from the Singaporean Government.

Commodore Ledger went on to command the Australian forces in the Middle East Area of Operations in Operations CATALYST and SLIPPER for which he was awarded the Distinguished Service Cross, and was made a Member of the Order of Australia for exceptional service to the Royal Australian Navy and the Australian Defence Force as Director of the Aviation Capability Improvement Team and Commander Australian Navy Aviation Group