



A rare photo of the Mighty "M" as she sails under the San Francisco Bridge

Photo courtesy of Brian Carroll Taken by Ron Batchelor from a USA Navy Helo

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SAILOR SAVES THE DAY AT ST GEORGE'S BASIN



Anzac Day was certainly a memorable occasion for the St Georges Basin community on the New South Wales south coast because of a split-second decision by one HMAS *Albatross* sailor.

With just one week's notice Leading Seaman Aviation Technician Avionics David Broadhurst was asked to represent *Albatross* and deliver the commemorative address at their service. A resident of the coastal village, Leading Seaman Broadhurst was happy to participate and set to work writing his own speech for the occasion. Seaman Kirsty Burbidge, who was in the catafalque party described the speech as incredibly moving. "There were quite a few people in tears.

"David really tied together the historical and the personal together beautifully, especially with the story of his grandfather Ron Mayer, a Second World War veteran." While the speech itself was a memorable one it was what came next that still has people talking.

"The service continued as planned," Seaman Burbidge said. "The Last Post was played, Reveille, the New Zealand National Anthem and then when the Australian National Anthem was cued to start, the sound system malfunctioned. "The crowd were all standing, the Catafalque Party and everyone in uniform were at general salute, but instead of the anthem coming out the PA there was just a long, painful squeal.

"Then there was what seemed like an endless awkward pause with everyone wondering what to do, which is when Leading Seaman Broadhurst stepped in." "I was standing behind the Master of Ceremonies," Leading Seaman Broadhurst said. "He was trying to fix the PA and looking around for help, then he leaned in to the microphone and I was worried he was about to call a halt to the ceremony. "I wasn't about to let that happen, especially not on the 100th anniversary, so I just started singing the anthem as proudly and loudly as I could.

"It was instinctive, just something that needed to happen. I certainly didn't think about it until it dawned on me that I was now committed to singing the entire national anthem solo. "Luckily, since my voice isn't exactly Australian Idol worthy, I only got to the end of the first line before the crowd joined in." "It was an amazing moment," Seaman Burbidge said. "I think a lot of people were already feeling a bit emotional after David's speech and then him stepping up to the mark like that was incredible, there was such a sense of community and solidarity.

"We all knew exactly why we were there and why it was so important." Leading Seaman Broadhurst said it was one of the highlights of his career. "I have done some pretty cool stuff in my 11 years but this was certainly up there with the best of them. "Standing there on the Centenary of Anzac, in front of hundreds of people, wearing the medals of my forefathers, saluting and then singing the national anthem solo, and then having everyone else follow my lead, I can't imagine anything can ever top that. At the end of the service I had many people come and thank me for my contribution and the St Georges Basin RSL Sub-branch have even offered me free membership as a result!"

FROM THE EDITOR



It seems that I get my self in trouble each Slipstream and I do apologize for not checking out the story on Bob Katter which turned out to be total untrue and Ray Guest has set me straight on this article. Ray's report is on page 4.

I guess I am a firm believer that regardless of content, readers have the right to read what other senior people are saying and doing especially in regards to this country, as I feel that all of us have done our share at protecting this country. But I understand the predicaments these reports can lead to and will not publish them in future.

Cheers Ron

Apology

Page 12 of the March 2015 Slipstream contained an article attributed to Mr. Bob Katter, which allegedly expressed his opinion on how immigrants should behave if they move to Australia. It is now evident that the article was not written by Mr. Katter, nor any of his staff or supporters. Further, the nature and tone of the article is not conducive to the values and principles of the Fleet Air Arm Association of Australia.

The Association withdraws the article and unreservedly apologises to Mr Katter and to any reader who was offended by the material.

Name correction:

Barry Fellows should read **BARRY FALLON** and
Ron English should read **RON ENGLAND**



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

WANTED

*Someone to manage our
Facebook Page*

*Low maintenance FB page
needs willing volunteer to
paste material from time to
time and engage in members
visiting the site.*

Not much work.



Hi Ron,

Thanks for the latest Slipstream. I am always looking forward to each edition to keep up with the latest news.

However, I wish to raise with you the articles on page 12, which I believe are NOT true. They are simply an example of many sensational and emotive emails circulated maliciously. As many of us do have similar views, they do get unwarranted traction.

In many cases they originate from overseas but some unscrupulous person decides to change the wording to Aussie to gain greater credibility.

In one similar email about the Warren Park Shopping Centre there was was claiming a similar stance by Target. It even went on to say that not only was Target being un-Australian but they were sending their profits back to their head office in the USA. You are probably aware that Target Australia (along with Coles & Kmart) is owned by Wesfarmers, an Australia company.

With these types of emails I do "google" searches which often reveal a completely different view. For example,

If you search for "Mt Warren Shopping Centre Anzac Badges" it comes up with several results including one from www.hoax-slayer.com. Another similar site is "snopes.com". Both set themselves up as a verification source for emails mostly claiming racist/ sensational items. Although this also attacks the "Bob Katter" view you can confirm this by searching "Bob Katter"

Brief Analysis

The claims in the message are inflammatory and racist nonsense. No such ban was implemented at Mt. Warren Park Shopping Centre. Coles and Centre Management have denied any knowledge of such an incident. Nor are there any credible news or media reports that in any way confirm the claims in the message. The message is generally tacked on to a widely circulated diatribe that is falsely attributed to conservative political leader Bob Katter. So, the message is a lie within a lie. Spreading such misinformation serves only to generate hatred and resentment against some sectors of the Australian community. Passing on dangerous and divisive lies of this nature is irresponsible and ultimately un-Australian.

Using "google search" for Bob Katter this is my country it comes up with this message direct from his own web site:

Viral Email Scam Alert

There have been a number of emails that are being falsely being attributed to Bob.

These include emails that begin with:

"Bob Katter Saying it as it is: My great, great, great grandfather watched as his friends died in the Boer War. "
and

"I am the Labor Party's Worst Nightmare. I am a White, Conservative, Tax-Paying, God fearing Australian. I am a hard working Australian and I work long hours to earn a living."

Please understand that these are viral emails that have not been generated by Mr Katter's office and are not direct quotes from Bob.

We would ask that you please don't forward these emails on to other people using Bob's name.

Just letting you know that before you add external items, it may be best to do a google search?

Regards,

Ray Guest



Denis Lane and I are hopeful in organising a reunion for our fellow RAN Apprentice Training Establishment (RANATE) HMAS *Nirimba*, class of January 1966 (MOBI) intake. We are after expressions of interest (EOI) of whom may wish to attend. Partners are of course included.

Basically it will be in Sydney 13-15 January 2016, include a number of gatherings, at least one semi formal dinner/lunch and, hopefully one or more tours.

We have a number of willing participants already, unfortunately only limited to our current email list, and would like to spread the invitation further afield. Would you be able to communicate through your own considerable data base so we can possibly inform more.

Hopefully a few more additions to our Data base of names and a lot more participants would be a resultant.

Thanks for your time
Best Regards
Mick Grischeff and Denis Lane

email: mickgee50@bigpond.com
michael.grischeff1@defence.gov.au
seaview_38@bigpond.com

For those not on line Phone: after hours 0459 256 896 MG Mobile

Below is one of the ideas we are bouncing around.

Hi Denis,

I just had a few thoughts about the reunion which I might bounce off you.

1. Reunion dates to be Wednesday 13 and Thursday 15th January in Sydney. Seeing the majority of us are or will be retired and, mid week costs are cheaper and accommodation is easier than weekends.
2. Reunion to include all *Nirimba* Jan 1966 intake (and friends??) Do we include those that passed down to us and passed out in July 1969??
3. Suggested venues are places like San Francisco Hotel Woolloomooloo "Frisco's" or City of Sydney RSL, or the Windsor, or Elephant castle, etc. as they are central to most things including cheap hotels, railway, buses, ferries etc. Also dependant on EOI numbers.
- 4 a. Timings could be Midday Wednesday meet and Greet, late lunch at 1400ish as most businesses would be back at work and venues might like the afternoon trade, then we carry on for a Grandpa kip for a couple of hours, then meet at another venue such as Rockers, Frisco's, South's Juniors for 5 o'clockers and carry on into the night, self dine at the Bistro, Dining etc.
b. Next day (Thursday) meet at Circular Quay. Ferry to Manly, lunch and more beer at Manly Hotel somewhere, 2nd Meet and Greet for defaulters at City of Sydney RSL 1700. Dinner in China Town somewhere Thursday Night (Pre arranged self pay).
5. Expressions of Interest (EOI) required with questionnaire including;
 - a. Set the date (Para 1),
 - b. Book a main venue for the Wednesday late lunch? All venues booked or suggested will need numbers so before we book anything, EOI returns are required.
 - c. get a price per head for main catering/venue/set up/ wine and beer basics etc or go Dutch?
 - d. Set up some serial meeting venues at various suggested locations (sort of a soft and mini pub crawl) on Thursday, share the love?
 - e. Night two dinner location (China Town).

How's that for a starters

M Grischeff

ELEVEN NEW GRADUATES TO THE AVIATION SUPPORT CATEGORY



Commander Tim Standen Director Training Authority Aviation welcomed eleven new graduates to the Aviation Support category at a ceremony at the Fleet Air Arm Museum recently. The category was introduced in 2011 to meet the capability demands of the Canberra class Amphibious Assault Ship (or Landing Helicopter Dock) and Deputy Commander Fleet Air Arm Captain Shane Craig used the occasion to remind the graduates of the crucial role they would play in ensuring Navy's largest ships reached their full potential. "The core capability of the Canberra class will be centred on multi-spot helicopter operations - and lots of them," Captain Craig said.

"The Aviation Support category will ensure this happens, in a safe, coordinated and efficient manner so do not underestimate the importance of your role. "There are few working environments as dynamic, complex and dangerous as the deck of a flight deck of an aircraft carrier and we manage the inherent risk and conduct this activity by application of excellent training, robust procedures and quality leadership." The category usually attracts personnel from a diverse range of backgrounds and experience and the newest graduates are no exception with a former Navy chef, musician, steward, writer, clearance diver, combat systems operator and ex Army ordnance, artillery and aviation personnel.

"It takes significant commitment to transfer from one category, and in some circumstances other services," Commander Standen said. "It is taking a leap into the great unknown." After a 20 year career in the Navy Petty Officer Paul Parnell took the leap, and for him the challenges and responsibilities of the Aviation Support category hit all the right notes. "I had a fantastic career as a drummer in the Navy Band but I desperately wanted to get to sea and have a more active role in Navy operations, especially in naval aviation," Petty Officer Parnell said. "I'd been considering this for while but the time never seemed right for my family, but I finally made the change and I love my new job. "I particularly enjoy having the freedom as a Senior Sailor to develop my own leadership style, and seeing the positive effect these decisions have on the training ground."

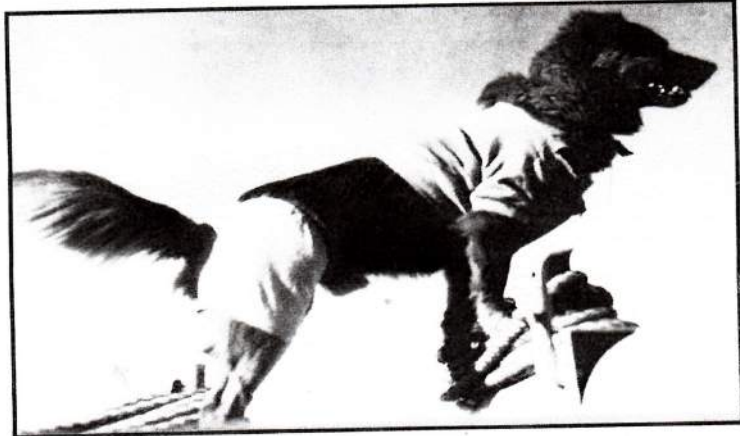
Petty Officer Parnell said the three month course was a challenging one but would recommend anyone considering changing categories to go for it. "The hardest aspects of the course for me were maintaining situational awareness with so many concurrent and dangerous activities happening on deck at once and being responsible for everyone's safety which is definitely a demanding but rewarding task. "The 2015 course was different to previous years, for the first time there was a stand-alone advanced component running concurrently. Petty Officer Parnell undertook the advanced component which involved safety and operational oversight of all Landing Helicopter Dock deck evolutions, command and control of emergencies and Aircraft Rescue Fire Fighting.

"The advanced course is great way to build self-confidence as a leader and learn to make sound dynamic decisions under pressure. It required an open mind and a good capacity for self-analysis," Petty Officer Parnell said. Petty Officer Parnell is also the first promotion from within the branch. "I'm proud, excited and a little bit anxious, but transferring category and being promoted so soon has really given my new direction a kick start. "At 46 I've got a world of fresh opportunities ahead of me, and will be able to grow with the category from inception through to a mature state in years to come. "From here I'm going to join HMAS *Canberra* as Deck Supervisor – so I've got a lot to learn but I can't wait to put my skills into practice and work toward being operationally ready."

YESTERYEAR

'Wheels'

In the early 1950s, an affectionate dog (of indeterminate breeding) won the hearts of the Salvage Section at RANAS, Nowra. He couldn't resist anything with wheels on, hence his name, and considered himself to be an integral part of the Salvage Crew. His greatest joy was to ride on the recovery vehicles. When the crash alarm sounded, Wheels would be the first one into the truck, or the Bren Gun Carrier used for rescue work, and, as the months went by, he was treated with greater and greater affection by his shipmates.



Wheels - all set for the off, in his beloved Bren Gun Carrier, and dressed in singlet and underpants belonging to Beau Bosanquet.

AIR ENGINEER OFFICER'S DAILY ORDERS

DATE.....TUESDAY.....14-6-60
 E.O.O.D.....S/Lt: WEBSTER.
 DUTY WATCH.....2nd. STBD.

AIR ENG CPO.....CAF WALKER B23 Cab 1
 ENG CPO.....POAF MATHESON B8 Cab4
 DUTY ORD PO.....POAF WALLIKER B2 Cab 11
 1st. MT. MECH.....LAM THOMSON D1 10lhrs
 2nd. MT. MECH.....LAM ROBERTS D1 8hrs
 DUTY MT RECOVERY MECH.....NAM CLARK, P. D1 6lhrs
 PETROL BOSUN.....NAM PERKINS D1 8lhrs
 WATER TANKY.....LM(E) BALABORHIN C37 Last 1hr
 DUTY AIR ORD RATING.....NAM CAIN C12 9lhrs
 H.Q. KEYS.....NAM MIHELL C12 6hrs
 M.R.S. KEYS.....NAM DAVSON C11 11.1hr
 T.T.S. KEYS.....NAM SMITH D8 4hrs

SALVAGE DUTY WATCH

POAF MILLINGTON B1 Cab 13
 LAM LLOYD Phillip Cab4
 LAM BOYD Phillip Cab3
 LAM BIDDLE Phillip Cab3
 NAAH PATTERSON Phillip Cab 1

AIR EMERGENCY PARTY

NAM (A) WELLS D2 10lhrs
 NAM (E) ARNELL C11 9hrs
 NAM (O) O'DONNELL C12 10lhrs

STANDBY DUTY WATCH

NAM (A) GREYSON
 NAM (E) McINTOSH
 NAM (E) GORDON
 NAM (O) JOHNSON

COMMANDERS WATCH BILL

LAM (A) CONNELLAN
 LAM (E) COLE.R.
 LAM (O) COPPERILL

FUEL INSTALLATION

LAAH HARMAN D1 11 lhrs
 LAAH KEYS D1 1hrs
 LM(E) LAMONT C4 1hrs
 NAAH IBBOTT D1 4hrs
 NAAH WALL C4 2hrs
 NAAH MacDONALD Duty Driver
 D1 5lhrs

NOTE.

During a recent Maincheck 2 inspection on a Firefly Power Plant a major defect was discovered. The defective component was lying in the engine sump and was very difficult to see. There is no inspection required with regard to this item, but never-the-less, due to the vigilance of NAM(E) Barlow of 723 Squadron, the defect was discovered. This young and inexperienced rating is to be highly commended.

P. RICHMOND.
 COMMANDER, RAN.
AIR ENGINEER OFFICER.

The rescue evolution of Barney Barron

The late Barney Barron was a delightful Scot who had more than his fair share of accidents, some of which led to very serious consequences. He was also an excellent fighter pilot Squadron Command-



Steve Smith (left), Barney Barron and ex-Qantas Captain Geoff Piggott discuss the events surrounding the near-national tragedy in one of Barney's preferred Inverness watering holes.

ing Officer and friend. He first saw Nowra from a *Corsair*, when HMAS *Albatross* was HMS *Nabbington* in WW2. On exchange duties from the RN, he commanded RAN 724 and 805 Squadrons (*Vampires* and *Sea Venoms*) between 1959 and 1961.

John Champion (see First Best and Last) knew Barney in Australia and coincidentally coordinated his "rescue" after Barney ejected from a troubled *Seahawk* in Scotland. This is described in a press cutting 8 April 1965 (box right). Those who knew Barney will not be at all surprised to learn that he did not just hang around in the Highlands

in the wet and cold waiting for a helicopter to pick him up after he ejected from his aircraft.

As ex-805 Squadron pilot Steve Smith says, of the accident: "Barney told me his *Seahawk* fell into a small loch, one of only two in the world deemed pure enough at the time to be used in the production of high quality malt Scotch whisky, including Glenfiddich. His *Seahawk's* unburnt fuel, oil, grease and other contaminants had the potential to cripple the industry, with obvious world-wide ramifications.

"No doubt full of remorse, Barney found a police car to take him to a nearby local quality hostelry where the publican aided the search by telephoning base to report Barney 'calming his nerves'. When the rescue chopper arrived, glasses of whisky lined the bar.

'Well, we canna' just leave them,' Barney challenged. Barney, the constabulary, the publican and the helicopter crew decimated the local stocks of the national tippie.

"One unfortunate by-product of this intensive therapy was the disappearance of a young doctor who started off as part of the chopper crew. He could not be found after a round or two or more. A determined but perhaps not too efficient search, considering the circumstances, failed to locate the medico, so Barney and the remaining crew manned the helicopter and just had to struggle back to base at Lossiemouth without him!"

"Instant Rescue

ON Thursday a Shackleton aircraft of No. 120 Squadron captained by Flight Lieutenant John Champion of Salisbury played a major role in an actual search and rescue operation involving a pilot of the Royal Navy, who had ejected from his *Seahawk* aircraft north-west of Inverness. Within minutes of a request for help being received from Lossiemouth, Flt. Lt. Champion and his crew were searching the area for the aircraft. Meanwhile a helicopter had been sent from Lossiemouth in stand by at Inverness to assist.

"After searching the area west and north-west of Inverness for a about 20 minutes a parachute on the ground and a distress flare were sighted by the Shackleton crew who then called the helicopter to this area. Using the Shackleton as a radio link the Royal Navy at Lossiemouth directed the helicopter in its rescue operation. The pilot of the *Seahawk*, Lt. Cdr. Barron, had been picked up by a police car and taken to Beaulieu where he was retrieved by the helicopter and returned to Lossiemouth. Throughout this operation all messages between Lossiemouth and the helicopter were relayed by Flt. Lt. Champion in his Shackleton.

"It is a remarkable coincidence that Flt. Lt. John Champion, who is an Australian serving with the Royal Air Force, and formerly served in the Royal Australian Navy Fleet Air Arm, knows Lt. Cdr. Barron very well. In fact they served together at Nowra, New South Wales, with the RAN Fleet Air Arm when Lt. Cdr. Barron was serving on exchange to the RAN."

MOVE OVER FELLOWS HERE COMES THE GIRLS



Navy hopes to come away with the treble in the Australian Services Rugby Union Championships this month fielding three strong teams in the men, women and 'old salts' categories. Navy are the defending champions in the men's competition while the women continue to develop a strong nucleus of players, and are now genuinely challenging an Army unit previously unbeaten. The teams will go head to head with Air Force and Army at Ballymore Stadium on 17 and 23 May. Despite recent performances Navy will be entering the championships with a 'here and now' attitude and are cognisant that they can not rest on their laurels of 2014 says Navy Men's Head Coach, Petty Officer Julius Tadulala.

"Air Force and Army both have strengths we will need to nullify if we want success," he said. "Air Force are unpredictable, you can never tell the real strength of their side until you've played them or watched them play. "This year we are playing them first up so they are an unknown quantity." On the flip side, Navy know what to expect when they play Army. "They shoot out of the blocks and will try to gain the upper hand from the starting arm wrestle.

"They play on confidence and they will be relentless for the full 80 minutes. "Last year we beat them on full time because we remained composed when the game was on the line and we have to play them with patience, composure and confidence in our own team structures to beat them," Petty Officer Tadulala said. Navy Women's player Leading Seaman Kerryn Seaborn echoed the coach's sentiment in regards to the women's fixtures.

"The girls are really looking forward to it, we're confident lining up against Air Force," she said. "We try to work hard on fitness and that normally puts us in a good position but Army is always a huge challenge. "They have so many quality players but I think we're building a really strong core group, and if we play to our full potential, we'll certainly be competitive," Leading Seaman Seaborn said. Obviously the highlight for the players is donning their service jersey and giving it their all to enjoy the sweet taste of victory against the other services, but the significance of the event, nor the location is lost on the players either.

Leading Seaman Daryl Seden from the Navy men's team said to play for Navy in the Anzac Centenary year and at the iconic Ballymore Stadium is something they will not be forgetting in a hurry. "A large number of Navy representatives have gone on to represent the Australian Services Rugby Union team, but for them and certainly for the others this championship will be one to remember," he said.

LETTERS Editor



Charlie and Julie Lammers

Lake Boga played a major role in Australia's defence activities as the site for: the flying boat base; number: 1 Flying Boat Repair Depot between 1942 and 1946. The selection of Lake Boga as a (secret) service and repair base for flying boats was founded on a number of reasons; such as being comparatively central to operational bases in the south east of Australia; 360 kilometres from Melbourne, 480 kilometres from

Adelaide and 720 kilometres from Sydney; near a highway and with a railway skirting its shores; where the aircraft could operate in safety when not conducting active operations. Although not the largest lake available, Lake Boga was the cleanest and clearest expanse of water in Victoria.

An advance party of 30 personnel from No 1 Flying Boat Repair Depot, Rathmines, New South Wales, arrived in July 1942 to commence the establishment of the Depot, with the first aircraft being overhauled, a PBY Catalina, in August 1942. The Catalina was the first of 416 aircraft, comprising Catalina, Dornier Do24, Short Sunderland, Martin Mariner, Supermarine Walrus, Norsemen and OS2U Kingfisher types to land on Lake Boga over the next five years operated by the Royal Australian Air Force (RAAF) and the United States Navy (USN) and to be serviced, repaired, restored, rebuilt or overhauled.

Facilities constructed at the base included workshops and hangars on the foreshore, a stores area, living quarters, sick quarters at Castle Donnington, a first aid and dental post, a radio transmitting station and a VHF transmitting station.

The Depot reached its peak in personnel strength by December 1944 with a total of 943. The USN aircraft departed the Depot by the end of February 1945 leaving the work on hand to the RAAF. The Depot was renamed Care and Maintenance Unit, Lake Boga, in March and disbanded in November 1946.

Post World War Two the Flying Boat Museum was created by the Lake Boga Lions Club as a memorial to those who worked on and with the flying boats during World War Two. The attraction particularly commemorates the contribution made by service men and women stationed at the Number 1 Flying Boat Repair Depot, and site is listed on the Victorian Heritage Register.

After many hundreds of volunteer hours the Lions Club rebuilt the PBY Catalina M4-30 in 1983, on display today, and has reconstructed the adjacent Communications Bunker using original plans and photographs, to resemble its wartime state. Other items on display are the Ronaldson and Tippet engine, which was used during and after the war to pump water from the lake to the water tower above Long Lake, and many wartime artefacts from World War Two.

The Lions Club of Lake Boga continue to run the Museum, now housed in a modern hangar which was officially opened on 21st April, 2012, overlooking the shores of Lake Boga.

The recent reunion of the "old" Navy photographers held at the Swan Hill Recreational Park on the shores of the Murray River, and next door to the Swan Hill Heritage Settlement, included a visit to the Lake Boga Flying Boat Museum. One particular member of the group, Julie Lammers (nee Baird) was particularly keen to visit the Museum and the Lake as there is a direct connection to her through her father John Walden Baird, RAAF, who served time at the number 1 Flying Boat Repair Depot in 1944 as an aircraft electrician working on both RAAF and USN Catalina's. John completed his initial operational work at Lake Boga before being posted to Darwin for the duration of the War. In January 1946 John was discharged from the RAAF to return to his family in Oatley, Sydney, New South Wales.

The Flying Boat Museum is located on Willakosi Drive, Lake Boga. The attraction employs staff and volunteers as guides and the Museum is open seven days a week between 9.30am and 4pm (except Christmas day and Good Friday).

Charlie Lammers

LTCDR (Retired)





All Navy Reunion Maroochydore 12th to 16th October 2016

The Reunion on the Sunshine Coast at Maroochydore will be going ahead and we will be holding the following

Meet & Greet on the Friday
Gala Dinner on the Saturday
BBQ Brunch on the Sunday

Along with ceremonial events (TBA)

We will need firm bookings by September 30th 2015

As we confirm details they will be sent out to those who have booked a place

Contacts are Bill Hayward: Coordinator on bloggshayward@yahoo.com 0411 024 985
Or Sue Meehan: Secretary on sue.meehan@me.com 0438 911 950



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LETTERS Editor



Left to right: Colin McEnally, Leon Brown, Ian Laidler, Alan Jones and Noel Gaffey

I visit Trangie (Central NSW) for Anzac Day each year. This year being the Centenary of Anzac, in keeping with other town's celebrations, Trangie was certainly no exception. What a wonderful community and what a wonderful turn out for such a small town.

During the dinner a presentation of a limited edition print of the Gallipoli Landing was presented to the Patron of the Trangie RSL, Mr Colin McEnally.

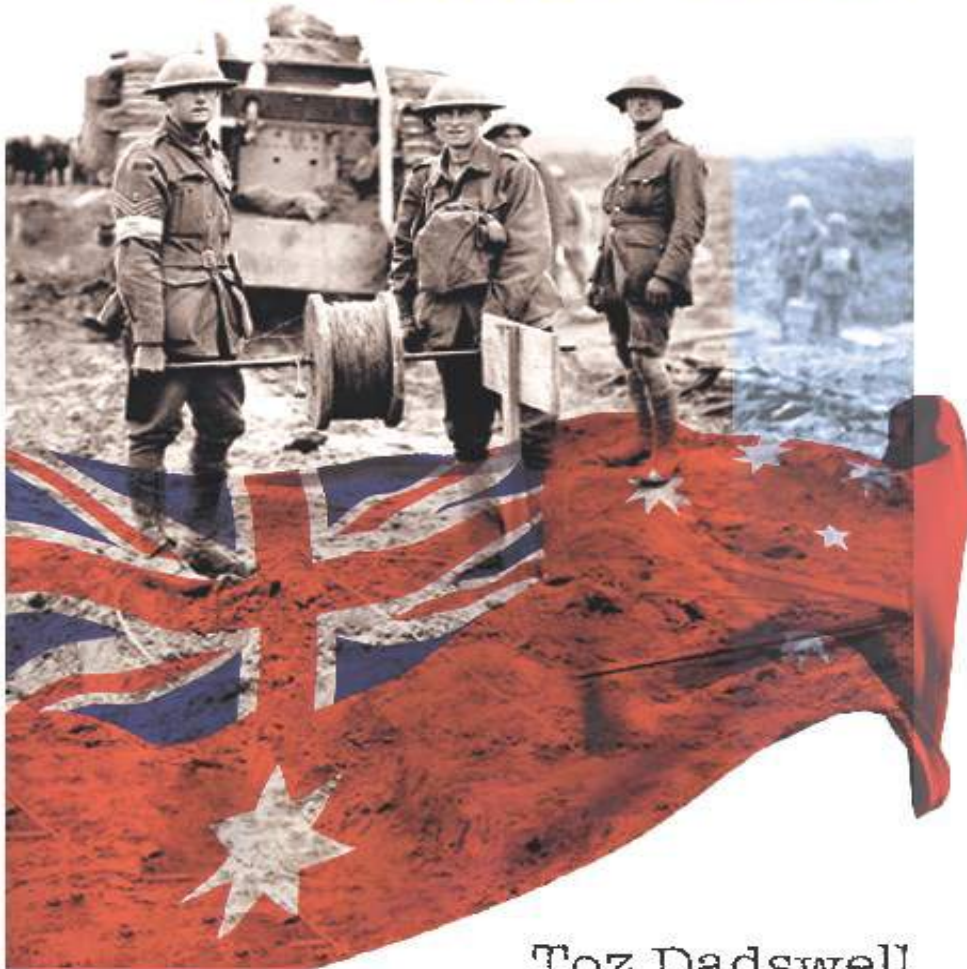
Leon Brown



(Front to Back) Petty Officer John Gallagher with his daughters Mitchell and Amy; Mrs Vicki Doran with son Patrick; Lieutenant Commander Todd Glynn with son Damon and Lieutenant Commander Dom Cooper with daughter Ellie, at the Defence Community Organisation families day at Penwood Miniature Railway, Jaspers Brush.

Dear Editor. When I was retiring from the Navy I was asked the obvious question, "What are you going to do now?" My reply was that I was on my way to the goldfields to do some prospecting and to make my fortune. Failing that I would write a book. Well the gold nuggets were hard to find (impossible would be better a word) so I took up my pen. That was twenty years ago my masterpiece has just emerged from the printers. So I write to ask scholarly persons such as your members to help support the Dadswell tribe by buying a copy (and please ensure family, uncles, aunts, cousins, etc also acquire copies). I am attaching a photograph of the front and back covers as proof that this is not a scam. Copies can be obtained going on the internet:- thetwodaysinyourlife@gmail.com I hope you enjoy the story of Bluey the Sig. Best wishes to all. Toz

The TWO DAYS in Your Life



Toz Dadswell

We need your email address!

Email addresses are important because they let us communicate with you better, keep costs down and allow rapid exchange of information.

Across the whole of the FAAAA (excluding WA) only 40% of our members have recorded email addresses.

Some Divisions are better than others, as per the table on the right.

Please help us by sending your email address to:

webmaster@theFAAAA.com

If we already have it, it doesn't matter as it's a good way to check we have the right one.

If we don't have it then you will be helping by giving us this information

Division	% of members with recorded Email Addresses
NSW	31%
VIC	66%
QLD	16%
ACT	100%
SA	66%
TAS	54%
WA	Not included

■ AUSSIE RULES

Blues lose inaugural captain

GREG Nichols, the inaugural captain-coach of the Nowra Blues Football Club, sadly passed away on Wednesday, May 20 at the age of 68.

Unfortunately Greg had not been well for some time, but with a property to run in Tasmania's north, he doggedly soldiered on until he succumbed at the final siren last Wednesday week.

Greg leaves behind his beloved wife Christine, daughters Michelle, Teresa, Julie Anne, son Craig and their families who were all present at his sad departure.

When the South Coast Australian Football League formed in 1968, the newly-formed Nowra Football Club was determined to find the most suitable footballer to lead their fledgling players and struck the jackpot by luring Greg from Albatross to take the helm.

As captain-coach, Greg shaped his charges into a tough, formidable unit and although he handed the coach's job over to former Nunawadding (Victoria) coach Col Poulton in 1971, he continued to keep rebounding off the half back line showing little, if any, mercy for opponents who dared to impede his progress.

He was merely carrying out his duty as a good captain should.

After losing the 1972 grand final by less than a kick (five points) under very controversial circumstances, to Albatross on Tom Smith Oval, the Blues honed in on Norm Snashall to coach the club, luring him away from the Demon's Den.

In 1973, with Norm as coach, and with Greg as captain, their expertise saw the Blues premiership window slam wide open culminating in an undefeated premiership flag and the acquisition of the magnificent DJE Lynch premiership cup.

After five long years, the drought had broken and Greg's hard yakka had paid off.

The inaugural premiership for the club's inaugural captain.

1974 was almost a replica of 1973, as the Blues

racked up back to back, flags and Greg capped a magnificent year winning the club's best and fairest award.

In order to show he was not a spent force, Greg took out the best and fairest again in 1975.

In 1976, having completed his 12-year term in the navy as an electrician, Greg and family departed Bluesville (Nowra), returning to his homeland, Tasmania.

The most prized possession Greg took home was his life membership trophy.

A well deserved reward for the man who had led the way from the opening bounce.

After 20 years service in the fire brigade, he retired allowing him to spend his days pottering around his property in northern Tasmania.

Unfortunately, ill health led to him being fitted with a pacemaker and he would spend weeks in and out of hospital as his heart became only 10 per cent active.

As the end grew near, he insisted on being taken home from hospital and surrounded by his entire family, and he quietly slipped away without suffering any pain.

Since the Blues formed in 1968, there have been many champion footballers who have donned the famous navy blue guernsey and been the pride of West St Oval including players who have won Tunbridge Medals for being adjudged the leagues best and fairest.

However, regardless of who may come and go, there will never be another footballer who measures up to the all-round ability and popularity of Greg Nichols, who set the standard at West St Oval.

On behalf of all club members, past and present, our deepest sympathies are extended to Christine and family.

Greg Nichols, was, is, and always will be the original, fair dinkum, true blue.

John Collier.



Send your sports copy to: sport.scregiste

REST IN ETERNAL PEACE

ROBERT REEVE (1937-2015)

Long time member of the Association Robert Reeve passed away peacefully on the 27th May 2015. He served not only in the Fleet Air Arm but also at HMAS Penguin and Kuttabul.

Robert was a hard working man loved by all he was a radio control operator during his service time and thought so much of the Association that he had his own flag made and displayed it with pride.

Robert was laid to rest at The Rookwood Memorial Ave Memorial Gardens on Friday 5th June much loved by his daughter Louise and wife Barbara

The Fleet Air Arm Association sends their condolences to the Reeve Family



VALE

STRINGER BEVIN

04/04/2015 PO PHOT

DANIELS DON

Chief Air Fitter

PESCIA ROBERT (BOB)

Armour

INNES DAVID

16/05/2015

MARKWELL DICK

My Dad, Dick Markwell passed away on Thursday 30th April, 2015, in Bundaberg.

He had been bravely battling cancer for over a year, had suffered a stroke and developed Diabetes, all while dealing with the debilitating side effects of the cancer treatment.

So now he is at peace and free of pain.

Kind regards

Michelle Markwell, daughter.



DONIGER PETER

Hello Greg,

I am Valerie Doniger writing to you to tell you my husband Peter Doniger passed away on the 01/05/2015. He had liver cancer. I had the privilege to nurse him for six months, he then went into palliative care, where he passed away. It is a sad time for us all but now he is at peace and in no pain. Peter enjoyed the Slipstream magazines until his sickness took over. We have 3 children who are making sure I am ok. I just thought I should let you know as I enjoyed the Navy Life he had, and all the people he came in contact with.

Yours Truly

Valerie Doniger



MAYER RALPH

Hi Ron

Please insert the following in the next issue of Slipstream.

" With great sadness we announce the passing of Ralph Mayer. A Life Member and long term Committeeman of the Victoria Division Ralph was one of the "Originals" completing the first Aircraft Handlers course. Our thoughts are with his wife Margaret and the family at this difficult time".

Regards

Mal Smith
Secretary
FAAAA (Vic).



JOE MALCOLM



JOE AND PAT

Joe Malcolm was proud of the letter he received from the President of South Korea, thanking him for his service in defence of the South Korean people, but a little sceptical of the President's invitation to attend a ceremony in Seoul to mark the 60th anniversary of the end of the conflict. When the Secretary of the Fleet Air Arm Association, of which Joe was a founding member, assured him over the phone the invitation was genuine, Joe asked if the President would be shouting them a few beers afterwards. Informed a tea ceremony was more likely, Joe replied, "Thanks, but I might give it a miss!" Joe feigned disinterest in medals and awards, but the President's framed letter was displayed with pride.

Joe had a difficult childhood in country Western Australia during the Great Depression, but showed an aptitude at school for maths and physics, and a fine sporting talent. He was keen to join the navy when he turned 17 in late 1944 but it was not until September 1945 that he was accepted as a 'Boy' sailor, and headed east for training. He often told the story of the train journey he shared with recently liberated Australian prisoners of war, who were showered with food and drink by the public at each stop.

Joe found a sense of belonging and common purpose in the navy, as well as his greatest friendships. He served on HMAS Ararat, on minesweeping operations out of Rabaul in 1946-7, and later transferred to the Naval Fleet Air Arm and was sent to England to train as an aircraft engineer. He stood out there due to his exotic cobbled-together uniform – navy kit having been lost enroute from the Pacific – which included an oversize Army greatcoat. 'Special Naval Commando' was his reply to one and all when questioned about his unit. One of the curious, a young English WREN attached to the air wing of the British Navy, Pat Felstead, caught Joe's eye. They were eventually married, and enjoyed 62 years together – 'and never a cross word!', as Joe was always quick to add.

Joe was attached to the refit of Australia's first aircraft carrier, the renamed HMAS Sydney, on which he served as Petty Officer, and eventually, head of the crash crew. His crew invented a 'quick-release' system to detach the cockpit from a damaged aircraft as it was being ditched, allowing the pilot a much better chance of avoiding drowning. A member of the crash crew would signal for the pilot, if he was conscious, to stick his head between his legs, by blowing a kiss and pointing to his backside. He often summed up his experience of the Korean War as, 'bloody cold!'

Joe's navy mates became lifelong friends, and they caught up and laughed over old times whenever they could. In later years he dedicated his inventiveness to designing a braking system for heavy vehicles, and, after retirement, to perfecting his golf swing and managing a 'pot or two' at the 19th hole. He loved his family and friends, and was ever grateful for the love and support of Pat, and his 3 children. He is sadly missed.



GOLD MEDAL HOPES FOR ALBATROSS SAILOR

Leading Seaman Chad Poland of the Royal Australian Navy Tactical Electronic Warfare Support Section at HMAS *Albatross* has had a sensational start to 2015.

In January he won five gold medals at one of the biggest events on the surf sports calendar, the 2015 Stramit New South Wales Country Surf Life Saving Championships. He followed that achievement with four gold and two silver in the Masters (30-34 age group) at the New South Wales Surf Life Saving Championships which were held in Umina, on the New South Wales Central Coast, in March. Leading Seaman Poland, who is a member of the Nowra-Culburra Surf Life Saving Club has only recently returned to Surf Life Saving after a six year break due to Defence commitments. He started the competition on unfamiliar territory with a 2km beach run.



"This event is a new one for me as it wasn't around when I competed when I was younger," Leading Seaman Poland said. "Another challenge was that the run clashed with the ski race but the officials held the ski up for me so I could do both, which was great, but meant I had to rush down from the finish of the run to the water and head straight into the ski." "After that it was pretty much back-to-back races with board, swim, ironman and the final event, the tube rescue. "Thursday was team event day so it was good to have a bit of a rest after I tweaked my shoulder a little in the swim race."

Despite the shoulder injury Leading Seaman Poland also made it to the semi-finals in the open board categories and said he was very pleased with his results. "It's always good to get any win in Surf Life Saving due to the fact that the surf is unpredictable and anything can happen. "You can get hit on the way out and have to play catch up or be lucky enough to catch a wave from behind to bring you up with the leaders. I do a fair bit of training to prepare for these competitions so to get the rewards makes its even more special."

Hopefully there will be more rewards for Leading Seaman Poland in his next competition, the Australian Surf Life Saving titles. The largest event of its kind in the world, the titles will be held on the Gold Coast, Queensland, in April. Leading Seaman Poland will be joining 7,000 surf lifesavers representing 311 surf clubs, all going for gold.

On a warm summer night, a young lady entered the butcher shop with startling news for the butcher: The baby in her arms was his. Nonplussed, the butcher didn't know what to do, and eventually offered the only thing he thought he could - he offered to provide her with free meat until the boy was 16. She agreed.

He had been counting the years off on his calendar, and one day the teenager, who had been collecting the meat each week, came into the shop and said, "I'll be 16 tomorrow."

"I know," said the butcher with a smile, "I've been counting too, tell your mother, when you take this parcel of meat home, that it is the last free meat she'll get, and watch the expression on her face."

When the boy arrived home he told his mother. The woman nodded and said, "**Son, go back to the butcher and tell him I have also had free bread, free milk, and free groceries for the last 16 years and watch the expression**

Ron,
I have heard many stirring Anzac day address in my lifetime.
Would include this address among them also.
For those who dont realise the fact, This Memorial Day is the US equivalent of Anzac Day.
We have permission, for reprint, and publish.
Perhaps you can find a page.....
Capt Mike Donnelly is the senior Naval Officer (Ret'd) North American Veterans Association, (West Australia).
Yours Aye, Skinhead.

Keynote Address of CAPT Michael P Donnelly USN (ret)

U.S. Memorial Day 2015

Distinguished Guests, Honored Veterans of the Armed Forces of America, Australia, and our allies, Ladies and Gentlemen.

We are very privileged to hold this sixteenth observance of US Memorial Day here at the State War Memorial Flame of Remembrance. We welcome everyone that is returning to share in this ceremony, and especially welcome those members of the younger generations for whom this may be a first. **US Memorial Day is a day when** America remembers the sacrifice of our military personnel that have died in battle, defending the values and freedoms that truly define America. A day to reflect, to honor, to stand in awe, to thank, and to cherish the memory of the men and women that gave everything they had, for us. Today, flowers or flags are placed on virtually every US veteran's grave around the World, and we have done that symbolically here, with the poignant display of wreaths, placed with dignity and respect, at the Flame of Remembrance. **And here in Australia we have had the privilege of** remembering the historic landing at Gallipoli on 25 April, 1915, and the campaign that followed. Theincredibly courageous, disciplined, and heroic actions of the ANZAC diggers have literally given Australia its spirit of mateship, its character, and its very soul. As we witness, and participate in the ceremonies in honor of events of 100 years ago, we know that Australians will never forget.

At last year's Memorial Day service we took ourselves back, 70 years, to the southern coast of England. It was the 25th of May 1944, and final preparations were underway for the D-Day landing, to liberate Europe from the German army. Then, on 6th of June, the assault began, with a third of a million troops crossing the English Channel, and landing on the beaches of Normandy. **For the past year since last Memorial Day, we've been going about our business here in Perth, enjoying our freedom and wonderful way of life. But during that time in Europe, 70 years ago, US and allied forces have been waging an horrific campaign. The non-stop fighting proceeded from the beaches of Normandy, across France, and finally into Germany. The war concluded just over 70 years and two weeks ago, on 8 May 1945, when Germany signed the surrender agreement. That phase of WWII lasted less than a year.**

But the cost was staggering, as US forces alone lost over 185,000 soldiers. These men died displaying courage, selflessness, discipline, and heroism that was simply incredible. For each of these deaths, their loved ones, their mothers and fathers, sons and daughters, brothers and sisters, all suffered a profound loss.

This is the scale of sacrifice we need to comprehend, and deeply appreciate. **Every** person here today has shown their desire to remember. But how can we remember, or even comprehend these 185,000 fallen US service personnel? One traditional and very moving way is to solemnly read their names alphabetically. **If we had done that today** we would have started with Shipfitter 3/c Bernard Aaronson, allowing 5 seconds for each name. In the expression of our Ode...at the going down of the sun this evening we would still be here, reverently reading their names, and remembering. And in the morning we would still be honoring them. In fact, we would have continued for days, closing the remembrance by reading the name of Seaman 1/C Michael Zyla, just after midnight on the 5th of June. In an eerie coincidence, this would be 70 years ago to the day that these men were commencing the D-Day invasion.

To some this War may seem like an eternity ago. But not to all. There are WWII veterans here today, and we salute them all. We are honored to have as a member of our North American Veterans Unit, Hospital Corpsman Jack Fetcher, who served on Iwo Jima, Guadalcanal, and Guam. Doc endured heavy combat on both Guam and Iwo Jima, earning numerous medals and ribbons for his lifesaving actions. (S) **This war, and every war** we've fought, should be an inspiration to each of us to be forever thankful for what they did. We must all resolve to conduct our lives in the absolute best way we possibly can, to be worthy of the amazing opportunity the fallen have given to each of us. **Again, this past year has reinforced the fact that** there are groups that do not share our compassion, friendship, and respect for the rights, freedoms, and lives of others. And so we must support the brave men and women that continue to defend us, allowing us to gather here in Australia, in America, and in free lands around the world, with the freedom we cherish. Our armed forces will be risking their lives for all of us, today, and tomorrow, and the next day.

On this our sixteenth US Memorial Day in Australia, let us again pledge and vow, that we will never, ever, forget.

Thank you.

A HELPING HAND



HMAS *Albatross* personnel were quick to respond to a public call for help from the Australia-Nepal Friendship Society (ANFS) following the devastating earthquake which struck Nepal on 25 April. Within a week of Petty Officer Imagery Specialist Kelvin Hockey sending an email seeking donations, a storeroom in the First Lieutenant's Yard was overflowing with tents, tarpaulins, blankets and sleeping bags to provide shelter and warmth for the homeless. Petty Officer Hockey and Chief Petty Officer Boatswain Daniel MacQueen volunteered their time to sort through approximately four cubic metres of camping gear and organising transport to Canberra for air despatch to Nepal.

"We've probably got about four box trailers worth of equipment including every tent design you can imagine from modern dome tents to 1960s era canvas and wooden pole varieties," Petty Officer Hockey said. "We also had a local doctor donate some basic medical supplies. "Albatross Physical Trainer Chris Vale provided some surplus sporting equipment such as soccer balls and cricket bats for the kids which we're hoping will go a long way in lifting morale, and maybe even improve the Nepal Cricket team's chances of success on the world stage in 2020 and beyond," he said. "It was a pleasure to see so much equipment donated by our people, but it was no surprise, I knew that the generous spirit of those serving at HMAS *Albatross* would shine through."

"While I do not have a direct connection with the region of the earthquake's epicentre in Nepal, I am aware that the area is considered the heartland of the highly regarded Gurkha soldiers, who have been directly involved in just about every peace keeping mission and war in the last century. "Every time there has been trouble or strife in the world and there has been a response from the Commonwealth, you can assume there was a Ghurkha on the ground at some stage; so it's very satisfying to be able to provide assistance to them at this time."

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**DEADLINE FOR
ARTICLES FOR NEXT
EDITION IS WEDNESDAY
23TH SEPTEMBER 2015
GOING TO PRINT
FRIDAY 30TH
SEPTEMBER 2015**

HEARTS OF GOLD



The Shoalhaven Homeless Hub received a much needed boost when personnel of the Royal Australian Navy Tactical Electronic Warfare Support Section (RANTEWSS) arrived at their door with boxes of warm winter clothing, toiletries, a cheque for \$300 and the promise of more to come.

The Shoalhaven Homeless Hub received a much needed boost when personnel of the Royal Australian Navy Tactical Electronic Warfare Support Section arrived at their door with boxes of warm winter clothing, toiletries, raised funds and the promise of more to come.

The Hub provides the homeless of Nowra, New South Wales, with the daily basics many take for granted. Basics such as access to a hot shower, a washing machine or a cup of tea and, with over 250 regular clients, demand on their services is constant.

Commanding Officer of the HMAS *Albatross* unit, Lieutenant Commander Mathew Buckley, said his personnel had not been aware of the vital work of the Homeless Hub until recently.

"We are a relatively small unit but we're very community minded," he said.

"We raise money through bake-offs, 'mufti' days and other activities and then every few months when we have a sizeable amount we choose a local charity to donate the money to.

"The Hub came to our attention when Petty Officer Shane Halliday informed me that his daughter was very excited about the 'cool' charity her Girl Guides group had been working with.

"I'm very pleased she did, because now that we've been there and seen exactly how much a donation like this can assist them, we'd like to continue helping out the Homeless Hub however we can.

"The plight of the homeless, especially with the onset of winter, is distressing to contemplate," Lieutenant Commander Buckley said.

Homeless Hub manager Ms Kerri Snowden said she was overwhelmed by the donation.

"The timing was perfect.

"We've had more than 400 people seeking our support in the past six months and we receive very little funding.

"Only yesterday there was such a drain on our food cupboard, it was looking very bare and we had no idea how we were going to replenish it, so this money will do just that.

"There are so many good people in this community," Ms Snowden said.

"It's heart warming it really is."

SOCIAL SCENE

OLD NAVY PHOTS REUNION SWAN HILL VIC.



Back: Allan Moore, John O'Brien, George Anderson, Charlie Lammers, Richard Briggs, Rick Reynolds, John Dawe, Ron Batchelor, Raey De Ross, Doug Pryke, John Kwiatkowski
Front: Steve Dent, John Houldsworth, Richard Green, Peter Fenwick, Mal Lancaster, John Butterly, Trevor Klose



Gwen Batchelor & Peter Fenwick



Ruth Fenwick & Bev Lancaster



Charlie & Julie Lammers



Barbara & John Dawe



Clare & Dick Green



Rick and Babs Reynolds

SOCIAL SCENE



**PHOT
REUNION**

Sharmane & Trevor Klose



Steve Dent & John Kwiatkowski



George Anderson, Mal Lancaster, John O'Brien



National Treasurer, Denis Mulvihill, National Secretary, Dick Martin, NSW President, Greg Wise, and NSW Member Brian Sargeson, at the Commissioning of HT725 Squadron, 11th June 2015



NSW Member, Keith Boundy and National Treasurer, Denis Mulvihill at the Commissioning of HT725



NSW Members, Ken Harvey, Dave Laird and Keith Boundy at the Commissioning of HT725 Squadron, 11th June 2015

SOCIAL SCENE



The Late Peter McDonald RIP



Barry Lister and Ron Marsh



Mick & Dulcie Blair on his 80th birthday



Gwen Powell & Bob McBride



The Victorian Division starting up the ANZAC march



Michael McInerney, Chris Fealy, Jim Davidson, Peter Harney at the Anzac march Melbourne 2015

SOCIAL SCENE



Merryl and I were at sea for the 100th anniversary of Anzac Day. There were about 50 or so ex-Service passengers from a number of Countries on the Diamond Princess on Anzac Day 2015.

The ship was on passage, and at about the half-way point, from Keelung (Taiwan) to Kagoshima (Japan).

A Dawn "gathering" was held at sunrise attended by about 100 people. I gave a short speech after which and the Ship provided shots of rum and some well-made Anzac biscuits (cookies?).

At 11:45 the main Service was held under the large screen, attended by approximately 400-500 passengers. The Captain decided it would be more fitting if I gave the eulogy, after which a wreath was dedicated and the Captain then gave his speech.

I would like to thank Princess Cruises, who did a superb job of organising the Service(s).

John (Bomber) Brown.

FEELING SORRY FOR YOURSELF



Every so often, people think their luck just couldn't get any worse, and they go around feeling sorry for themselves. They think everyone else's life is problem free, and so much better than theirs'. Those are the times to look around at other people's misfortunes, and suddenly, your life doesn't look so bad after all?

Next time you think you're having one of those bad days, and things just couldn't get any worse, I want you to think of this guy!

SWORD PRESENTATION



A sword presented to visiting AS350 Squirrel Pilots Lieutenant Mark Green and Lieutenant Dean Williams by Coffs Harbour RSL president Bob Payne

Royal Australian Navy units foster close relationships with communities throughout Australia through the tradition of being 'adopted' by a city. The connection between Navy personnel and these communities is developed and celebrated through participation in ceremonial events such as Anzac Day and the granting of Freedom of Entry. Less formal activities can include school visits or mentoring local cadet units. The Squadrons of the Fleet Air Arm have bonds as far afield as Jindabyne (723 Squadron), Goolwa (808 Squadron) and Caloundra (816 Squadron). The Fleet Air Arm's newest unit, 725 Squadron, will be adopted by the City of Coffs Harbour. Intensive preparations are currently underway for the Squadron's commissioning ceremony on 11 June. The ceremony is an important historical occasion for Navy, marking the formal induction of the Squadron and aircraft into the Fleet Air Arm and a small part of Coffs Harbour history will play a significant role in the ceremony.

The bond between Coffs Harbour and 725 Squadron will be represented by a Royal Navy Officer Sword which usually takes pride of place in the display cupboard of the Coffs Harbour RSL Sub Branch. The RSL has lent the sword to 725 Commanding Officer, Commander Dave Frost, to wear during the commissioning ceremony. Commander Frost said it was a symbolic way of acknowledging an important link. "725 Squadron has already commenced building on our relationship with the Coffs Harbour community," he said. "We participated in the Anzac Day services this year and we were overwhelmed by our warm welcome into the community. "We really want to build on that association and I think this is the beginning of a great friendship."

Lieutenants Mark Green and Dean Williams of 723 Squadron collected the sword from RSL Sub Branch President Bob Payne and Mayor Denise Knight whilst on a training flight in the area. "We were a little bit nervous about being entrusted with what is obviously a treasured item", Lieutenant Green said. "But both Mr Payne and Mayor Knight were very pleased that they would have this connection with such an important occasion."

Ms Knight said she was looking forward to establishing close ties with the Navy through the new squadron. "Having them take part in Anzac Day, as well as other local events and school visits will add a new dimension to the Coffs Harbour community," she said.

DEFENCE AND THE NAVY – MEDIA COVERAGE

There has been considerable further coverage over the last 4 months of themes which have become very familiar:

- . the size of the Defence Dept and the Defence Material Organisation.
- . the continued rising cost of the Air Warfare Destroyer build,
- . the replacement submarine.

The Defence Department/Defence Material Organisation.

Following 'an exhaustive review of Defence' by an external team of experts, the Government has ordered the culling of 1000 jobs and the movement of the DMO back into the Defence Department. The culling will include 7 deputy secretaries, one 3 star military appointment, and a reduction by 32% of positions at high management level. About 650 public service middle management roles will be abolished and about 1000 of the 4300 uniformed positions in civilian areas of Defence to become civilian. The reductions might see Defence civilian numbers reduce further to 16,000-17,000 following recent reductions from 22,300 to about 19500 since 2012.

The Air Warfare Destroyer Project.

We have read continuing reports of the increasing costs of the AWD build and the most recent states that the total cost will be near \$9bn for the three ships, meaning that this cost is between 30%-40% more to build ships in Australia than in other countries. One comparison made is that the AWD if built in Navantia in Spain would cost \$1bn. Additionally, the completion dates have been deferred, HOBART should be delivered in June 2017 vice Dec. 2014, the second AWD deferred from March 2016 until Sept 2018 and the third deferred from June 2017 until Mar 2020. The government has stated that costs of shipbuilding must reduce if other projects such as the replacement of frigates are to be built here.

The Replacement Submarine.

There have been more lengthy articles on the 'new submarine build' and there'll be many more as commentators closely follow further developments. Currently the situation can be distilled to: three contenders- ThyssenKrupp Marine Systems (TKMS) of Germany, DCNS of France and the builders of Japan's Soryu Class. The task – to build between 6 to 12 conventional submarines of about 4300 tonnes to replace the Collins Class from the mid-2020's to avoid a capability gap since extending the Collins Class would be a very expensive option each bidder is to address three options – build largely overseas, in Australia or a combination of both.

The Germans and the French have the advantage of building submarines for other countries – moreover Japan may have political problems arising if export of defence equipment attracts controversy. Germany's TKMS intends to submit its tender based on a 4000 tonne Type 216, will offer a fixed-price contract, and has claimed that it could build 12 such submarines in Australia for \$20bn. France DCNS proposes to build a non-nuclear powered version of its 5000 tonne Barracuda submarine, and also to build under a fixed price contract in Australia. Both would build or develop the necessary facilities in Australia within the contract price.

If these European builders stick by their claims, Japan may find them very hard to beat if it cannot build entirely in Australia. On the other hand, if they are otherwise very competitive, a shared build, i.e. some in Australia and some in Japan could win the day as there are advantages in developing defence- equipment and perhaps accompanying regional defence co-operation relationships with a country of our region. Think replacements frigates, logistic ships etc.,

The Competitive Evaluation submissions from the prospective builders are expected by end 2015.

PRESIDENT'S SLIPSTREAM

REPORT – JUNE 2015

I trust this Slipstream finds you all healthy and well and surviving the winter chills. I would also like to welcome any new members and their families to the Association, and I hope you enjoy your time with the team.

The 100th anniversary of Anzac Day has been proudly commemorated in Australia and overseas. I had the pleasure this year to be part of the Tasmanian Division march in Hobart. We had a great turn out with some enthusiastic support from the aircrew (808, 816 and AMAFTU) off the HMAS Canberra LHD that was alongside in Hobart. Thank you for your attendance, it made some Tassie folk and this President very proud and happy to be able to march. I hope you all had successful reunions and gatherings around the country. It is always a great way to catch up with old friends, and spin a few tales.

Our Membership figure remains static, by and large. We are recruiting more new members than in the past but each year some of our established people decide not to renew membership, which is a great loss. If you have a serving or past FAA mate who is not a member, talk them into it! The new Website has certainly given members and prospective members an excellent insight into what is happening with the FAA and Association. At the time of writing this report all Divisions except one have signed up to the Common Database System with that Division giving in-principle support pending a final decision. The Database allows for a more streamlined approach in responding to prospective new members, as well as maintaining accurate membership statistics and trends. I again thank Marcus Peake for his efforts in getting this system up and running, as well as the continued upgrade and management of the FAA Association website.

At the suggestion of one of the Divisions I recently submitted an application for our Association to be accepted as a member of the Alliance of Australian Defence Services Organisation (ADSO). This application has now been accepted, and I will be forwarding an MOU back to the ADSO which provides the guidance for our membership. The ADSO is a body of ex-service organisations that comes under the banner with several key and influential Ex Service organisations to provide the following:

- Advocating improved '**pay and conditions of service**' for serving ADF members and their families;
 - Campaigning for fair and equitable treatment, and for fair retirement benefits for all former ADF members;
- Providing Advocacy Services for serving/retired members who have a claim for superannuation, compensation and veterans' entitlement matters.

As an association we can always do the above, but as a collective group, there can be more influence to lobby government. The ADSO recently have done this with the ADF pay issue as well as the superannuation percentage payment. However, as private citizens we can also forward submissions to government/local members on issues related to Naval Aviation, conditions of service, or any other topic that maybe of concern.

On a front line operational aspect, the continued development of the Air Station is astounding. The re commissioning of one of my old squadrons (725) on 11 June is another significant milestone in the regeneration of the new FAA with the Romeo Sea Hawk ASW Helicopter. I wish the CO and ship's company all the very best for a successful and productive future.

I would like to thank Ron for his continued excellent work in producing a first class Slipstream magazine for our enjoyment. I know not everything goes perfectly, but everyone that contributes to the production of the magazine do their best, and we should appreciate their efforts. This is also an important point to remember, that our association is a purely not for profit organisation, and all office bearers at the national and state level conduct themselves to the best of their abilities in the time they have to devote to their tasks. This is sometimes forgotten when criticism and unhelpful comments are passed via email or letter, without the courtesy of an initial phone call if someone has a concern over a particular issue.

As an organisation, we are very lucky to have an outstanding facility and legacy like the FAA Museum. I would like to on your behalf sincerely thank Terry and his hard working staff and volunteers continue to display the FAA collection and memorabilia in the Museum in a first class manner.

I'm also hoping we get a FAA update from Commodore Vince Di Pietro in this edition. I thank him for his continued support of the Association, and this makes a big difference in encouraging serving members to join.

Sadly over the past three months we have lost more shipmates, and our prayers and thoughts go out to their families and friends at this time. 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.

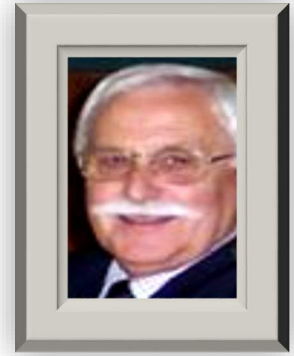
Finally, thanks again to all members that provide support to the Association at state and federal level. I encourage you all to recruit new members to join the FAA Association. Until next edition, all the very best.

Yours sincerely

Geoff Ledger

National President

FLEET AIR ARM ASSOCIATION of AUSTRALIA VICTORIA DIVISION



Slipstream Report (June 2015)

Greetings and best wishes to all members and their families wherever they maybe.

Anzac Day in Melbourne this year was wet and cold ,but fortunately for our Divison ,the rain held off during our time on parade in the march ,also this year (after much discussion) the Fleet Air Arm position in the order of march was moved to directly astern of HMAS SYDNEY which we had been on previous years and was greatly appreciated by all,as last year we were delegated to tail end charlies of the RAN contingent.

Also the Navy supplied serving members from HMAS CERBERUS as Banner Bearers for all Naval Associations,and this gesture was also greatly appreciated .also our numbers on parade were the best they have been for several years ,and the public spectators were also the largest I have seen for many a year and the response from them was marvellous.

The after march Reunion , was well attended , and thanks to our Social CoOrdinator Val Christie for organising the very good caterer we have had for the past few years for a nice two course lunch ,and enjoyed by all , from the comments received

The next major events for the Division are the Annual Dinner on Saturday 29th August at Hastings and Sunday 30th August the FAA Memorial Service at HMAS CERBERUS. (All details of times etc will be promulgated when known) For those members requiring accommodation,a deal has been arranged at our usual venue,The HarbourView Motor Inn ,situated at 126 Marine Parade,Hastings (Melway Ref.154 J9) once again all details will be made available shortly.

So in closing I hope all members will give some thought to attend our Annual Dinner and Memorial Service in August,thank you

Yours Aye
Ron Christie



*YOU DIDNT SAVE ANYTHING
FOR RETIREMENT DID YOU??*

NSW REPORT

Our new Committee is almost the same as before but to it we have added two serving members who will look after the needs of the serving members; I can also report that we now have a young lady on board who no doubt will bring some new ideas to the 'elder' gentlemen

We have the usual list of those that 'forgot' to renew their membership on time this year and a reminder letter has been sent but they still do not let the 'penny drop' until there are no more Slipstreams and then we get phone calls asking if we have missed the magazine or lost their address; I have had a couple in the last week or so and no doubt by the time this issue goes out there will be more. Another point, please ensure that we get any changes in addresses, the last issue was quite a problem resending or trying to to the correct address. Remember we now get charged for return mail and then resending works out fairly expensive.

If you don't wish to get a hard copy, as long as you register on the web site (www.faaaa.asn.au) you can read the current and previous copies on line. We are finding that most of the new members (nearly all serving members) are opting for this method but we appreciate that some of the 'elder' members still like to handle the pages themselves. The information to remit any charges to the Association is as follows: space (Bank: - St George BSB 112879 Account No 049612462 use your name for reference number). No reference number and we do not know who sent the money

ANZAC Day has been and gone and for our service it was one that will probably never be forgotten. Whether or not it was because of the centenary or not I do not know but we witnessed a gathering of people like has never been seen before. Normally we have been slowly increasing our numbers each year until last year they probably topped 3,000 but this year they could not even get near ANZAC Park and they queued up the main street of Greenwell Point up as far as the hotel. Numbers were placed in the high 9,000 and some even suggested that we may have topped 10,000; all I know is that it was marvellous to see and shows that the spirit of ANZAC lives on in a healthy way.

The move to a central data base for our Divisional controls has been a great success and now we finally have a current correct data base of our members. Please if any of your details change let the Secretary know so as we can keep this list up-to-date; also if you have an email address and contact phone number let him know and we will add that to the list as well. It appears that most of the other divisions are coming on-board as well so we may even get a National data base out of this move.

I attended the commissioning ceremony for 725 Squadron last week and it was an eye opener. Firstly the event went like clockwork and I have to admit that Navy did a very good job of it. It had to be the best I have ever attended and they put on a very slick show. A good look at the new 'Romeo' Seahawks was also a big surprise; they are an impressive piece of machinery. Armed to the teeth like nothing we have ever seen before and a cockpit full of TV screens, a little out of the league of some of the 'old farts'. The surroundings were also a flash affair. Hangar floors all painted and shiny and the whole complex is massive. Conditions for the workers are above average and it certainly makes for a good work environment. Cakes, tea, coffee and 'bickies' were a bonus. BZ the organisers of a very well presented event. A good gathering of ex CO's were also in attendance.

Greg Wise

On their way to get married, a young couple was involved in a fatal car accident. They found themselves sitting outside the Pearly Gates waiting for St. Peter to process them into Heaven.

While waiting they began to wonder; could they possibly get married in Heaven? When St. Peter arrived they asked him if they could get married in Heaven, St. Peter said, "I don't know. This is the first time anyone has asked. Let me go find out," and he left.

The couple sat and waited for an answer ... *for a couple of months.*

While they waited, they discussed the pros and cons.

If they were allowed to get married in Heaven, should they get married, what with the eternal aspect of it all?

"What if it doesn't work? Are we stuck in Heaven together forever?"

Another month passed.

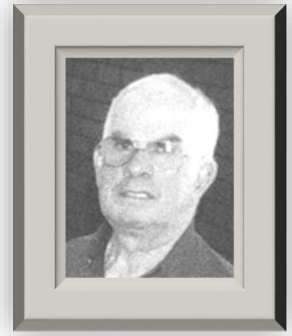
St. Peter finally returned, looking somewhat bedraggled. Yes," he informed the couple, "You can get married in Heaven." "Great!" said the couple. "But we were just wondering; what if things don't work out? Could we also get a divorce in Heaven?"

St. Peter, red-faced with anger, slammed his clipboard on the ground.

"What's wrong?" asked the frightened couple.

"Oh, Come On!" St. Peter shouted. "It took me three months to find a priest up here! Do you have any idea how long it'll take to find a lawyer?"

TASMANIAN DIVISION



Hi,

Our march in Hobart this year was outstanding for two reasons, firstly we had the company of the National President Geoff Ledger, who's presence and fellowship we thoroughly enjoyed.

Secondly our numbers were expanded when 808 and 816 squadron personnel from HMAS Canberra proudly marched behind our banner.

Many thanks to Geoff for leading our contingent, and to all the squadron men and women who joined us for this special occasion.

Best regards

Tas

Scribe

G'day to each and all,

We had our quarterly meeting at the Ravenswood 50 and over club on the 31st May with some 15 attending. It was a great roll out even by Tassie standards, one must surmise that we each and all are getting much older and a little wiser, but in saying that I continue to preach mateship is the key to in part our association and the reasons behind its formation.

The attendance in Hobart of our National President was very welcome in all regards, many thanks Geoff for your attendance, very much appreciated.

In saying that also in Hobart was HMAS Canberra and the attendance of her ship's company and as I understand two of the squadrons marched which gives the Fleet Air Arm a great shot in the arm.

there was some discussion on the delivery of Slipstream and some members were a little reticent to make the change from post delivery to email delivery and they each have their own reason for their decisions.

Our Previous Scribe Matt recently lost his wife and life Partner, our condolences mate.

Another of our Tassie Group, Dot Pope has been ill, may we wish that you recover and enjoy all and everything around you.

I gave a brief update on the Sunda Strait issues, I presented a very detailed submission to the Assistant Minister Darren Chester on 20th Feb. and its still there, quite a lot of evidence that has come to hand in very recent times that do back my views, whether that evidence is seen in the same light, remains to be seen.

Best regards to all

Tas Browning

Scribe



The photo was taken of us at Dinner at Mures Restaurant in Hobart on the 24th. evening before Anzac Day

From left: Bob Douglas, Geoff Ledger (National President) David Manton, Fiona Kube, Maureen Douglas, Marie Manton, Les Kube (Vice President Tas. Div.) Richard Lea, and Dennis Hinds. A great time was had by all.



MORRIS C. J. CMDR RAN (ret)

Charlie was born at Paddington UK in June 1926. His early years were at his home in London, evacuated during WW2, back in London as a 15 year old in 1941.

In 1943 he enlisted in the RN and joined the Fleet Air Arm (FAA), on completion of training he was posted to the escort carrier HMS Slinger which served in the Pacific till the Japanese surrender. He was demobbed from the RN in 1946 as a Air Mechanic (Electrical) Leading Hand.

Employment in UK was difficult and the RAN was advertising for FAA personnel, he joined the RAN in 1948 and embarked on the HMAS Sydney for Australia. Promotions to PO, CPO followed with a commission to Warrant Officer in 1955. Charlie served on many ships and establishments including Albatross, Nirimba, Melbourne, Sydney, Quickmatch and others including Navy Office Canberra, Charlie was well liked by all especially his shipmates for his humour, being involved in everything and being a positive contributor. For a short period during the 1970's Charlie left the RAN and became involved in the Aero Space industry with a French company.

Included in his many varied talents were languages, Russian and French, he had a life long passion for art including sculpturing (with several prizes for painting) and all sports, especially athletics, representing Australia with the hammer throw at the British Empire and Commonwealth Games held in Perth 1962 and Cardiff 1958 and the Melbourne Olympics 1956.

CAF



Short Background

LCDR John (Bomber) Brown RAN (Rtd)

After completing High School, joined the RAN in February 1966.

Posted to the USN at Pensacola, Florida in August 1966 and after completing fixed wing (including instrument flying and carrier qualification [USS Lexington]) and rotary wing courses was awarded Pilots "Wings" (USN & RAN) in November 1967.

Upon return to Australia I was posted to the RAAF (5 Sqdn) in Canberra for training before posting to Vietnam. Posted to Vietnam (9 Sqdn) as one of 8 pilots of the RAN Detachment 9 Squadron Vietnam in 1968 and returned to Australia in 1969.

After a short admin posting, I completed a Wessex Anti Submarine Warfare (ASW) helicopter conversion and served with HS817 (No 817 Helicopter ASW) Squadron until 1973. In 1971 I married my wife, Meryll.

My next posting was to the UK (RAF) to complete a Qualified Helicopter Instructor (QHI) course and on completion – December 1974 – started a 2 year exchange posting with the Royal Navy Helicopter School (705 RNAS) at Culdrose in Cornwall, accompanied by my wife.

Following this, in January 1976, I joined HMAS Melbourne as the Assistant Flight Deck Officer (AFDO) conduction flight deck operations including the launch and recovery of fixed wing aircraft and helicopters.

In December 1976, (the night of the hangar fire!) I became the Flight Safety Officer at NAS Nowra and remained there until March 1977, when I was once more posted to No 5 Sqdn RAAF, this time as an instructor and Senior Naval Officer (SNO).

Upon completion of this tour I was posted to the United Nations helicopter flight (AUSTAIR) in Egypt as both Operations (Executive) Officer and SNO Middle East.

Upon return – September 1979 - my next posting was as Senior Pilot HS817 (Sea King) Squadron where I remained until March 1980 when I spent a short time at HC723 (Iroquois) Squadron prior to leaving the Navy.

The 80's were spent on offshore and jungle oil & gas exploration/production. In 1990 I joined the Western Australia Police Force as Chief Pilot (Rotary) and remained flying in Police operations until my retirement in January 2001.

John Brown Bibra Lake WA 15
June. 2015

SLIPSTREAM

QUEENSLAND DIVISION



Hullo to all Divisions in this happy country of ours. So we're told! One thing for sure, there are many places which are not so terrific! We've attended a couple of the Big 80 birthday events lately. Lots of us edging that way or have passed the mark. We went up to Toowoomba recently for my sister's big day. She arranged to do a run in the Cobb & Co Coach up to the Picnic Point Restaurant. Most impressive. A bit chilly up there.

Anzac Day was a successful event as usual. Plenty of help getting the Banner rigged. Next year, we'll use plastic ties! There was a huge crowd lining Brisbane's Streets and we were given a great reception. We had about 45 marching and Air Force gave us 4 cadets to carry the Banner and the RSL Secretary got 2 Sea Cadets to carry the White Ensign. I was pleased to do the distance safely & glad I did the trial run. The Met. Motel did a good job to accommodate us both the early non marchers and the rest of us later. Food was good and plentiful and Bar service excellent. The manager gave 2 bottles of wine for our raffle and then won the Sea Fury for a 2nd time. Ron Marsh donates the Fury & we all want to win it! Flossie had a win again. She had missed winning a couple recently!

Peter McDonald was in a wheelchair and Sandra and grandkids pushed him round the march & then up to Spring Hill. We sent them, a photo of the event. Sadly, an early morning call has just come from Sandra to say that Peter had passed away on Tuesday.. I'd also had a call from Colleen Conellan to tell me that Don Daniels had just gone as well. Don's funeral was at Wodonga last week. Ralph Mayer has just gone as well, and Dick Markwell. Tough times.

Don talked me into taking up Gliding to the exclusion of other sports. I'd just been selected into the Illawarra District Hockey Team and doing well there. However, flying was of top importance and I thoroughly enjoyed every moment of it. Even the frightening bits! I made contact with John Crawley and Arthur Johnson to inform them of Don's passing. Arthur sent a message to say they were just completing a Motor Home tour in Alaska. Sounds like a challenge!

Had a call from Don Eldridge a few days ago—it's been a long time since we saw each other! He is moving up to QLD soon to live at Wellington Point. Be good to catch up again after so many years.

Our AGM went well at the end of March. Mick's resignation was accepted and Ray Murrell was elected as Vice President. The committee remained as is except that Gary Reid is now back on the committee. Congrats to both and welcome to the committee. Ray went off to Gallipoli with his son and we looked for him but just too many to recognise anyone. Mick is in a home in Sandgate at present, having moved from the North West Private hospital. We will go & see him before too long.

Trevor and I have had a rough time getting the Newsletter out. I did it in Publisher & then found that many recipients couldn't open same! I haven't got the hang of using PDF yet. Fun to come. Dee & I did the envelopes by handdraulics eventually. Printers & mail merges didn't want to know.

On our run to the south, we cut out from Tamworth to Mudgee-sadly didn't sample the wines-then to Bathurst where we did the Panorama run, @ 60 kph. Great fun! Then on to Canberra via Cowra to catch up with the Crawleys. Plenty of laughs. A visit to the Museum was terrific. Went to Bateman's Bay instead of Adelaide then up to Bombaderry to stay with Arthur Sharland, catching up with Ray & Alice Larson as well. A pleasant time. I am amazed at the growth of Nowra. We got caught up in a massive storm in Coffs Harbour, having to pull up at the foot of the Big Banana to stop being washed away and couldn't see anyhow! We then had stops at McMasters beach, Hat Head and MacLean & Yamba, enroute to home.

Several of our VERY LATE membership dues have come in to put things on a better footing. This year we seem to have had more of a struggle to have subs paid any where near on time, though we stress the importance of maintaining our ability to cover normal operating costs. Times are tough for all!

Keep smiling, or better still, have a good laugh-you could get a KnightHood!

Best wishes to all,

Barry Lister. President



RANHFV / 723 Squadron

Reunion Old Bar

17 - 19 August 2015



Monday 17th AUGUST 2015

Meet & Greet

Cost: \$15.00 per person

Logistics: Meet at Club Old Bar, Cnr Waterman & Belford Streets, Old Bar from 4:30 pm.

Collect name badge, goodies bag and tickets for Reunion Dinner.

Drinks will be available from arrival (at own cost).

Opportunity to make table reservations with mates for Reunion Dinner Saturday night

Finger food available from 5:30 pm in Function Room.

Meal available at Club from 6:00pm till 8:30pm (at own cost).

Last drinks at 11:30 pm.

Courtesy Bus available.

Formalities to an absolute bare minimum.

Dress is smart casual.

Tuesday 18th August 2015

Day: Free time to enjoy local area &/or company

Afternoon: Vietnam Veterans' Day Parade & Service

Logistics: Muster on Smith Street outside School at 3:45 pm.

Parade fall in at 4:00pm and march off.

Salute taken by Colonel Tom Staadt US Army Ret.

Parade dismisses and adjourns to School Hall for Service.

Tea/Coffee and nibbles post service.

Dress with medals.

Evening - Reunion Dinner:

Cost: \$46.00 per person, three course meal

Logistics: Meet at Club Old Bar at 6:00 pm for a 6:30 pm start

Pre-dinner drinks (at own cost) in bar area.

6:30 guests should be seated ready for Entrée, Mains and Desserts.

There will be no speeches.

Enjoy each other's company.

Last drinks at 11:30 pm.

Courtesy Bus available.

Dress is smart casual.

Wednesday 19th August 2015

Morning: Breakfast/Brunch at Flows 8:00 – 11:00 am

Location: 31 David Street, Old Bar (across the road from southern end of School)

Cost: Own expense, depending on your choice \$10 - \$20

Any questions please contact John Macartney (02) 6557 4165 or jrmaca@bigpond.com

Hi again to all for this edition of Slipstream.

I'm writing this from the middle of the Northern Territory as I am currently undertaking a Grey Nomad trial via caravan with the wife and doing a complete lap of the country for about 6 months. I'll be back in Canberra in September, having departed in March, and during my absence our Vice President Rob Hall has been at the helm and has been providing me with updates on what has been occurring at home plate.



The ACT Division has agreed to come onboard and use a centralised membership database following a request from the National President. The committee has worked closely with Marcus Peake and all ACT membership information is now stored on the database, although this has required our Division's membership period to change from financial year to calendar year. This will align our membership period with other Divisions and will assist in the management of the centralised membership system should it eventually be endorsed by all Divisions. All ACT members should have received advice of the change of membership periods by email and given the option to renew their association fees to align with the new membership period either now or early next year.

Anzac Day was a very successful activity with around 60 current and former Fleet Air Arm attendees turning up to the Canberra march. We were a small part of a huge turnout in Canberra for the 100th Anniversary Anzac Day commemorations. There were publicised estimations that 120,000 attended the Dawn Service and 30-35,000 attended the main parade, which were certainly the largest crowds ever to assemble in the nation's capital for Anzac Day ceremonies. I've included some photos courtesy of Michael Sandberg



ACT Division Vice President LCDR Rob Hall with the new FAA banner and the placard carriers.



Ian McDonald, Brian Courtier, Sandy Sandberg, Morry Tiffen just prior to the march.

ANZAC DAY CERMONY CAIRNS QUEENSLAND

I attended the Dawn Service and main parade march in Cairns Qld as I was currently staying in the area at ex-WOATA Steve Phillips property just outside of Cairns. There was a good turnout of FAA personnel at both events and I caught up with quite a few of the including Chris Ormond, Gary Clues, Ian Scott, Peter Davis, Vaughan and Kelly Baird, Dale Robertson and Jonno Keating. CMDR Carl Capper (a former ACT Division member) who is currently the CO HMAS Cairns was the parade's reviewing officer and we also caught up with him and his partner Julie on the day for post march activities at the Cairns RSL club. Photos of some of the FAA personnel in Cairns are below.



Ex-FAA personnel post Anzac Day march with CO HMAS CAIRNS, CMDR Carl Capper



Steve Phillips, Jonno Keating and Pete Davis just prior to step off at the Cairns Anzac Day march

The ACT Division AGM is scheduled to be held on Friday 17 July 2015 commencing at 1600 at the Italo-Australian Club in Forrest. I expect the date and venue will be confirmed by the time this goes to print and all members will be advised by email well in advance. I would encourage you to attend the AGM if you are able to make it.

Well that's all I have for now. I should be back in Canberra before the next article is due. I want to thank Rob Hall and the committee for holding the reigns during my absence.

Until then take care.

Regards,

Schonners

John Schonberger

President, ACT Division

**HOME**

Welcome to the FAAAA

FAAAA

Who we are

POSTS

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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.

MAY/JUNE 2015 SLIPSTREAM EDITION

FAAA. South Australia.

Roger Harrison

With the autumn colour reaching out around my hills backyard and garden, I get the sense that winter is fast approaching and with winter comes the over flowing gutters and blocked stormwater drains you put off until the mood hit you.

Disregard Queensland and its violent storms and flooding, we down South have had a mild start to our winter although the morning chill is taking some adjustment. Where did I leave my thermal underwear?

Wishing all Members of this fine Association, the good health they deserve and the strength to make the Association even stronger as we older members step back and watch. Always alarmed to read the "Final Anchorage" section of our Slipstream Magazine as some of those listed were well known to us all and will be missed.

Here I can mention a few of our members battling health issues at the minute (English expression I believe) some serious others not so bad. Wishing Kipper Kirkman, John Berry, Graham Bailey and Stubbo's dodgy knees, a speedy recovery. For those in the States and Territories including Queensland, we from the South forward our collective good wishes to you all.

ANZAC Day has come and gone and the day progressed well with a good turnout of Members financial or otherwise. Will try to include a photo but don't get too excited as my faithful PC has past over to that Final Anchorage I spoke of earlier and I am on the Lap-Top trying to work with another system. I am beginning to grasp why I never made Admiral in my term with the Navy. As my youngest daughter would so eloquently put it, "Thick as pig shit".

The ANZAC March was led by our President, Mike "Stubbo" Stubbington, who did well to keep us headed in the right direction but not necessary in the correct step. The Eyes Right was given by Mike and repeated by some Chief PO in uniform in the back row, and I think it was Ian Lockett (Locko) who frightened the members of the public who turned out in their millions to witness the 100 year Anniversary ANZAC Day Parade.

After the Service, booze-up and chatter, we met for lunch at the Windsor Hotel and was well catered for food-wise and in numbers. Ian Laidler and Dee missed the Parade and lunch because they joined several other Navy types in the country town of Trangie in the middle of NSW. No photo included here.

The Association May Meeting has come and gone with the normal numbers attending the lunch/meeting at the Windsor Hotel. Normal business was the norm, and through the Web-site, Marcus has sent us several prospective New Members who we are hoping to meet up with soon. They are James Muldrew, Glenn Peddey, Trevor Johnston and Wayne Wissell. The Association welcomes you all.

For all other Members, please check that you are financial as I am having a problem stopping our normal Collector of Debts from doing what he does best, knee-capping.

Winter days usually stop the Association from their normal gatherings unless it includes a roaring log fire in some distant winery or venue. Those of us who remain active throughout the warmer months tend to hibernate through winter just like everyone else, stand-fast Queensland.

A visit to the Aviation Museum in Port Adelaide and a Ferry cruise up the Port River are well overdue. A chance to earn more Sea-time should always be grabbed.

On closing this copy for the Slipstream Editor Ron Batchelor, I will once again extend our collective best wishes for all those old darlings doing it tough. May they be protected and repaired as per QR&I's section 724.

Regards from

Roger Harrison

Secretary FAAA.SA Whipping Boy

h RECOLLECTIONS OF A "BIRDIE" ELECTRICIAN: By John R Berry 29023 (PO EL A)

I joined the Royal Australian Navy in February 1946 as an Ordinary Seaman. In July 1946 I joined my first ship, HMAS Murchison then onto HMAS Quickmatch in October 1946. In April 1947, I was drafted to HMAS Cerberus for a Seaman Torpedo mans course. On qualifying I was drafted to HMAS Gascoyne under refit at Williamstown in Victoria. On completion of the refit, we sailed to Sydney where we decommissioned to the "Ships in Reserve" at Watsons Bay. Being next to our mother ship HMAS Platypus, I stayed until February 1950. From Platypus I was drafted to HMAS Albatross where I had volunteered to transfer to the Fleet Air Arm Electrical Branch.

Housed in hut C20, up by the tennis courts, all the EM's (ST) who had also volunteered, started to gather. They were *Ted Cox, Henry Birt/es, Arthur W Boyle (Blue), Kevin Nelson, Les Shepherd, Dave Rice, John Saunders, Keith Steed, Ted Harms* and myself. Also included were four EM's RAOUL A.R.P.D. Kelly (Ned), John Dunn (Septic), Bob Bell (Dinger) and Alan Uebel (Yogi) and several Skilled Air Mechanics and from memory, they were John Bray (Donk), Alan Clark (Happy) and the remainder escapes me. We were a happy mess and got on well together.

During our stay, we were all allotted various sections, and mine became "Ground Radio". The Captain of the day was Captain Poole R.N. and the Commander was Cmdr Robertson R .A .N. The First Lieutenant was The Right Honourable Lieutenant Commander Chubb R.N.

In April of that year, we were drafted to HMAS Cerberus for the first "Electrical Air Course" in Australia. Our Instructors were CPO EL(A) John Pledge and CPO EL(A) "Snow" Bewley.

We had two drop-outs before the course started. John Saunders, who reverted to General Service and Dave Rice who joined a later Elect. Air Course. On completion of the course in September, we were drafted back to HMAS Albatross. At the Technical Training Section, our instructors, LEM's(A) Charlie Morris and Cyril Carey, gave us our first actual taste of working on aircraft. We were re-allotted various sections where we finally became qualified to sign the A700 Aircraft flight clearance book.

I spent time on aircraft servicing at the "Aircraft Repair Section" (A.R.S.) under CPO EL(A) Pincher Martin who would ride his *Indian* motorcycle to Sydney for weekend leave.

It was from Pincher Martin that I suffered my first dressing-down after shearing off a screw in a Sea Fury generator, this I have never forgotten. During this time, we had a change in Captains with the arrival of Capt. G. Beale who set about changing the established routines of day to day "Albatross". The weekend leave was from mid-day Friday until arrival of the first train Monday morning. This was immediately altered to 4.30pm Friday commence leave, until 7.30am Monday morning. This made it impossible for the Sydney natives to travel the distance in safe times. The situation was made worse by having every third weekend being a "working weekend" with no leave until mid-day Saturday, and this became known as "*Be/sen Beale's Black weekend in the bush.*"

On my Christmas leave 1950, I married my South Australian girl-friend and brought my new bride back to Nowra. We lived at Jerry Bailey (Shoalhaven Heads) and it was a good job that she was a farmer's daughter and used to living in isolated areas. The road to Jerry Bailey was one of the worst I have ever had to travel everyday on, nothing like it is now. During January 1951, we were rated up to Acting LEM(A). I spent the next six months on aircraft servicing in A.R.S. and finally in June of that year, I was attached to the 20th Carrier Air Group (C.A.G.) working mainly on 816 Squadron "Fireflies". I was to go to Korea, but due to circumstances, missed out and spent the time on the Squadron at "Albatross". During 1951, a few familiar ex General Service faces started to arrive at "Albatross", namely *Reg Green*, my ex Engineering Officer on HMAS Gascoyne. He had changed-over to become an Aircraft Engineering Officer. *Fred Lewis* became an Aircraft Electrical Engineer and later went on to become Commander (L) at HMAS Albatross. The electrical crew room for the 20th CAG was an old aircraft crate next to the office block at the "Igloo" hangar. One of our newly made up Aircrew used to spend a lot of time in our crew room, much to the annoyance of Captain Beale, that "Subby" was M. A.

M. (Nobby) Clarke who later went on to become a Commodore.

Our Senior Pilot was "*Bunny*" *Hare*, a real gentleman, and I managed to get quite a few hours flying time up with him. The Electrical Officer was *Dick Humbley* later Commander (L).

Easter 1952, I was allotted a house in Married Quarters. The new Swedish prefab' house was unfurnished and so we set about buying all the necessary furniture and floor coverings to make the house a home.....all this with a son a few months old. This was to remain our home until Christmas 1956. July 1952 saw me drafted to HMAS Cerberus for an Electrician (A) Course along with *Gordon Page, Gordon Graham, Ted Harms, Mick Purbrick, Jim Edwards, Vic Rowley* and *Charles Melville*. The instructor for "Electrical theory" was Lieut Commander Newman who did a marvellous job in teaching us, I can still remember it! Our next instructor was CPO EL (A) Ron Storey. I managed well until the last section "Compasses" when I suddenly went down with Appendicitis which turned quite serious. Without Mick Purbrick, I would have had a very bad time indeed. Mick brought me egg custard puddings every night so that I had something to eat,

as I couldn't stomach the hospital food. My stay in hospital lasted a month. When I was discharged from hospital, the "L" School informed me I had passed OK without completing "Compasses".

After leave it was back to HMAS Albatross where I had a series of jobs such as LEM(A) in charge of the Battery Shop, then Ground Electrics with CPO EL(A) Knowles, then onto the "Plug Bay". July 1953 I was rated Acting Petty Officer and again had a series of positions, one was Air Stores Usage Control with A. A.2 *Hayden Davis*. While here I was also the cinema operator for the Technical Training Section. Back to the Ground Electrical Section with CPO EL(A) *Greg Peck* and our Electrical Officer, *Eddie Tapp*. While I was here, the new Power House was completed and on our duty nights, we would sleep in the Power House building in case of "black-outs". Those of you who were at "Albatross" in the early days will remember them. Before the Power House was built, there were a number of mobile diesel generators located around the depot, and these all had to be started manually every time the power failed. We never received notification of just when the power was likely to fail. Very exciting times we lived in then!

My next draft was 18/2/55 and was called a "pier head **jump**". I went onboard "Albatross" in the morning as per normal from married quarters and that night saw me onboard HMAS Sydney anchored in Jervis Bay. I was the PO EL(A) on 805 Squadron with the Sea Furies and once again sleeping in a hammock. I stayed with 805 Squadron until July 55 when I was drafted back to Ground Electrics only this time at the M.T. Section with EM(A) *Rob Willson* and a general service sailor, an EM *Gordon Rimmer*. All this didn't last as I was shifted to C.M.O. 723 Squadron with Fireflies, Sea Fury's and Dakota's to service. While there we received the Gannet Trainers and these had to be taught the hard way, that is, publication in hand as no Type Course was available. We all managed well, regardless.

The CPO EL(A) was *Dave Woodbury* and Lt Commander *Doc TJunlop* was one of our pilots at the time. One day when I went up to do an inflight generator balance, *Nobby Clarke* was sat in the front cockpit doing an instrument check and I had a shot at him being the "driver", *Doc Dunlop* did all the "driving" from the second cockpit and I was in the rear checking the generator. All great fun!

It follows that my next draft was on 816 Squadron with the Gannets, and this was around the 24/1/57 and it was to be my last draft before being discharged from the Navy 3/9/58. While at 816 Squadron and as part of the "MAG" on HMAS Melbourne, we did a cruise around New Zealand then up to Hong Kong, Yolrosuka- and the over to Honolulu, Pearl Harbour. Then it was home via Suva. The Squadrons were all off-loaded at Jervis Bay at which I did my fastest "draft off" from "Melbourne" to "draft in" at HMAS Albatross only to be told on arriving that I had to be drafted back to HMAS Melbourne to complete my remaining time in the Navy. The chief on 816 Squadron was CPO EL(A) *Tom Curry* and the Electrical Officers were *Fred Lynam* and later *Gerry York*. I can not complain about any of my time in the Fleet Air Arm as it put me in good stead for my civilian career as a qualified L.A.M.E. Electrical and Instruments Engineer with both T.A.A. and Ansett Airlines.



National Secretary Report

By the time this report hits the newsprint another half year will have passed and winter is well established in the eastern states and its bloody cold.

At the last Federal Executive Council meeting it was decided to hold this year's Annual Federal Council Meeting in Victoria at the Melbourne Naval Centre, 146 Toorak Road West, South Yarra on Saturday 24th October 2015 commencing at 1000 hrs. Further information will be sent to all Division Presidents and Secretary's as it comes to hand. This is also a reminder to all Divisions to get their paper work in order for submissions to the FCM.

Whilst the new Website is coming along well the Webmaster still needs more material from both Divisions and members. Divisions could submit their yearly programs and monthly newsletters etc. Whilst all our members must have stories of times past any antidotes will be viewed in a good light.

Here at the home of the Fleet Air Arm much is happening, 725 Sqdn has just been recommissioned with the new helicopters and looks the goods. Albatross itself looks more like a building site than an airfield at the moment what with all the work going on I am certain most of us old stagers would not recognize the place now.

I must take this opportunity to apologise to all new members who have joined over the past few months who have not received a lapel badge or membership card but we have been waiting on a supply of lapel badges these have now been received and will be included with your this copy of Slipstream. If I have missed anyone please email (pincher@iprimus.com.au) or phone 02 44225860 and I rectify the matter. Well that is it for this time as the river is calling.

Yours aye

Pincher

Dick Martin

Hon National Secretary



Webmaster/Database Manager's Report

Our website continues to develop with new features being added from time to time. You can now see a list of (nearly) every FAAAA member and their email addresses (if they have provided it) should you wish to make contact with them. The FAA accident record continues to develop too, with new information and photographs as they come to hand.

Relatively few members have applied for Registration for the website, which you need to get to the "Members Only" section. You only have to register once and it's quick and easy – so go to the "Register" link on the top RHS of the home page if you haven't done so already.

I continue to struggle for content and would much appreciate the contribution of any articles, photographs, stories, thoughts or comments. A few members have helped but I need much more. For example, the 'Stories' section still has a unclaimed \$50 prize as there hasn't been a single response. Everyone remembers stories about their time in, so drop me an email and tell yours.

On the MEMBERSHIP MANAGEMENT front...it sounds really boring I know, but we are moving forward with putting all of our members' details on a single, common database. This will allow us a global look at our membership and its trends and to better manage new applications as well as those who have been with us for a while. At the time of writing this article the only Division not to sign up to the scheme is WA, who are still considering it.

Good management and good information are at the heart of any organisation and ours is no different. Please support this work so that we can leave the FAAAA in good shape for those that follow behind us.

Until next time.

Marcus Peake

webmaster@theFAAAA.com



WESTERN AUSTRALIAN



Greeting's to all;

The months are slipping by again, WA dominating the AFL and we are heading towards a Federal Council Meeting that could possible reshape the Association . ANZAC Day was huge in and around Perth, numbers marching and supporting on the City March were overwhelming . We had 45 representing the Division,

Guy Cooper joined us and we had some new faces in John Scott and Desmond Smith. After the march the Flight Training School (FTS) personnel joined us along with a large group of ratings from several of the ships at Stirling. Two large bottles of scotch were raffled one courtesy of Daniel Flint and the other from Rosie O'Gradys Management . A great afternoon but a little quiet as John "Bomber" Brown was overseas.

We had our now annual Bowls Day on Mothers Day at Mosman Park courtesy of John Selsmark, not a big crowd but enough to enjoy the sunshine, good fellowship and the million dollar view; our thanks to John.

We have attended at the Battle of the Coral Sea Service and reception; Jim Bush and Mike Keogh represented us and were impressed with the presentation and good will.

Monday the 25th May was United States of America Memorial Day, held again at the Flame of Remembrance at Kings Park. I laid the wreath on behalf of the Division and it was another very well patronized and appreciated Service.

The boys from the FTS were right on time with their fly past and made an unexpected second fly over; well done Rhino.



Yours aye

Keith Taylor Scribe

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Snow Plough Warning

On a bitterly cold winter morning a husband and wife were listening to the radio during breakfast.

They heard the announcer say, "We are going to have 8 to 10 inches of snow today.

You must park your car on the even-numbered side of the street, so the snow ploughs can get through. "

So the good wife went out and moved her car.

A week later while they are eating breakfast again, the radio announcer said, "We are expecting 10 to 12 inches of snow today.

You must park your car on the odd-numbered side of the street, so the snow ploughs can get through. "

The good wife went out and moved her car again.

The next week they are again having breakfast, when the radio announcer says, "We are expecting 12 to 14 inches of snow today. You must park...." Then the electric power went OFF.

The good wife was very upset, and with a worried look on her face she said,
"I don't know what to do. Which side of the street do I need to park on so the snow ploughs can get through?"

Then with the love and understanding in his voice that all men who are married to blondes exhibit, the husband replied,

"Why don't you just leave the bloody car in the garage this time."

I didn't see it coming either

A guy brings his best golf mate home, unannounced, for dinner at 6:30, after golf.

His wife screams her head off while his friend sits open mouthed and listens to the tirade.

"My bloody hair & makeup are not done, the house is a f***** mess, the dishes aren't done.

Can't you see I'm still in my f***** pajamas and I can't be bothered with cooking tonight!

Why the f*** did you bring him home unannounced you stupid idiot?"

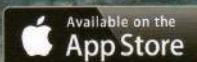
"Because he's thinking of getting married."

Now, wherever you go,
your banking goes too.*



The ADCU
mobile banking app

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HT725 Squadron crest on the side of the new Romeo's.

L-R) Former Commanding Officers of 725 Squadron, Rear Admiral Neil Ralph, AO,DSC,RAN, Rtd, Lieutenant Commander Brian Coutier, RAN, Rtd, Commander Ed Bell, RAN, Rtd and Commander Winston James, DCS, RAN, Rtd, during the commissioning ceremony of 725 Squadron

(L-R) Chief of Navy, Vice Admiral Tim Barrett, AO, CSC, RAN, Minister of Defence, The Hon. Kevin Andrews MP and The Member for Gilmore, Mrs Ann Sudmalis MP, during a doorstep on completion of the 725 Squadron commissioning ceremony

