

SLIPSTREAM



Fly past of Sea Venoms in formation over HMAS Melbourne in 1957/ 1958

Photo courtesy George Self

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Editor Ron Batchelor email ronbatchelor64@gmail.com
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(L-R) Commanding Officer 808 Squadron, Commander Adrian Capner (left) hands the weight of command to Commander Michael Waddell, during the handover ceremony held in the hanger of 808 Squadron, HMAS Albatross.

Navy's home to the MRH-90 helicopter, 808 Squadron, assembled for the traditional rowing ashore of the outgoing Commanding Officer as Commander Adrian Capner handed over the "trident of power" to Commander Michael Waddell recently. Commander Capner said the ceremony presented the perfect opportunity to reflect on what the squadron has achieved in the past two years.

"It's fantastic to see where we've been and where we're at and in my opinion we got there for one reason and that's because we're a capability of 205 people and not just six aircraft," he said. "I think it's important that we don't miss that and focus on the equipment instead of the people, when I consider it was your hard work, your experience and your perseverance that got us to this point. "You should be as proud of this as I am."

Commander Capner said 808 Squadron was about to embark on a new era. He pointed to his time as Commanding Officer as continuing work on First of Class Flight Trials and developing Navy capability. "The squadron is now entering a phase where flights and embarkations are becoming routine and I want to ask that you maintain your cohesiveness during this era, that you remain one squadron working together in partnership with our ships to provide the best possible maritime helicopter capability you can," he said.

"As you go forward remember 808's motto - Strength in Unity."

Commander Capner thanked the men and women of the squadron for their support. "Your professionalism, your humour, your banter, your dedication have just been exceptional and I am honoured to have been your Commanding Officer," he said. "My time here has been the hardest, most gruelling, most physical challenging, most emotional and yet the greatest job I've had to date in the Royal Australian Navy. "If you can work out how that all comes together please let me know."

Commander Capner, who will now take over as Commander-Air in amphibious ship, HMAS *Canberra*, said that two activities topped the list of the many highlights of his two year tenure. "I am most proud of seeing the flights embark at sea after a lot of hard work to get there and flying the Duke and Duchess of Cambridge on their Australian tour."

FROM THE EDITOR

Once again I am in Trouble, a few letters re the missing 808 Squadron crest. To be very honest I forgot all about it but as you can see it is back in it's rightful place, on the front page. I also forgot to include the Phot rate although I had left a space for it. Maybe being both Treasurer and Editor is starting to catch up with me. Plenty of letters regarding the ejections seat and by the way they go lan way by a mile. Thanks to those who responded to my request on this matter. We have now had our NSW Association General Annual Meeting and election of the committee and nothing has changed as it is still the old crew. Although I did hear that the Pres was thinking of standing down but once again that proved to be a false statement. I don't think he could bare to be without me. I hope you enjoy this month's issue of Slipstream and with the great correspondence that I am receiving from the members I have had to add another couple of pages. I am sorry to say that the scribe who pens the "Defence and the Navy" will no longer be able to because of ill health. I will be sorry to lose him and the column and wish him all the best for the future. That is all I have for now but keep sending me the stories and jokes .



ED

LETTERS Editor

Ron

Further to the Mystery Sea Fury Page 38 Sept 2015

In 1984 Ray Sturtivanti "Squadrons of the Fleet Ait Arm" recorded "the remains only of WH589 were held at Elstree N.W. London. Presumably the airframe, if the engine was in Furia's Racer (as per John Da Costa).

In 1994 the I.W.M. at Duxford held a Fairey Firefly F1 Se. No. Z2033.

A little more of the puzzle , perhaps we might eventually get the whole story.

Whatever happened to 808 Sqdn crest on the front cover of No 4 Vol 26 ?. I would of expected one to over look 850 as it was only ever in commission for 18 months in the RAN and 23 months in the RN

Fred Dawson

Good Morning Ron

I am sure I'm not the first, but just in case I have to ask is there a reason the crest of 808 squadron has been left off the front cover of the latest Slipstream??. I served on this squadron in 1957

Mick Tattersell



First my credentials; I served as an armourer, ordnance, weapons what ever maintainer from 1949 to 1971



Ian Ferguson wins the prize, The first Sea Venoms absolutely were not fitted with ejection seats. Ejection seats were installed after the Barry Thompson, Keith Potts accident. If they had had ejection seats they may have survived.

The ordnance branch won the prize of maintaining them because no other maintenance branch wanted to have anything to do with explosive device

Re John Da Costa's article on the unfortunate pig farm boar. The pig farm at that time was under the charge of the First Lieutenant (the Jimmie) Lt Commander Dalloway, the debonair dog catcher, more about that later, After the accident!!! somebody had to take the rap and it could not of course be the Jimmie so it fell on the head of the chief Bosuns Mate (the Buffer). I am not too sure how far the case went but the Buffers defence from start to finish was " I am a Chief Petty Office RP Rate. He the vet is a university trained professional, who am I to question him". I am not too sure what the outcome was but the Buffer of the time was shortly drafted.

The Debonair Dog Catcher; Lt commander Dalloway was very very British RN. In civvies he would always be found clad in open necked shirt with cravat, corduroy trousers, a tweed hacking jacket with leather elbow and tweed cap. At the time of his reign as Jimmie the station was over run with dogs and he was charged with getting rid of them. His plan of action was to fit a door with a hole in it to a large packing case, round up the dogs and gas them with vehicle exhaust gas. Alas this was slow, cumbersome and eventually the do gooders raised such a fuss that the exercise was abandoned. However the nom de plume stuck..

Hope this provides some enlightenment

Jim Parsons

Further to my email of 14 Dec 15 and in anticipation of the question arising, originally vampires were also not fitted with ejection seats. They were installed at about the same time as the venoms were kitted up

Cheers

Jim Parsons

Locko and The Wolfman

In April 2015 my wife, Sue, and I took a repositioning cruise from Sydney to Vancouver aboard the MS Oosterdam. We were assigned to an eight place table in the Main Dining Room for the evening meal and four of our dining companions were two retired RAN officers and their partners. One was William 'Bill' Wilcox, an ex 'bubbly' and the other was Nigel Stoker who was the skipper of HMAS Melbourne in 1978 & 1979. Both gentlemen and their partners, Megan and Bev, were fantastic dining companions and our evening meals together were the highlight of our cruise.

One evening the story of The Wolfman came up during dinner conversations and I related my recollection of the events as best I could and having read Ian's story in SS Vol 26 No 3 I was mildly pleased how well my recollection of events was. The memory isn't perfect and I was surprised to see I received an honourable (or dishonourable) mention in his article. I do not seek to deny or refute any part of Ian's story but some memories just don't get locked in.

I do remember bumping into Locko and his partners in crime when they were grabbing a bite to eat at the Hickham AFB PX. Locko's selection of a chili dog, given his fragile condition at the time, and the result of that culinary intake is burned into the memory. I also remember the Dodge Dart wasn't in as good as condition as when they hired it.

Great memories of a great crew on HS817 and I hope all is well with Locko.

Andrew McCarthy



UNOPENED BEER AND DUNNY DOORS



Back in the 1970s when I was serving on HMAS Melbourne our mess had a soft drink fridge. Cartons of soft drink were purchased ashore and the fridge was kept full with various types. Payment for each drink was via an honesty box and any profits went towards a mess party at some overseas port.

Before leaving Sydney for exercises off Hawaii I was elected to be the drinks purchaser and I duly purchased large quantities of Tarax Black Label drinks (now there's a blast from the past).

At Pearl Harbour I went off to the local PX to restock our supplies and was confronted by a number of brand names that I hadn't heard of. I purchased cartons at random, later carrying them as bold as brass with a few of the blokes up the gangway and down into the mess.

At sea a couple of days later, we discovered that the lemonade in the flashy blue cartons was in fact PABST beer. Needless to say it was secreted away-smuggling booze onboard was a big no non- to be enjoyed on the last night before hitting Sydney. And what a night it was.

When at sea on Melbourne, each man was entitled to one 26oz can a day, provided there was no night flying that night. We were in a Petty Officers mess (senior sailors) and as such a couple of mess members would collect a can for every member. Any non-drinker's can would be stored away for the last night party before getting home.

The powers that be were aware of these lurks and when they were collected the cans were cracked (back in the bays of the ring pull). This was always done for junior sailors, but it was overlooked for senior sailors as a sort of unofficial privilege of rank.

This practice came to the attention of a very strict and straight 'Master at Arms' (the ship's head policeman) nicknamed 'The Hat'. Sailors from the 1970's will know who he was. The Hat ordered that senior sailors' cans were to be cracked before issue. This almost caused a mutiny amongst us and there was much bitching and moaning.

I can remember one old salt saying that; "the only privilege senior sailors had on this ship was unopened cans of beer and longer shithouse doors." Junior sailors had half length doors, senior sailors had three quarter length and officers full length.

The next morning some wag got hold of a texta and drew dotted lines on the doors of the senior sailors' heads (toilets) near our mess, with the words 'cut here'.

From AUSTRALIAN BEER YARNS edited by Peter Lalor.

Dear Ron,



All of the Sae Venoms, brought back from the UK onboard Melbourne in 1956 did not have an Ejection Seat fitted.

When Ron Thompson and Keith Pots were killed after a catapult launch from Melbourne, (probably a soft shot), all Sea Venoms were grounded until fitted with two Martin Baker Mark 5 Ejection Seats with allowed a safe ejection at ground lever provided the aircraft had a speed above 90 knots. (Just ask Brian Dutch and Sandy Sandberg who ejected after hitting trees at the end of Runway 26 one dark night)

Brian Farthing ex 805.808 Squadrons.

The Lost Luggage

***An Irishman arrived at J.F.K. Airport and wandered around the terminal
with tears streaming down his cheeks.***

An airline employee asked him if he was already homesick.

"No," replied the Irishman. "I've lost all me luggage!"

"How'd that happen?"

"The cork fell out!" said the Irishman.

GRAHAM QUICK

(continued from December Slipstream)

After initial training at Cerberus I went to Number 58 Pilots Course at Point Cook, along with Trevor Peck and Vic Battese. Vic was originally on Number 57 course but due medical was back coursed to Number 58. Vic is now a retired Captain RAN.



Vic Battese standing middle row one in from the left, Trevor Peck and Graham Quick front row far right.

We graduated in August 1966 from the Advanced Flying Training School at Pearce WA and we will be having a 50 year reunion next year 2016 for those left standing.

Trevor and I went to Nowra after the course where we spent about 3 months flying the Dakota before being posted to VU-32 Squadron HMCS Shearwater at Halifax in Nova Scotia Canada for operational flying school on the Grumman Tracker.

During our flying at Shearwater Trevor and I was awarded a Minister of Defence Commendation for the part we played in the rescue of a crew of a yacht that had overturned in very cold water south of the base.

HMCS Shearwater Trevor Peck and Graham Quick After a year at Shearwater I went to San Diego VS-41 Squadron and flew the S2E, qualified as plane commander and also did LSO training and I was there for a year all up.

Brought my school days sweetheart (Joyce) over to San Diego and we got married there in 1968. We are still married with two sons in their 40's and we have about 4 to 6 grandkids 4 are real grandkids and two have been inherited on account of marriage changes. They do that these days.

Left San Diego, late 1968, and returned to Australia, was not home long before a short trip to Vietnam operating off the American Carriers. Doing mainly LSO work but I managed one operational mission. I was the carrier air group LSO for a while and I also did an endorsement on the A4 Skyhawk.

Pre Flight Inspection A4G about 1970

Back home in the Navy until 1974 and went on every cruise the Melbourne did in that time, about 9 cruises I think, when I left and Joined TAA Trans Australia Airlines. In TAA I flew Fokker F27s, Boeing 727s and the Boeing 737-300. I did an environmental science degree at university in Brisbane while I was on the B727. We had a massive dispute in 1989 all pilots resigned except 6 and I was one that resigned from the company. I then immediately went to the Royal Flying Doctor Service and flew there until 1999 on Beechcraft C90s at





At Charleville - and Beechcraft B200 King-Air at Brisbane base where I was the senior base pilot RFDS Brisbane Base opening about 1995

I then joined National Jet Systems which eventually was bought out by Cobham and English Company and to this day I still work for Cobham. ("Work" That is a bit over the top, I should say Cobham still pay me) I flew the Bae146 for 13 years with Cobham before I was grounded for medical (Atrial Fibrillation) but they still wanted me because I run many of the courses that they deliver for their aircrew like the Technical Subjects for the Bae146 ground school, Emergency Procedures, Dangerous Goods, Human Factors, **Line Operations Safety Audits (LOSA)** and the like on the Bae146 and Dash 8. The only flying I get now is as a LOSA observer (I do not need a licence for that) and I fly on the Dash 8-300 looking for boat people, that is a lot of fun

and the Navy used to do it with the Trackers many years ago.



Cobham Bae146 Graham Quick top Right on a LOSA flight.

I constantly think – If only we had the equipment they have now in the Grumman Tracker, how different it would have been. The modern radar and sensors used now is far superior to anything we had back in the cold war days. I cannot go into detail about it as most of it is classified, however, it is just mind boggling to watch what they can do with the modern equipment.

Many of your readers will not have heard of Cobham because it is a contracting company.

Best that you go onto the internet and find out what a great and diverse company it is, you will find a full history there. It is the third largest operator of aircraft in Australia. We fly services for Qantas with 18 Boeing 717 aircraft, do FIFO mining work for large companies, fly freight around Australia and do all of the Coastal Surveillance and soon we will be flying Search and Rescue with new Bombardier Challenger 604 jet aircraft. We have about 40 jets in Australia at the present time. The Head Quarters is in Adelaide, but there are bases all around Australia.

National Jet Systems was started by Dr Adel Lloyd and Warren Seymour in Adelaide back about 1990 and the initial aviation job was fleet support of the Navy. Many of the fleet air arm boys joined NJS and helped it grow into a really viable strong company. Fellows like Adrian Whiteman, Peter Clarke, Graeme Winterflood, John Siebert, Larry Mills, Gary Northern and others that I have missed. So it was a no brainer for me to join NJS when I became too tired and old to go out three times a night in the King Air on my own.

Cobham is named after Sir Alan Cobham who was in the first England to Australia Air Race. Sir Alan started a company call Flight Refuellers and this company shifted English Squadrons from base to base when required. They worked mainly with the Military , because of this they were interested in NJS because of its Military ties and Coastal Surveillance. So NJS was sold to Flight Refuellers which is now rebadged as simply Cobham.

As I will soon be retired it is good to look back at the life style and opportunities afforded me as a result of my first ten years employment with the Royal Australian Navy. In every job I have had there have always been work colleagues that have been networked from those early days. In TAA I had the great honour to fly with people like John Nestor, Jim Davidson, Alan Ryman, Geoff Litchfield, Ron Mager and Frank O'Grady (son of John O'Grady Nino Culotta fame) to name a few ex Fleet Air Arm Boys. Many of these great fellows contributed to my learning and progress as a pilot. Alan Ryman was RN and he led the first flight of aircraft into HMAS Albatross at Nowra when the airfield was first opened to the Sea Furies and Fireflies about 1949. Sadly Alan passed away this year, he was 92 and he lived at Redcliffe.

My wife and I come from Tamworth NSW and quite a few FAA boys have come from that area.



L to R Phil Rowe, Ian McDonald, Graham Quick, Des Rogers, Geoff Litchfield All Tamworth Boys

What an honour it has been to have been associated with the fine group of men and women of the Royal Australian Navy Fleet Air Arm. My life would have never been so exciting if I had not been friends with these fellows. I probably would have had to work for a living instead of just having fun.

I should be getting more time now to attend meetings.

Cheers for now

Yours aye

Graham

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**DEADLINE FOR
ARTICLES FOR NEXT
EDITION IS WEDNESDAY
15th JUNE 2016
GOING TO PRINT
FRIDAY THE
17th JUNE 2016**

Hi Ron

LETTERS Editor

I feel I must reply to the Ian and Greg contest mentioned in the last magazine. Greg is totally wrong and Ian has a lapse of memory.

After completing Airframe Training in the latter half of 1957, I was posted to the 'H' Hangar Line to work on Sea Venoms. All Sea Venoms and Vampires were of the "cold" seat configuration.

DeHavillands Bankstown, were contracted to convert the Venoms and Vampires to the ejection seat mode. Vampires needed modifying of the old style canopy to a new style suitable for ejection. This was achieved by sending aircraft, one at a time to Bankstown. When one was finished, it was replaced with another one until all were completed.

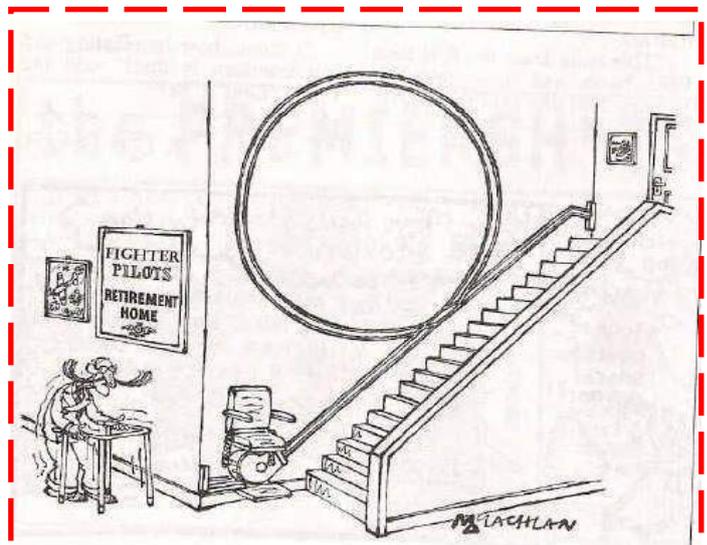
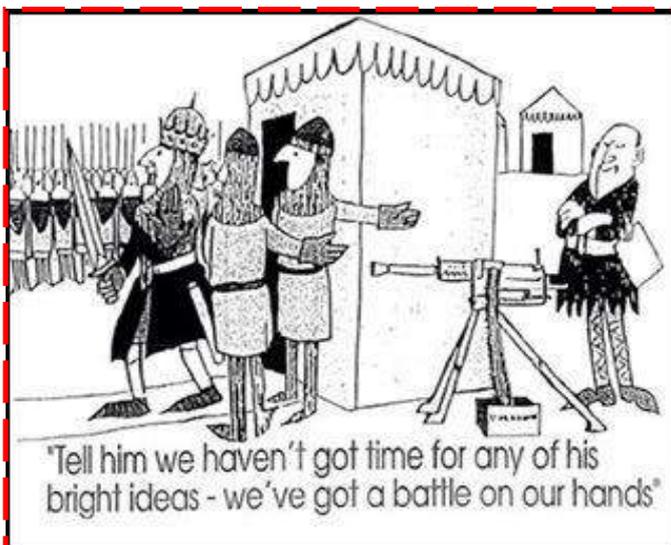
In 1958, the first completed ejection seat Venom arrived at the Line. My claim to fame; I was assigned as the Airframe Rating and Don (Chook) Winzar was the Engine Rating; 867 was the side number.

In late 1959, I was posted to 805 Squadron and all ten Venoms were of the ejection seat configuration. I don't know when the last aircraft was modified, but naturally, all were completed.

I hope this clears up any ambiguity of when "cold" seat aircraft became "hot" seat aircraft.

Regards, Kevin Camm

Please see attached photos. 1) Me in 867 - 1958 2) "Cold" seat Vampire (note canopy difference)



Dear ED,

In the last issue of "Slipstream" You asked for any info on Seafury WH589. According to "Wings Across The Sea" By Ross Gillett the A/c listing on pages 76—77 this a/c arrived from Singapore via HMAS Sydney in 1952 in storage.

My association with this a/c was when 724 Squadron formed up on the 1/06/1955, under Lt/Cdr Tony Robinson as C.O. and I and Gerald (Bluey) James were assigned to it as ground crew—it carried side No 950 and was a new a/c. Myself on the engine and Bluey on the airframe.

We stayed on it till the Gannets arrived in 1956 via HMAS Melbourne. We were assigned to Gannet XA 517 side No 972. Arthur Zara as A.E.O. and Lew Luther as crew chief.

WH 589 was sold by DO5 on the 23/09/1963, buyers name was not supplied. Sometime before this it was painted "Midnight Blur" and became side No 115. Also WH 588 with No 114, another in the WH series.

Captain Bruce Andrews an Ansett pilot owned a seafury—the same colour—same side No 115—but not the same a/c. I worked for Ansett Airlines at Launceston Airport and knew Bruce quite well and talked Seafuries when together. I left Ansett in 1979, so what happened to his a/c after that I do not know. In my 21 years there I saw a lot of him, no doubt he later sold it on—when he went after Ansett Airline's demise I do not know either. He flew D.C.9's when I knew him. Photo on page 119 in same book.

Hope this information is some help.

Cheers Matt Jacobs (Jake)

Blackwall Tasmania 0427944398

The Good Old Days

Another character from my past is Peter (Nobby) Clark. We spent a lot of time together in Hawaii as well as during fly-aways to Amberley and Williamtown Air Force Bases.

In Honolulu, five of us hired a Ford Grand Torino and went sight seeing. Bits kept falling off the vehicle as we bumped into things while admiring some of the locals

On returning the car, someone said to the hire firm, "The rest is in the boot." Somewhere near the Naval Air Station at Barbers Point we were stopped by a motorcycle policeman who was going to charge us with driving too slow in the fast lane.

Nobby was driving at the time and became a bit fiesty at being pulled over. He asked the copper how he was supposed to know about this law and the cop pointed to road signs that displayed that very ruling.

Nobby said, "That's written in American and I'm a bloody Australian." The reply was, "Ah yeah, well, Have a good day," and the Yank rode off.

Ron Smith

LETTERS Editor



Yo Ron,

The Event was. Defence force Welfare Association (VVA) 2015 Christmas lunch. Notable people attending.

(1) Shirley Mooney (Defence Widows Service Group) & LtCdr Sarah Jane White formerly of HMAS Albatross now HMAS Stirling.

'(2) David Simmonds (Former Range Commander, JBMR), Skinhead (President FAAAA-WA), William Wilson, Deputy Warden WA War Memorial, Bill Farrell (Former RAN Bandmaster-Director of Music)



Then Flashback, Jervis Bay Missile Range 1986-1990.

1 Range Commanders Bill Paton & David Simmonds.

2 Jindivik Maintainers. Skinhead (xRAN), Terry Parks (xRAAF) & Bernard Charter (xRAF)

NOWRA RSL SUB-BRANCH

Dear Ron Please find following article for the next issue of Slipstream

On Saturday 16th January 2016 the Nowra RSL Sub-Branch had the honour and pleasure of hosting the 25th Anniversary of the 1st Gulf War Commemorative Dinner.

The Fleet Air Arm made a valuable contribution with ships flights onboard HMAS Success and HMAS Sydney. Many of these personnel had not seen each other in over 20 years and many a tall tale was told as the night progressed.

The 1st Gulf War was Australia's first commitment in any conflict since the end of the Vietnam War 18 years earlier.

Keith Payne VC AM, who was awarded his Victoria Cross in Vietnam, was the guest speaker for the evening and talked of the technological differences and contrasts in how we fought and viewed the 2 conflicts.

The Sub-Branch would like to thank the Mayor of Shoalhaven City Janna Gash and Federal Member for Gilmore Ann Sudmalis for their attendance on this memorable evening.

Attached are 2 photos. Photo 14 is a photo of all the gulf war veterans who attended on the evening, and 13 are the veterans with the sub branch men.

Spike Jones
Publicity Officer
Nowra RSL Sub-Branch



BAILEY HAROLD LESLIE "BILL"

The FAAAA regrets to announce the passing of our most senior Aircraft Handler. **Bill Bailey** passed from a suspected heart attack on 18 January 2016.

His funeral was held at the Shoalhaven Lawn Cemetery, Worrige, NSW on **Wed 27th Jan 2016**, at **1000**.

Born in Yorkshire in 1924, Bill joined the Royal Navy at the age of 18 and was awarded his wings in late 1943 as a Telegraphist Air Gunner. He subsequently transferred to the RAN and trained as an Observer in the UK before embarking to Australia aboard HMAS SYDNEY in 1950, bound for Nowra. Shortly afterwards he failed his aircrew medical and transferred to the Aircraft Handler's branch. He was promoted to Chief Airman in 1952. He subsequently served on HMAS SYDNEY, MELBOURNE and CERBERUS. Bill left the Navy in 1968 and after a short stint as a Reservist, worked as the furniture officer at Albatross until his retirement in 1989 at age 65. In 1993 he was awarded the Meritorious Medal for his service to the RSL, followed by an OAM in 1994 by the then Governor of NSW Admiral Sinclair (who served with him as a Midshipman on Sydney).

He had a quadruple heart bypass in 2004 but survived a further eleven years before passing away at the age of 91. Perhaps a measure of his professionalism and the esteem with which he was held can be summed up by the comment of a notable Aircraft Handler on hearing of Bill's death:

'Bill taught our CPOs and POs handlers to such a degree that no fatal injuries were ever had on our flight decks relating to handlers.'

Rest in Peace, Bill.



HOBBS DAVID

Dear Members

It is my sad duty to report the passing of one of our senior members David Hobbs. David passed away at home on Wednesday 23rd December. David joined the RN on 7th June 1943 and was discharged on the 15th June 1946 with the rating of AMA 1st Class. He served on HMS Indefatigable - 894 Squadron. (Spitfires) His decorations included the Atlantic Star 1939-45, Burma Defence Star and Pacific Clasp. Due to the holiday period funeral details are not yet available but will be in the newspapers sometime after Tuesday (30/12/15). It is anticipated that the funeral will be sometime during the week commencing 4th January.

Yours Aye

Mal Smith
Secretary
Victoria Division.=



VALE

WRIGHT TREVOR

CPO SE



REST IN ETERNAL PEACE

SHEATHER BARRY

He died 30th December in hospital. He has been suffering lung problems and had a few years back a stroke. He was in a wheelchair when he and his wife and some of his family came to our reunion at Cleveland last year (He ended up winning the raffle) and he was very frail then.

I am not sure of what the final thing that did him in but he fought to the end.

He did six years first and had about a year in civvy street and decided to rejoin. He did his twenty years all up.

Many of our boys came up from Sydney and Nowra and there was a great rollup from his aged persons home and their sang at the service for him very nicely for old folks. He was apparently in everything that was on.

When he joined the Navy he was an Olympic class swimmer and was selected on the team but in those days you had to pay your own way and the money was not available. The person who he beat for a place on the team won the bronze medal.

He played water polo for the Navy at the interservice games and they won. He was as you can be sure well liked by all. He served on the Sydney and the Melbourne in Vietnam and around Malaya.

Mate I knew him in the Navy only slightly as I was in England for the Melbourne perhaps just after he joined, but he attended most reunions at Nowra and our own get reunions along with his wife Yvonne and my late wife was great mates with her.

Further to my last, here is a bit more information about Barry Sheather.

His address on record is:

Tranquil Waters Nursing Home

31 Thompson Street

VICTORIA POINT QLD 4165

I don't have his home/wife's address (unless she is there too) but I'm sure if you sent a card to the Nursing Home to Yvonne Sheather with a 'please forward' note on it they would do the right thing.

Glen Hartig



ROGERS RAYMOND W.

Would you please include this Obit in the next issue of Slipstream.

Raymond W. ROGERS AA3 [ret'd]

R36329, served 1.7.48 to 27. 4. 56

died 2 October 2015 aged 89 years & 11 months

Ray will be fondly remembered by many RAN apprentices he tutored at NIRIMBA.

This message forwarded by Neil Macmillan [N1444] on behalf of Mrs Edith Rogers and Family.



J.S.F.[Syd] EASTON

5 April 1926--- 27 Feb 2016

R36867 Aircraft Artificer 2

Served 4 October 1948 to 1 December 1959.

Submitted by Neil Macmillan (N1444) on behalf of the Easton family.



Hi Ron

I expect you'll get a number of responses to the contest between Ian and Greg. For what it's worth here is mine.



Slipstream,

THE CONTEST

It is many, many years since I put pen to paper (or whatever it is that we do these days) to write something for Slipstream but I couldn't resist the urge to participate in this debate

I'm sorry Greg, but my memory is pretty clear on this issue and I must side with Ian. Maybe I've got a few things a bit wrong – but I don't think so. I was on the first Observers course conducted in Australia and on graduation two of us, Brian (Wheels) Wheelahan and myself were sent to the UK (as Acting Sub-Lieutenants - first class on SS, or RMS Orsova. A wonderful months trip worthy of another story) to undergo a night fighter course with the RAF. We arrived six months early (another story) but eventually completed our course ready to return to Albatross. Others who were doing these courses around the same time were 'P's Don Davidson. Geoff Litchfield, Rob Waites, Kev Knowles and Barry Carter (RN loan) and 'O's Soapy Mckeon. Brian Farthing and Tony Eccleston

Sorry if I've missed anyone and misspelled names.,

We, or most of us, were rushed back to Australia in early 1957 (another story) and joined 808 Sqdn, the front line Sea Venom outfit on 25 March 1957 as replacements for some of the original Sea Venom Aircrew. My memory tells me that we had no, repeat no, ejection seat fitted aircraft at that time although two may have been with DeHavilland in Sydney having the seats fitted . What I do remember is that for the short cruise across to Fremantle later that year we were only able to embark four aircraft as it had been decided that only ejection fitted aircraft were 'fit' for carrier operations. I wasn't one of the aircrew who embarked.

To add further weight to my support for Ian's contention, on 27 Nov 1957 I may well have used the ejection seat if I had one. After a night 'Glowworm' exercise we (two aircraft) were forming up over Jervis Bay at around 10 pm to return to Albatross when we had a mid air collision. No seat, no decision to be made and fortunately both aircraft landed safely but somewhat bent. A flattened starboard tip tank on my aircraft. For the record my pilot was Lcdr Garth Hanchard-Goodwin RN, our C 0, the other aircraft was flown by David Howells with Pete Berzins his 0. No further comment on that.

On 12 Feb I embarked with 808 with eight ejection fitted Sea Venoms on a 'cruise' including three weeks in and around Hawaii, arriving back at Albatross on 20 July, on of. If not the most memorable trips I remember after all this time

Les Powell



Hi Ron

Photo At the Bridge Luncheon on January 21st . Could you post it in the March edition of Slipstream

Peter Penny

I will get to one of these luncheons one day

ED

Marcus.

Thought you may like to hear this story.

If you wish to use it elsewhere that's quite ok with me. If not no problem.

Thanks for attending to my re-entry to the association, all went well & I have been reading the back issues of Slipstream with much interest, not much of the old Albatross left is there?

I left the Navy late in 1957 & apart from a couple of years divided between Brisbane & Melbourne I lived & worked in Ballarat, until 25 years ago. That's when I moved to Townsville.

Bought a house & worked here until retirement time rolled around then about 10 years ago I had the opportunity to sell up & buy a unit here at the RSL Village One of my better decisions.

First day at the village my next door neighbour, fellow by the name of Joe Seib, introduced himself.

Won't bore you with the conversation we had, but here's the gist of it.

Joe told me he joined the Navy in '51 & left in '57. So did I.

He was an aircraft handler. I was engines.

He was on the Vengeance/Melbourne cruise in '55/56. So was I.

He did the FESR cruise in '57. I did as well.

He knew many of the people that I did, however we never knew each other although our paths must have crossed at some stage.

So what are the odds of moving next door to someone with whom you have so much in common but didn't know, 50 years later & after relocating 1,500K north.

John Ahern



G'day Ron,

The Sea Fury featured on page 38 in the Sept 2015 issue is an ex-Iraq Air Force Sea Fury hence the F-AZXJ serial and has simply been painted-up in RAN colours with the WH 589. The following information is from the Flying Legends internet site, but without details about the reason it was at Duxford Aviation Museum.



Built in 1949, originally as a Sea Fury FB.11, this aircraft was taken on charge with the Fleet Air Arm as TF987. She was returned to Hawker- Siddeley Aircraft Ltd, at Langley in 1958 and converted to a two-seater

T.20. The following year she was delivered to Iraq. One of the famous 'Baghdad Fury's, she was recovered from Iraq in 1979 and shipped to the U.S.A. She was restored back to a Sea Fury FB.11. This aircraft was acquired by Christophe Jacquard in September 2010. She is equipped with wing-tip mounted 'Smoke-winders' which make for a very impressive flying display. Here is a link to the site: <https://www.flyinglegends.com/aircraft/hawker-seafury-fb-11.html> And 'Youtube' has a great video with a flying demo at this site: <https://www.youtube.com/watch?v=P8t5rAH4Etk>

Regarding ex-RAN Sea Fury WH 589, according to ADF Serials it was struck of charge 23 Sept 1963 and now in the USA highly modified for air racing and flies as "Furias". Owned by Bill Rogers and Dales Stelzer of 'Everett' Washington, USA. Quite a bit of info about this aircraft is also on the internet.

Hope this helps. Cheers,

Kim Dunstan



Ron

A bit more text....this aircraft was built in England in 1946,it is regarded as a Classic aircraft and is being restored to flying condition.It is most likely that the engine will be changed to a Lycoming O320, 150HP,which includes a starter motor.regards to you and your family..read the slipstream and enjoy it .keep up the good work. John Wakefield know at moore creek via Tamworth

You may be interested in this photo for the magazine.

Trish and John Wakefield putting the finishing tapes on during the recovering of an Auster Aiglet (JIN) aircraft.

John formally learnt the fabric skills at Albatross with the gliding club from Harold Kent about 1954. Harold Kent was I think a RN engineering officer.

This particular Auster is powered by a Dehavilland Gypsy Major series 1,built under licence in Spain.

It also has a history as a glider tug around Narrabri

N.S.W.

JohnW



Second Nobby Story

In 1974, 805 Squadron was working up for embarkation and our pilots needed to maintain their flying hours. For whatever reason, the Unions refused to deliver fuel to any New South Wales Military Base and it was decided to send four Skyhawks to R.A.A. F. Amberley for two or three weeks and rotate the aircrew. Peter (Nobby) Clark and I led the maintenance team and while we might have worked hard, we played hard as well.

One particular night the Sergeants' Mess was practically empty and rather dull. Nobby noticed a lot of activity in the Corporals' Mess, just over the road, as well as a number of attractive RAAFy ladies, so over we went.

Everyone knew we were Navy and they treated us somewhat as celebrities. One young girl approached me with a bowl of salted peanuts and asked if I would like a nibble of nobby's nuts. I answered, "No thanks," and added, "By the way, meet Nobby."

She dropped the bowl all over the floor and I think we decided to leave

Ron Smith.

THEN AND NOW



Here are two photos (a "Then and Now") view for Slipstream.
The B/W photo is Number Three Tracker OFS which ran from January to June 1970

Back Row l/r George Harvison (RIP), Clark Stitz (RIP), Owen Nicholls, Allan Clark.

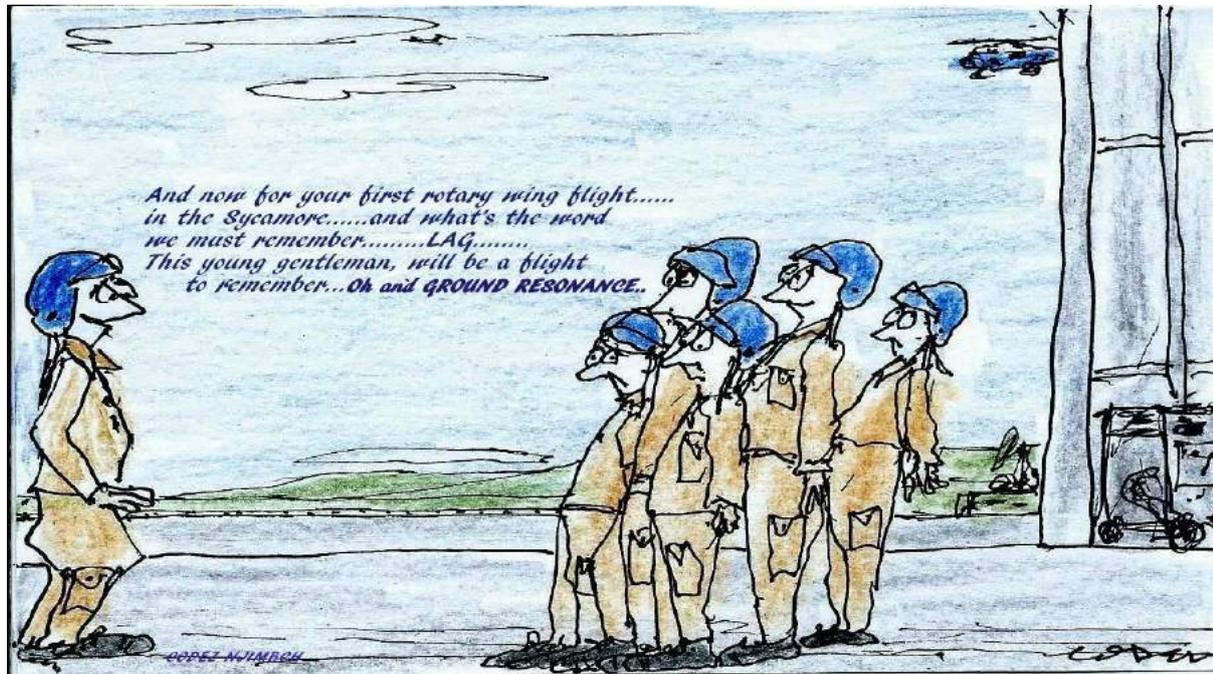
Seated l/r Frank Doe, Barry Bromfield (RIP).

Photo taken 29th December 2015

l/r Peter Wilkinson, Allan Clark, Owen Nicholls.

Regards Owen Nicholls





Dear Ron, I'm sending 3 cartoons for your perusal. I sent some years ago which were published in our magazine. When I was an instructor in gliding I did about 70 or so which were published in "Soaring Australia" and "Gliding Australia" over the years and the editor said she thought it livened up the magazine.

I draw under the name "codez"; but in the first 2 cartoons you will see "jimbuch" next to codez. The reason for this is, I had to ask my mate Jim Buchanan, who I joined 18.A.T.C.(P) with in 1962., about GROUND RESONANCE, which had escaped my mind. He therefore had to be given a credit. He said he had been trying to forget it for the last 50 years All the All the best, Peter Stevens.

RANGA and the Slingsby T31

The above photo features Lord Louis Mountbatten seated in a RANGA glider during his visit to RANAS Nowra on 09 April 1956. Apparently Lord and Lady Mountbatten each enjoyed a flight in the Slingsby T31b Tutor glider, a popular type made in the UK used for training purposes. The officer in the rear seat is Commander Tony Goodhart RN, who brought the glider to Australia and formed the Royal Australian Gliding Club in 1954.



It's worth recording here that The Daily Telegraph of 11 April 1956 reported that "Lord Mountbatten yesterday described the Naval Air Station HMAS Albatross Nowra as the smartest station he had ever seen. 'Of any type in any service, in any country,' he said."

For many years at RANAS Nowra gliding was a popular recreational activity on weekends and holidays. Gliding was encouraged with the club open to all ranks and especially popular with the navy pilots and aircrew, but many of the naval airman mechanics and technicians became excellent glider pilots too. Due to changing circumstances – and the stop/start fleet air arm policies of various governments - the gliding club closed in 2004.

Yet, that was not the end of the T31b Tutor glider, which was acquired by Gilbert Simpkins from RANGA as it went on to continue a new and successful life. Built in 1954 the T31 glider is still in top form 61-years later, with current owner Laurence Simpkins making regular flights from Boonah airfield, Queensland.

According "Vintage Times," the newsletter of Vintage Gliders Australia, the beautifully maintained Slingsby T31b with Laurie Simpkins in the rear seat and Stewart Hamey in the front (see photo), the T31 reached 3,040 feet in a 60 minute flight in thermals near Boonah. At the moment the glider is under survey, but the outlook is good. It's a credit to Tony Goodhart's knowledge and experience with the Slingsby gliders and Laurie Simpkins care that the glider has continued to perform so well.

Cheers,
Kim Dunstan



Mountbatten T31: First Sea Lord Mountbatten and Tony Goodhart ready for lift off (photo: RAN)

New Picture (89): Laurie Simpkins and Stewart Hamey flying high (photo: Stewart Hamey)

Slingsby T31 3: The beautifully maintained ex-RANGA T31 at Boonah airfield (photo: Laurie)





An elderly couple, who were both widowed, had been going out with each other for a long time.

Urged on by their friends, they decided it was finally time to get married.

Before the wedding, they went out to dinner and had a long conversation regarding how their marriage might work.

They discussed finances, living arrangements and so on.

Finally, the old gentleman decided it was time to broach the subject of their physical sexual relationship.

'How do you feel about sex?' he asked, rather tentatively.

'I would like it infrequently' she replied.

The old gentleman sat quietly for a moment, leaned over towards her and whispered –

"Is that one word or two"

LETTERS

Dear Ed.,

I can throw a little more light on the past history of Sea Fury WH589, now residing in the Duxford Aviation Museum, and referred to in the September and December editions of Slipstream.

It was indeed one of 4 (3 plus a spare) Furies used to commemorate the withdrawal of the type from front line service in the RAN. I'm unsure who originated the idea, but Lt Cdr Brian Stock (RN exchange and Senior Pilot of 805 Sqn) was the prime mover in the exercise. He obtained approval for the aircraft to be painted silver with red spinners and wingtips, and for the development of a formation aerobatic team to perform over the various capital cities.

The team was led by Brian Stock, with the other 2 positions filled by Lt David Eagles (also RN exchange), and myself as the sole Oz representative. At the time I was not on 805 Sqn, having recently completed a Sea venom conversion and night fighter course on 724 Sqn., but presumably was co-opted because of my previous formation aero experience on the Sea Fury, together with the short time available to work up a routine.

We commenced practice on 24 Feb 1958 and subsequently flew to Laverton on 12 Mar, to perform a display over the city of Melbourne the following day. This was followed by a display over Sydney Harbour on 17 Mar 1958. At this point my participation in the exercise was abruptly terminated, as I was required to commence an intensive program of mirror approaches, prior to flying to Singapore in a Qantas Super Constellation, there to join 808 Sqn in "Melbourne" as a replacement pilot. I am uncertain of the operation of the remainder of the project, but I think my place was taken by the late Bill Callan.

As for myself – I carried out my first deck landings in the middle of the South China Sea, with no alternate airfield – but that's another story.

Regards,

Jim (Junior) Davidson

DEFENCE AND THE NAVY – JAN-MAR 20

As readers will be aware, the big news this quarter is the release of the Defence White Paper late in February. It is a comprehensive document and a very ambitious one in terms of intended capability extensions and huge costs.

It expresses “particular concern “at the spread of Chinese influence in SE Asian waters “at an unprecedented scale,” especially in regard to artificial islands in the South China Sea whose ownership is disputed among Vietnam and other neighbouring countries, and observes that the Chinese Navy is the largest in Asia with a submarine force likely to grow to more than 70 by 2020. It also observes that half of the world’s submarines will be operating in the Indo-Pacific region within 2 decades. Moreover, half of the world’s combat aircraft armed with long-range missiles will be operated by Indo-Pacific countries. However, the US strategic weight should be greater for the foreseeable future. Growing defence efforts in Indonesia and in Japan should assist regional security but North Korea will have to be closely monitored.

The equipment program to match the strategic situation is quite staggering:

. Navy is to have a force of 12 submarines to enter service from 2030, 3 Hobart Class air warfare destroyers in 2020s, nine frigates to replace the eight Anzac Class from late 2020s and 12 offshore patrol vessels to replace the Armidale Class by 2030. A separate order has gone to Navantia in Spain for the building of two 19500 tonne oil tankers at a cost of \$350 million each, with a third replenishment vessel to follow.

. RAAF is to be equipped with 15 P8 Poseidon maritime surveillance aircraft, 7 Triton unmanned aircraft, 12 Growler Electronic Attack aircraft, 72 F35A Lightning Joint Strike Fighters. 2 KC 30A air-to-air refuellers and ground-based air defence systems.

. Army will be re-equipped with new generation armoured combat reconnaissance and infantry fighting vehicles and tanks, new long-range rocket systems, armed-reconnaissance light helicopters.

Across the next ten years Defence will invest nearly \$bn49 in maritime and anti-submarine assets including 12 submarines, 9 a/s frigates and 12 offshore vessels. The submarine fleet will cost \$50bn from 2018 to 2057, plus \$5-6bn for weapon systems 2018-45. The frigates are estimated to cost \$bn30 from 2017-44 and the Armidale replacements \$bn3-4 over 2020-44.

Commentators say that the White Paper correctly places emphasis on the support the maritime security of SE Asia. It includes new investment to ballistic long-range missile defence and space surveillance. Increasingly the Asia-Pacific half of the world is engaging in an arms race with a strong maritime flavour. Another important point they make is that Australia should lead a strong diplomatic effort in SE Asia to persuade China to immediately withdraw its anti-aircraft missiles etc from Woody Is in the South China Sea. The White Paper seems to have generally firm approval.

However the timescale of its implementation means that the Collins Class submarines have to be upgraded to run for much longer. The upgrade is estimated to cost \$bn2 and there would have to be some evidence to increase confidence in the performance and reliability of these submarines. Additionally, low public confidence in the shipbuilding performance of the SA yards (as evident in the build of the 3 AWD destroyers) would need to be improved by some demonstration of improved capacity to perform a very substantial rebuild of the Australian Fleet.

Another expressed concern is the timescale – much can happen in the strategic situation between now and the 2030s. All we can hope for is a peaceful period in the interim.



NEVER NEVER TRY TO TAKE ON A RETIRED REAR ADMIRAL

(As per story and photo South Coast Register Newspaper)

Retired Rear Admiral Neil Ralph has never been one to back down from a challenge and that was the case when the 83-year-old found an intruder in his Nowra home early Wednesday morning.

The 37-year naval veteran was getting ready to go for his morning walk at about 5.45am when he found a man inside his bedroom.

"Despite being semi dark, I quickly realised what he was," he said.

"I came back into the room and he was between me, the bed and the window.

"Naturally, my first reaction was 'what the hell are you doing here?'

"I was completely surprised."

Admiral Ralph challenged the intruder but also knew he had to "control the situation".

"He [the intruder] crossed the bed and tried to get past me in the doorway, but I picked up a chair and whacked him," he said.

Unfortunately, the blow didn't stop the offender, with the chair breaking.

After a short struggle the man pushed past the admiral, who fell to the floor.

"The lesson is to stay physically and mentally fit and ensure your security systems are up and running."

He said the offender closed the door and held it shut, blocking him in the room.

"He then came back into the room and said he wanted my wallet," he said.

At which point the admiral picked up a piece of the broken chair and again struck the intruder, who also armed himself with a piece of wood and struck the veteran, causing a nasty gash to his forehead, which later required four stitches, grazes and bruising.

The intruder made his way out to the kitchen, attempting to search a number of cupboards, with the admiral in pursuit.

The intruder managed to steal a box file containing instruction books for various appliances in the home and made his way into the dining and lounge room area before attempting to go out through the front door which was deadlocked.

He finally escaped through a front window he had climbed in through.

Although not gaining a good look at the intruder, Admiral Ralph estimated he was in his 20 to 30s, medium height and light build and was wearing a black tracksuit with a hood at the time.

"He moved pretty quickly," he said.

"He spoke in a very quiet voice and thankfully wasn't aggressive," he said.

"It was notable to me that he just defended himself, he didn't really go after me.

"In hindsight it could have been a lot worse."

While initially angry at the break-in and invasion of his privacy, the admiral said he felt sympathy for the intruder.

"I can see the other side and it is sad that someone has been forced into or chosen that life," he said.

It is believed the male ran through the rear of the property before jumping the back fence and into neighbouring homes.

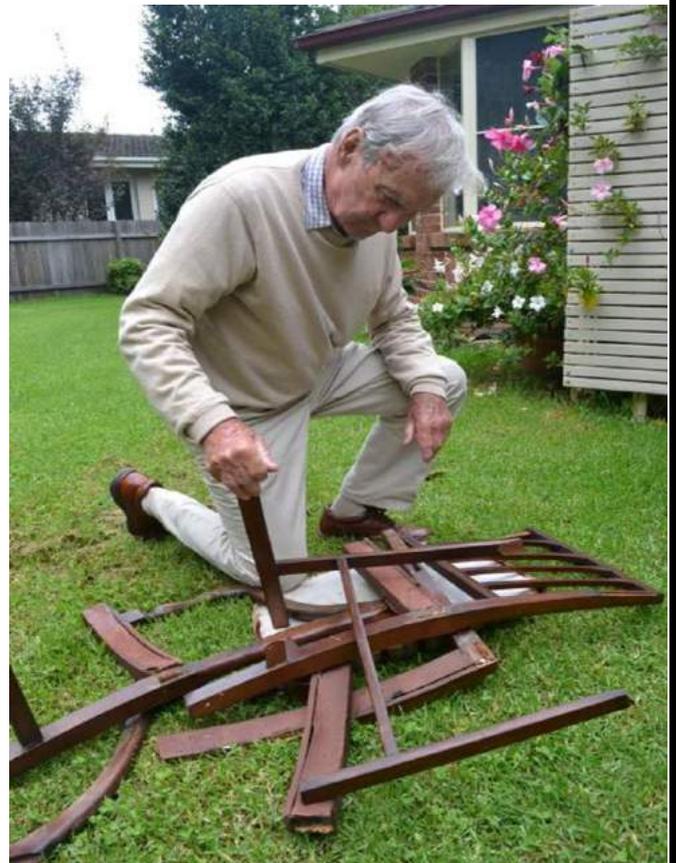
Despite being at the scene quickly, and establishing a perimeter, police were not able to locate the alleged offender.

"The lesson is to stay physically and mentally fit and ensure your security systems are up and running," Admiral Ralph said.

It has been a tough couple of weeks for Admiral Ralph, whose wife of 57 years, Judy passed away last week.

This incident was one of a number of break-ins reported in the surrounding area on Wednesday, which police are investigating.

The intruder is described as being about 170cm tall, of medium build, and was wearing black tracksuit pants, a black hooded jumper with white internal lining, and was carrying a torch



Retired Rear Admiral Neil Ralph surveys the damage to a chair, broken during Wednesday morning's break-in and altercation with a male intruder.



Amy Bloommestein, Shirley Thompson, Val Christie, Noreen Sinclair, Marion Earle



Anne and Rob Taylor



Ron and Val Christie

Victorian Association newest members four of which are now on the Committee



Paul Thitchener, Chris Fealy, Scott Myers, Jeremy Butler, Rob Gagnon

RETIREMENT AFTER 47 YEARS



Commander Fleet Air Arm, Commodore Chris Smallhorn, (left) receives the weight of command from Commodore Vince Di Pietro at a supersession ceremony at HMAS Albatross, Nowra.

There was no need of car or driver to transport Commodore Vince Di Pietro to his recent change of command ceremony at the home of Navy's Fleet Air Arm in Nowra.

The outgoing Commander of the Fleet Air Arm chose to do things in his own considerable style, chauffeuring himself in his vintage red Ferrari. Things were a little different when he arrived for his first posting at HMAS *Albatross* in 1978 as an 18-year-old straight from pilot training in Melbourne. In the intervening years Commodore Di Pietro's distinguished career has brought him back to the Naval Air Station on several occasions, but has also taken him around Australia and the world with high profile and demanding postings including staff officer at the Australian High Commission in London and Australian Naval Attaché in Washington.

Addressing assembled personnel, Commodore Di Pietro said the ceremony was an important event, but he was careful to note it was not about him. "In my heart and mind this is very much about you," he said. "This organisation has done extraordinary things in the past three years and I've had the privilege and honour to be here for the last years of my career which has spanned the best part of four decades.

"From my perspective, after so many years, and having seen how other services in other countries put things together, what the Royal Australian Navy has achieved from this team in that time is unbelievable. "This really is my opportunity to say to you that what you have done for your nation, what you do for your Navy, what you achieve in reputational terms for our organisation, the Fleet Air Arm, is incredible. "You each have a terrific career ahead of you and I just wish I was at your end of a career and not mine."

Commodore Di Pietro's pennant was then lowered, folded and passed to him as a second pennant was broken in recognition of Commodore Chris Smallhorn assuming command of the Fleet Air Arm. "Today is a change of command," Commodore Smallhorn said.

"But I'd like to keep the focus on the celebration of a great commander and a 'helluva' guy. "Both personally, and on behalf of the Fleet Air Arm I'd like to thank Commodore Di Pietro, for his professionalism, for his achievements, for his enthusiasm and more than anyone, for his mentorship of hundreds - you have left your mark and it is indelible."

SOCIAL SCENE

WESTERN AUSTRALIAN LIFE MEMBERSHIP PRESENTATION

AND CHRISTMAS LUNCHEON



JOHN BROWN RECEIVES LIFE MEMBERSHIP FROM
GREG KELSON



GENERAL MEETING ATTENDEES



JOHN CLEARY; HARRY WEBSTER & TOM FISH



NICOLE BENNET; PETER KING & ANN KELSON



SONYA DOWSING WITH MERRYL BROWN



SHIRLEY SURIANO ; JACK DUPEROUZEL; JOHN SELSMARK

25th Anniversary First Gulf War Commemorative Dinner



Warrant Officer Fred Campbell with Mr Rick Meehan (Nowra RSL secretary, retired Chief Petty Officer Aviation Technician Aircraft) and organiser of the evening) and Lord Mayor of Shoalhaven city, Joanna Gash at the 25th Anniversary of the first Gulf War Commemorative Dinner at Nowra

Navy has continued to honour its heritage and the contribution of serving members, with a memorial dinner to mark the 25th anniversary of the start of the first Gulf War. Nowra RSL Sub-Branch hosted the 25th Anniversary of the First Gulf War Commemorative Dinner this month with a number of serving and ex-Serving Navy aviation Gulf War veterans attending the event.

The event focussed on the contribution of local aviation and ships' flight veterans, who were deployed on HMA Ships *Sydney* and *Success*. The Fleet Air Arm provided a significant contribution to the Coalition effort as part of Operation DESERT STORM from Jan 1991, with ships' flights onboard HMAS *Success* (a Squirrel from 723

Squadron) and HMAS *Sydney* (Squirrel from 723 Squadron and a Seahawk from 816 Squadron).

Warrant Officer Aviation Technician Aircraft Fred Campbell, outside his daily role with the Navy's Divisional System, is the National President of the Iraq, Afghanistan and Middle East Veterans Association of Australia, and the Vice-President of the Nowra RSL sub-branch. He worked with Mr Rick Meehan (Nowra RSL Sub Branch Secretary and retired Chief Petty Officer Aviation Technician Aircraft) to organise the memorial dinner. "Many of these personnel had not seen each other in over 20 years," Warrant Officer Campbell said.

The first Gulf War was Australia's first commitment in any conflict since the end of the Vietnam War 18 years earlier.

One dark night outside a small town in Minnesota, a fire started inside the local chemical plant and in a blink of an eye it exploded into massive flames. The alarm went out to all the fire departments for miles around.

When the volunteer fire fighters appeared on the scene, the chemical company president rushed to the fire chief and said, "All our secret formulas are in the vault in the center of the plant. They must be saved. I will give \$50,000 to the fire department that brings them out intact."

But the roaring flames held the firefighters off.

Soon more fire departments had to be called in as the situation became desperate. As the firemen arrived, the president shouted out that the offer was now \$100,000 to the fire department who could bring out the company's secret files.

From the distance, a lone siren was heard as another fire truck came into sight. It was the nearby Norwegian rural township volunteer fire company composed mainly of Norwegians over the age of 65. To everyone's amazement, that little run-down fire engine roared right past all the newer sleek engines that were parked outside the plant.

Without even slowing down it drove straight into the middle of the inferno. Outside, the other firemen watched as the Norwegian old timers jumped off right in the middle of the fire fought it back on all sides. It was a performance and effort never seen before.

Within a short time, the Norske old timers had extinguished the fire and had saved the secret formulas. The grateful chemical company president announced that for such a superhuman feat he was upping the reward to \$200,000, and walked over to personally thank each of the brave fire fighters.

The local TV news reporter rushed in to capture the event on film, asking their chief, "What are you going to do with all that money?"

"Vell," said Ole Larsen, the 70-year-old fire chief, "Da first thing ve gonna do is fix da brakes on dat f.....g truck

PRESIDENT'S SLIPSTREAM REPORT – MARCH 2016

A warm welcome to all members and their families to our first Slipstream edition for 2016. I trust you all had a relaxing and healthy Christmas and New Year break with family and friends.

Unfortunately we continue to lose friends and members of the Association; this is always a difficult time for family and friends. Please be assured, you and your loved ones are always in our thoughts.

We have had our first Federal Committee meeting for the year, and many of the action items from the Federal Council meeting last October have been actioned or in the process of being completed.

Marcus Peake our Webmaster and I had the pleasure an office call on the new Commander FAA (COMFAA), Commodore Chris Smallhorn. There is a detailed biography of him on our website and he also features in a short article in this edition of Slipstream. It was a great meeting, and I am heartened that the Commodore is right behind the Association, that he will strongly support us in our endeavours to gain more members, and also assist in providing relevant information and support to our members.

Having recently spent the day at the Museum with meetings, I again have to complement the staff at the Museum for the professional presentation of our history. The other bonus is the museum coffee shop and the friendly staff providing another service to the public, and a very good reason to visit the Museum.

I also recently had the pleasure of attending a ceremony presided over by Commodore Smallhorn presenting citations for US Air Medals to six members of the first rotation of the RAN Helicopter Flight Vietnam (RANHFV). This ceremony was conducted in front of the FAA's new Romeo ASW Seahawk helicopters. It was an honour to be there, particularly as I served with all of these highly respected officers during my time as a young naval aviator.

As we close in on Anzac Day, please let our Webmaster know what is happening in your particular state, this information is then available to all visitors on our website. Thank you to all members and your families for your continued support of our Association. We still need new members, and word of mouth certainly helps, and I can gladly say that our new website is also working well for an increase in membership enquiries.

I'm also pleased to announce that the former ADCU, now Australian Military Bank has generously sponsored the Slipstream magazine for another twelve months.

I wish you all the very best for a great year, take care.

Regards
Geoff Ledger
National President

Subject: Arrival In Heaven

All arrivals in heaven have to go through a bureaucratic examination to determine whether admission will be granted. One room has a clerk who inputs computerized records of what each applicant did on his or her last day of life.

The first applicant of the day explains that his last day was not a good one. "I came home early and found my wife lying naked in bed. She claimed she had just gotten out of the shower. Well, her hair was dry and I checked the shower and it was completely dry too. I knew she was into some hanky-panky and I began to look for her lover. I went onto the balcony of our 9th floor apartment and found the SOB clinging to the rail by his fingertips. I was so angry that I began bashing his fingers with a flower pot. He let go and fell, but his fall was broken by some awnings and bushes. On seeing he was still alive I found super human strength to drag our antique cedar chest to the balcony and throw it over. It hit the man and killed him.

At this point the stress got to me and I suffered a massive heart attack and died." The clerk thanked him and sent him on to the

waiting room.

The second applicant said that his last day was his worst. "I was on the roof of an apartment building working on the AC equipment. I stumbled over my tools and toppled off the building. I managed to grab onto the balcony rail of a 9th floor apartment but some idiot came rushing out on the balcony and bashed my hands with a flower pot. I fell but hit some awnings and bushes and survived, but as I looked up I saw a huge chest falling toward me. I tried to crawl out of the way but failed and was hit and killed by the chest."

The clerk couldn't help but chuckle as he directs the man to the waiting room.

He is still giggling when his third customer of the day enters. He apologizes and says "I doubt that your last day was as interesting as the two fellows that arrived here just before you." "I don't know" replies the man. "Picture this, I'm buck naked, hiding in this cedar chest....."

National Secretary's Report Slipstream MARCH 2016



With the New Year already into its third month it's time to remind all members that this is an Election Year "No I am not talking about the Federal Election, .But about the three yearly elections for positions on the National Executive of our Association.

This will take place at the annual Federal Council Meeting to be held in HMAS Albatrosss Museum on Saturday 22nd October 2016.

Our Current President Commodore Geoff Ledger DSC,AM,RAN (Rtd) has indicated that he will be standing down from his position at the FCM. Also all positions will be declared vacant so don't be shy new blood is always welcome.

Please Note:

"Nominations for the National Executive are to be in the hands of the Federal Secretary 90 days before the relevant Federal Council Meeting, notwithstanding extenuating circumstances"

The new buildings at the Air Base continue to grow and I am sure none of us would recognize the place any more. The only things down this way that don't change are Westerly Winds, Rain, and currently the hot weather.

Most Division are currently in the process of holding their AGM for 2016.

Club secretaries please don't forget to forward to me the names of your new Executive.

That about it for this time as there is a boat waiting outside ready to go fishing

Yours Aye

Pincher

A blonde lady motorist was about two hours from San Diego when she was flagged down by a man whose truck had broken down.

The man walked up to the car and asked, "Are you going to San Diego?"

"Sure," answered the blonde, "do you need a lift?"

"Not for me. I'll be spending the next three hours fixing my truck. My problem is I've

got two chimpanzees in the back that have to be taken to the San Diego Zoo. They're a bit stressed already so I don't want to keep them on the side of the road all day. Could you possibly take them to the zoo for me? I'll give you \$100 for your trouble."

"I'd be happy to," said the blonde. So the two chimpanzees were ushered into the back seat of the blonde's car and carefully strapped into their seat belts, and off they went.

Five hours later, the truck driver was driving through the heart of San Diego when

suddenly he was horrified! There was the blonde walking down the street, holding hands with the two chimps, much to the amusement of a big crowd.

With a screech of brakes he pulled off the road and ran over to the blonde. "What are you doing here?" he demanded, "I gave you \$100 to take these chimpanzees to the zoo."

"Yes, I know you did," said the blonde.. "But we had money left over so now we're going to Sea World."

Webmaster/Database Manager's Report



Every quarter I plead for more material for the site and apart from a few valued stalwarts I find that nothing changes...so please – take an active interest and start sending me articles, photos or opinions that you think will be of interest to the FAAA community. There must be a million of them!

Having said that, as the website approaches one year old in its current iteration I'm pleased to report that it's had a 99.9% record of serviceability and, though I say it myself, has been kept up to date and current. Just over 25% of our members have registered for the site, which means they can access the "Members Only" section. This percentage should be much higher so if you haven't registered already all you have to do is click on the 'Register' link on the top RHS of the home page and fill in the little form presented to you. It will take two minutes and you only need do it once. The website address is www.faaaa.asn.au

I'm pleased to say that John Schonners from the ACT Division has volunteered to take over the Facebook page, for which I'm eternally grateful (I hate FB!!). He's achieved more 'Likes' in a week than I did in a year, so he's doing good!

My other news is that I've agreed to become the Industrial Relations Adviser to the Defence Force Welfare Association (DFWA), which means that I'll be appearing as an intervener at the Defence Force Remuneration Tribunal when selected pay and conditions matters are considered. This will mostly affect serving members, but it is important too as it means that the FAAAA is now contributing in a very tangible way to the Alliance of Ex-Service Organisations of which the DWFA is the founder member. In a nutshell we can now benefit from their great expertise in representing and assisting veterans (that's most of us!) in issues involving DVA, pensions, super and so on. This alliance with like-organisations means that we are really starting to exert leverage in these areas for perhaps the first time, and it's a profound and welcome step forward.

Don't forget also that we are always looking for new members, so if you have any dodgy mates who have not joined, tell them to do so! We who have served in the FAA are a special band of brothers and we should be proud of our heritage.

All the best for Christmas, and may you be blessed with a healthy and happy 2016!

Until next time.

Marcus Peake

webmaster@theFAAAA.com

Ladies and Gentlemen,

Could you give maximum publicity within your contacts to the following web site www.racgp.org.au/afp/2016/march/ which is the internet version of the Australian Family Physician magazine issued to all members of the Australian College of General Practitioners. This is their March edition principally devoted to the Defence Community and their health care. All veteran family members should be encouraged to discuss the material with their GP so he/she does bother to read it and they are likewise familiar with it too.



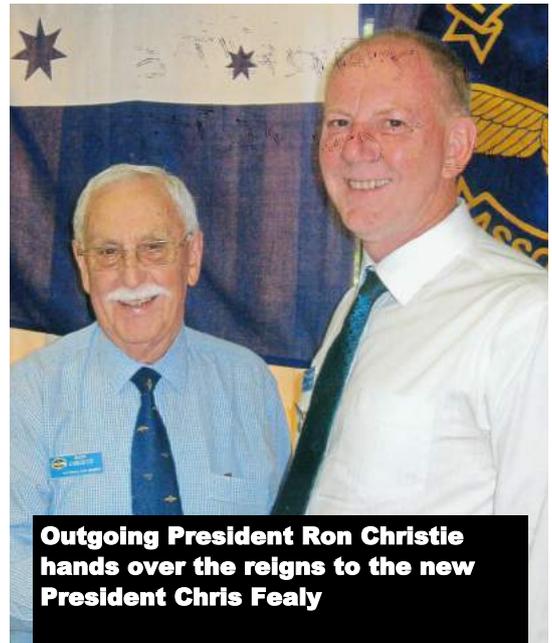
SLIPSTREAM VICTORIA DIVISION



Since the last Slipstream edition the festive season has come and gone and also our final meeting for 2015 which incorporated our Christmas BBQ and breakup. Those who attended all seemed to enjoy themselves and a special thanks to our regular BBQ chefs Rob Earle and Ken Pryor. They do such a good job each year that they are now "Permanent Volunteers".

The Victoria division held their Annual General Meeting on *ih* February 2016 which resulted in a few committee changes. The committee for 2016 is as follows:

PRESIDENT Chris Fealy
VICE PRESIDENT Scott Myers
TREASURER John Champion
SECRETARY Mal Smith
COMMITTEE
Hank Fargher " "
Paul Thitchener
Rob Gagnon
" George Self



IMMEDIATE PAST PRESIDENT Ron Christie
AUDITORS Rob & Anne Taylor
SOCIAL COORDINATOR Position Vacant

A standing ovation was given to Ron and Val Christie who stood down from the committee after many years of service. Associations like ours could not survive without the dedication and hard work of people like Ron and Val.

Congratulations to Chris Fealy on being elected our new President and Scott Myers who takes over as Vice President. Rob Gagnon and Hank Fargher were elected to fill committee vacancies..

We now have half the committee made up of members whose service is relatively recent and this is a good foundation to take the Victoria Division forward.

The sale of the Melbourne Naval Centre (MNC) building that has served us well for many years is well advanced. There are still some objections for the developer to negotiate but at this stage we will be looking for a new venue to hold meetings , reunions etc. toward the end of this year. This sale will effect quite a few associations who use the facility and hopefully the MNC will find a suitable replacement in the near future.

Anzac Day is our next get together and the order of march has changed from previous years. Our step-off time is later at 1007. We muster at the usual place in Flinders Street West on the station side about 50 metres from Swanston Street. In all probability this will be our last reunion at the MNC and hopefully a good number will attend.

Yours Aye
Mal Smith
Secretary.

2016 SLIPSTREAM EDITION

January/February/March.

South Australia

Happy New Year to you all and may we all enjoy what ever it throws up at us. I do not mean to throw up as such, but to embrace the challenges set by National and State committees as we all strive for a better and stronger Association for 2016 and into the future. Get quite giddy thinking about it.

Bit of a hiccup for our Christmas Dinner as we were originally planning to have a lunch to suit those old darlings that do not drive at night, but was reminded that the Association always had an evening function and on checking past records, they were right, so an evening Christmas Dinner we had.

Well attended after a mad scramble by the Whipping Boy to let Members know and after all that, was a success. I have photos hidden inside my bat-phone but can not access them apparently. Will speak to my 9 year old grandson for technical advice.

The January 2016 Picnic in the Park meeting had to be cancelled due to the weather extremes. Extreme as in 36 degrees with a hot north wind blowing down from Queensland. This light and fun meeting has been held over until our March 16th General and Annual General Meeting held at the Windsor Hotel. More paperwork for Members to wade through as that time gets closer.

The SA Division's financial year has now commenced (Jan - 2016) and Renewal/ Slipstream fees are now outstanding and can be paid directly to our Treasurer Gordon Gray, via the electronic banking system as mentioned on the latest Flash Message recently shipped to us all. Shamefully as of the middle of January, I have yet to become financial myself

Moving on, the SA Division's Meeting Times and location will be listed with Marcus for inclusion onto the web-page for all and sundry to access. But for now we have January covered and then in February Loraine and I attended The Bangka Day Memorial Service at the SA Women's Memorial Playing Fields, bottom of Shepherds Hill Road on Sunday 14th February 2016 at 1000. I placed some "rosemary" cuttings on behalf of the Association. All welcome to attend and observe this outdoor service. Bring a hat.

Followed later by the Bombing of Darwin (1942) Service held at the Repat' General Hospital Chapel possibly on the Sunday 21st Feb or the 19th Feb. I have the paperwork somewhere stored safely and you can tell I am flanneling along. Not sure why the Association receives this invitation unless they think some of us were actually there! But then again some of our current Members do look a little crusty and possibly doing their bit for King and Country in that war zone. March 1st will celebrate the Formation of the Commonwealth Naval Forces (1901) March 16th this Association holds it's AGM where Members are encouraged to attend and become active in any way possible. March 31st celebrates the formation of the Royal Australian Air Force (1921). Who cares!! April 25th see's the Nation marching on Parade for ANZAC Day and we will be no different. Dust off those precious medals.

Not sure if I had mentioned the fact that long-time Member Henry Young has won gold in The Masters Tennis world last Nov / Dec 2015. An incredible feat for our Senior Man, Henry. For myself, I have played tennis once but it didn't flow. The opponent refused to return the serve to where I was standing.

Graham (Zork) Rohrsheim, leader of Men, has found a home for confused old sailors and is being well cared for according to his No.2 Son Geoff. Zork refers to Geoff as number 2 and his siblings are also numbered 1 up to 6 with Geoffs children numbered 2.1 and 2.2 as only Zork would!

Have received phone calls from friends in Queensland, just to prove that someone up there still talks to me. They are namely Phil (John) Blakemore living in Withcott. It was Phil who informed me of Kevin (Sparrow) Longford's wife Kathy who died suddenly after a short illness (11/ 2/ 16). For those of you who know Sparrow, please watch over him as he mourns the death of his long-time partner.

Adrian Whiteman phoned up to chat about old times and old people we both knew decades ago. He is comfortably living under a bridge in outer Brisbane. Lovely to catch up.

Adrian did ask why I was indifferent to Queenslanders and I had to admit I could not remember why.

John Berry called to offer his apologies for the coming AGM. He is happy where he is and says he suffers from some form of pessimism but is generally well and thankful for all the help he receives from his Lad, John junior.

Jan Akeroyd from Kapunda is travelling and also unable to attend the March AGM Meeting although she says she is happy to be a Committee Member. God bless her.

Just to finish off, a couple of Members are not renewing their membership because they can not attend Meetings or social functions and no longer see the value in bothering I must point out that most of our Members do not or can not attend meetings but still feel the need to belong, to share experiences of common purpose and to support the important things we as a Division support. Things like the National Naval Aviation Museum and the Historic Aircraft Restoration Society in NSW. We have also supported fellow members through health and tragedy in the passing of a partner. Some of the things amongst many.

So please renew your Membership for all or some of the reasons mentioned above.

The alternative is an ex-stoker paying a late night visit to your home.

On a lighter side!

Naval Airman Smith was confiding to his mate Fred, over a beer, that he had a problem. "I'm worried, Fred" he said. "This letter came the other day and it said if I didn't stop making love to this blokes wife, he was going to kill me." "So what's the problem?" asked Fred.

"It wasn't signed." said Smith.

Regards

Roger Harrison

Hon. Whipping Boy FAAA .SA.



QUEENSLAND MARCH REPORT

Good wishes to everyone from Queensland Division. This letter is being dictated in Adelaide. I thought I might have time after we returned home on the 17th, but that is not to be. Today we are in the Adelaide Zoo .

We held our AGM at the Bribie RSL. Ian Henderson took over control of elections, all existing members have been elected, with yours truly again as President zooming into 24 years in the roll. I have given notice that I will retire at or by the next AGM. Vice President Ray Murrell and Barbara are cruising. Mick Blair is in paliative care at the Masonic home in Sandgate and having a rough time. Dee and I, Gary and Sharon and the Murrells have been visiting to cheer him up. Dulcie and his family have been very supportive.

Sadly, Arthur Sharland has passed on. Unfortunately, Ray and Alice Larson are on a cruise and we are in Adelaide so unable to attend his funeral. Condolences come from Warren Walters in USA, as well as us.

We are trying to contact the group of younger birdies in SEQld, but no luck so far.

One of the photos shows Ray and Barbara Murrell on their 60th wedding anniversary last month.

On Anzac Day we have been told that the only white ensign flag to be carried will be at the head of the uniformed division of the naval section, and that no other naval group will carry it. Does this mean we are a bunch of kids?! I will go to the RSL at New Farm to remove our white ensign. Hopefully, we will have four cadets to carry the banner. After the March we will meet at the Metropolitan motel opposite the Springhill Hotel, where we will be made very welcome.

We have decided to hold our next function at La Balsa Park, Buddina, probably in June/July. Date to be advised. Dee and I will put on a sausage sizzle.

Order of March on Anzac Day to be advised. Navy is second off the cab rank.

When the new ships do happen to visit Brisbane I hope that we may be able to arrange a visit for some of our members now that contact has been re-established with Naval HQ Bulimba.

I would like to thank Adrian Whiteman for acting on our behalf at the Anzac Day Parade Committee meetings.

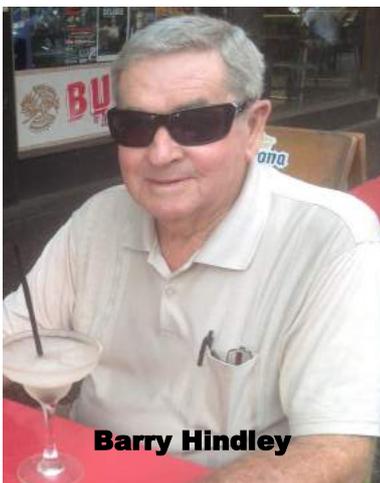
you may like to know that John Crawley is functioning well with his new knee.

I hope to fly a glider when we get to Waikeri in the next few days in memory of Arthur Johnson, JC, and myself when we represented the Navy at the National Gliding Championships in late 1965.

That's it for now. Best regards to all.

Barry Lister

President



Barry Hindley



Alan & Judy Arnell

NSW Report

Time for another magazine and. I am not quite sure just where the year has gone. It is made worse this year as we are still well and truly wearing summer clothes and autumn is here.

The AGM is over for another year and the Committee stands the same as last year; going by the numbers present for the meeting we may have been lucky to stay there. A lot has been said about trends that have been made in recent times regarding concessions made to 'serving members' but these numbers show why. At present we as a Division have three serving members on our Committee and they bring to us the ideas and way of life of the serving people And whether we like it or not they operate in a far distant way to that we came up with and we have to make changes to accommodate them as they are the people that will run this Association in the coming years. I personally do not operate a 'smart phone but I can see in the very near future that I am going to have to get one and what is worse learn how to use it(help is always available from the grand kids).

In keeping with these trends we are in the process of evaluating a 'Paypal' method of paying dues but no matter what the final decision is there will always remain a simple 'old system' for the elder among us tom pay as we always have.

Our raffle was drawn at the AG and all prizes for a change went to members even though the tickets sold went all over the country.

1st prize – A painting by John Downton Ron McClenahan

2nd prize – A painting by Jon Downton John Wakefield

3ed prize - A sound system Glenn Harley

All winners have been notified and their prizes either delivered or collected, thanks to all who participated and helped with the funds needed to run the Association.

I am informed that the entrance to 'Albatross' will be back to some sort of order later this month, at present it looks like the entrance to the Sydney Harbour Bridge. There is a very large roundabout leading up to the gates and them what seems to be roads going in all directions. You even get giddy just getting into the Museum precinct.

The Historic Flight and all its associated aircraft and gear still seems to be in a bit of limbo but at least it seems that the 'best of type' aircraft will go to the Museum no matter what else happens so that is a very good result. They still have a couple of very serviceable aircraft that a lot of people would like to see flying in Navy colours and I am sure it would do the Navy no harm as a promotion exercise goes to see them up in the sky. The Iroquois and the Tacker are just two examples.

Not a subject I like to dwell on but our condolences go out to the relatives of those 'mates' that have passed away recently and there seems to be a lot since the Xmas break.

Greg Wise

Subject: Arrival In Heaven

All arrivals in heaven have to go through a bureaucratic examination to determine whether admission will be granted. One room has a clerk who inputs computerized records of what each applicant did on his or her last day of life.

The first applicant of the day explains that his last day was not a good one. "I came home early and found my wife lying naked in bed. She claimed she had just gotten out of the shower. Well, her hair was dry and I checked the shower and it was completely dry too. I knew she was into some hanky-panky and I began to look for her lover. I went onto the balcony of our 9th floor apartment and found the SOB clinging to the rail by his fingertips. I was so angry that I began bashing his fingers with a flower pot. He let go and fell, but his fall was broken by some awnings and bushes. On seeing he was still alive I found super human strength to drag our antique cedar chest to the balcony and throw it over. It hit the man and killed him. At this point the stress got to me and I suffered a massive heart attack and died."

The clerk thanked him and sent him on to the waiting room.

The second applicant said that his last day was his worst. "I was on the roof of an apartment building working on the AC equipment. I stumbled over my tools and toppled off the building. I managed to grab onto the balcony rail of a 9th floor apartment but some idiot came rushing out on the balcony and bashed my hands with a flower pot. I fell but hit some awnings and bushes and survived, but as I looked up I saw a huge chest falling toward me. I tried to crawl out of the way but failed and was hit and killed by the chest."

The clerk couldn't help but chuckle as he directs the man to the waiting room.

He is still giggling when his third customer of the day enters. He apologizes and says "I doubt that your last day was as interesting as the two fellows that arrived here just before you."

"I don't know" replies the man. "Picture this, I'm buck naked, hiding in this cedar chest....."

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.



COMFAA Presents US Air Medals



(L) Commander Fleet Air Arm, Commodore Chris Smallhorn, RAN, with the recipients of the United States Air Medal, (L-R) Lieutenant (LEUT) David A. Cronin (Rtd), Acting Sub Lieutenant Victor T. Battese (Rtd), LEUT Gordon S. Edgcombe (Rtd), Lieutenant Commander Neil Ralph (Rtd), LEUT William S. Lowe (Rtd) and Sub Lieutenant Jeffrey A. Dalglish (Rtd)



Neil Ralph



Gordon Edgcombe



David Cronin



William Lowe



Jeffrey Dalglish

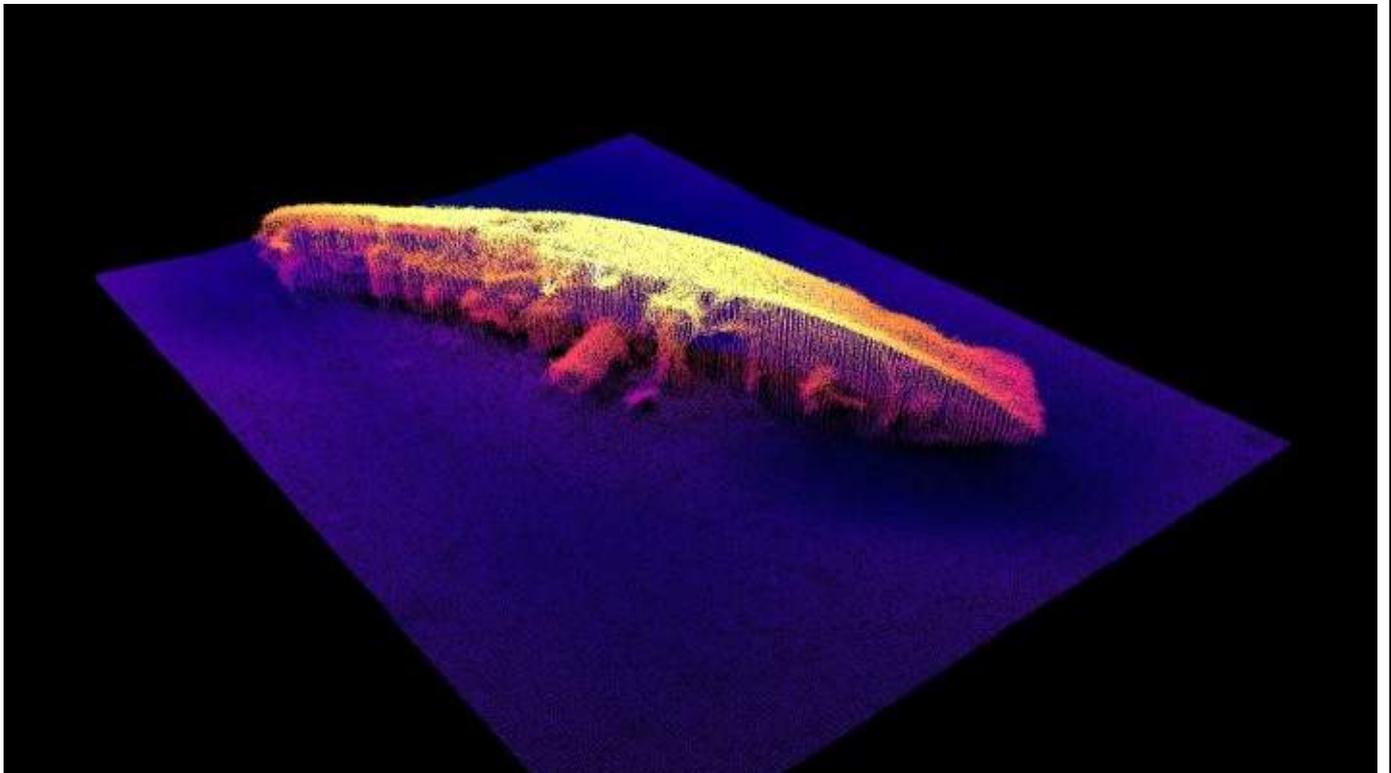


Victor Battese

(M) Danish Chief of Air Staff, Major General Max A.L.T Nielsen and staff, Captain Espen V Holk and Major Thomas Larsen receive a tour of 725 Squadron during a visit to HMAS Albatross



HMAS WARRNAMBOOL



While survey work in Far North Queensland recently, Survey Motor Launch HMAS *Mermaid* made a brief detour to conduct a condition assessment of the wreck of HMAS *Warrnambool* (1).

The Bathurst class minesweeper was clearing a mine-field in the Great Barrier Reef when on 13 September 1947 she struck a live mine and slowly sank. After resting on the seabed for 69 years, *Warrnambool* remains in remarkable condition and is now home to a variety of marine life.

Mermaid inspected the wreck while testing new real-time 3D positioning systems that have significantly boosted the capability of the Royal Australian Navy's Survey Motor Launch fleet.

Mermaid's Commanding Officer, Lieutenant Commander Geoff Lawes said the new technology represented a big change to the Navy's hydrographic and mine warfare capabilities.

"As the images of *Warrnambool* demonstrate, we now have the ability to search for and classify seafloor objects with incredible accuracy," Lieutenant Commander Lawes said.

Mermaid and her sister ships *Paluma*, *Shepparton* and *Benalla* along with Hydrographic Ships *Leeuwin* and *Melville* form the backbone of Australia's national ocean-going hydrographic survey capability. Operating out of Cairns, in North Queensland, these ships conduct the majority of the survey work required to make the accurate nautical charts that all mariners use to safely navigate in Australian waters

SHARK 02

The Navy family has again paused to remember nine Air Force and Navy personnel who lost their lives when helicopter Shark 02 crashed during humanitarian relief operations on the island of Nias, south of Sumatra in 2005.

HMAS *Darwin*, with Commander Phillip Henry in charge, paid tribute to the personnel who lost their lives in the

accident in a ceremony as the ship was transiting the north-east coast of Sumatra en route to the Middle East.

The Australian Defence Force provided humanitarian relief to Indonesia in the form of Operations SUMATRA ASSIST I & II, following the 2004 Boxing Day tsunami and March 2005 earthquake.

Sadly, on 2 April 2005, nine Australians lost their lives during the relief effort.

The ship's company of *Darwin* proceeded to the upper decks to form up, and Chaplain Richard Quadrio used the ship's main broadcast system to provide a background on the operation and read out the names of those personnel lost.

A minute's silence was then observed. Perfectly on cue, the minute's silence ended and *Darwin's* embarked Seahawk helicopter 'Battlecat' conducted a ceremonial pass down the starboard side of the ship.

It was a special occasion for all *Darwin's* crew, according to the ship's Flight Commander Lieutenant Commander Kye Hayman.

"The Shark 02 tragedy hit the Fleet Air Arm community very hard, and sailing in this region brings my, and many others, thoughts to the events of 2005," Lieutenant Commander Hayman said.

"I'm glad we could do something that remembers the sacrifices made that day."



Exercises with Japanese Navy



Navy has continued to build relationships with Pacific partners by conducting helicopter exercises with the Japanese Navy. HMAS *Darwin*, under command of Commander Phillip Henry, was recently joined by the Japanese destroyer *Matsuyuki* in the Bay of Bengal. Both ships were sailing to the Indian Navy International Fleet Review in Visakhapatnam, India.

As both *Darwin* and *Matsuyuki* are equipped with SH70 Seahawk helicopters, there was a rare opportunity to practice landing on the flight deck of the other ship. Lieutenant Jake Wadsworth piloted *Darwin*'s helicopter 'Battlecat' for the exercise. "While there were some small differences in the Japanese way of landing a helicopter on deck compared with the Australian Navy, my training kicked in and the professionalism of the Japanese sailors ensured the landing was conducted safely" Lieutenant Wadsworth said. "It was my first time landing on a foreign ship - an awesome experience!"

Both landings were conducted safely with the crew of each helicopter given a little time to exchange ships' plaques and take a look around before returning to their home platform. HMAS *Darwin* is currently transiting via South East Asia to the Middle East region to undertake duties as part of Operation MANITOU. She will be the 62nd rotation of a Royal Australian Navy unit to the region since 1990. This will be *Darwin*'s seventh deployment to the region



(R) Fleet Air Arm Museum (FAAM) volunteer, Alex, provides a tour of the Australian Naval Aviation history to (M) Consul General of the Republic of Korea, Mr Whie Jin Lee and The Hon Shelley Hancock, Member for the South Coast, during a visit to the FAAM, Nowra.

Do you reckon our mate Alex is looking for guidance from above or the other two couldn't care less what he was talking about ???? ED

TASMANIA

Hello from the "South Island"

Our meeting started by remembering the passing of the Late Geoff Singline in that he was a very strong supporter of not only the Tas Div but of the whole Fleet Air Arm Assoc.

Membership was confirmed that it now starts from Jan through to Dec. which does help in many areas of administration for all and sundry.

Members from the Launceston area will be carrying our banner on Anzac Day which does educate the general public about who we are and where our history began and in saying that there is plenty of room left to facilitate the education process.

Membership for the present serving and those who have been a part of the Fleet Air arm in recent years does present a gap between those of the 50s, 60s, and 70s where training and serving in smaller ships presents its own barriers to bridge the gap, how do we do it?, the answer may be simple, but its a task that will have its problems.

It is something that the national exec. and the NSW div, who are closest to Albatross would hopefully have a clearer picture of the problems.

While it is easy for this writer to give opinions, I wish no offence by it, but have the view many hands make light work.

Last year with the help and support of the President and the WA division, my submission went to the DFWA who represent many ex-service organisations, they have put my submission to government, my point is that they have a lot louder voice on such issues and encourage others to give them their support.

Best regards

Tas. Browning



Executive Officer 816 Squadron, Lieutenant Commander Justin Hardiman, welcomed Sonia Dowsing and retiring Captain Brett Dowsing to 816 Squadron, HMAS Albatross. It was both a trip down memory lane and a glimpse into the Fleet Air Arm's future during the visit, with Lieutenant Commander Hardiman conducting Captain Dowsing on a tour of the Squadron's hangar and facilities. Captain Dowsing, who is retiring after a varied and exciting 47 years in the Royal Australian Navy, counts his time as Commanding Officer of 816 Squadron as one of his many career highlights.

WESTERN AUSTRALIAN DIVISION



Another year another Slipstream; we hope 2016 is being kind to all after all of the bush fires; floods and extreme heat.

We finished 2015 off with another great Christmas Lunch plenty of food and sufficient drink to quench even the driest of palates. Thanks to Clive and Margaret Mayo and their band of helpers, the Hampers were plentiful and full.

John Brown received his Life Membership Certificate from Greg Kelson, congratulations to John from all of us for what you have done for this Division.

I attended the T.S.Canning presentation night and presented the trophy to Harmon Quinlivan for being the most consistent Cadet for 2015.



We have held our Annual General Meeting and there was no movement in the chairs—all the same as last year.

We have participated in several Ceremonies so far this year; HMAS Voyager Memorial Service, which is being better attended each year; Fall of Singapore service ; Annual HMAS Perth Survivors Regatta; unfortunately only one remains in WA; Plaque Dedication for those who did not return from the Korean War; HMAS Perth—USS Houston Memorial Church Service at the Fremantle Anglican Church and another Sausage Sizzle day at Bunning's in Balcatta to raise a few more "shackles" according to the Legend.



Jim Bush welcomes first customer



Alan & Sandra Winchcombe & Mike Keogh

It's a small world ; a group of us have coffee twice a week after the Gym in Guildford.

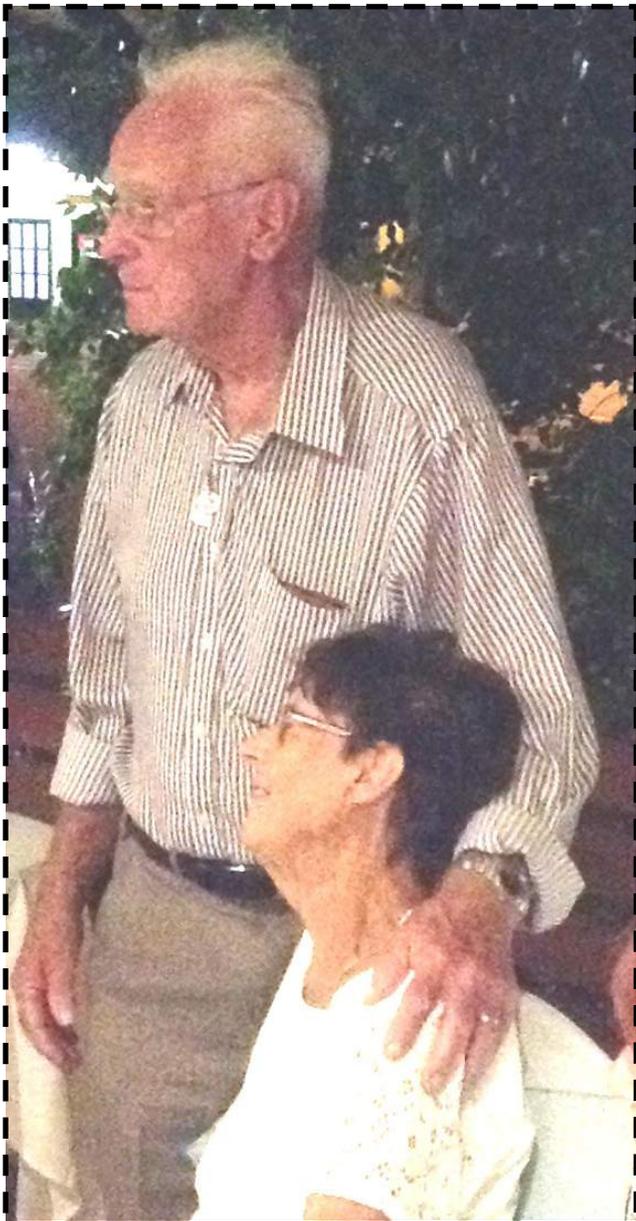
A few weeks back I stopped to speak to a guy sitting by himself with his coffee and ipad.

That guy was Harry Harkness ; visiting with wife Fay to celebrate their 57th Wedding Anniversary. We had a good chat and Harry informed me that the second release of his book Onus of Proof had just been released as an e-book and now available on line.

During his stay he had a chance to meet up with some "old Friends" at Joe's Fish Shack.



**Bill Sonsee; Harry; Greg Kelson Middle Barbara Burns; Fay; Kath Brown
(widow of Stan)
Front Lou Burns and Ann Kelson**



Ray & Barbara Murrell's 60th wedding anniversary



Nancy Bentley, aged six, became the first female to be inducted into the RAN. Onboard HMAS Sydney at Port Arthur, Hobart, 1920.



The EX RANGA T31 flying high at the Boonah Airfield

MY DENTURES

Shortly it will become compulsory for senior citizens to carry not only their ID, but also their insurance documents, their prescription list, a compact version of their medical file, the statement declaring if they want to be resuscitated after a heart attack, stroke, etc. etc.

Consequently, a lot of paperwork will have to be carried when a senior citizen goes out the front door OR when they travel!

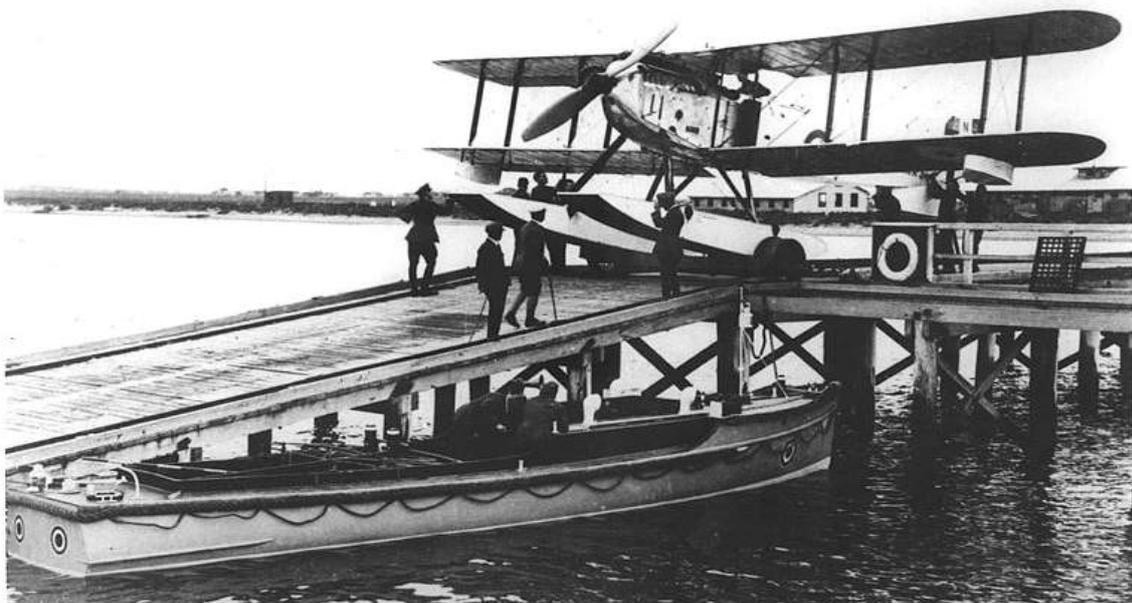
Specifically for this purpose, a special "Senior USB Stick" has been developed.

Take a look below....



Wow! Two Bites of information. Blue Tooth technology to fit your lifestyle. Expanded Memory can be arranged. Something to chew on.

Don't forget to smile.



Fairey III D - Spotter/Reconnaissance Seaplane

Used between 1921-1929, Fairey III D was 37 feet in length, 11 feet, 4 inches in height, had a wing span of 46 feet with a top speed of 106 mph. They used one 375 hp Rolls Royce Eagle VIII engine and were armed with one Vickers machine gun and one Lewis machine gun.

FAA Association contact details

NATIONAL EXECUTIVE

President : CDRE G Ledger DSC AM RAN (Ret'd) -57 Wikins St., Mawson ACT 2607
(02) 62861140 email : chadled@inet.net.au

Secretary : Mr Dick Martin - PO Box 7115, Naval PO, Nowra. 2540
(02) 44225860 email : pincher@iprimus.com.au

WESTERN AUSTRALIA

President : John Gregory Kelson 23 Wilmott Drive, Coo loongup WA
(08) 95913882

Secretary : Mr Keith Taylor- 26 Hefron St, Mount Helena, WA. 6082
(08) 95721487 email : ktt59345@bigpond.net.au

SOUTH AUSTRALIA

President : Mike Stubbington email mstubbington@bigpond.com

Secretary: Mr Roger Harrison 2 Gwendoline Crt, Coromandel Valley, SA 5051
(08)82788307 email: coroman@adam.com.au

VICTORIA

President : Chris Fealy 10 DeGaris Place Werribee VIC 3030
email : fealy@tpg.com.au 039972862

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

TASMANIA

President :Mr. Alan Dickie 18 Natone Rd stowport Tas 7321

PH. 0448534744 email: alanlibelle@hotmail.com

Secretary : Mr. Graham Nicholas 2 cassia Place Kington Tas 7050
Ph. 0362271740 email : grahamnicholas@aapt.net.au

QUEENSLAND

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

Secretary : Mr Trevor Tite - 37Miles St,Caboollure,Qld. 4510
Ph.(07)54993809 email : trevlor@outlook.com

NEW SOUTH WALES

President : Mr Greg Wise - 4 Bindaree St, Greenwell Point, NSW. 2540
(02) 44471602 email : gregwise@sctelco.net.au

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

ACT

President : Mr John Schonberger- 41Noarlunga Cresnet Bonython ACT 2905
0412 882 810 email : John.Schonberger@defence.gov.au

Secretary : Mr George Sydney- 12 Feakes place, Campbell, ACT. 2612
(02) 6247 9221 email : sydneys5@optusnet.com.au

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

SHARLAND ARTHUR

Mick Cliffe contacted me this morning to advise that ex WOATA Arthur Sharland passed away suddenly on Tuesday afternoon (1 March).

I have not received confirmation of funeral details as yet but I spoke to Pete Penny who indicated it was likely to be in Nowra next Thursday (10 Mar). Wray Owen Funerals in Nowra are the funeral directors.

Once I have receive confirmation of funeral details I will pass them on.

Regards,

Schonners

John Schonberger

President, ACT Division
Fleet Air Arm Association of
Australia

PO Box 84
Civic Square ACT 2600

0412 882 810



SPONG FRANK

Dear Greg

I thought you may want to know that my father, Frank Spong, died on 10 January 2016.

Thank you for your efforts in getting him to join the Association.

Cliff Spong



FOX FRANK

Late of Bribie Island, formerly of Bomaderry

Aged 76

Passed away peacefully on Sunday

14th February 2016



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*\$250,000 minimum new lending plus an Australian Military Bank transaction account with minimum \$1,500 monthly salary deposit. Loan value determines holiday voucher value of either \$2,000 or \$2,800. Loan must be applied for between 17 February 2016 and 30 June 2016 and settled by 30 September 2016. Australian Military Bank reserves the right to vary, cancel or extend this offer at any time. For more details visit australianmilitarybank.com.au/dhoasholiday. ABN 48 087 649 741 AFSL and Australian credit licence number 237 988.



INTERNATIONAL WOMEN'S DAY



725 and 816 Squadron female Engineers, Maintainers and support staff, gather in support of International Women's Day 2016 at HMAS Albatross.

725 SQUADRON



725 Squadron's MH-60R 'Romeo' helicopter conducts an Anti-Submarine exercise with HMAS Rankin in the Eastern Australian Exercise Area