

# *SLIPSTREAM*



## **HMAS ADELAIDE SAILS TOWARDS HOBART - TASMANIA**

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(L-R) Petty Officer Aircrew Chris Hodgkinson, Lieutenant John Flynn, Lieutenant Ben Thomson and Leading Seaman Aircrew Liam Carruthers in front of the MH-60R helicopter on the flight deck of HMAS Perth.

***MEDALLION PRESENTATION HELD AT THE HMAS ALBATROSS MUSEUM***



***Medallion Recipients with FAAA President Geoff Ledger, RADM Neil Ralph (Retd), COMFAA Commodore Chris Smallhorn, CO Albatross Captain Simon Bateman and FAAA Secretary Pincher Martin***

'The National President of the FAAA welcomed COMFAA Commodore Chris Smallhorn, CO Albatross Captain Simon Bateman, FAAA Patron Neil Ralph, FAAA committee members and most importantly, the recipients of the FAA medallions of Merit with their partners and family. He went on to say that it is a pleasure to be able to recognise the achievements of these current serving FAA personnel in some small way, and that it is important that the retired members of the Association maintain contact with the current serving members of the FAA who are flying the flag for the FAA family. He wished them well in their future postings, and thanked all for their attendance at the ceremony.' He then invited COMFAA to say a few words in conclusion of the proceedings.

## FROM THE EDITOR

I know I say it every issue "where has the bloody time gone", but it is true I have been caught this time as I thought I had plenty of time until the Boss told me we had to go to Qld for a wedding and than I hit the panic button and told the helpers we have to bring the posting forward. They were not happy and the reply I got was " Don't tell me it is that time again, we have only put the last one together". But never the less we will get it out on time (I hope) . Have received some very interesting articles from members which I feel could appeal to all readers . Have had to increase the magazine another 4 pages so I can get everything in. The Magazine is starting to look like a magazine should look and I hope we can improve on it quarter. Best I get these pages to the printer so until next time "Take Care"

ED.

## NB: Add on to Slipstream Queensland letter.

Just met with Ray Murrell in Caloundra. some weeks ago, we tried, via the boss at HMAS Moreton, to arrange a visit to the HMAS Adelaide when she was in Brisbane. That didn't happen but when Ray was in Sydney recently, the ship was there so he was able to talk to the right people and had a full tour of the Ship, guided by a RAAF bloke I believe. Ray was very impressed with the standards of the vessel and amenities as well as modern work areas.

Well done, Ray. Let's hope it will be soon when some more of us can have a look as well!

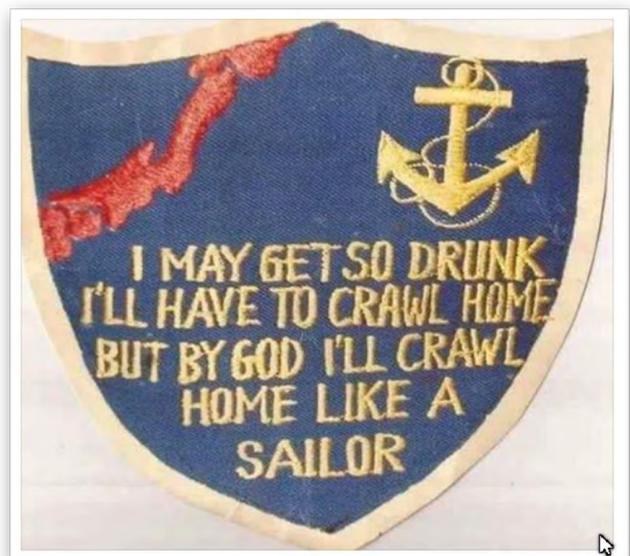
Barry

Do you know the origin of the badge?

What's the red scroll part reference?

What say I ask Andy Curran about designing one for the caps or a large one for the back of a jacket? Before I entertain that idea will any toes be stood on if I do make some enquiries?

Brooksy



**CAN ANYONE EXPLAIN WHERE THIS CAME FROM.....ED**

## Are you a former member of HS817 Squadron?

The Commander Fleet Air Arm has asked that the following message be widely promulgated to ex-ADF members:

*"A recent review into the death of a serving member by the Inspector-General of the Australian Defence Force concluded that the member's cancer was in all likelihood caused by exposure to respirable asbestos fibres, petroleum, petroleum by-products, toxins or a combination of these whilst serving at 817 Squadron from 1999 to 2012.*

*Former 817 Squadron members should be aware that the Department of Veterans Affairs (DVA) provides health care to eligible ex-ADF members suffering from cancer, even where the cancer was not caused by their ADF service. An ex-member may be eligible if they served on an operational deployment during their career or served at least three years between December 1972 and April 1994.*

*Where an ex-member is concerned that a medical condition may have been caused by their ADF service they should consider lodging a claim with DVA. Additional information on the process is available on the DVA website: <http://www.dva.gov.au/benefits-and-payments/compensation> or by contacting DVA on 133 254."*

The FAAAA has written to COMFAAA asking for more information on the above message and will keep members posted as and when it comes in. If possible, watch for updates on our website at: [www.faaaa.asn.au](http://www.faaaa.asn.au)

G'Day,

Your members may be interested in this.

Cheer Mac

NSW

<http://factsheets.dva.gov.au/factsheets/documents/CON01%20Concessions%20in%20NSW.pdf>

VIC

<http://factsheets.dva.gov.au/factsheets/documents/CON02%20Concessions%20in%20VIC.pdf>

QLD

<http://factsheets.dva.gov.au/factsheets/documents/CON03%20Concessions%20in%20QLD.pdf>

SA

<http://factsheets.dva.gov.au/factsheets/documents/CON04%20Concessions%20in%20SA.pdf>

WA

<http://factsheets.dva.gov.au/factsheets/documents/CON05%20Concessions%20in%20WA.pdf>

TAS

<http://factsheets.dva.gov.au/factsheets/documents/CON06%20Concessions%20in%20TAS.pdf>

NT

<http://factsheets.dva.gov.au/factsheets/documents/CON07%20Concessions%20in%20NT.pdf>

ACT

<http://factsheets.dva.gov.au/factsheets/documents/CON08%20Concessions%20in%20ACT.pdf>;

“” My pre Navy days, though few, were spent on the Central Coast NSW. Lived at Long Jetty, High School at Wyong and enlisted from The Entrance. This being the 65th year since I marched on Anzac Day with the High School Cadet Corps at Wyong, felt compelled to go on a pilgrimage.

First stop Nowra, caught up with shipmates, family & friends. These photos are self explanatory. Whilst at the Museum with Director Terry, he drove Ralph Catenich & myself around the establishment. First time inside the wire since 1977. Very few landmarks recognisable.

Anzac Day at Wyong I met an old soldier, who knew my Uncle George Kelson, before and during the war. My uncle name is emblazoned on the Wyong Cenotaph. After the service & socialising at the RSL Club I hiked around the lake to the Diggers Club at Long Jetty where I had made arrangements to meet Cmdr Ken Barnett. Ken was Senior Pilot on 723 my first squadron under the command of LtCdr Colin Wheatley in 1956.

Departing Central Coast headed to Muswellbrook where NE of the city, on their little farm, we visited Suzanne & Phillip Heilman. The drought was as dry as the humour, but the welcome was warmer.

Through Tamworth to Werris Creek, we visit with Master Chef John “Bozo” Bizant. John served (no pun intended) at Creswell twice & Albatross thrice, including detached duties, at Jervis Bay Missile Range with Harry Harkness & myself 1976-77.

Back in Adelaide before boarding the train westwards, had some time with Karen & Wayne Roderick Quinn. Ken pictured with the big Birdie. He a chef, also had several postings to Albatross & Squadrons, lived at Bomaderry & drove part time for Nowra Taxis.

Yours Aye, Skinhead.



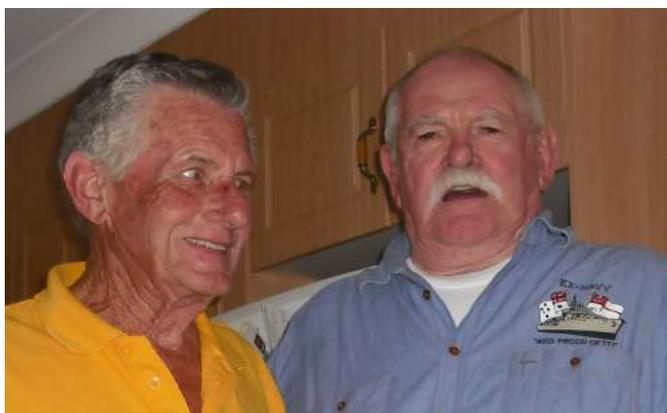
Ivan Waskiw & Victor Baugh Nowra Fair



Ralph Catenich, Cdr Kel Turner, Terry Hetherington



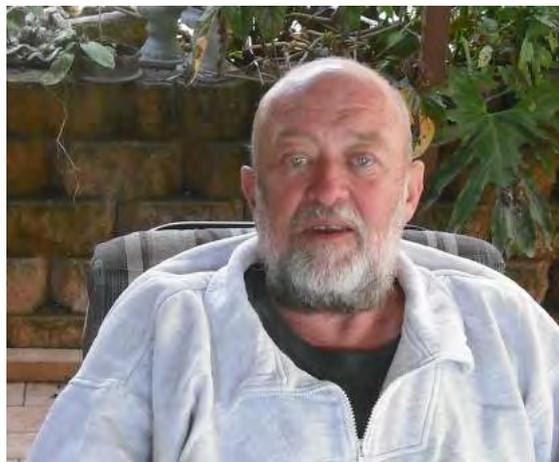
Susanne & Phil Heilman Muswellbrook



Ken Beau Nowra Hill



Wyong High School



John (Bozo) Bizant Werris Creek

# Navy Air Strike North Vietnam

(Part II and conclusion) By Vice Admiral Robert F. Dunn USN ret

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In the first instalment, VADM Dunn described how they employed USN carrier aircraft during the early stages of the Vietnam War. Prohibited bombing zones, "Rolling Thunder" and "bombing holidays" were found chiefly counterproductive in that they gave the enemy invaluable time and space to build opposition and store lethal weapons in safe places.

To each squadron any loss was heartbreaking, but overall, despite the heavy defences, losses to enemy AAA, SAMs, and MiGs were not catastrophic and never compromised performance on the part of the rest of the aircrews. When a loss did occur, perhaps two to three per squadron per cruise on average, shipmates would fill the gap until a replacement arrived from home and a new aircraft could fly out from Cubi Point in the Philippines. Morale in individual squadrons remained high.

## Northern Targets

Strike tactics would vary a bit among air wings, but rendezvous after launch generally would be over the

carrier with separate altitudes for different squadrons. Once the group assembled, the strike leader would head toward the "coast-in" point and the fighters would take on fuel. The main body of the group—the attack aircraft—would cruise in loose formation at about 14,000 feet, the fighters weaving to maintain a good cruise speed and slightly above and behind. Nearing the coast, the leader would initiate a gentle weave, back and forth and up and down. In the event of intense flak or SAMs, the weave would become more vigorous. Approaching the target, the group would begin a gentle descent, still weaving, to reach about 12,000 feet at the roll-in point.

## Strike, Feet Wet

A few miles before reaching the target, the fighters (assuming there were no known MiGs in the vicinity) would accelerate ahead to roll in on the target's gun defences, dropping their bombs, generally four 500- or 750-pounders with variable-time fuses, two set high and two set low, to detonate just as the attack aircraft were rolling in on the main target. The attack aircraft

## A Routine Strike

*Approaching North Vietnam from the southeast, from Yankee Station in the Gulf of Tonkin, the coastline looms dull and flat through the haze. Huge gray streams looking like ribbons of silver flow toward the sea from the northwest. Rice paddies filled with placid black water spread from the meandering rivers. Here and there a clump of trees and a covey of dwellings mark a village, a church spire rising. Dyke-roads connect the tree clumps. A railroad devoid of traffic riding a levee slashes across the waterscape.*

*In the far distance, silhouettes and shadows of mountains rise up. To the right sprawls Haiphong, its waterfront crowded with fat freighters. Dead ahead lies Hanoi. Closer at hand, just off to the right, is your target. Crossing the coastline the adrenaline begins to pump; the jinking begins. The fighter flak suppressors move ahead. You double-check your navigation, check on your wingman, check your armament switches. Press on.*

*One of the fighters calls, "Flak at ten o'clock!" You see just a few puffs slightly low, no sweat. Then another call: "Missile lifting at two-thirty, just by the bend in the river." You're lucky. You see this one—first a cloud of dust at the launch point then a long, orange flame rising ever so slowly up and toward the strike force. You manoeuvre to keep it in sight. Pulling hard you look for launches two and three. Seldom do they fire singles. SAMs pass clear, exploding astern in great orange puffs. A section of the strike group is detached to hit the launch site.*

*The target area is alive with sparklers—muzzle flashes from what seems like hundreds of guns. As you get closer, the flak begins in earnest. Black puffs, white puffs, gray puffs. It's so thick you feel that your plane is being bounced around by detonating shells. There's really only one thing to do: roll in on the target. Roll nearly upside down, pop speedbrakes, pull through to the desired bomb line and target angle, level your wings with the gunsight on the centre of the target, and set up a steady dive. Seven thousand feet. Correct for drift. Six thousand feet. Tracers are thickening. Five thousand feet. Pickle!*

*Pull hard! Roll left. Full throttle. More white puffs. Jink, and jink some more. Suddenly you're clear; throttle back a bit, check in the mirror. Your wingman has stuck close, and glancing back they look like good hits. What a relief to head for the coast. Happiness is "feet wet" over the Tonkin Gulf. The last of the flight checks in feet wet; nobody missing, nobody hit, the bridge is down.*

*One more successful strike.*

—Vice Admiral Robert F. Dunn, U.S.N. ret

rolled in immediately behind the fighters, attempting to achieve a 50-degree dive and a bomb release at 5,000 feet. All attackers endeavoured to be out of their dive by 2,000 feet and banking hard to the pre-briefed retirement direction, generally toward the coast. Strike aircraft would then make a running rendezvous by sections (two aircraft) and head for the water. Once "feet wet," aircraft would check one another for hung ordnance or battle damage. Happiness was being overhead the ship followed by landing, the intelligence debrief, and a hearty snack in the wardroom.

Before 1967, or when the weather was too unfavourable to hit the primary target, secondary targets in better weather areas—usually in the more southern part of North Vietnam—were attacked. In these instances, targets would be assigned to four-plane divisions, and if the mission was some sort of reconnaissance, road reconnaissance say, tasking would devolve to two-plane sections. For such missions, one aircraft would scout low while the other remained high, ready to dive and attack any fleeting target the low plane may have spotted.

### Supporting Units

Each strike and each cycle of combat operations was supported by a number of other units. On larger strikes an RA-5C Vigilante would make a pass over the target immediately after the strike group departed to take photos for battle-damage assessment. At least one E2 Hawkeye would be airborne to coordinate tanking and search and rescue (SAR) should that be necessary. One or two KA-3 Skywarriors would be available for tanking, routine to extend the range of fighters and emergency for any battle-damaged aircraft. Several helicopters were airborne from the carrier, other supporting ships, and frequently the Air Force for rescue, sometimes far inshore. During large strikes, Marine EF-10B Skyknights, and later EA-6A Prowlers based in South Vietnam and Air Force early-warning aircraft based in Thailand, would assist. Then, in the northern Gulf of Tonkin, a pilot information and radar advisory zone (PIRAZ) cruiser or guided-missile frigate would broadcast MiG warnings, advise when aircraft were getting too close to the Chinese border, and assist in SAR with their on-board helos and radar vectors.

### Action Down South

Not all of the Navy's air effort was over North Vietnam. Task Force 77 maintained one carrier at Dixie Station, a point in the South China Sea on about the same latitude as Saigon, from which air support was flown to friendly forces in South Vietnam. From aircrews' perspective, the South was a very permissive environment with only occasional small-arms fire—"a piece of cake." The assigned carrier was usually new to the theatre or one



*This USS Oriskany A-4 Skyhawk is loaded for action with six 500 lbs bombs, two Bullpups and a centreline 400 gallon tank. The A-4 was a remarkable aircraft. Designed as a nuclear bomber, it was purchased by the RAN as a very effective transonic fighter carrying four AIM-9 Sidewinder Air-to-Air missiles. Its wing span was one third smaller than an RAN predecessor, the Hawker Sea Fury, but the A-4 could carry the equivalent of a fully laden Sea Fury in ordnance alone. With buddy-tanker aerial refuelling it could deliver that entire load much faster, further and more accurately than any WWII bomber.*

just coming out of R&R, and the missions were a kind of warm-up for the bigger show at Yankee Station. Later, some Dixie Station missions were actually flown from Yankee Station.

Weapons included napalm for use against bunkers, cluster bomb units (CBU) for structures, 500-pound bombs against training areas or troops in the open, and 1,000-pound bombs with daisy cutters for clearing helicopter landing zones. In the event the forward air control (FAC) had been fired on, 20-mm cannons might be used.

### Target Congestion

The main hazard over the South was congestion caused by so many aircraft in the vicinity of any one target. Often two simultaneous patterns would be over the same target, one working clockwise, the other counterclockwise. For the aircrews, who were delivering their ordnance against targets they often couldn't see, there was no "psychic income," as there was against most targets up north, where when a bomb was dropped or missile fired something usually blew up. None of the above, by the way, should be confused with close-air support missions flown later in the war in support of Marines on the ground in the I Corps area. Those missions were anything but a warm-up.

### Carriers, Aircraft and Morale

Throughout Rolling Thunder the Navy kept three to four carriers on station. Their capabilities ranged between



*The Skyhawk could also absorb astonishing punishment. For instance, on 25 April 1976 a SAM exploded close to Lt (jg) Alan Crebo's A4 as he rolled in on a bomb run near Haiphong. He lost his entire rudder. A fellow pilot noted "...Basketball-sized holes allowed us to see through the tailpipe...the horizontal stabiliser was twisted about three degrees out of alignment..." The blast blew out most of his inspection panels, he was trailing smoke and had no flight control hydraulics. His badly damaged A4 nevertheless brought him home to his carrier, the USS Bon Homme Richard. Checking his undercarriage, he found the nosewheel blew down but the main landing gear remained jammed up. A helicopter returned Crebo safely onboard after he ejected.*

the *Enterprise* (CVN-65), the largest carrier then sailing, to a number of World War II-vintage Essex-class carriers with the "27 Charlie" and 127 modifications: angled deck, steam catapults, and the optical landing system. Fighters on the larger ships were F-4 Phantoms IIs, while F-8 Crusaders flew from the 27Cs. Light attack aircraft were the A-4Bs, Cs, and Es until late in 1967 when A-7 Corsair IIs began replacing them. Some ships flew A-4s until the end of the war, however. Medium-attack A-6 Intruders deployed as early as 1965 but only on board the larger ships and then only with a lot of growing pains. Once problems were sorted out, they became a mainstay, especially at night and in bad weather. First flown in 1948, A-1 Skyraiders deployed on board Task Force (TF) 77 ships throughout Rolling Thunder but were gradually replaced by Intruders on board larger carriers. Smaller carriers continued to carry Skyraiders until the end of the war, albeit they were used almost exclusively in-country and for SAR.

### Carrier Deployment

To keep three to four carriers on the line, at least seven had to be deployed. In addition to the four, one of the other three would be at Cubi Point, one at Hong Kong and one at Yokosuka, Japan. The latter had the only real ship repair facility in the western Pacific, with an aircraft repair facility close by, although lighter maintenance and less extensive alternations could be effected in Cubi as well. As for crew liberty, no one seemed to complain about any of the three ports.

By and large, morale was good throughout TF 77, especially among the aircrewmembers who were doing what they had been trained to do. There were a few who left when their obligated service was complete, but by and

large they never flinched from their duty while in TF 77. Only a very few aviators decided that air combat was not for them. Their reasons were many and varied, but unrest and student demonstrations at home seemed to be least among them. As for "Hanoi Hannah" and her radio broadcasts, we thought they were uproariously funny. What was not so funny were the constraints put on those who flew over North Vietnam. While proceeding to a target on a clear summer day with good visibility, it was tough to see fat freighters lying at the piers in Haiphong and not be able to hit them. The supplies offloaded soon would be going down the Ho Chi Minh Trail by truck and backpack to support the Viet Cong, and U.S. aircrews would be expected to ferret them out in bits and pieces somewhere in a mountainous and canopied jungle. It was tough knowing that SAMs and other ordnance were arriving from China but striking them wasn't allowed within the buffer zone along that border. It was tough only to be allowed to hit the targets approved in Washington, even though, admittedly, there were otherwise enough targets go to around.

### Goodbye Rolling Thunder

Rolling Thunder ended officially on 1 October 1968, but strikes below the 19th parallel continued at a less intense pace until 1972, when President Richard Nixon initiated Operation Linebacker I. That was followed by Linebacker II—the 1972 "Christmas Bombings" of Hanoi—which finally drove the North Vietnamese to



*A number of aircraft types, other than the A-4, frequented the battlespace over Vietnam. Perhaps the most prominent of these was the super-heavyweight fighter, the F-4 Phantom (above). Mounting the 25-mile range Sparrow and the 2.6 mile range AIM-9 Sidewinder, F-4s duelled with MiG-17s and -21s. Only 56 MiG kills resulted from 612 Sparrows fired by Phantoms, a success rate of only nine per cent. Sidewinders claimed 29 kills from 187 launches, a little better 16 per cent. Loaded with bombs and radar-homing rockets the same aircraft sought out and destroyed SAM and AAA sites.*

the Paris negotiating table and eventually allowed TF 77 to retire from the Gulf of Tonkin.

Much has been written about the micromanagement of the air war, but for those on the line flying one and two missions a day, though frustrated with bombing restrictions, that fight was left to TF 77 seniors in Saigon and Hawaii. It was only with the outcome of the Hanoi Christmas Bombings that what might have been became apparent.

### Then and Now

All of that is behind us now. With only ten carriers in the entire fleet, we probably never again will see as many of the ships in one theatre as we did in the Gulf of Tonkin. On the other hand, during the Vietnam War weaponeers would calculate how many bombs it would take to destroy one target. Now it's the number of targets that can be destroyed with one aircraft's weapons load. Massive Alpha strikes are a thing of the past. Except for the A-6, night and bad-weather flying over North Vietnam was more of a hazard than flak, missiles, or MiGs. Flying combat in all weather is now routine and expected.

So what did Rolling Thunder accomplish? Not so much. A lot of ordnance was expended, vast quantities of materials of various sorts were used up, and hundreds of aircraft were lost to both operational accidents and combat. Air Force and naval aviators lost their lives by the score, and hundreds more became prisoners in Hanoi. Nevertheless, all those who flew and all those who supported them expected to be victorious in the American tradition; they were cheated out of that by misguided direction from Washington and increasing lack of support from politicians, friends, and neighbours back home. Because of Rolling Thunder



*Launching a long range Sparrow against an out-of-sight target is not without danger, as HMAS Hobart found to her cost around 0314, 17 June 1968. Three Sparrow hits from two attacks killed two and wounded seven when a USAF F-4 Phantom crew evidently mistook Hobart for a low-flying enemy helicopter. The Phantom appeared to be setting up for a third attack when one gun mount, in local control, managed to fire five VT rounds towards the aircraft, after which it veered away. RAN and USN officers inspect the damage in Subic Bay (above).*

overspending and over-deployment, elsewhere fewer ships could get under way and fewer airplanes could fly. Readiness paled. Yet squadron department heads, flight leaders, and squadron commanders of Rolling Thunder stuck with it. They became the leaders of the Navy that recovered from that low point and did such outstanding work in the Gulf War. The Vietnam War was a huge price to pay, but at least those who were there can look to later success as a modicum of payoff.

May the politicians and leadership of the future do a little better.

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# LETTERS Editor

DEAR RON,

CONGRATULATIONS EDITOR OF THE COLOURFUL SLIPSTREAM PRODUCTION A BZ.

I HAVE A PHOTO FROM 1954 AND 1955 OF LIFE AT ALBATROSS, FIRSTLY IT IS ONE SHOWING LIFE ON A WEEKEND OFF DUTY WITH MAX KOKEGEI, DENNY (BEN) LYNCH AND EDDY BEWRY AND READY TO USE THE POGO WASHING MACHINE, MAX WITH THE RINSO AND EDDY FILLING IN TIME WITH THE PAPER, NEXT TO USE THE POGO MACHINE. NOTE THAT MAX KOKEGEI WAS A FOUNDATION MEMBER OF THE ALBATROSS GLIDING CLUB UNDER HAROLD KENT. MAX RETIRED FROM WORKING WITH TAMAIR AND IS NOW LIVING AT SOUTH TAMWORTH, AND WOULD BE PLEASED TO SEE ANY OF THE OLD SALTS. HE LIVES AT 4 COORONG ST STH TAMWORTH PHONE 67659492. THE NEXT IS AT THE PROP BAY TAKEN IN AUGUST 1955 WITH CAF ROY PICKING AND MYSELF. IF YOU WANTED TO KNOW ANYTHING ABOUT PROPELLERS ROY WAS THE ONE TO SEE. HE STILL LIVES LOCALLY IN BOMADERRY.

YOURS AYE DENNY LYNCH

DATED 19TH JULY 2016



1954 Max Kokegei ( with rinso),  
Denny (Ben) lynch ( EX vic),  
Eddie Bewry (ex WA)

Queuing up for the pogo washing  
machine for Sunday's Washing

CAF Roy Pickering and NAM (E) Denny  
Lynch



**If The Titanic were to sail towards you  
with the Queen Mary 2 behind her, this is what it would look  
like!**



**HMAS Perth's MH-60R leaves the flight deck while the ship is in Victoria, Seychelles, to assist the Seychelles' Coast Guard in a search and rescue mission after a civilian boat capsized during the night.**



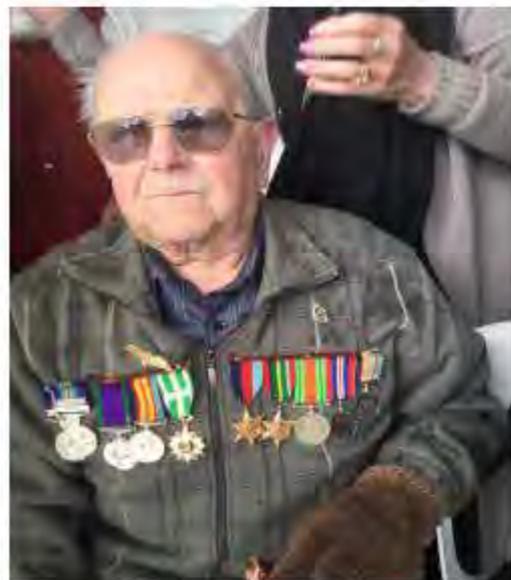
### The Machine Gunners of B Company RAR and the 135th AHC "Emus"

In late November 1967 the first two of nine Machine Gunners from Bravo Company, 2 RAR were unofficially seconded to the US Army's 135th Assault Helicopter Company. This unit, known as "The Emus", was the home of the RAN Helicopter Flight Vietnam. The RANHFV was a detachment of Australian naval aircrew, helicopter maintainers and support personnel which was integrated with the US Army. The aim of the secondment was to assist the 135th maintain the normally high degree of combat readiness that was currently being effected by a temporary shortage of door gunners.

Earlier this year presentations of a set of Machine Gunners Wings were made around Australia to RANHFV personnel who were used as door gunners and eligible for the United States Air Medal. All nine of the 2 RAR also qualified for the wings and these were also presented at the same time. Unfortunately one of them Kerry Pearce of Albany WA was deceased and no details of him were available. However his Mother and father as well as his three sisters were located in Albany and measures were taken to make a presentation to his Father. With the assistance of the Albany RSL ; I and a representative of 2RAR (WA) Alexander Nie travelled to Albany and made the presentation on Vietnam Veterans Day at the ANZAC Memorial. A very proud Father recieved the Wings and Cerificate on behalf of Family Members. This was undertaken in gale force winds; sheeting rain and hail but Mr.Pearce a 95 year old was standing there as proud as any father could be. **Keith Taylor**



Family Members with Alex Nie & Keith Taylor



Mr. Arthur Pearce



# REST IN ETERNAL PEACE

## A Letter of Thanks



Dear Editor,

My family and I wish to express our sincere thanks to the many members of the Fleet Air Arm, past and present, who sent condolences on the sad occasion of Gwen's death. We have been over whelmed with telephone calls, cards and e-mails. Thank you everyone.

Yours sincerely

Toz Dadswell

Good afternoon gentlemen,

It is with regret that I have to inform you of the passing of Ms Dot Pope, member number TA3107. Dot passed away on Wednesday 6th July. At Dots request the family will be holding a private cremation. Denis, please place an obituary in Slipstream for the TAS Division. Thank you.

Marcus, please can you add Bob Jones, Member T2195, and Dot Pope, Member TA3107, to the Obituaries wall on the main website. Thank you.

Kind regards,

Graham

Graham Nicholas

Secretary

FAAAA (Tas Division)



## ROD VENNING

Hello again have sent this to u we had it at the funeral with the memory cards. We thought it would help people know what happened as it was so sudden thank u once again Bev Venning

We would like to thank you for coming today to share the love we all felt for Rod. We thought it appropriate to just put down what actually happened.

Firstly Crows won on the weekend so that was a good start. Monday was a lovely day and Bev and Rod spent a good bit of it outside pruning and just tidying up the pool area.

Rod had no symptoms nor did he feel unwell. He had a nice dinner and helped himself to dessert. About 11 he went up for a shower. They were both in bed talking when he said he did not feel well that he had heartburn or something. Bev rang the ambulance and they were there in 5 minutes. He walked down stairs they did an E.C.G. They thought he could be having a heart attack and said they would take him straight to hospital.

The ambos said there was no rush and that we should follow. He would be taken for an angiogram. Bev spoke to him before they took him down. He was not upset or frightened as Rod said that they had explained to him what they were going to do, that it would take about ½ an hour and he would spend a couple of days in CCU.

They got the first stent in but he arrested and although they fought to bring him back they were unable to.

Rod was not aware of any of this. For this we are grateful



# REST IN ETERNAL PEACE

Malcolm Pearce passed away at Outer Harbour in South Australia on 18 May 2016. Some more information below

Mal was a dear friend during our shared years in the RAN and a keen member of the RAN Gliding Association. From memory, his last posting was HMAS Moresby before leaving to have a long and successful career in the pharmaceuticals industry.



## VALE MAL PEARCE

Found at last! Almost too late.

Mal joined the Navy on 10<sup>th</sup> February, 1964. A fateful night for HMAS VOYAGER.

He paid off as a Leading Seaman Safety Equipment on 10<sup>th</sup> February 1973.

John Crawley located him in South Australia recently and was able to visit him.

He, sadly, had Lung Cancer. We were in Adelaide and spoke with him. I'd asked around, via Slipstream and Newsletter but got no response. Mal passed away on 18 May 2016 at age 69. He and his wife, Carol, had two daughters, one granddaughter and three grandsons. Carol and Mal were married on 17 February, 1973. His last posting was HMAS Moresby and after leaving the Navy, had a long and successful career in the Pharmaceuticals industry.

Mal was a good friend and joined with us in the RAN Gliding Association. He was with us for the National Gliding Championships out of Waikerie, SA.

I recall him telling me one day when we were water skiing with Arthur Johnson, that he had been the S.A Water ski bare-foot champion earlier on. One day, going flat out barefoot, he ran over a 'sleeper' which was floating at surface level. It almost took his foot off! He took some time off for healing!

It was good to have spoken with him and he was delighted to meet with John Crawley and speak with me. You'll have some mates to talk with up there!

BFL

## KABLE GARVON CAPTAIN (Retd)

Hi,

Sad news, again.

I have received advice of the passing on 8 August of another "Old and Bold", Hon. CAPTAIN Garvon Kable (O) RAN (Rtd), aged 93. (Source: [via The Naval Officers Club] Garvon's son CDRE G.P. KABLE AM RAN (Rtd), PO Box 7503, SUTTON NSW 2620).

Some of you more elderly (sorry) "Birdie" folk will remember Garvon as SOBS, and later as CO 808 Squadron (Sea Venoms) and even earlier in 817 Squadron (Fireflies) in Korea.

After further distinguished RAN service, Garvon and his late wife Brenda spent many years in retirement in their home at Avalon Beach and were well regarded in that community for their work in environmental protection action around Pittwater and the Northern Beaches.

Regards,

John DaCosta



# REST IN ETERNAL PEACE

G'Day Ron

It saddens me no end to advise that ex Chief Mech (W) Mike Carr passed away 19 7 16. He was a good friend and colleague of many years and will be missed by many

Vale Mike

Jim Parsons



MAURICE MILTON (MICK) BLAIR

It was a sad day when Mick Blair passed away on 10th April 2016.

Mick had been Vice President of the Queensland Division of the Fleet Air Arm Association from October 1992 when Queensland was granted our Charter. Mick joined the Navy in 1952 and was one of a rare breed—a Pilot's Mate— then moved into the Chief Petty Officer's Mess as a Mechanician 1st Class in the early '60's. He and Barry Lister headed up a team to remove all of the Wessex from their large boxes and then 725 Training Squadron was formed. Barry had to "pinch" an engine one night and left a sign in the empty space saying (FOO WAS HERE!). We always had a laugh about that. Mick was drafted onto 817 Squadron—the first Wessex Squadron—in 1963 and did the first cruise on HMAS MELBOURNE and later, after the "Voyager" disaster. Back at HMAS ALBATROSS in 1964, Mick became an Instructor at the Engineering School. He was always proud of the fact that he was in one of the Wessex that flew under the Sydney Harbour Bridge off the Carrier en route to Albatross. After leaving the Navy, Mick became one of the top management teams for a leading sporting Company.

Mick had a very strong supportive family led by Dulcie, his wife of many years. He had Navy and Family visits to cheer him up when he was in the Masonic Palliative care facility in Sandgate.

WE ALL MISS YOU, MICK.

Hi Ron,

My wife Norma and I escaped from wintry Nowra last June for a holiday with our youngest daughter and her husband in summery downtown ANNAPOLIS, Maryland USA.



Their “condo” is located at SPA CREEK, Chesapeake Bay, just a medium hike away from the United States Naval Academy, all 338 acres of it. I was so impressed with our first guided walking tour visit that I went back three more times and explored, unescorted.

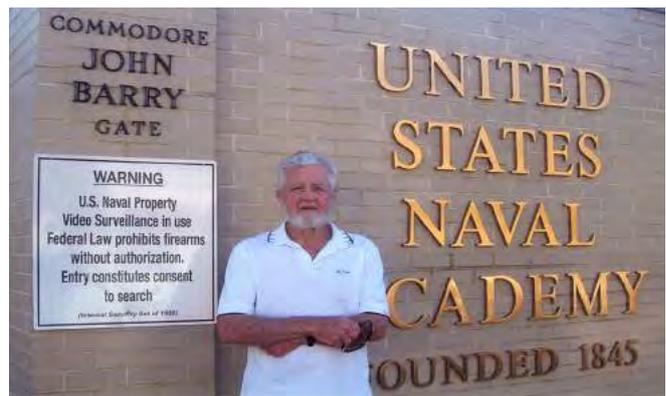
Of particular interest was the U.S. Academy Museum, on the upper level, “2nd Deck-Ships models from the age of sail”, a scale model of the mighty U.S.S. CONSTITUTION ( Old Ironsides ) is included with the many and varied exhibits.

I could go on , but I am aware of your need to maximise the limited space available for articles of interest to FAAA members, so I enclose a fact sheet from “Navy Guide to Annapolis—U.S. navy Academy”, a magazine from their Visitors Centre which may be of interest to readers , in particular those of us who can still remember our own time at HMAS CERBERUS especially those who can compare their passage through HMAS CRESWELL as Midshipmen. But certainly not on the same scale ; 1200 recruits (plebes) inducted in June (summer) in each year with over 4000 freshmen (midshipmen) on campus for their four years of preparation to commission as Navy or Marine Corps Officers.

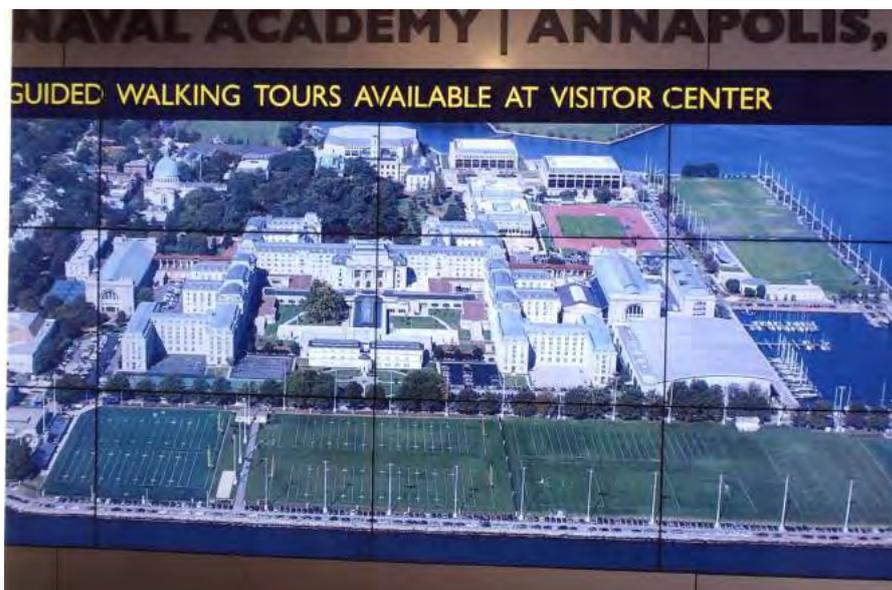
AWESOME> Google for details.

Cheers

Jim Lee



***Roving Reporter at gate No 1***



**Touch Screen Walking Tour**

# U.S. Naval Academy

The mission	Founded as the Naval School in 1845, the United States Naval Academy today is a four-year service academy whose mission is : “To develop midshipmen morally, mentally and physically and to imbue them with the highest ideals of duty, honor and loyalty in order to graduate leaders who are dedicated to a career of naval service and have potential for future development in mind and character to assume the highest responsibilities of command, citizenship and government.”
Location	The academy is set on 338 acres between the south bank of the Severn River and historic downtown Annapolis, the state capital of Maryland. Annapolis is 33 miles east of Washington, D.C., and 30 miles southeast of Baltimore.
Campus	The Yard, as the campus is called, features tree-lined brick walks, French Renaissance and contemporary architecture and scenic vistas of the Chesapeake Bay. The Bancroft Hall dormitory complex, the Naval Academy Chapel, and other century-old buildings make the academy a National Historic Site. New facilities, such as the Uriah P. Levy Center and Jewish Chapel, a multi-purpose Alumni Hall, Rickover Hall engineering complex, the Hendrix Oceanography Laboratory, and the Wesley Brown Field House give the academy state-of-the-art educational resources.
Students	More than 4,400 men and women represent every state in the U.S. and several foreign countries.
Faculty	The 540-member Naval Academy faculty is an integrated group of military and civilian instructors in approximately equal numbers. The student-faculty ratio is 8:1, with most class sizes ranging from 10 to 22 students.
Academics	In addition to a core curriculum of academic and professional courses, majors are offered in 25 subject areas: nine in engineering; ten in science, mathematics and computer science; and six in the humanities and social sciences.
Professional	Midshipmen study subjects such as cyber security, seamanship and navigation tactics, naval engineering, naval weapons, leadership, ethics and military law, small arms and drill during the four-year program. In addition, midshipmen train at naval bases and on ships in the fleet during part of each summer.
Athletics	Midshipmen can choose from a total of 33 intercollegiate varsity sports: 18 for men, 11 for women and 4 co-ed. Students can also choose from 16 intramural and 15 club sports.
Extracurricular	Exciting extracurricular activities are offered in areas ranging from engineering societies to military professional clubs and associations.
Graduation	Bachelor of science degrees specifying a major field are awarded to midshipmen upon graduation. They receive commissions as ensigns in the U.S. Navy or second lieutenants in the U.S. Marine Corps and serve as officers for at least five years of service. For more information, reach us on the web: <a href="http://www.usna.edu">www.usna.edu</a> .



The U.S.S. Constitution (Old Ironsides), as a combat vessel, carried **48,600 gallons of fresh water** for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. Fresh water distillers).

However, let it be noted that according to her ship's log, "On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and **79,400 gallons of rum.**"

Her mission: "To destroy and harass English shipping."

Making Jamaica on 6 October, she took on 826 pounds of flour and **68,300 gallons of rum.**

Then she headed for the Azores , arriving there 12 November. She provisioned with 550 pounds of beef and **64,300 gallons of Portuguese wine.**

On 18 November, she set sail for England .. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchant ships, **salvaging only the rum** aboard each.

By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland . Her landing party captured a whisky distillery and transferred **40,000 gallons of single malt Scotch** aboard by dawn. Then she headed home.

The U.S.S. Constitution arrived in Boston on 20 February 1799, with no cannon shot, no food, no powder, **no rum, no wine, no whisky,** and 38,600 gallons of water.

# GO NAVY!

**This story is confirmed in Elmer Bendiner's book,  
'The Fall of Fortresses.'**



**Elmer Bendiner was a navigator in a B-17 during WW II. He tells this story of a World War II bombing run over Kassel, Germany , and the unexpected result of a direct hit on their gas tanks. "Our B-17, the Tondelayo, was barraged by flak from Nazi anti-aircraft guns. That was not unusual, but on this particular occasion our gas tanks were hit.**

**Later, as I reflected on the miracle of a 20 millimeter shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple. "On the morning following the raid, Bohn had gone down to ask our crew chief for that shell as a souvenir of unbelievable luck. The crew chief told Bohn that not just one shell but 11 had been found in the gas tanks. 11 unexploded shells where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us. A near-miracle, I thought.**

**Even after 35 years, so awesome an event leaves me shaken, especially after I heard the rest of the story from Bohn.**

**"He was told that the shells had been sent to the armorers to be defused. The armorers told him that Intelligence had picked them up. They could not say why at the time, but Bohn eventually sought out the answer. "Apparently when the armorers opened each of those shells, they found no explosive charge. They were as clean as a whistle and just as harmless.**

**Empty? Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech. The Intelligence people scoured our base for a man who could read Czech. Eventually they found one to decipher the note. It set us marveling. Translated, the note read:**

**\*"This is all we can do for you now...  
Using Jewish slave labour is never a good idea."**

## **SPITFIRE—THE FIRST FLIGHT**

This is an account of the first flight of the Spitfire in 1936 as told to Barry Lister by Jeffrey Quill some years ago. Jeffrey has now passed on. A great Test Pilot.

The first flight of the prototype Spitfire was flown by Mutt Summers from an all grass aerodrome at Eastleigh, near Southampton. Jeffrey flew Mutt there in a Miles Falcon from Brooklands.

“The Fighter” was in its works finish, that is to say it was unpainted except for priming coats. It was fitted with a special fine pitch propeller to ensure a safe take-off run and to minimise swing due to propeller torque during take-off ( a characteristic of which Supermarine had much hard experience from the Schneider Seaplanes) while the aeroplane itself was well below maximum take-off weight with no guns or ammunition installed.

There was a light wind blowing across the aerodrome which meant that Mutt had to take a short run and he taxied towards one of the four large Chance lights which (in those days) were situated around the perimeter, turned into wind and opened the throttle. The aeroplane was airborne after a very short run and climbed away comfortably. Mutt did not retract the under-carriage on that first flight-deliberately, of course-but cruised fairly gently around for some minutes, checking the lowering of the flaps and the slow flying and stalling characteristics, and then brought K5054 in to land. Although he had less room than he probably would have liked, he put the aeroplane down on three points without too much “float”, in which he was certainly aided by the fine-pitch setting of the propeller. He taxied towards the hangar and the point where we in the group of Supermarine spectators were standing. This included R.J. Mitchell, Alan Clifton, Beverley Shenstone, Alf Faddy, Ernest Mansbridge, “Agony” Payn, Stuart Scott-Hall and Ken Scales, the foreman in charge of the aeroplane. There must have been quite a few other people there but there was certainly not a crowd. It was very much a Supermarine “family affair”.

When Mutt shut down the engine and everybody crowded around the cockpit, with R.J. foremost, Mutt pulled off his helmet and said firmly, “ I don’t want anything touched.) This was destined to become a widely misinterpreted remark. What he meant was that there were no snags which required correction or adjustment before he flew the aircraft again. The remark has crept into folklore implying that the aircraft was perfect in every respect from the moment of its first flight, an obviously absurd and impracticable idea. After the 15- minute first flight the aircraft was still largely untested and unproven, having done one take-off and



one landing. Mutt was far too experienced a hand to make any such sweeping statement at that stage in the game. However, it was a highly successful and encouraging first flight and Mutt Summers, with his experience of flying a great variety of prototype aircraft, was a highly shrewd judge of an aeroplane. By now I knew him well enough to see that he was obviously elated. Certainly to those of us watching from the ground “the Fighter” in the air took on a very thoroughbred and elegant appearance, a strong but indefinable characteristic which was to remain with it throughout its long, varied and brilliantly successful life as a fighting aeroplane. Later that afternoon I flew Mutt back to Brooklands in the Falcon (made by George Miles) and we put the aircraft away and walked across to have a drink in Bob Lambert’s well known and congenial Brooklands Flying Club Bar. Mutt was pleased , obviously, to have one more successful first flight tucked under his belt, and I felt excited about this long, sleek and elegant machine which I knew that soon I would fly. A hundred yards from where Mutt and I were leaning against the bar was the hangar in which was standing K5083, the prototype Hurricane, which had made its first flight in the hands of George Bulman some four months previously.

So the two new fighter aircraft—destined four years later to save our country in time of war—had now flown in prototype form. Neither was yet anywhere near being a practical fighting machine nor was either yet ordered in quantity by the Royal Airforce, so much work was needed to be done. Ironically perhaps, the very next day, 7<sup>th</sup> March, Hitler's troops re-entered the de-militarised Zone of the Rhineland in direct defiance of the Versailles Treaty. France and Britain, paralysed by political indecision, did nothing. Had they reacted with even the slightest resolution or show of military force the German Army was under orders to withdraw immediately, but that, of course, was not known then. Thus the last chance of effectively and cheaply blocking Hitler's expansionist ambitions was lost and the Spitfire was born into the inevitability of war

Barry Lister

## ANOTHER GOOD DIT



In conclusion, after meeting Tony Bartley at a party in Southern Ireland and after getting the first film of the "Lusitania, it was in April 1982 and a colleague and myself had hired a home built square –rigged boat to go out 13 miles from the Old Head of Kinsale, using one of two Decca Side Scan Sonar "fish", to find and film the wreck. Having done this and stayed at sea longer than planned, because the "fish" had been jammed in the wreckage of the stern of the Lusitania and so I had to cut the electronic cables, tie a few 20 liter drums to the end of the cable, so we could use them as a marker for the next. The operator and fish were the ones that had recently found the Wreck of HMS Edinburgh with all of the Gold Bars on board. Decca were a bit upset, but we were able to retrieve the "fish" at a later date. Anyhow, Tony was a character-full of fun and laughter, -and had been married to Deborah Kerr. Too much booze was a problem. He had been the Test Pilot for Supermarine after becoming an Ace during quite a few battles against the Luftwaffe. He reckoned that he and Adolf Galland would meet in London each year to celebrate being alive. When he found that I was doing test flying for the CAA and lived in North Wales, he told me that Jeffrey Quill also lived in North Wales, very close to my place and that he'd write to Jeffrey to organise an invite to have dinner with the Quills. This came about and an enjoyable evening was had. His wife was a Wing Commander and told of how he would arrive overhead at the end of a flight, do the whole circuit inverted, then roll out just in time to get the wheels on the deck! The Quills later moved to the Isle of Man and I last heard from them in 1987. A valued memory!

The Courtmacsherry Lifeboat came out to the entrance of the bay to see where we were. We were aground! Then, we managed to get off and moved slowly into the wharf area but the Lifeboat remained, with flashing strobes, stationary. They were aground! A good laugh had by all!

Barry Lister

## Liftoff nears for state-of-the-art helicopter training facility



Construction of a multi-million-dollar helicopter training facility that will ensure Navy and Army aircrews remain at the cutting edge of military aviation achieved a milestone this month. Less than two years after the Australian Government gave the go-ahead for the Helicopter Aircrew Training System at HMAS *Albatross*, Nowra, contractors have completed building the new facility and commenced the installation of state-of-the-art simulators.

Project Director, Mr Stu Harwood, said the system would be "world class" once completed. It will replace the long-serving Navy Squirrel and Army Kiowa helicopters, said commissioning Commanding Officer, Commander Bruce Willington

"The simulators and synthetic training reduce the number of replacement aircraft required and provide very realistic but safe environments to conduct complex evolutions, such as emergency handling exercises, and remove the need to deploy for high-altitude mountain flying," Commander Willington said.

"Our military instructors will work as a team with Boeing Defence Australia instructors and staff to ensure Australian Defence Force rotary wing aircrews are properly resourced and trained to perform the difficult tasks they are often called on to complete."

Boeing Defence Australia will provide the Helicopter Aircrew Training System.

The facility will train Navy and Army personnel for transition to the fleet of combat helicopters, such as the MRH-90 Taipan, MH-60R Seahawk Romeo, Tiger Armed Reconnaissance Helicopter and CH-47F Chinook. It will include three full-motion helicopter simulators, virtual reality systems for practising aircraft marshalling and air gunnery, and tactical part task trainers.

Fifteen Airbus EC-135 training helicopters will also be delivered, the first of which arrived in April.

Accommodation for 130 students per year is being built at Albatross, along with construction of a flying operations support building at nearby Jervis Bay airfield.

The fully furnished simulator spaces and remaining buildings will be formally handed over to Defence in December, ready to start instructor training in January 2017.

Aircrew students will get their hands on the new aircraft and simulators in 2018.

# ARMY NAVY



HMAS Adelaide's Aviation department successfully embarked two Army CH47F Chinook helicopters whilst the ship is alongside at Fleet Base East, in preparation for the upcoming hot and cold weather first of class flight trial certifications.

A United States Marine Corps (USMC) UH-1Y Venom medium utility helicopter takes off from HMAS Canberra as a USMC AH-1W SuperCobra helicopter waits in front during Exercise Rim of the Pacific (RIMPAC) 2016





***Air Engineering Application Course  
2010  
Leut Anthony McCann***



***Air Engineering Application Course  
2013  
Leut Kate Carriage***



***Air Engineering Application Course  
2013  
Leut Wesley Dowling***



***PO Advanced Technical Training Course  
2009  
PO Matt Richards***



***PO Advanced Technical Training Course  
2011  
PO Tomas Giddings***



***Aircrew-Man Rotary Wing Course  
2009  
PO Bradley J Sharman***



**Aircrew-Man Rotary Wing Course  
2012  
LS Richard Clark**



**Aircrew-Man Rotary Wing Course  
2013  
LS Dean Kinna**



**One of HMAS Adelaide's landing craft approaches from astern**

G.day Ron.

**Just had to send you this story about the 2 blokes who went fishing, as follows: Earl and Bob are sitting in a boat fishing, smoking and drinking beer, when suddenly Bob says: "Think I'm gonna divorce the wife – she ain't spoken to me in 2 months". Earl takes a long, slow sip of beer and says: "Better think it over mate; women like that are hard to find". Figured you may find room to fit this snippet in Slipstream.**

**John Collier.**

## HMAS CANBERRA



HMAS Canberra (right) conducts a replenishment at sea (RAS) with underway replenishment oiler USNS Rappahannock during Exercise Rim of the Pacific (RIMPAC) 2016 off the coast of Hawaii



Private Bryce Ernst guides a United States Marine Corps Amphibious Assault Vehicle on the heavy vehicle deck of HMAS Canberra during Exercise Rim of the Pacific (RIMPAC) 2016.



**WESTERN AUSTRALIAN  
DIVISION**

First day of Spring; coldest Winter in 35 years but the rain had been welcomed. I always thought Hobart was cold until a couple of weeks ago when I went to Albany; howling southerly; sheet rain and hail— little effective protection and a guest speaker who droned on for twenty minutes ; he was o.k., he was undercover. Vietnam Veterans Day in Albany to make a presentation of Gunners Wings to Mr. Arthur Pearce father of Kerry Pearce ; de- ceased, the last of the nine of 2 RAR Machine Gunners who served with the Helo. Flight. It was a busy few days with a service at North Beach at which a plaque was dedicated and several Members attended there ; as well there was a very big event in Mandurah . On Saturday it was the Naval Association's ceremony with a plaque being dedicated in re- membrance of all RAN Units engaged in the Vietnam War. Winston James gave the ad- dress which was very well received and well attended by Members



Mr. Arthur Pearce



Owen Gardiner; Jack Suriano; Doug Rasmussen; Winston James; John Brown;  
LtCdr Ryan Jose S.N.O. 2 Flight Training School; Cdr Milton Treeby HMAS  
Stirling



Winston James at North Beach Memorial Vietnam Veterans Day

We also attended at a Commemorative Service for Malaya Borneo Veterans and Merdeka Day at the State War Memorial, still dodging showers but the spread of Malay food made it a good day.

A lot of Members have been jetting and sailing around the exotic parts of the world dodging winter; South America; Russia and Bill and Barbara Athowe in Spain.

An ever increasing sick—call ; Winston James spent time in for Heart Operation, got a zipper now from top to bottom, Les Hillhouse has been in hospital with a couple of problems, Bill Cregan keeps the Doctors and specialist's busy. I was looking through Slipstream July 1994 and came across this little gem.

**SO YOU THINK YOU'VE GOT THINGS TOUGH!! By Bill Cregan**

*I have recently returned home from Hospital where I had an artificial left knee fitted. My son's call me the "Tin Man" now as I have a fused left ankle with a steel pin fitted, wires in my toes, an artificial knee and a metal device in my back held together by wire, courtesy of the back specialist recently featured in 60 Minutes. I had to retire from work last year as mobility is a problem.*

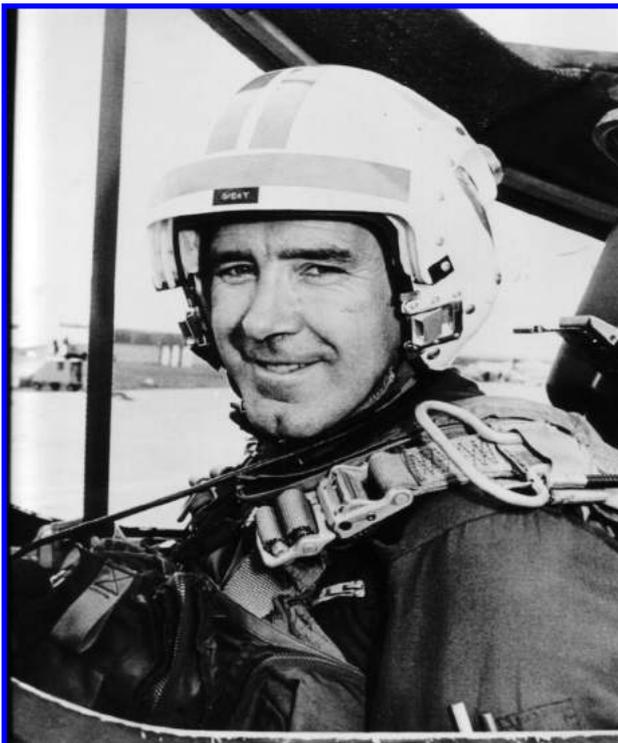
*The current editor asked "when sick who do you call- the Doctor or the piano tuner. Hope things are a lot better Bill.*

John Selsmark and Brian Poole are visiting Jim Ferguson at the Aged Care facility in Subiaco. They are making up a presentation for him and hope to present it soon. We will have a report on it next Slipstream.

Yours aye

Keith Taylor

## YESTERYEAR



# **South Australian Division Fleet Air Arm Association Inc.,**

SLIP STREAM REPORT JULY 2016

THE RESIGNATION OF ROGER HARRISON AS SECRETARY HAS CULMINATED IN THE APPOINTMENT OF JANICE AKEROYD TO REPLACE A VERY FUNNY AND FRIENDLY MAN. ROGER HAS SERVED HIS POSITION WELL AND WE WILL MISS HIS ABILITIES OF GREAT ORGANISATIONAL SKILLS. ROGER ALONG WITH GORDON GRAY, HAS BEEN IN BAD HEALTH OF LATE.

ROGER SUFFERED A HEART ATTACK AND WAS OPERATED ON AT THE FLINDERS HOSPITAL, WHERE 5 BLOCKAGES OF THE HEART WERE REPAIRED. HE IS NOW AT HOME UNDER THE CARE OF HIS LOVING PARTNER. GORDON HAS A VERY NASTY VIRUS WHICH GAVE HIM A STINT IN HOSPITAL. HE IS NOW AT HOME AND HOPEFULLY WILL BE BACK ON THE JOB SOON. WE WISH THEM BOTH WELL AND A SPEEDY RECOVERY.

MEANWHILE JANICE HAS BEEN ENDORSED AS SECRETARY AND WILL BE ANSWERABLE TO THE MASSES. ARRANGEMENTS ARE IN HAND FOR OUR XMAS DINNER TO BE HELD AT THE WINDSOR HOTEL IN DECEMBER. SOUTH AUSTRALIA HAS AND STILL IS A VERY CHILLY STATE, WE HAVE HAD ARTIC WINDS AND RAIN, SURPASSING ANYTHING I HAVE EXPERIENCED IN THE PAST. LOTS OF DAMAGE TO TREES AND HOMES.

WE ARE SADDENED BY THE PASSING OF OUR FRIEND AND SERVICEMAN MAL PEARCE. WE SEND OUR REGRET AND SORROW TO HIS LOVELY WIFE CARMEL AND FAMILY MEMBERS. SOME OF OUR MEMBERS TOURED HMAS ADELAIDE WHEN IN OUTER HARBOUR, A HUGE SHIP AND THE TOUR WAS OUTSTANDING AND PROVIDED US WITH THE SENSE OF PRIDE TO HAVE HER PART OF THE FLEET FOR AUSTRALIA.

REGARDS FROM

JAN AKEROYD SECRETARY SA

FAAA INC., [ronjan8@tpg.com.au](mailto:ronjan8@tpg.com.au) 08 8566 3699

## ***BLUEY'S TINNIE***

*Bluey goes to an outdoor show at the Brisbane Showground's and wins a tinnie.*

*He brought it home and his wife looks at him and says,  
"What you gonna do with that. There's no water deep enough to float a boat within 160 kms of here."*

*He says, "I won it and I'm gonna keep it." His brother came over to visit several days later. He sees the wife and asks where his brother is. She says, "He's out there in his tinnie", pointing to the paddock behind the house.*

*The brother heads out behind the house and sees his brother in the middle of a paddock sitting in the tinnie with a fishing rod in his hand ...*

*He yells out to him, "What are you doing?" His brother replies, "I'm fishing. What the hell does it look like I'm a doing?"*

*His brother yells, "It's people like you that give people from Queensland a bad name, making everybody think we're stupid.*

*If I could swim, I'd come out there and kick your arse!"*

# TASMANIA

Our Tasmanian Division held its AGM Sunday last with the only change to the Exec. with the late Geoff Singline having the position of Deputy Vice President, the position now going Bob Douglas.

there was some discussion in regards to the a Welfare officer for the Tas. Div. with that position being picked up by one of our members who has the accreditation for the role, great to see.

There was also some discussion in regards to where the AGM would be held(at my behest) my thoughts are that where will the next AGM be held?

With regards to my Indonesian Project, Sunda Strait issues, I gave the meeting an update of where in the scheme of things the submission was:

late last year I sent a copy to the Prime Minister and from there it went to the Foreign Minister's office and with the election I have only recently sought a response from the Foreign Minister's office, this time I also sent a copy of the "Declaration Of War" document together with a copy of the document that gives detail of HMAS Voyager's entry into the Sunda Strait on 6th May 1962, this came from the RAN website (HMAS Voyager) page 18.

During our last 12 months we have lost 4 of our stalwart members, sadly a great loss to not only the Association , but to family and friends.

It goes with out saying, the Tas. Div. has very steady support from wives and partners, no doubt all divisions have a similar line of support which makes our survival somewhat improved.

For the Tas. Div. (in this case) has very little in the way of promoting ourselves to the wider ex-service community where no doubt there are ex-Fleet Air Arm men and women are, and I am at time asked Who are the Fleet Air Arm??

I have to ask, has any of the other divisions have similar questions asked???

On a personal note I seek to find if there are any blokes who served in Melbourne in March 62 and May 63, while the detail of those two times is fairly good, I continue to seek any other which may support the submission??

All of the Tas. Div. wishing all great cheer and keep well

Best regards

Tas

## THE TINY CABIN

A social worker from a big city in Victoria recently transferred to Tasmania and was on the first tour of her new territory when she came upon the tiniest cabin she had ever seen in her life. Intrigued, she went up and knocked on the door.

"Anybody home?" she asked.

"Yep," came a kid's voice through the door.

"Is your father there?" asked the social worker.

"Pa? Nope, he left before Ma came in," said the kid.

"Well, is your mother there?" persisted the social worker.

"Ma? Nope, she left just before I got here," said the kid.

"But," protested the social worker, (thinking that surely she will need to intervene in this situation) "are you never together as a family?"

"Sure, but not here," said the kid through the door. "This is the dunny!"



Government workers are so very smart. Aren't you overjoyed that they'll soon be handling all our financial, educational and medical dilemmas?

# WALL OF SERVICE

<b>ORDER # 35</b>						
Fleet Air Arm Association of Australia – NSW Division (Wall of Service)						
<i>SURNAME</i>	<i>INITIALS</i>	<i>O/N</i>	<i>RANK</i>	<i>SERVICE DATES / COMMENTS</i>	<i>Notify Y/N</i>	<i>e-photo/ Mail</i>
FENNER	E.J.	R 47478	L/A AH 3	MAY 52 TO MAR 59	Y	email
HOGER	R	5714518	PTE	2RAR HFV 67 - 68	Y	email
JARUGA	S	3788990	PTE	2RAR HFV 67 - 68	Y	email
LEE	R	1732098	PTE	2RAR HFV 67 - 68	Y	email
PEARCE	A.K.	5411393	PTE	2RAR HFV 67 - 68	Y	email
DEVERS	R	3789132	PTE	2RAR HFV 67 - 68	Y	email
CARMICHAEL	R	3789095	PTE	2RAR HFV 67 - 68	Y	email
MANSFIELD	D	5411393	PTE	2RAR HFV 67 - 68	Y	email
WEARNE	W	3788527	PTE	2RAR HFV 67 - 68	Y	email
KINGDON	G	4411148	PTE	2RAR HFV 67 - 68	Y	email
McCALLUM	H.L.	O 114097	LCDR (P)	JAN 76 TO FEB 07	Y	email
GERNYI	L	S 127074	POATA	SEP 79 TO APR 00	Y	email
HINTERREITER	D	S 131145	ABATA 2	JUL 81 TO SEPT 87	Y	email
MAKILA	R	R 42555	CPOATA	JAN 62 TO JAN 82	Y	email

## A Farm Kid Joins the Marines.

Dear Ma and Pa,

I am well. Hope you are. Tell Brother Walt and Brother Elmer the Marine Corps beats working for old man Minch by a mile. Tell them to join up quick before all the places get filled up.

I was restless at first because you get to stay in bed till nearly 6 a.m. But I am getting used to sleeping late now. Tell Walt and Elmer all you do before breakfast is smooth your bunk and shine some stuff. No hogs to slop, feed to pitch, mash to mix, wood to split, fire to lay. Practically nothing.

Men got to shave but it is not that bad, because there's warm water here. Breakfast is strong on trimmings like fruit juice, cereal, eggs, bacon, etc., but kind of weak on chops, potatoes, ham, steak, fried eggplant, pie and other regular food, but tell Walt and, Elmer you can always sit by the city boys that live on coffee. Their food, plus yours, holds you until noon when you get fed again. It's no wonder these city boys can't walk much.

We go on "forced marches," which the platoon sergeant says are necessary to harden us. If he thinks so, it's not my place to tell him different. A "forced march" is about as far as to our mailbox at home. Then the city guys get sore feet and we all ride back in big trucks.

The sergeant is like a school teacher. He nags a lot. The Captain is like the school board. Majors and colonels just ride around and frown. They don't bother you none.

This next will kill Walt and Elmer with laughing. I keep getting awards for shooting. I don't know why. The bulls-eye is near as big as a chipmunk head and don't move, and it ain't shooting at you like the Higgett boys at home. All you got to do is lie there all comfortable and hit it. You don't even load your own cartridges. They come in boxes. Then we have what they call hand-to-hand combat training. You get to wrestle with them city boys. I have to be real careful though, they break real easy. It ain't like fighting with them boys back home. I'm about the best they got in this except for that Tug Jordan from over in Silver Lake. I only beat him once. He joined up the same time as me, but I'm only 5'6" and 130 pounds and he's 6'8" and near 300 pounds dry.

Be sure to tell Walt and Elmer to hurry and join before other fellers get onto this setup and come stampeding in.

Your loving daughter,  
Alice

## Webmaster/Database Managers Report Sept 16

In the last three months a lot has changed on our website. Firstly, we now have the archive of every copy of **Slipstream** going back to 1957, except for two that remain AWOL (there's an advert elsewhere in this magazine asking if you can help find them). The library is there for you to read: all you have to do is click on the orange button on the home page.

We've also added a detailed history of the **Wessex 31** helicopter, which joins the "Heritage" articles on the **Skyhawk A4G**, **Pilotless Target Aircraft** and the **RAN Helicopter Flight Vietnam**. Work has commenced on a similar article on **Sea Venoms**. These heritage articles are quite detailed and grow as more information, stories or photographs come to light, so check them out.

A hitherto unpublished history of the RAN's involvement in '**Operation Bursa**' is also now on the website. Bursa covered a period of some eight years and was the protection of offshore oil rigs by Naval aircraft. It involved flying low level at night in close formation without lights, so makes interesting reading!

There are also other stories: our 'Snippets of History' pieces continue to provide little snapshots of historical interest – for example, the fascinating story of the very first take off and landing on a warship, and the survey of the Great Barrier Reef by an aircraft seemingly not much smaller than the ship that carried it! We are currently working on the embarkation of the **Avro 504L** on HMAS Sydney (1) and Melbourne (1), which was amongst the first tentative steps towards organic air support in the Royal Australian Navy.

A longer-term project for the Webmaster is the publication of our official **Roll of Honour**. This is the Roll that has been endorsed by Navy and resides on the memorial wall outside the door of Fleet Air Arm Museum. The website will add colour and context to the names of the young men who paid the ultimate sacrifice by appending photographs and details of their lives and deaths, where that information is available. As we approach the 100<sup>th</sup> anniversary of Australian Naval Aviation I can think of no finer tribute than to enshrine their names in a medium that allows everyone to see and understand who they were and what they did for those that Fly Navy today.

All this work - plus the 'normal' website content like news, our calendar of events and advice on reunions etc. is there for you to see for yourself. Our website is the hub of information for the Association so don't forget to put it on your 'favourites' list and have a look every now and again. Simply type "FAAAA" into your search engine or go to <http://www.faaaa.asn.au>

Until next time.

Marcus Peake. Webmaster



## More Photos of SKINHEAD'S TRAVELS



Kevin Duffy



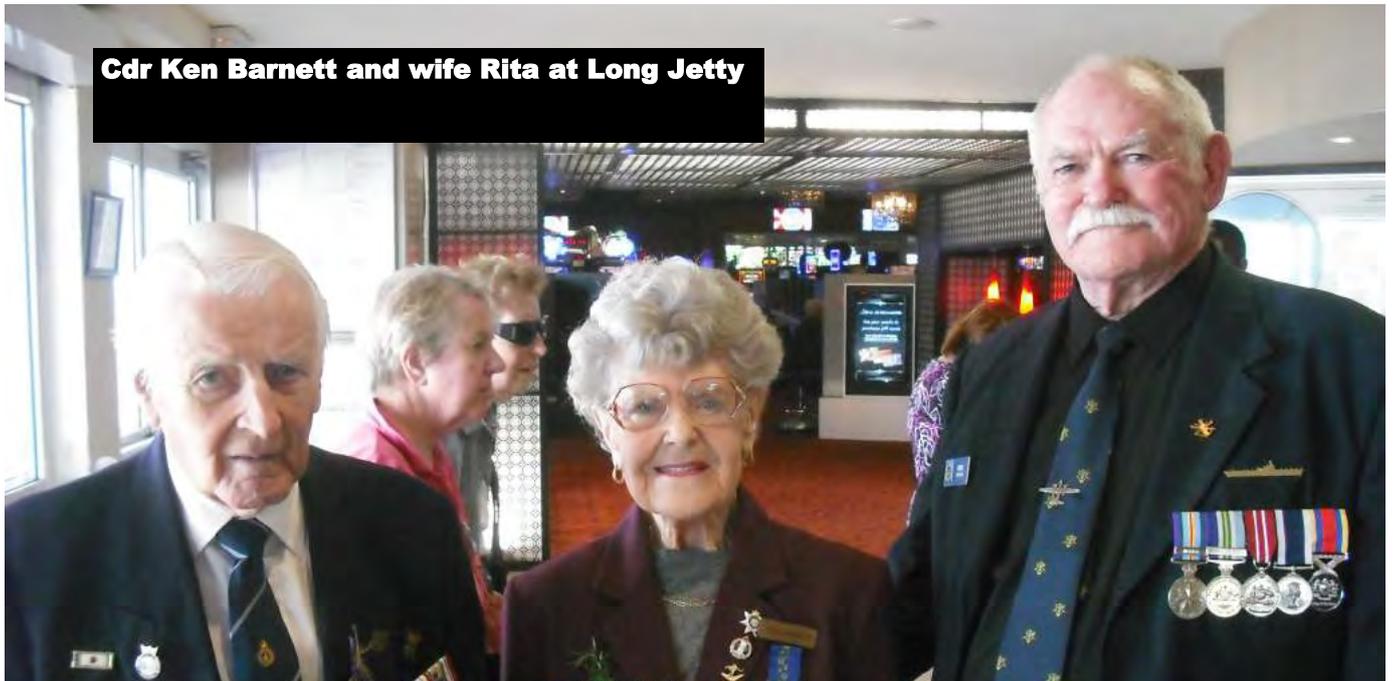
Paul Richard Harris Worrige



Wyong Cenotaph



Ian Warren, Keith Boundy & Greg Wise at Museum



## ARCHIVE SLIPSTREAMS NOW AVAILABLE ONLINE



The Fleet Air Arm Association is pleased to say that all previous editions of Slipstream (except two) have now been scanned and are available to read on our website. Simply type "FAAAA" into your favourite Search Engine (eg Google), click on the Association's link and then look for the big red 'Slipstream' advert on the front page.

The magazines go back to 1957 and are a fascinating history of the FAA as seen at the time. In particular, the editions from 1992 onwards are filled by letters and memories from people, and are well worth another read.

While you are on the Website, check out the "Heritage" menu at the top: lots of new stuff including Skyhawks, PTAs and Wessex, and our 'Snippets of History' series also on the home page.

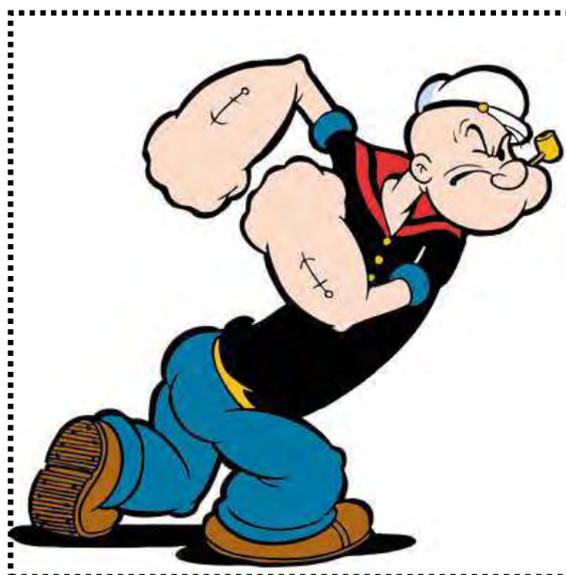
## AWOL!

We are still looking for two editions of Slipstream magazine dating back to 1958. They are:

**Slipstream 12 of April 1958 and**

**Slipstream 16 of August 1958.**

If you can help please contact Marcus Peake on 0413 250 969 or email [webmaster@theFAAAA.com](mailto:webmaster@theFAAAA.com)



MATERIAL REMOVED



This memorial is in Windsor Canada, across the Detroit River from Detroit USA. The inscription says to the effect "during the Vietnam War 50000 citizens of the USA crossed this boarder to avoid service in that war. Approximately the same number of young Canadian men crossed to the USA to fight for freedom in the U.S. Forces, approximately 500 names are on the monument. I took a photo of it in 1996 not long after it was opened.

Cheers Ray

MATERIAL REMOVED

# GANNET DITCHING

It was a fine day in the South China Sea on the 22<sup>nd</sup> of April 1963. There was little wind and the sea was a flat calm. I, together with my two observers, Harry Beardsell and Peter Moy, was in one of four Fairey Gannets lined up to be launched from the catapult of HMAS Melbourne to carry out an anti submarine patrol. The aircraft was fully loaded with fuel and stores.

I taxied onto the catapult and the deck crew carried out the complex procedure of preparing the aircraft for launch. Once all was completed the Catapult Control Officer lowered his red flag and raised the green one. It moved back and forth signalling me to push the throttles to full power, check that all the indications were OK, and raise my left hand to indicate that we were ready for launch. The CCO checked all was clear and brought the flag down. After a two second delay the catapult started to give the rapid acceleration which took the aircraft from a standing start to 100 knots in 98 feet.

Immediately the aircraft started to move there was a loud bang and smoke started pouring out of the nose of the aircraft.. Concurrent with this the JPT warning bell started ringing to warn that one of the engines was overtemping. I noticed a phenomena of which I'd heard before but never experienced. Things seemed to slow down. My hand went forward to retract the undercarriage and it seemed to move very slowly. The film of the launch showed that the gear started retracting as soon as we cleared the front of the ship but, to me , it felt like an age before I'd pushed the button to retract it.

In the tropical temperatures the Gannet engines didn't produce anything like their full rated power and it quickly became clear that, with only one engine producing power, we were going to ditch. My rear seat observer told me afterwards that there was about 30 feet of flame coming out of the port jet pipe

I transmitted an abbreviated Mayday call though it must have been obvious to those on the ship that we were in trouble. We sank fairly rapidly towards the water as the airspeed decayed. I'd been told that the Gannet ditched fairly well so I was totally unprepared for the tremendous crash when we hit the water. There was so much water in the air that I thought the aircraft had dived completely under but, as the spray cleared I could see that we were floating very nose down such that my cockpit was half full of water. I, fortunately, had my canopy closed or the amount of water thrown up could have knocked me out.

I tried to jettison my canopy but couldn't manage to budge it and started to doubt that I'd get out but suddenly the canopy disappeared over the side. I found out later that , Harry, my centre seat observer had seen my problem and had used his purchase on the end of the canopy rails to heave it off. I stood up in my seat but didn't have to get out as the aircraft sank underneath me.

My problems were not yet over as, despite my familiarity with the Mae West, I couldn't, at first, find the inflation toggle. When I did find it and inflated the jacket I found that I was still trying to breath water as my oxygen tube was under water and I still had the mask on. I unhooked the mask and deployed my dinghy from the pack attached to the Mae West. It inflated when the toggle was pulled and I, very thankfully, pulled myself into it. I was only there for a few minutes before I was rescued by one of Melbourne's sea boats.

Once we were back on board and I'd found out about Harry's efforts I felt I needed to buy him a few drinks as his action had most certainly saved my life.

When I, later, saw the film of the launch it became obvious why we'd hit the water so hard. The Gannet's undercarriage retracted rather slowly and, when we hit the water, half the gear was still partly down.

I was on 816 Squadron and the aircraft I'd been flying, side number 816, was nominally the Squadron CO's aircraft so I was informed that, when we disembarked, he would be using my aircraft. It seemed like a small price to pay.

Mine was the second ditching on that cruise as a pilot called Joe Smith had a failure near Manus Island and went into the water. The early Double Mamba's were not the most reliable engines. They suffered from rear bearing failures and a number of gearbox problems Part of the problem was that, in the tropics, we had to operate them at maximum cruise power in order to stay airborne on one engine. The later versions were much more powerful and reliable but that didn't help us.

**Noel Dennett**



Leading Seaman Aviation Support Michael Wenzel directs a United States Marine Corps MV-22B Osprey aircraft as it takes off from the flight deck of HMAS Canberra during Exercise Rim of the Pacific (RIMPAC) 2016.

## **SOUTH AFRICA**



# Navy Vietnam veterans still serving the nation



*Vietnam Veterans, Chief Petty Officer Naval Police Coxswain (CPONPC) William Bowley and CPONPC Mark Mobley of Fleet Headquarters, at Fleet Base East, Sydney*

As the Australian public gather to commemorate the 50th Anniversary of the Battle of Long Tan, three members from the Royal Australian Navy's Fleet Headquarters will take an opportunity to reflect on their own contributions to the Vietnam War and those of their ship mates.

Lieutenant Ian Rushton, and Chief Petty Officers William Bowley and Mark Mobley served in Vietnam in HMA Ships *Hobart* and *Sydney* respectively.

The largest single commitment by the Royal Australian Navy to the war was the provision of a destroyer on a rotational basis to the United States Navy's Seventh Fleet for service on what became known as the 'gunline'.

The former aircraft carrier HMAS *Sydney*, converted as a fast troop transport and affectionately known as the 'Vung Tau Ferry', transported the First Battalion, Royal Australian Regiment, from Sydney to Vung Tau in southern Vietnam.

Naval Police Coxswain, Chief Petty Officer Mobley embarked in *Sydney* as a writer in the Pay Office.

He said the camaraderie and professionalism is what he valued the most.

"We slept on folding cots in the Pay Office which, from memory, was on five deck aft, below the waterline," he said.

"One morning we woke to the sound of a scare charge detonating alongside the hull.

"That was one hell of an alarm clock."

A third generation sailor, Chief Petty Officer Bowley, served as a Radar Plotter in *Hobart's* second rotation to Vietnam.

He recalled that at the end of *Hobart's* six month deployment, 19,000 rounds of five inch ammunition had been fired.

"Apart from some minor shrapnel from the 12 inch shore batteries, we were enough to escape unscathed," he said.

"HMAS *Perth* had a couple of sailors wounded and 18 United States sailors perished when USS *Buchanon* took a direct hit.

"My commemoration is with silent reverence for those, both Australian and allies that did not come back."

Chief Petty Officer Mobley has been involved in the commemoration of the Battle of Long Tan for more than 30 years, first as volunteer instructor with the Naval Reserve Cadets who provided the catafalque party for the first commemorative service at Springwood.

"At that service I met many of the Army veterans of the battle and spent many hours listening to first hand accounts," he said.

"Long Tan is to me about people, their courage and their professionalism."

Vietnam Veterans' Day is commemorated on 18 August every year.

The day was originally known as Long Tan Day, chosen to commemorate the men of D Company, 6th Battalion, the Royal Australian Regiment who fought in the battle of Long Tan in 1966.

On that day, 108 Australian and New Zealand soldiers fought a pitched battle against more than 2,000 North Vietnamese and Viet Cong troops in a rubber plantation not far from the small village of Long Tan.

Eighteen Australians lost their lives and 24 were wounded, the largest number of casualties in one operation since the Australian task force had arrived a few months earlier.lucky

# BARRY'S PHOTO PAGE



Copyright Chris Hall Temple Bruer-X4TB 10/04/16

My Factory Built French Minicab



The ugly duckling—Air Truck



Our Gannet



The old Alvis cabriolet



US Beechcraft Trainer



Pokemon crowds at South Bank  
What Next??



1917 Fokker Triplane

**SLIPSTREAM**  
**Queensland Division**  
**September 2016.**

Just a note to begin—The pic, of the old aircraft in the last Slipstream was sent in by Ernie Jones and the Lady standing next to it is his Mother. I sent the photos in on his behalf & maybe didn't do the header clearly. My apologies to both the Editor & Ernie. (and Mum). In my recent Newsletter, I showed a pic of the Air Truck which is a rather ugly looking machine (definitely needs "ugly Pills". Had a call from Alan Arnell about it and now am waiting to talk to Alan about it. Note to come.

I've sent in for publication a detail of the first Spitfire Flight at Eastleigh Aerodrome (Southampton) as told to me by Jeffrey Quill. He was living in the same North Wales town as I was in 1982. A friend of his, Tony Bartley, test pilot for Supermarine, met up with me in Ireland and arranged for me to meet & have dinner with Jeffrey and his wife. He talked about the first flight of the Spitfire, flown by Mutt Summers and also some hair raising experiences of some of his test flights flown in battle circumstances. He wanted to be able to give "actuals" for pilots in fighting conditions. I was leading a run where we took the first films of the wreck of the Lusitania so a party was in full flight that night in Courtmacsherry, near Kinsale. Hence meeting up with Tony. Jeffrey would often arrive into the circuit inverted, until just about to land, roll out and on in one!

I've just had a call from Noel Dennet, ex Gannet Pilot, 816 Squadron and Wessex, 725 and 817 Squadrons. We just missed meeting at the "Open Cockpit" weekend at the QLD Air Museum, Caloundra. I met a bloke by the Vampire who told me Noel had been there so I left my card to give to Noel. We will be meeting for a coffee soon to have a good yarn. We were on 725 and 817 at the same time, in '63 and '64.

Some of us will meet up with the S.E.QLD Birdies at the end of October, in Brisbane. Wayne Avery is heading up the arrangements and it looks like a big roll-up will take place. It will be interesting to see how we match up i.e. the oldies with the middle watch!

Trevor tells me that Ronnie Powell has gone into 'care' accommodation and looking poorly. It's become too much for Gwen to look after him. Ace Kleidon has gone to other pastures recently. Our condolences go to his family.

It's a small world! In the late '70's, I flew into a RAF base in North Wales to carry out an engine repair on an aircraft that had landed due to problems. I had permission to fly in to effect repairs and remove the offending aircraft, a Pierre Robin. Climbing out at the hangar, I was met by 3 or 4 blokes who immediately asked where I'd come from. Not another bloody Aussie, they said! Turns out that they were some of the old Jindivik boys from JB! I don't suppose you've got Skinhead with you? No, I told them that they wouldn't let him out from Aussie in case he met up with you blokes! Over the next few days, we had a lot of laughs. The RAF blokes started to come around for a chat as well. The job got done & it was one of those unexpected fun times.

At the 'open cockpit' weekend, there were some very interesting aircraft present. Various old aircraft are being refurbished to flying condition. i.e. the triplane which flew in-same model as flown by the "Red Baron". They are producing several types so definitely worth a visit. I will report after that happens.

We've just got back from a few days in Bargara and Yeppoon. Suffering with a bad chest again! The old Iwasaki (Capricornia) Resort has closed. One golf course kept operational but the whole shooting match closed! We managed to have a last lunch (sandwich) there. Went over to Great Keppell for a day run. Local council has approved a new development there as well as a Casino. The locals reckon it's a lot of hot air. The downturn of the mining sector is having its effect in stopping any more than words! We stayed at the Emu Park Resort (Back Packers) in a great room with balcony, ensuite and huge bedroom. We were treated to a large BBQ on our first night and looked after very well. No crazy people there! Yeppoon is doing well so far.

We had a good meet up with John & Ros Crawley recently. We met at Noosa where they were staying and enjoyed a nice lunch at a restaurant on the beach where my son, George, began his Chef's apprenticeship (Eduardo's) as it was then. Had some luck getting a car park as well. Both are well on going further North before heading back to the chilly parts!

Just had the call from Alan Arnell. He told me that, during the Mech's course he was on, they visited a factory-Transfield -that manufactured the big electrical pylons and the Air Truck was produced to facilitate the process. The aircraft was used a lot in NZ, probably in the Crop dusting business. I may not have the details correct but Alan is available for more info! So there! I guess I'm done now so I'll say au voir for the time being and wish everyone best regards from Queensland.

Barry Lister      President

## NSW Report

What did we do with our spare time before we had things like "Medical appointments"? All I (and the other locals) seem to do these days is attend medical appointments or funerals, so much for retirement. I just lost 3 months to hyperbaric chamber treatment daily just because of a tooth extraction that didn't want to heal. I just visited 'Nobby' Hall in hospital who has had a real good year; a hip replacement, rushed to Sydney after a cardiac arrest followed by a pacemaker then a fall with a broken hip (the one he had replaced then another fall with the same hip in trouble again and hopefully out in another 3 weeks with the prognosis of a wheel chair if he breaks it again as they cannot repair it any more. Good thing he has a sense of humour!

Our raffle tickets will be in the December edition of Slipstream, it was discussed about providing them earlier but we decided that it was easier for all if we only got people to worry about one payment a year so membership and the raffle will stay at the same time.

The entrance to 'Albatross' has joined the new Navy, a new Guardhouse is completed and is situated to the right of the old 'shack' and now has a large car park in front, electric sliding gates and is bigger than the old 'IGLOO Hangar'. There is a very large roundabout leading up to the gates and then what seems to be roads going in all directions. You even get giddy just getting into the Museum precinct.

I took 'Pincher' on-board for a drive last week to have a look at the new constructions and we almost needed a guide to know what was what. The old soccer field opposite the 'Ditching Pool' has is half covered by a new canteen, clothing store, bank, post office all combined and under a covered walkway with access to the remaining grassed area of the sports field. A bit flash to say the least but it shows that Defence is now providing modern facilities for the serving members.

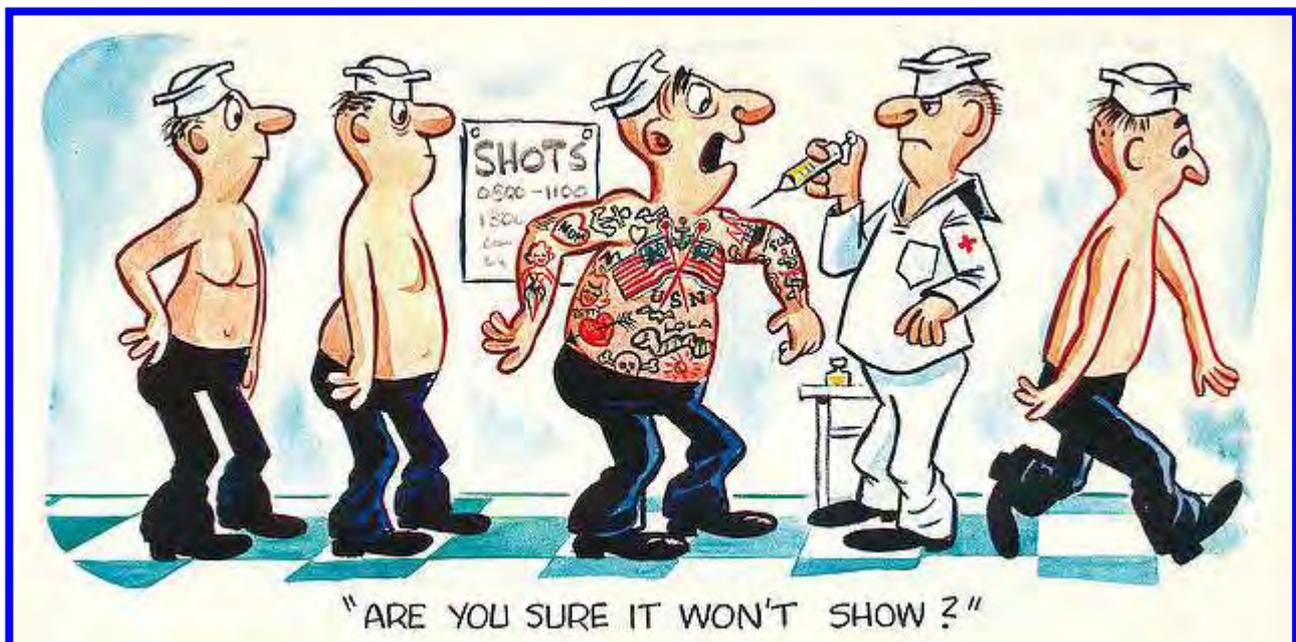
The new Fleet Air Arm Headquarters is now operational and that has been constructed between the 'MT compound' and 'Avionics', from the 'Fuel Dump' down and round to the end of 26 runway is all a construction site and what arises from there isn't yet obvious. All that is certain is that where there used to be spaces and quite a bit of room is now built-up and where they go next I am not sure, probably over to the old 'Pig Farm'.

The Historic Flight as such no longer exists and a process of winding everything up is well established, all its associated aircraft and gear still seems to be in a bit of limbo and everything is being officially catalogued. The small hangar next to the Museum is also listed for demolition and all of its' contents have joined the 'Flight' down in 'J' Hangar ready for relocation to history.

The 'best of type' aircraft will go to the Museum no matter what else happens so that is a very good result.

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



# **PRESIDENT'S SLIPSTREAM REPORT**

## **SEPTEMBER 2016**

This will be my final report as National President. I can't believe how six years flies by when you are having fun! I again extend warm regards to all members and your families, and offer an open invitation to any of our current serving naval aviation members at Albatross, in Ships' Flights or other locations in Australia or overseas to join our Association. You all would be very welcome and your membership would enrich our family.

As this edition of Slipstream goes to press we will be preparing for the Federal Council meeting and a get-together of all the Divisions and their representatives at the FAA Museum. This is a time that the senior executive meets to address divisional and national issues and other key activities. It is also a time when the National Executive and Divisions receive an update on current and future FAA operations.

As I go over some of our achievements and goals over the past six years, I believe the Association has moved forward in a positive manner. We have embraced the modern technology with our latest website and provided an easier method of joining as a member. In fact, I'm pleased to advise that the ACT Division recently signed up the current CDF, Air Chief Marshal Mark Binskin to join the association.

The use of the web has increased our efficiency in communication, which is important for us at all levels. We must continue to nurture serving personnel and encourage them to become new members, and just as importantly, we need to retain our current members and be an inclusive and supportive Association. Communication flow is critical, and I believe we have moved aggressively in this direction over the past six years. We have also maintained our membership with even a slight increase in serving members.

We also joined the Alliance of Defence Service Organisations (ADSO), which is run by the Defence Force Welfare Association. This affiliation provides the FAAA with avenues to senior defence advocates and government officials when pursuing a compensation case. In August, we reinvigorated the FAAA Medallions of merit for our trainees passing through the Albatross Training school. This was a great opportunity for serving members to meet retired members. This event was supported by COMFAA and CO Albatross.

COMFAA and the FAA are gearing up for a big year of commemorations next year, the FAA 70<sup>th</sup> and Naval Aviation's 100<sup>th</sup>, as well as the retirement of the S70B Seahawk and the AS350 Squirrel. Importantly, the MRH90 Maritime Support Helicopter is doing extremely well supporting the fleet, the new Romeo ASW Seahawk continues its final flight acceptance into Naval service, and the new ADF Helicopter Aircrew Training School will be nearing acceptance and preparing to train its first students. 2017 will be a huge year, with plenty of activity and abundant opportunity for the FAAA to be involved.

I must be getting old. When I saw a recent Navy News article and webpage photo of LCDR Tony Reyne completing his 5000<sup>th</sup> hour in the AS 350 Squirrel training helicopter, it reminded me that I actually trained Tony on the Iroquois and Wessex many years back. Tony's efforts are truly a magnificent achievement, and many of our young FAA aviators today can thank Tony for his professionalism and piloting skills that he has passed onto many trainees.

As we move towards the Federal Council Meeting in late October, I would like to publicly acknowledge and thank our Patron, RADM Neil Ralph and also my Federal Committee members (Dick, Dennis and Phil) for their tireless efforts in keeping things on the straight and narrow. Also, the outstanding work our Webmaster Marcus over the past two years. I believe he has transformed the website and introduced many interesting sections for our members, as well as collating the entire Slipstream history. I cannot forget our Slipstream editor and photographer, Ron Bachelor for his sterling work in producing four high quality magazines for us to enjoy. At this time I would also like to thank all the state Divisions and their executives, your input, comments and general support have ensured the FAAA continues to grow in the right direction, and we continue to address the challenges of a small organisation endeavouring to meet all members' expectations.

My successor has been nominated by NSW and ACT Divisions, and I thank them for their support. I'm sure if this nomination is supported by all Divisions at the FCM, Rear Admiral Mark Campbell RANR will make an outstanding President and continue to build our profile. Can I please finally thank all the members for your loyalty to the FAA, and I wish you all the best to you and your families, good health and safe travels wherever you maybe.

Yours sincerely

Geoff Ledger DSC, AM

National President

## **Slipstream Report September 2016**

By the time all of you are reading the current Slipstream and maybe this report you will notice that there is less than one month to our Annual Federal Council Meeting to be held at the FAA Museum on Saturday 22<sup>nd</sup> October commencing at 1000hrs.

This is the Triannual Election year for your National Executive and it is extremely disappointing to see the lack of members who are not willing to stand for positions on the Executive.

Our current President Commodore Geoff Ledger RAN (Rtd) has indicated that he will be standing down from that position. Geoff has been President for the past six years and has spent a great amount of time in ensuring that the Association is functioning well.

Treasurer Denis Mulvihill has also indicated that he is stepping aside. Denis has been in the job for time immemorial and feels that his golf has been letting him down lately.

For me it has been a pleasure working with both Geoff and Denis and it will be a loss to see them go.

Last month we finely managed to get a Presentation of the Associations "Medallions of Merit" done in a lemony held in the Flight Deck Café in the Museum. This ceremony gives Medallions of Merit to current service personnel who become top of their class in a number of categories at the Training School.

The following guests were there to see these awards presented by our President

Our Patron           Rear Admiral Neil Ralph RAN (Rtd)  
COFAA               Commodore Chris Smallhorn RAN  
CO HMAS Albatross    Captain Simon Bateman RAN

The awards for those recipients who had duties elsewhere will be forwarded onto them.

I guess that raps it up for me and I hope to see many of you at the FCM

Yours Aye

Dick (Pincher) Martin



President of the HORNSBY RSL Sub Branch Mr Terry JAMES, National President Returned An Services League of Australia, Mr Rod WHITE, Federal Member for BRADFIELD Mr Paul Fletcher, Federal Member for BEROWRA, Mr Julian Leeser, State Member for HORNSBY, Mr Matt Kean, Mayor of Hornsby Mr Steve Russell, distinguished Guests, Ladies and Gentlemen. I consider it a great privilege to be here tonight to open this wonderful Art Exhibition. Just a little about me so you know who I am and maybe why I have been asked to open this exhibition.

I am a boy from the bush in Queensland who with perseverance and some luck managed to join the RAAF in 1966 and graduate as a pilot. A short tour flying Neptune anti-Submarine Aircraft, a posting to Helicopters to join the increasing RAAF commitment to the war in Vietnam, was an extremely busy start to my flying career. Returning to Australia I was lucky to do a Flying Instructors' course. Over the next 15 years or so, I spent time as an Instructor on the Macchi Jet trainer, the Iroquois Helicopter, the C130-E Hercules Transport and finally, a VIP Captain and instructor at No 34 Squadron flying the BAC 1-11. Our Federal and State Members will be pleased to know my time was spent at NO 34 Squadron when Malcolm Fraser was PM and Sir Zelman Cowan was the Governor General and Sir James Killen was Minister for Defence.

After resigning from the Air Force in 1985, I joined QANTAS.

In 1996, I joined a mate to fly a McDonald Douglas DC-8 for Mr Kerry Packer. I loved Las Vegas!!

But: this night is about Vietnam Veterans and the special place the Battle of Long Tan has in our history. Much has been written of that battle but not a lot about the part No 9 Squadron played in the outcome of that battle. Some years ago, I was invited by the Kingscliff RSL to address the gathering for the Long Tan Day celebration. Just before the commemoration started, the officiating Padre said he had a lady who would like to say hello. This lady was the daughter of the pilot who flew the first mission to drop ammunition to the beleaguered D Company at Long Tan. That pilot was Flt Lt Frank Riley (DFC). Frank was a Korean War Veteran. He actually defied his Commander who said that with the torrential rain, the mission was an unacceptable risk. Frank's words, not mine, "Pigs' arse, load up!!" A member of D Coy who was at the Kingscliff gathering, told me without that ammo drop, the Coy would most probably have been wiped out. Ladies and Gentleman, the Sunday Telegraph on the 7<sup>th</sup> of August, had a two page spread with interviews of Diggers from D Company. One Digger, 71 year old Peter Doyle said and I quote, "Only the marvellous flying of the 9 Squadron helicopter pilots, who came in at treetop level in a blinding thunder storm and were able to kick ammunition out the doors and let it fall down through the trees, saved us."

May I say, based on my experience as an Air Force chopper pilot in 1969, I have the greatest admiration for Army, Army combat soldiers in particular. Let us never, ever forget the contribution, NATIONAL SERVICEMAN made to every corps in the ARMY. No 9 Squadron was the first and only Air Force Squadron, in our military history, to work at the front line with Army. The Squadron was there to move them, feed them and extract the wounded and the dead. A large part of our Squadron's operations was inserting and extracting SAS Long Range Patrols. Those operations have left indelible memories. Our soldiers' bravery, human decency, camaraderie and mateship, is second to none.

There are 2 incidents which I would like to relate to you. They take on special significance tonight. The first occurred on the 21st July 1969, the day that Neil Armstrong and Buzz Aldrin were about to make their way down to the moon from Apollo 11 in the Eagle. On that same day, 3 Platoon 6 RAR were patrolling near the Long Hai Mountains, in mine infested terrain. An explosion came from nowhere. Lt Peter Hinds had stood on a mine. The result was catastrophic!! I will not attempt to describe the situation, except to say, among the wounded were a two man engineering splinter team. These Sappers were attached to the infantry platoons to deal with the land mines.

Some 15 years later, this tragic event was to be the catalyst for the iconic song about the Vietnam War, "I WAS ONLY NINETEEN." The words were written by John Schumann from the band "RED GUM." It so happened, John's brother-in-law was wounded in this mine explosion. Do these words SOUND FAMILIAR, "Frankie kicked a mine the day that mankind kicked the MOON". The Battalion CO, Lt Col David Butler and the Battalion Doctor Trevor Anderson had been winched in to assist with the wounded. Unfortunately, the Doc stepped on another mine and was blinded. David Butler was wounded as well. No 9 Squadron, once again, extracted the wounded and the dead.

About 5 months later, on December the 8<sup>th</sup> 1969, the second incident occurred. One of the previously wounded Splinter Team Sappers from the July event, was all patched up and back in the bush. He was still attached to the 6<sup>th</sup> Battalion, which was prosecuting a major operation in the May Tau Mountains. After this successful operation the Armoured column and troops proceeded to move back to our base at Nui Dat by air and land. A helicopter crew of which I was part, was tasked to take an engineering team back to the returning armoured column. As we descended to land close by the lead APC, A look out the side window revealed that this APC had suffered catastrophic damage: a part of the nose had been blown off.

We now flared to land, and just a couple of seconds from touchdown, there was an almighty explosion and a shock wave hit the helicopter. May I say, a crash landing ensued. We initially thought we were hit by a missile, but NO, we had tripped another land mine with our rotor wash. Our chopper was mortally wounded.

The driver and another soldier in the lead APC, had been killed. Another soldier was catapulted off that same APC many meters to its front and attempts were being made to get him back to safety. My first look at him was one of shock. I doubt his Mother would have recognised him. Most of his clothes had been blown off and he appeared to have sun baked for a week. Yes, he was blast burned. Not pretty.

To make him a bit more comfortable, we got a stretcher for him from the Chopper. The poor bugger was in some pain with a crook back. Now, he was whinging he was thirsty, so the crewman retrieved one of our survival packs from the chopper and I said to him, "Here Mate, have some "SYDNEY WATER!" Squadron air-crew had always referred to these cans as "Sydney" water.

After many helicopter sorties to extract the dead and wounded, and the arrival of a chinook helicopter to airlift our broken chopper back to Vung Tau, we all went our separate ways. The WAR just goes on day after day. You never lingered too long on daily events. To honour the soldiers killed in those two incidents, would you allow me to read their names: Lt Peter Hinds, Corporal John Needs, Trooper Vivian French and Sapper John Greene. They never got the chance to GROW OLD.

Can you imagine, 46 years later, 2015, an E mail appeared on the 9 Squadron web site, from a DIGGER wanting to make contact with the pilot who fed him "SYDNEY" water on the 8<sup>th</sup> Dec 1969. I called in my wife Wendy to read this E mail to which she replied, "That's interesting !!". I said, "Sure is, that was me!!"

NOW, THE DIGGER WHO SENT THAT E MAIL IS THE SAME BLOKE WHO WAS WOUNDED ON THE 21<sup>ST</sup> OF JULY, MOON LANDING DAY. AND THE SAME PERSON TO WHOM I GAVE SOME 'SYDNEY' WATER. THE ONLY DIGGER I KNOW WHO SURVIVED BEING BLOWN UP TWICE AND LIVED TO TELL THE STORY. MAYBE IT IS APPROPRIATE THAT THE 18<sup>TH</sup> OF AUGUST IS NOW VIETNAM VETERANS' DAY NOT JUST LONG TAN DAY AS EVERY DIGGER WHO SERVED IN VIETNAM HAS HAD HIS OWN LONG TAN. THE PAINTING YOU SEE THERE DEPICTS THAT LAST INCIDENT. MAY I INTRODUCE THE BLOKE ON THE STRETCHER TO YOU. NASHO,ENGINEER, ARTIST EXTRAORDINAIRE, GOOD MATE AND FRIEND, SAPPER, DAVE STURMER.

Ladies and Gentlemen, consider ART EXHIBITION VIETNAM OPEN.

**Cheers Beachball**

The Battle of Savo Island took place at this time 74 years ago. LCDR Desmond Woods, noted supporter of the Club and of all matters of naval history, delivered this speech two days ago in Canberra. He also provided the photos as inserted by me.

## **HMAS Canberra and HMAS Shropshire**

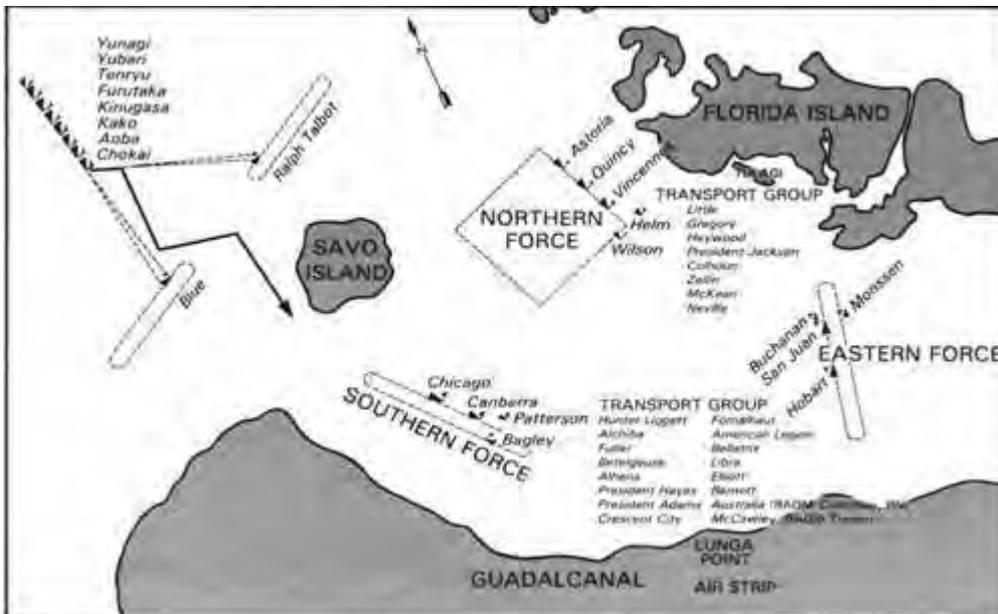
**“ Never Say Die “**

**Address at Canberra Memorial - Lake Burley Griffin**

**7 August 2016**

**LCDR Desmond Woods, RANR**

Karl von Clausewitz famously wrote that war is the realm of uncertainty. The lived experience of war at sea bears this out. Ships like people can be the Victims of Circumstances, not of their making. So it is with the story of the RAN's Heavy cruiser HMAS *Canberra*.



It can take many decades for the fog of war to be dispersed and the truth to become visible. When the survivors of *Canberra* arrived back in Sydney the ill informed told them that they should be ashamed because their ship had been shelled and lost without them having fired back. It was claimed that they were not battle ready. In fact nothing could be further from the truth.

Listen to the eye witness account of Midshipman, later Commodore Bruce Loxton, RAN who was seriously wounded on the bridge of *Canberra*. He robustly rebutted all claims that *Canberra* was not ready for action on the night she was lost. He was an eye witness on the bridge and he wrote:

*Ammunition and medical parties were standing by. In the boiler rooms all sprayers had been connected and were responding as the senior engineer opened the throttles. The engines had achieved the revolutions for 26 knots when all steam pressure disappeared. All four 8- inch turrets were fully manned the guns loaded and all control personnel were at their stations. The turrets were moving in unison as they sought their target. Torpedo tube crews and searchlight control parties were standing by. In short before power was lost, Canberra was ready in all respects to go about the business of engaging the enemy. The ship was working up to full speed. All that was lacking was an aiming point before opening fire and a little more time, because, just as power was lost the gunnery director saw the first Japanese cruiser on the port beam.*

As we know at that moment a torpedo slammed into *Canberra's* starboard side. Where that torpedo originated from has been extensively written about over many decades and this is not the time or place for such a discussion. What we do know is that three minutes after Captain Frank Getting took command of his bridge his ship was no longer answering her rudder and was unable to turn or fire her main armament. She took on a 7 degree list to starboard as her boiler rooms flooded and she lost way. Simultaneously Japanese float planes dropped brilliant flares which perfectly illuminated all the allied cruisers in what came to be known as Iron Bottom Sound. In just two minutes twenty eight heavy calibre shells rained down on *Canberra* like a drumbeat and destroyed her as a fighting ship. Two salvos hit the bridge and killed or wounded the command team. The Executive Officer, Commander Walsh, was summoned to the bridge from his action station in the aft conning position. It was a scene of carnage. Captain Getting was clearly mortally wounded. Before becoming unconscious he acknowledged his XO's presence and told him to "Carry On" and through the night Commander Walsh led the fight to save the ship.



A tremendous battle to control flooding and to put out fires with buckets and blankets ensued. There was no water main pressure because there was no power.

Fires on the upper deck were controlled but those between decks raged on unchecked.

Sailors threw ammunition over the side to ensure that it could not explode. They flooded magazines before fire could reach them. The dead were brought onto the upper deck. The wounded were found and taken to the wardroom which was converted into an operating theatre, lit by paraffin lanterns, where the medical team treated shattered limbs and terrible burns.

## CANBERRA's 8 inch guns

Captain Frank Getting, was taken below to be attended to by the medical team. Eye witnesses said that he knew he could not survive his wounds and insisted, when conscious, that Surgeon Captain Downward and his sick bay attendants leave him and work on his injured sailors who could be saved. By dawn it became clear Getting's life could not be saved and neither could that of his ship. They were both stricken and barely alive. *Canberra* was beyond repair by the ship's company and far from dockyard support.

She could not take her place in what remained of the fleet defending the Guadalcanal beachhead and the Marines transports.

*Canberra's* dead were committed to the deep from the quarterdeck and her wounded and exhausted survivors prepared to be taken off by the destroyer USS *Patterson* which came alongside and, at the insistence of *Canberra's* men, started embarking the stretcher cases first, including the unconscious Frank Getting.

Writing later to Rear Admiral Crutchley, RN, the Commander of the Task Force, *Patterson's* Captain, Commander Frank R Walker, USN, chose to pay this tribute to the steadiness of *Canberra's* exhausted men:

*The Commanding Officer and entire ship's company of the USS Patterson noted with admiration the calm, cheerful and courageous spirit displayed by officers and men of Canberra. When Patterson left from alongside because of what was then believed to be an enemy ship close by there were no outcries or entreaties — rather a cheery 'Carry on Patterson, good luck!' — and prompt and efficient casting off of lines, brows etc. Not a man stepped out of line. The Patterson feels privileged to have served so gallant a crew.*

This remarkable letter was a most gracious gesture from a Commanding Officer who had just lost 10 of his own men killed when his ship was raked by Japanese shells.

The destroyer USS *Blue* then came alongside and took off 343 survivors including 18 seriously wounded. *Patterson* returned to *Canberra*, as her CO Frank Walker promised she would, and took another 398 men to USS *Barnett*.

Captain Getting was operated on by American surgeons but died of his wounds on board USS *Barnett* on passage to Noumea. He was buried at sea on 9 August. Of the 819 serving in *Canberra*, 193 were casualties of whom, 84 were dead.

It took 263 rounds of 5 inch shell and two more torpedoes from US destroyers to sink the still burning, abandoned hulk that was *Canberra*.

This was a traumatic moment in the history of the RAN. This was the third Australian cruiser to be lost in war since December 1941; the light cruisers *Sydney* and *Perth* had been destroyed in battle and now the heavy cruiser *Canberra* was also gone.

In London PM Winston Churchill, on hearing the news of *Canberra's* destruction, decided that Australia should be given a Royal Navy cruiser to replace *Canberra*. He wrote privately to the First Sea Lord: *'the Australians have lost their 8 inch cruiser Canberra. It might have a lasting effect on Australian sentiment if we gave freely and outright to the Royal Australian Navy one of our similar ships. Please give your most sympathetic consideration to this project.'*

HMS *Shropshire*, a County class heavy cruiser, a sister ship to *Canberra*, was chosen as the ship to be transferred. It was intended to change her name to *Canberra*. But before that announcement was made the USN announced that President Roosevelt had chosen to name the next Baltimore Class heavy cruiser to be launched USS *Canberra*. This was the first and only time that an American warship has been named for a foreign warship. It was tribute and compliment to the courage shown by *Canberra's* crew at Savo Island.

*Canberra's* battle scarred survivors came home to Australia to be treated and sent back to war. They were supplemented with new recruits and sent to Chatham dockyard in UK to pick up *Shropshire* and steam her back to the Pacific. Captain John Collins and the ship's company were pleased to get to sea as the Chatham dockyard was a target for regular Luftwaffe air raids and *Shropshire's* anti-aircraft guns crews engaged the bombers night after night joining the Ack Ack defence of the naval town. Her Gunnery Officer, CMDR Bracegirdle, wrote of *Shropshire's* ship's company: *The welding together of Canberra's veterans and young sailors with keenness and the possibility of retaliation against the King's enemies in the Pacific, was quite astounding. The ship was happy and efficient from the very first. A fine ship sailed into Sydney Harbour ready for battle and action*

All on board were burning for a chance to hit back and avenge their lost comrades and to show what they could do in battle when they were able to train their turrets and fight.

Inside *Shropshire's* 8 inch gun turrets the crews stencilled the name CANBERRA so that no one would doubt what the guns crews were fighting for. This was now a very personal war. They got their chance. *Shropshire* was in the thick of the fight for 18 months in 15 battles starting in the South West Pacific. She provided deadly accurate bombardments destroying Japanese shore batteries for the Australian and American armies in the mid Pacific she closed up to action stations to fight off waves of kamikaze suicide attacks and shot down at least eleven aircraft. Twice this lucky ship avoided torpedoes that passed within feet of her bow and stern. Her greatest chance to hit back at the Japanese fleet was at the Battle of Surigao Straits in the Philippines in October 1944. Her target, along with other allied ships, was the powerful Japanese battleship

*Yamashiro*. *Shropshire*'s gunners fired thirty-two broadsides, closing in to 12,700 yards to do so.

They achieved nineteen straddles and sixteen broadside hits – superb shooting by the standards of that era. *Shropshire*'s gun crews achieved their thirty two broadsides in fourteen minutes forty seconds - an amazing feat of strength and determination – worthy of highly trained athletes. *Yamashiro* fired back and straddled *Shropshire* with massive 14 inch shells any one of which might have destroyed her. The weary but jubilant gunners stopped firing to witness the sinking of the huge *Yamashiro* by USN ships and aircraft ably assisted by the Australian destroyer HMAS *Arunta*. The 84 dead from *Canberra* and Captain Frank Getting were well and truly avenged.

In August 1945 *Shropshire* steamed into Yokohama Bay and witnessed the surrender of Japan to the Allies on board the USS *Missouri*. Then she carried home from Japan, sick and emaciated Australian and British Prisoners of War. They were some of the last survivors from Japanese slave mines and included RAN who had survived the sinking of HMAS *Perth* in Sunda Strait in 1942.

*Shropshire*'s was chosen to represent Australia and the RAN at Spithead and in in the London Victory March in 1946. Among the men marching were *Canberra* survivors. It was a long way from the Ironbottom Sound. It was very fitting that they should be given this high honour. They were representatives of all those RAN officers and sailors, living and dead, including their 84 lost shipmates, who had made victory a reality. There has not been another RAN seagoing ship named HMAS *Shropshire* but her name lives on as a Training Ship for Australian Navy Cadets It lived on in the memories of men who took her to war and lives still in the annals of the RAN. These young men brought great glory on their ship, on their Navy and on their homeland. *Shropshire* was manned by many men who had endured horror, fear and what we now call battle shock, yet they came back from death and defeat at Savo Island fighting hard and in doing so earned a very personal Victory in the Pacific.

At this memorial we remember *Canberra*'s 84 dead every year. We remember that members of the Royal Navy serving in *Canberra* were among her dead. And we remember all those USN who died defending the Marine Beachhead. When they sank USS *Quincy* lost 370 men, *Astoria* lost 219, and *Vincennes* lost 332. In total the United States Navy lost 1024 killed at Savo Island in cruisers and destroyers.

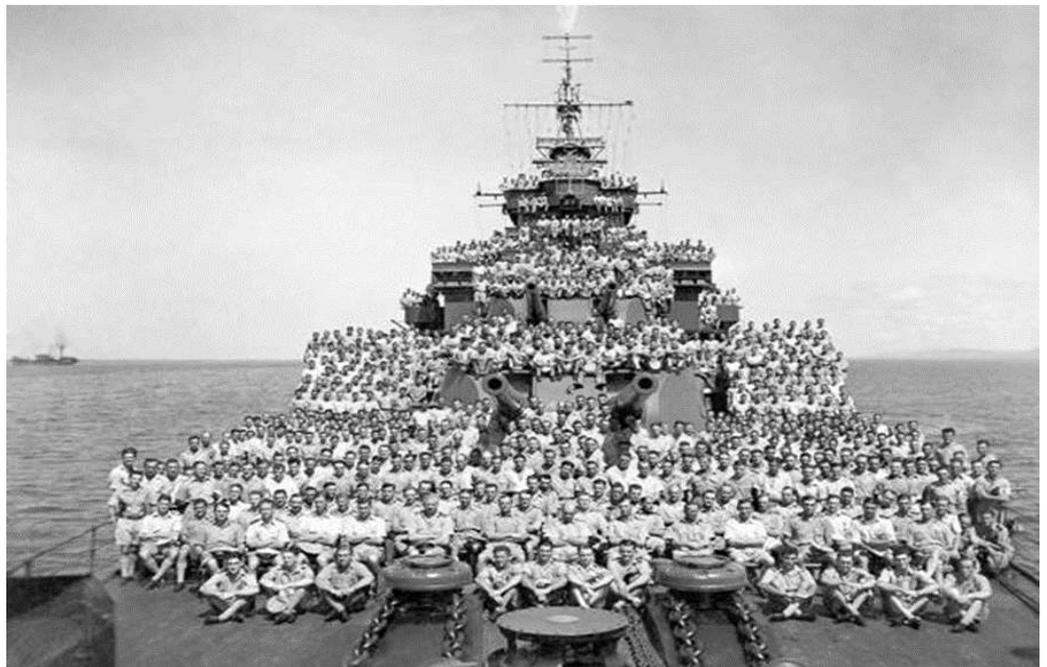
It learned the hard lessons of this battle. Sun Tzu, the Chinese Military strategist wrote 2000 years ago: *Do not presume that the enemy will not come – prepare to meet him*.

That age old lesson was re learned and the USN, RN and RAN went on the offensive and went on to win the Pacific War and destroy the Imperial Japanese Navy just three years after the Battle for Guadalcanal was won.

The USS *Canberra* went to war in 1944 and was hit by an air torpedo off Formosa. Ten of her sailors were killed. We remember them too. Next year it will be 75 years since the Battle of Savo Island. The number of veterans of the RAN and USN who were there is now small indeed. We remember them all today with pride, respect and affection. We remember those who were lost with *Canberra*, whom we never knew, and those who survived to fight another day in *Shropshire* returned to Australia to lead their civilian lives.

Many of us gathered here knew those brave men well. I am very aware that some of the veterans gave this memorial address in years gone by. They were our fathers, grandfathers and RAN colleagues and our friends. They were also lifelong members of the naval family and the Canberra-Shropshire Association.

***Here at their memorial  
today  
the Last Post will sound  
for them all.***



**SHROPSHIRE's Crew**

**Rick Bayley  
Captain RAN (Ret'd)**

**President, Naval Officers Club of Australia**

Email: [president@navalofficer.com.au](mailto:president@navalofficer.com.au)

# ***Fleet Air Arm Association of Australia***

## ***Victoria Division***



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### **SLIPSTREAM VICTORIA DIVISION**

Greetings to all members from the Victoria Division.

As I write this we are fast approaching the end of our time at the Melbourne Naval Centre which has been our Meeting/Reunion venue for over twenty years. Our next Committee and General Meeting on Sunday 2nd October will be our last before the building is demolished and we are anticipating a good turnout of members. New venues have been investigated and discussions continuing that hopefully will result in a new permanent home being announced in October.

Our immediate Past President Ron Christie and wife Val have recently returned from a trip to Korea courtesy of the Korean Government and from speaking to Ron and looking at his photos it seems that they were very well looked after. They were members of a group from the Korean Veterans Association and every minute of each day was accounted for with lunches dinners and ceremonies etc.

The week-end of 21h/28th August saw us journey to Hastings and HMAS Cerberus for our major event of the year the Annual Memorial Service. Dinner on Saturday night at the Hastings Club. Our thanks to Kim Dunstan and Scott Myers whose generosity was appreciated by all and helped to make the dinner a good night.

Sunday morning saw nine of us partake of breakfast at Pelicans cafe before travelling to Cerberus for the memorial service. We arrange this service on the last Sunday in August each year and sometimes ( as this year ) it fortuitously falls on the Anniversary of the formation of the Fleet Air Arm. The service is at St Marks Chapel and wreath laying at our memorial plaque in the gardens outside the chapel.

Chaplain Andrew Thorburn conducted the service as he has for the last several years and we are indebted to him for his assistance. He is going to sea in February so we will be looking to contact his replacement Chaplain for next year. Our thanks also to LEUT Andrew Stokes for supplying a bugler and Ann-Marie Intihar the CO's Personal Assistant whose help is invaluable. May I also take this opportunity to thank Chris Fealy , Col MacKenzie and Scott Myers who assisted with the service

Following the service we departed to the Frankston Naval Memorial Club for lunch. We had not been there before but the club made us very welcome and we will certainly be returning.

Thanks to committeeman Rob Gagnon we have been able to arrange a tour of HMAS Adelaide when it visits Melbourne in late October. Members who are interested in the tour need to contact me before our next meeting.

Our President Chris Fealy and I will be at Albatross next month for the Federal Council Meeting and we look forward to catching up with old friends.

Yours Aye

Mal Smith Secretary.

# VICTORIAN ASSOCIATION SOCIALPHOTOS



## Saturday Night Dinner

Paul Thitchener,  
Herman Blommestein  
Rob Earle  
Sandra and  
Greg MacKenzie

Wreath Laying  
Scott Myers  
Col MacKenzie  
Chaplin Thorburn  
Mal Smith  
Chris Fealy



## Saturday Night Dinner

Chris Fealy  
Col MacKenzie  
John Champion  
Mal Smith  
Ron Christie  
Scott Myers

Paul Thitchener  
Scott Myers  
Mal Smith  
Chris Fealy



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

## **CARR MICHAEL**

It is with much sadness that I inform you of the passing of one of our ship mates Michael Carr.

Michael and I joined the Navy together in April 1959 and remained the best of friends ever since.

Upon being drafted to HMAS Albatross after our initial training, Mike was selected to join the Armourers branch. And apart from his wife and children, his "Bombers" Football team, I think the Armourers would have been a close third love of his life.

During his naval career Mike spent a lot of time at Navy Office on the Weapons Evaluation Team. He was part of HMAS Melbourne's crew during the "Voyager" and also "Frank E Evans" collisions. I spoke to him not long after the second accident and he declared he was never going to sea again.....which he of course did. He completed 20 years of service reaching the rank of Chief Petty Officer (W). After leaving the Service he became involved in the Hotel Industry. Managing Hotels/Motels in and around Canberra.

After retirement Mike could either be found as a doorman at the Hellenic Club in Canberra. A position he said he loved as there was no pressure and was being paid to talk to people....and he loved both, or as a volunteer guide at Australian War Memorial.

In February this year Mike suffered a stroke, from which he never really recovered. He passed away peacefully in the early hours of 18 July 2016.

He is survived by his lovely wife Diane. Five children and step children, and eight grandchildren.

On his death notice it read: Sailor Hotelier Football Fanatic.

Stand easy mate your watch is over and you have served your country well. RIP

Bill Barlow.



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The Royal Australian Navy Submarine Escape and Rescue Centre (SERC) will conduct Exercise Black CARILLON 16 in the Western Australian Exercise Area (WAXA) from 5 – 9 Sep 16. The focus of the exercise will be practicing and proving established rescue procedures used in the rare instance of a submarine emergency that require the evacuation of personnel from a simulated disabled submarine. The aim of Exercise Black CARILLON 16 is to demonstrate: the capability of the recently acquired rescue gear ship; the capability of the Transfer-Under-Pressure chamber; the working procedures between the first on site intervention ship and rescue gear ship (MV Stoker) and conduct rescue exercises on a simulated Disabled Submarine (DISSUB).