

SLIPSTREAM



50th ANNIVERSARY OF THE FORMATION OF ROYAL AUSTRALIAN NAVY HELICOPTER FLIGHT VIETNAM

Pages 28 to 36



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Presidents Report – Slipstream December 2017



G'Day Everyone,

As this edition goes to print, the Fleet Air Arm is saying goodbye to the venerable AS350B Squirrel and S-70B-2 Seahawk aircraft. Both aircraft have served the FAA, the Navy and Australia extraordinarily well since 1984 and 1988 respectively; in peace and in war, in humanitarian disasters and at national and international occasions. It is a bittersweet period for many people, and as someone who was lucky enough to fly both aircraft and to have the honour to command 816 Squadron, I feel very proud to have been involved with both aircraft. Decommissioning Divisions for both types was held on Friday 1 December 2017 and celebrations culminated in an Official Reception that evening.

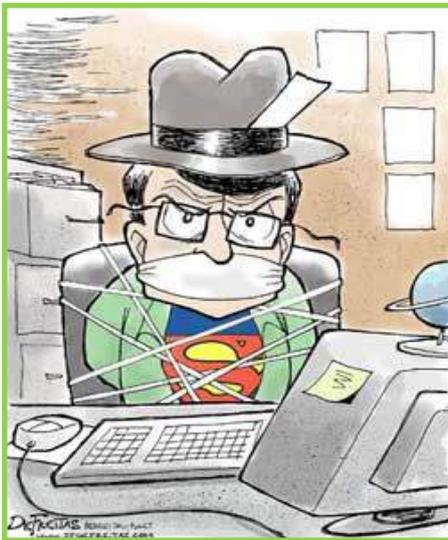
While the aircraft are to be retired, both Squadrons will continue to operate their latest aircraft; for 723 Squadron, the EC-135 aircraft as part of the Helicopter Aircrew Training System while for 816 Squadron it will continue to operate the latest Seahawk type, the MH-60R Seahawk, commonly known as the 'Romeo'. We shall endeavour to include plenty of photos in the next edition of Slipstream for those of you who were unable to attend the various events.

The usual Association activity continues apace. Dialogue continues with the Defence Honours and Awards Appeals Tribunal into the Helicopter Flight Vietnam period. I was delighted to be called to appear before the Tribunal in October in support of the case for a unit commendation for Helicopter Flight Vietnam. I think that we have put the case well to ensure that the HFV personnel receive an appropriate unit citation; either a Meritorious Unit Citation or a Unit Citation for Gallantry. We should know the outcome of the Tribunal's considerations some time into the New Year.

We also held a successful Federal Council meeting in Nowra in October where we commenced among many other things, planning for our usual FAAA Reunion in October 2018. I hope that you will all plan to attend once we nail down the dates.

May I wish you all a very safe and Merry Christmas and a healthy and Happy New Year.

M. G. Campbell
RADM, RANR
National President



FROM THE EDITOR

First of all my apology for reducing Slipstream down to forty-eight pages but having double vision in one eye makes it pretty hard to focus. But I have a top bloke looking after me and is making prism glasses so I am looking at one person instead of two. I had a bit of a stroke driving home one evening and this caused the start of a long process and I ended up having open heart surgery at St George Hospital. Apparently I didn't behave myself and ended up in ICU for a few days. But I am improving every day and it won't be long before I will be keeping Pincher and Greg in line.

Next October we will be having our FAA Reunion and all the information is included in this issue, so please do not leave it to the last minute. As usual I am the treasurer for the reunion and will be tearing out my hair trying to get the books to balance. In October we saw the 50th anniversary of the forming of the RAN Vietnam Helicopter Squadron and I have given them quite a few pages as they deserve it.

I hope 2018 will be kind to us and have a very Merry Christmas and New Year with all of your family.

ED



The graduates of the No. 244 Pilots Course, Commanding Officers and Governor of Western Australia pose for the official graduation photo.

Back Row (L-R): FLGOFF Emily Willis, LEUT Benjamin Flood, ASLT Jack Fiddis, LEUT Aaron Cochrane, LEUT Luke Godsell, LEUT Peter Jacobs, FLGOFF Alexandria Bisson.

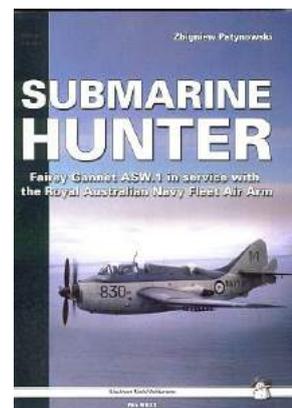
Middle Row (L-R): FLGOFF Lachlan Connell, PLTOFF Brennan Smart, FLGOFF Jade Telford-Simms, FLGOFF David Glendinning, FLGOFF Katherine Innes and FLGOFF Ian Gillespie

Front Row (L-R): FLGOFF Stuart Atkin, CAPT Shane Craig (Deputy Commander Fleet Air Arm), Kerry Sanderson (Governor of Western Australia), WGCDR David Strong (CO 2FTS) and FLGOFF Trent Edwards

Reviewed by Ron Robb

Submarine Hunter By Zbigniew Patynowski

This book partially fills a gap in Australian military aircraft history by recording the RAN life of the anti-submarine Fairey 'Gannet'. This is not the first review of the book as a couple have already been published overseas (as well as locally) no doubt because the publisher is British and has its printing done in Poland. The author, Ben Patynowski, is actually a civilian but has spent several years pulling together a monumental record from a host of Navy people who spent a good deal of their lives flying in and working on this rather unusual aeroplane.



Fairey was a venerable British aircraft manufacturer with a long line of aircraft ranging from plain ugly and of dubious value to outstandingly capable and good looking machines. One writer remarked that the Fairey 'Barracuda' was 'not an easy aircraft to forget' – especially by the unfortunate aircrew who had to operate it.

On the other hand, the 'Firefly' (which preceded the Gannet in RAN service) looked 'right' and was an excellent warbird. The Gannet fell somewhere between the two – an ungainly looking machine but fairly effective at its job. This reviewer asked one retired RAN Pilot if he had ever flown one to which he replied 'Yes, unfortunately, but please don't let anybody know'. Another retired Navy pilot interviewed in the book referred to the aircraft as 'an abortion of an aircraft' that so disenchanted him that he gave up flying.

However, that was not the general recollection of most aircrew; particularly pilots. Indeed, many of them interviewed spoke warmly of an aircraft which, despite its ungainly appearance, was light and easy to fly, had excellent forward vision (a big 'plus' for carrier borne aircraft), could carry an impressive armament load and, given the technology of the day, was good at its job – hunting submarines. It had some vices, especially a strange arrangement of power control associated with the undercarriage called 'the flight fine pitch stop', which could be deucedly confusing and was responsible for at least one death. The aircraft would occasionally exercise its own mind on arresting when at sea and head for a port sponson, as a couple of photos in the book demonstrate. It had two gas turbine engines powering two propellers which could each be operated independently with its associated engine with the other one shut-down on long patrol as a fuel saving measure (and hence extended patrol time). Mechanically, it had a chequered career with a couple of serious empennage (tail section) problems – which on one occasion caused an awful fatality – main drive gearbox failures and occasionally a spectacular tailpipe night flying fireworks display after start-up as white hot turbine blades were showered rearwards. Ironically, the RAN was just about on top of these problems when the aircraft's life came to a close prior to being replaced by the American Grumman 'Tracker'.

The book follows the RAN life of the aircraft from acquisition to demise in a series of sections chronologically. By far the main content is by personal interviews with many officers and sailors, both flyers and maintainers and a few other peripherally associated people for good measure. These reminiscences gradually build up a very good picture of what life around naval aircraft is like, especially at sea on an aircraft carrier. It records every conceivable mood from ghastly tragedy to uproarious humour, ashore and afloat, hard at work and hard at play in Australia and overseas. Many people who operated or worked with the Gannet will find their photo in this book because there is not one page without at least a couple of photos on it. A strong feature of this large book is the huge number of excellent illustrations and it thus makes a good 'coffee table' read.

The book has some shortcomings. Most disappointing is that there are few technical details other than in passing conversation in the many interviews and recollections. Other books of this genre (such as the Aerospace Publications series on most other earlier RAN aircraft) give data tables on performance, endurance, engine details, history of all serial numbers, fuselage and engine cutaway sections, and so on. A couple of cockpit layout photos or diagrams would have been enormously helpful in describing the complex starting and in-flight engine shut-down and re-light procedures and in helping to explain the notorious flight-fine-pitch stop terror. The bomb bay view on p.159 is a good example of what can be done in that regard.

Lack of an index is frustrating for researchers and is a common failure in such works. Establishing an index is a tedious job and cannot be done until final print-ready draft, so it is often left out due to shortage of time, but it is an essential primary reference point for future studies and those looking for information on a particular aspect. Such a work thus still remains to be written – which is a pity because most other significant earlier RAN aircraft have now been covered. If space was a problem several of the personal anecdotal items could have been dropped because many people have several entries and some of them are repetitive.

A couple of proof reading errors slipped through – (such as the 'carnivorous' bomb bay depicted on p.159, and a couple of pictures whose captions seem to have wandered off somewhere else), but a book of this size and complexity that escapes from the printer with no spelling errors, typos or syntax howlers has yet to be written



Dear Ron,

Hope this finds you in good health after your recent op and that you are back on deck.

I thought the troops might enjoy this story/report about my time with 5 squadron and detachment at UNEF 2 Ismailia ,Egypt.

Firstly a bit of background info on UNEF 2 Ismailia 1976 -1979.

On the 10th June 76 an advance party left Canberra to prepare for the contingent to arrive to fulfill the commitment made by Australia to the UN Emergency force in the Sinai

The unit was referred to as AUSTAIR, and the task was to monitor the 300k long buffer zone separating Egyptian and Israeli forces after the 1973 war fought along the Suez canal.

The contingent consisted of 4 UH-1H Iroquois helos, 13 officers (aircrew and support) and 32 airmen ,which included RAN personnel during the duration of the deployment.

On the 8th July 76, the first helo was transferred by C130 Herc to Egypt, followed by further flights to complete the contingent.

The first mission in support of UNEF was flown on the 1st August and this continued 5 days a week (occasional week-end flights, mainly for ceremonial duties and emergencies), till the withdrawal in mid 1979.

On the 20/21st October I attended the 2017 Centenary of Formation reunion of RAAF 5SQN in Canberra, the reunion was very well attended with over 500 people being fed and watered over the two days.

Proceedings commenced at 5pm on Friday 20th with the Last Post ceremony conducted at the Pool of Reflection at the War Memorial, followed by a plaque dedication to 5Sqn conducted by the RAAF padre. Once these formalities were complete it was time to muster at the Poppy's Cafe at the AWM for a well earned drink, smally eats and a chance to start catching up with old acquaintances. Following Poppy's we were all ushered to the AWM annex to carry on till the late hours, carefully watched over by the restored G for George.

At 4pm on Saturday we were once again shuttled by bus to Hangar 46, the old home of 5Sqn at RAAF Fairbairn. Dinner for 500 was a truly great event with Sir Angus Houston spinning waries from his earlier days at the squadron on helo conversion course. All in all a great evening.

NEXT PAGE



Geoff Ledger (left) Bill Huntriss (centre) with RAAF 5 Squadron Compatriots

My story.

The detachments to the Sinai were draining the pilots and fitters from the RAAF, hence Navy pilots and techos were requested to fill the gaps. I was selected to go to 5 Sqn in August 1977 to undergo training and courses. RAAF trade categorisations are very different to the Fleet Air Arm way of doing business, so it was important for me to obtain as much training as possible before deployment.

At Nowra I was an ATC so on transfer to the RAAF I was required to be cross trained in all other trades, especially airframes and engines as I was often on overnight flights away from base as the only fitter, very unlike the Navy way!

In June 78 I was bound for Ismailia, a 5 day haul in a C130 accompanied by a helo, blade boxes, spares, replacement aircrew/airmen and 100 cases of Tooheys cans!, enough to last the 6 weeks before the next herc was due in.

My 6 months at Ismailia was filled with normal maintenance at the hangar in El Gorra, 4 day weekends in Egypt, Israel and Cyprus visiting Commonwealth coppers on peacekeeping duties there and 3 weeks unchecked leave during which time I visited England.

I was lucky enough to have my old football team mate Geoff Ledger as my DO whilst there...NOIC Arabia was his official title and we kept the rest of the contingent entertained with our unique style and playing sports around the area.

I arrived home in early 1979 and after some leave was posted back to 723 sqn, complemented with Iroquois Bs, 206 and some Wessex. It soon became apparent to me that I was no longer interested in staying in the Navy, as all the cross training and experience I had gained amounted to nothing, and I seriously considered pulling the pin. Luck was on my side because the resident Warrant ATA, a bloke by the name of Tiny Warren realised that I could contribute to the maintenance section in more ways than just my radio trade. Hence he organised me to go to Oakey and do a blade tracking course, which I completed successfully and so once again I was getting my hands dirty and was enjoying my time at the squadron. Thanks Tiny.

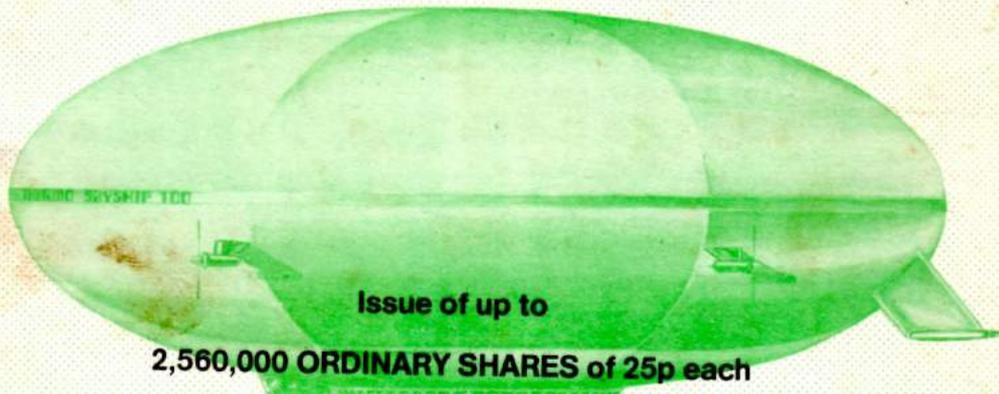
Cheers

Billy Huntriss

IF YOU REQUIRE ADVICE ON THIS DOCUMENT YOU SHOULD CONSULT YOUR STOCK-BROKER, BANK MANAGER, SOLICITOR, ACCOUNTANT OR OTHER PROFESSIONAL ADVISER, YOUR ATTENTION IS DRAWN TO THE "PROCEDURE FOR APPLICATION" WITHIN

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A copy of this document having attached thereto the documents specified on page 40 has been delivered to the Companies Registration Office (Isle of Man) and to the Registrar of Companies (United Kingdom) for registration.

Prospectus 19th November 1979

R101. It is interesting to read the sad tale of the development of R101 and the pig headed attitude taken by the government of the day vs the successful R100 designed and built by Barnes Wallace. The reading of the story brought back a memory I cherish, of a flight I was making heading north from Exeter after preparing a DC3 for a flight from Exeter to Liverpool Airport. It was a clear viz early evening flight and I was cruising along enjoying the flight when I happened to pass over the big Airship hangars of Cardington. I guess I would have been at about 500 feet AGL so had a very clear picture of events. The event was 'blow me down!' because there it was -the big airship moving slowly out for a test flight. I did a couple of slow circuits to have a good look at it. Pity was, I didn't have a camera, This was a ship that was a prototype of a project where shares were being offered to the public for the commercial development of an Air ship. I'd been sent a file for perusal. If I can find the copy, I'll send it in for interest. Exciting stuff!

Barry Lister

LETTERS

Hi Ron,

Thanks for your work on 'Slipstream' it's always a pleasure to receive.

Brian Farthing's (page 18 September 2017 edition) letter regarding the Sea Venom crash at Nowra, on 11 February 1960, with the inadvertent ejection that caused the death of SBLT F. Hodgson and EMW2 M. Holloway, summarises the situation well. I saw this aircraft approaching the runway but in the last moments my view was obstructed by the 20mm butts building. The next thing I saw were the two occupants flying through the air with their main parachutes streaming behind and hitting the ground.

As Brian mentions, because the aircraft hit that rough/elevated end of the runway, it broke the back of the aircraft. At the same time it lifted the floor of the cockpit, dislodging the canopy. When the canopy flew off it took with it the lanyards that would have prevented the ejection guns from firing. For the detailed minded I will add a little more information [as an armourer this was of special interest to me].

Because the cockpit floor moved up it caused both the drogue gun and barostatic time release mechanisms to fire as their triggers were fixed to the cockpit's rear bulkhead. With the lifting of the seats and firing of the drogue guns it pulled the drogues from their containers. As the drogues deployed they would have caught and pulled the face-blind cable, as the cable was laid over the top of the container, and this caused the ejection guns to fire.

The ejection seats at the time were not ground level seats. This did not allow the main parachute to deploy fully - because the seats did not get ejected high enough or have the necessary forward speed for a safe deployment. Brian Farthing is correct about the re-routing of the face blind cable around the side of the drogue container to avoid the same thing happening again.

This accident accelerated the introduction of the ground level ejection seats in the Sea Venoms. The modification included a more powerful ejection gun with two additional booster cartridges to fire the seat much higher into the air; as well as the afore mentioned re-routing of the firing cable. In addition both the drogue gun and barostatic release timings were shortened to allow the seat to separate from the occupant earlier and the main parachute to open sooner. However, an effective ground level ejection still needed 90 mph forward speed for a safe ejection. Fortunately Brian Dutch and Sandy Sandberg's aircraft was high enough and had sufficient speed for a safe ejection.

I believe Ted Goater's comments (page 4) about wind shear apply to both of these accidents.

Trusting that helps to clarify things.

Regards,

Kim Dunstan

Re: Unintentional Ejection Seat Activation

Hi Brian,

In reference to your enjoyable your letter (Volume 28 #3 2017) outlining the history of ejections from Sea Venom aircraft and inviting any comments on the content.

It was somewhat ironic that the Martin Baker seat which has an excellent record of saving lives, would in this event, contribute to the sad loss of both pilot and passenger.

Being a serving armourer at that time of the accident, I was party to the results of the investigation into the cause of the unintentional activation, and subsequent modification of the seat.

As you wrote the force of the impact broke the back of the aircraft, but it was not the slipstream that caused the drogue to deploy.

It was determined that the resulting impact damage caused the pilot's seat to rotate slightly to the right, which in turn extended the firing rod of the drogue mechanism which then fired the cartridge and deployed the chute.

The subsequent sequence of events for the pilot's seat is as you mentioned, and there is nothing wrong with you memory re the rectifying modification right down to the colour of the thread.

As for the LAME in the observer seat he was to be equally unlucky. The impact and subsequent wearing away of the cockpit floor – mostly ply wood – caused one of the Hispano cannons to tear away from its mounting and snag the alternate firing cable - which was routed under his seat – and fire the main cartridge, thereby activating the seat.

Unfortunately the aircraft was now in a nose down position as it slid down the side of the runway and his seat had a forward and lower trajectory.

In spite of what amounted to a sequence of tragic events both chutes – as you mentioned – had started to deploy.

Good to hear Brian that at 86 you are still keeping well. I am a few years behind you but also managing to keep my faculties together...

Cheers,

Anson E (Ted) Goater.

LETTERS

In last issue of slipstream on page 18 there is an article by Brian Farthing ,(unintentional ejection). The LAME killed with SBLT Ron HOGSON was electrical mechanic EM Mal HOLLOWAY, They are both buried in the Navy Cemetery in Nowra. Mal came from western Australia. My name is Ron MOORE (Pony) and I was best mates of Mal and I was an LEM(AW) and I spent 10 yrs in the Navy and loved being around planes. I am now retired and my hobby is flying model aeroplanes. Hope this clears up the person killed .

They were killed on the 11th Feb 1960, Mal was an EM(A) 2 SERIAL No 553977. He loved flying and would try to go up as a passenger when ever he could and I believe, if he hadn't been killed, he would have gone on to be a pilot. Hope this info is of some uses.

Regards Ron (Pony) MOORE



Dear Ron

After my ejection story I decided to contact the Martin Baker company in the UK to see if I could buy a replacement tie for the Martin Baker Tie Club which had worn out over 57 years or lost in many Navy removals. As a result they arranged for Andrew Eden who is the Managing Director of Martin Baker Australia to come to Adelaide yesterday to present me with a new tie and a folder of other memorabilia.

Attached is a photograph of the occasion at the Naval, Military and Air Force Club SA with a painting of HMAS Melbourne in the background which you may use if you wish.

regards,

Brian.

WEBMASTER'S REPORT DECEMBER 2017

For those who haven't seen it yet the FAAA has a new monthly newsletter entitled "FlyBy". It fills the gap between the website and Slipstream, and is growing both in size and content. Edition No. 5 has just been released and there will be another one early in the new year. If you are not on the distribution send me your email address and I'll be happy to include you at no cost and no obligation.



Since September's 'Slipstream' the website has continued to expand, including wonderful articles on the story of RAN Aviation from 1913 to 1947 (with a sequel to follow), and a complete history of the RAN Fairey Firefly. The latter has been enriched by many photographs and also by Norman Lee's wonderful recollections of what the Firefly was like to fly, and of landing on Straight Deck Aircraft Carriers - so if you haven't read it yet you are in for a treat. You can find these stories under the "Heritage" menu on our website.

Getting such eyewitness accounts is like striking gold because they are, like all our personal experiences, limited by our mortal time on earth - and without being morbid about it, that time is short! Just consider how quickly the last ten years have gone and extrapolate that forward. The motto 'Carpe Diem' (Seize the Day) is never truer than now.

So...seize the day and put pen (or keyboard) to paper! We want your accounts of what it was like to maintain or fly aircraft in our inventory past or present. We want your old photos and your memories of the larrikins and personalities of the FAA. We want to know of your experiences in the FAA and what you thought of your time in uniform. We want to make our history immortal.

If you can help then contact me, the Webmaster, by writing to PO Box 28 Nowra 2541 or emailing webmaster@theFAAAA.com.

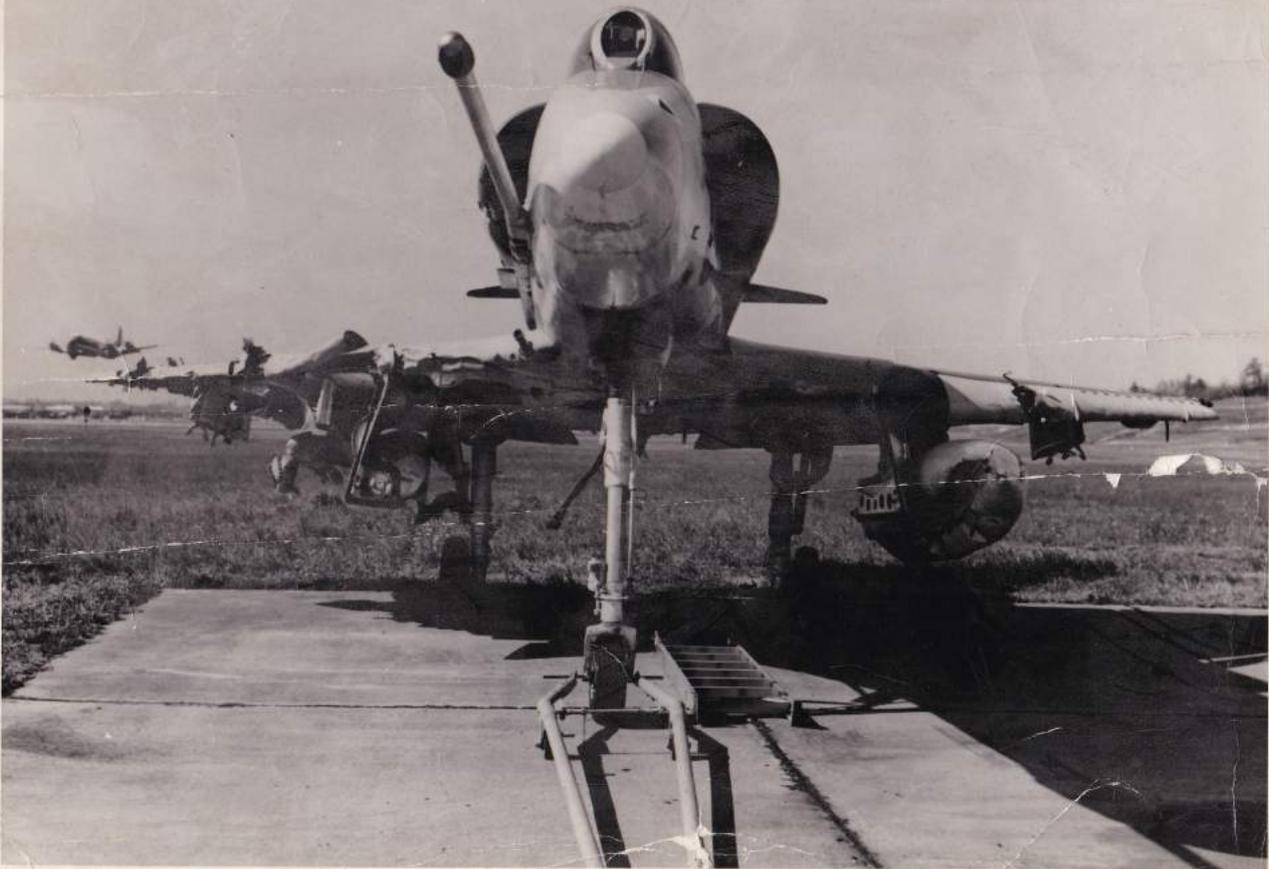
In the meantime may I wish all our website readers (and others!) a wonderful Christmas and a safe and healthy 2018.

Until next time,

Marcus Peake
Webmaster



THIS HAPPENED IN VIETNAM AND THE SKYHAWK RETURNED HOME SAFELY



**FLEET AIR ARM ASSOCIATION
WALL of SERVICE ADMINISTRATOR.**

MONTHLY REPORT.

In June 2016, the cost of plaques was increased due to foundry costs. The new pricing of plaques are \$160.00 for FAAA Members and \$190.00, for non FAAA members which includes their first year's membership into FAAAA.

The current status of Wall of Service (WoS) plaques/applications is as follows:-

The total number of plaques on the wall now stands at 875, and Order number 37 is open with seven applications received.

The application forms are available electronically on the FAAA of A website www.faaaa.asn.au/, which allows for direct debt payment to be made. Hard copy forms are also available from State Secretaries, the WoS Administrator and from the front counter of the FAA Museum shop.

An updated list of all plaques mounted on the Wall of Service (dated 01 Jul 2017) is available for viewing on the FAAA of A website.

This concludes my report.

J. BALAZIC

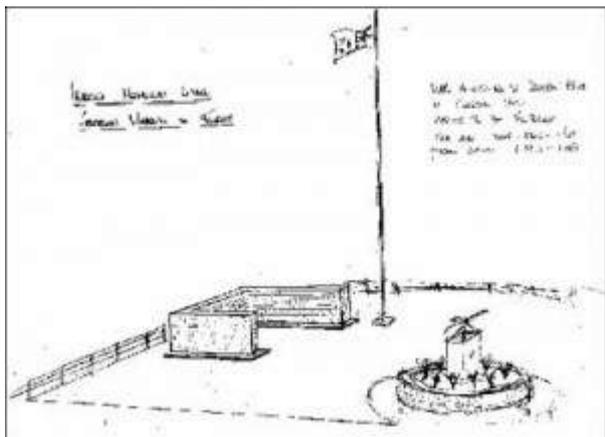
WoS Administrator.

18 October 2017

History of the Fleet Air Arm Wall of Service

An idea had been running around the head of Fleet Air Arm Association member Greg Wise that a brick wall in a “U” shape standing about 6 foot high should be constructed in the area of the memorial garden at the Australian Naval Aviation Museum, on which members could have a bronze plaque recording their time spent on RAN service. It was basically to record them being a “birdie” and having served in the Fleet Air Arm.

The idea was raised at a NSW Division committee meeting to see how the rest of the committee regarded it. It was not something that created an uproar but it was not rejected.



From that meeting onwards the idea started to develop. Drawings of an overall layout, a site plan, numerous designs of individual plaques and a naming plaque were put together by Greg and Neville Newbold. The latter operated an engraving business and it was here that they made the prototypes for the plaques. These were forwarded to a foundry in Victoria for comment and costing. By then it was early August 2004 and one year had passed since the conception of the idea.

The management of the NSW committee changed around this time and these two found themselves on the committee – and once again their ideas were put forward as a proposal along with the plans they had put together.

Quite a few changes were made to these plans. The height of the proposed brickwork was reduced to not above eye level to keep the site from looking like a ‘cell block’, and for convenience and simplicity of construction, the curves of the “U” were changed to 90 degree angles (the curves were originally designed to fit into the overall curved nature of the memorial garden itself). The site plan was also changed so this new shape fitted into an area which would leave the flag pole clear.

From this drawing a plan was agreed and the plaque prototypes were reduced to a single option that encapsulated the required information in a format that was simple, neat and looked smart. It was also agreed that no nicknames or comments would be considered, in order to appear “Service Like”.

A revised plan was then put forward that encompassed all the discussed alterations and it was accepted by the committee as a firm starting point. This was then presented to the Board of the Museum of Flight for approval but the response was less than favourable. Several approaches were made, but these also did not meet with approval. It appeared that the whole plan was doomed.

Time passed and the subject simmered below the surface. Along with this proposal there was the turmoil of the fate of the Museum itself. It had been operating at a loss for some time and looked as if it may have to close if financial support could not be found. At one of the discussions about the whole situation, the idea of attracting more people to the museum because of family connections was raised by Greg Wise and as the Wall of Service was considered a chance to do this, it could be seen as assisting the museum.

As no firm decision was made by the museum to continue the previous objections, the NSW committee accepted this as tacit agreement to proceed. Also, a firm stance on the fate of the museum was taking shape (a return to Navy control and ownership) and this made it essential that the format planned for the Wall would be such that it had to be something that would fit into a Service surround.

The plans were again examined in this light and a firm set of guidelines were added that set out how, when, where and why a person would be eligible to have his name on a plaque on the Wall. This was considered essential so there would be no controversy at a later date about the appropriateness of a plaque on the Wall.

The costings were formalised and an application form for a plaque produced. Distribution of this form was initiated among members of the local naval community. It was felt it was essential that the first plaques be affixed to the Wall as soon as possible just in case the attitude to the project changed.

Construction of the brickwork began almost immediately (plans were already in hand) and within a fortnight (in March 2005) the Wall was erected. Along with the plans for the Wall, plans also had been under way with a firm that acted as agents in Southern NSW for a Melbourne foundry. These entailed a final draft for the plaque that would be used as well as a commitment from them to provide (free of charge) a large bronze 'naming plaque' for the Wall.

The initial order sent to the foundry was for 91 plaques. This could have been for more but time was a factor and the organisers wanted the first of the plaques (and naming plaque) quickly established. It was obvious by the short time taken to get this many commitments that numbers taking up the proposal would be up to expectations.

The organisers hoped to have about 200 plaques on the Wall by the time of the Fleet Air Arm's 60th anniversary in October 2008, and after that they expected the rate to slow a little but still maintain a steady flow.

The first plaques arrived in conjunction with the naming plaque and the process of affixing them started. The final result a few days later was very pleasing to the eye.

(December 2014) Continuing additions of plaques to the Wall have up to this date come to more than 830 and continue at regular intervals. It has taken a long time to get news of the Wall out to everybody and just as long to get them to act, but every week more applications arrive and it is noticeable that quite a few serving members are having plaques added along with previous serving members (usually family).

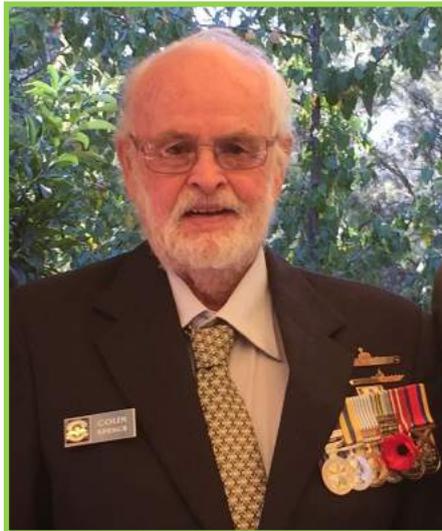
The rule that they are affixed in the order they are manufactured means that the names of naval airman are alongside admirals and this adds to the 'familiarity' of the Wall. The one exception is the lone plaque affixed to the end face of the Wall and this is for the 'father' of the Fleet Air Arm, Admiral Sir Victor Smith.

With the front face of the Wall containing eight rows, it was decided to then make a start on the rear forward-facing side – this was merely to balance the appearance to avoid a lopsided look.

The first row on this side is almost complete and applications keep coming at a regular rate. In all, there are spaces for about 14,000 so it will be a while before extensions will need to be considered.



REST IN ETERNAL PEACE



Hello Ron

My father Colin (Col) Arthur Spence passed away on 23rd October 2017.

My brother and I would like to have a RIP notice placed in your next issue of Slipstream

Trevor "Snowy" Tite attended his funeral as they served together and the FAA Qld division Barry Lister etc all knew Dad well. I have attached his Service Record and Korean Record to assist

Also enclosed are several pictures of Dad you may use as needed

Would be grateful if the "Ode" listed below to be published within the article

*"I heard a voice far far at sea
Twas the voice of a dying sailor's prayer
And eye the morrow his spirit was free.
From a world of toil and sorrow and care"*

If you need any further info please let me know

Thanks in advance

Greg Spence



Australian Government
Department of Defence

STATEMENT OF SERVICE

Full Name: Colin Arthur SPENCE
Service Number: R37523
Category of Service: Royal Australian Navy
Date of Enlistment: 26 April 1949
Date of Discharge: 25 April 1961
Employment: Aircraft Handler
Rank on Discharge: Petty Officer

Postings:

HMAS CERBERUS	26-04-1949
HMAS ALBATROSS	19-08-1944
HMAS SYDNEY	19-05-1950
HMAS ALBATROSS	14-05-1952
HMAS VENGEANCE	21-06-1954
HMAS SYDNEY	01-05-1955
HMAS ALBATROSS	15-07-1955
HMAS KUTTABUL	06-01-1957
HMAS ALBATROSS	04-11-1957
HMAS CERBERUS	10-01-1958
HMAS ALBATROSS	24-02-1958
HMAS KUTTABUL	04-05-1959
HMAS ALBATROSS	11-05-1959
HMAS MELBOURNE	13-07-1959
HMAS ALBATROSS	05-10-1960
HMAS KUTTABUL	30-01-1961
HMAS ALBATROSS	13-02-1961

Honours and Awards:

Australian Active Service Medal 1945-75 with Clasp 'KOREA'
Koreu Medal
United Nations Service Medal for Korea
Australian Service Medal 1945-75 with Clasps 'JAPAN' and 'FESR'
Australian Defence Medal
South Korea Presidential Unit Citation
Returned from Active Service Badge

Jennifer-Ca
gjoy

for S. L. Harnett
Director - Defence Archives and Service Centres
Service Delivery Division
Estate and Infrastructure Group
Department of Defence

26 October 2017

Objective ID: AC2011545

REST IN ETERNAL PEACE

REST IN PEACE.

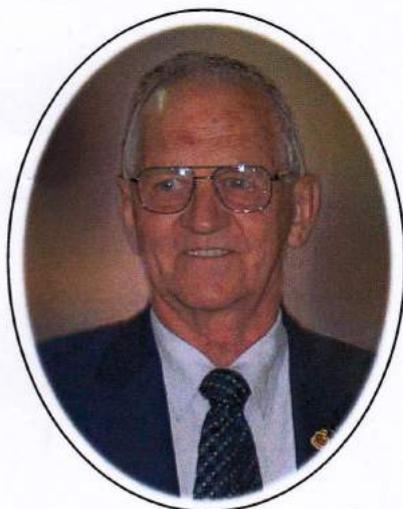
It is my sad duty to inform all members of the passing of long time member and past President ex PO John Berry on the 9th November 2017 after several months of ill health.

He is survived by his son John and son In law David and several grand-children.

Members of this SA Division have forwarded their condolences to the Family.



IN LOVING MEMORY OF



John Reuben Berry
4·9·1928 ~ 9·11·2017



Hello Ron,

Just looking at the photo of "Sydney" during a RAS on the Sept. issue of Slipstream.

Is it my computer or is it that the image may have been reversed during publication, putting the island on the port side!

Best Regards Bob

G'day Ron

Your front page HMAS Sydney is rather confusing the bridge is on the wrong side obviously negative back to front. but who cares.

main point .

When photo taken is either first contingent of troops to Malaya ,having left Sydney 25-May 1964 or first deployment to Vietnam leaving Sydney 25 May 1965 arriving Vung Tau 8June 1965, if I get more info I will update.

Thanks for a great magazine

Yours Aye

-- Dick Allchin Secretary NAA Sunshine Coast Sub Section

Hi Ron

Just got my September copy of Slipstream. Yes I know it's October already (I live in WA means "Wait a While").

By now you have probably had a number of other readers spot the error with your front page pic of Sydney, Supply and unidentified daring.

It's a mirror image.

When I served in Sydney 1965, the island was definitely on the starboard side.

Cheers

Allan Green

Ex CPO ATA

805 Squadron

Sent from my iPhone by Allan Green.

Good Morning Ron,

Firstly, my apology for the previous email, I stabbed the keyboard prematurely.

W.r.t. the September 2017 issue of Slipstream, cover photo, having examined the attached copy it is obviously the original from which your mirror reversal came and shows Sydney and Duchess at RAS with Supply.

The cover photo has the island on the wrong side.

I am attempting to date the event by way of Reports of Proceedings starting with Sydney but it's a slow process.

Fair winds guys,

Dutchy

Thanks once again for a great informative issue. You get better with age.

I just have a query. The front cover shows Sydney with the island on the Port side. Unless my memory is completely gone (a possibility) it was the same as Melbourne, on the Starboard side. Was the negative reversed?

Regards

Mal Smith



THIS IS WHAT IT SHOULD OF LOOK LIKE AND I MISSED IT COMPLETELY



"How do you know this isn't the button for the nurses' station?"

From: NVN Management Committee <navyvictoria@gmail.com>

Subject: HMAS Sydney III Model

Date: 20 September 2017 8:09:33 pm AEST

To: undisclosed-recipients.;

LETTERS

Members,

80 year-old master model maker, Max Montague, has spent 14 months constructing a model of Sydney III as it was in Korea, complete with Sea Furies and Fairey Firefly aircraft.

It is a magnificent model.

During the time of construction I took many photos on my weekly visits to Max.

I have now created a video slideshow and uploaded it to YouTube.

It's a 15 minute video detailing the work that has been put into this construction.

The link to the video is <https://youtu.be/xDdZOa6MuFk>

Please distribute this email to all your Navy mates.

Enjoy!

Cheers

Laurie Pegler

Webmaster

<http://navyvic.net>

A couple drove down a country road for several miles, not saying a word.

An earlier discussion had led to an argument and neither of them wanted to concede their position
As they passed a barnyard of mules, goats, and pigs
the husband asked sarcastically, 'Relatives of yours?'
'Yep,' the wife replied, 'in-laws'



WESTERN AUSTRALIA DIVISION



Firstly, from all of us in the West, we wish all Members and Families a very Merry Christmas and a Happy New Year. May 2018 be a good year; "Year of the Dog"

The months slip away, early call on the Slipstream has me struggling for something to write.

Our Obituaries' column grows ; we said goodbye to Bill Cregan last Month after a long battle with his health. Unfortunately that is six this year.

We will be celebrating Christmas as usual at Rosie O'Gradys on Sunday 10th ; expecting around 50 attendee's. We will be honouring Bevan Daws and Geoff Vickridge with Life Membership and Jim Bush with a Diploma of Merit along with Certificates of Service to Neil (Fish) Ferguson; Michael Elliot and Andrew Curran for 15 Years of Service to the Division.

The Division congratulates all recipients of awards from the Federal Council Meeting.

Our Members are travelling further from home than before. "Bomber" was spotted in Sapporo ; it was even too cold to get a sake!

Yours aye

Keith Taylor Scribe



YESTERYEAR

Ken Collin, an ex RN Telegraphist recalls establishing Jervis Bay airfield in 1945:

'Towards the end of 1944 the Royal Navy established a series of units called Mobile Operational Naval Air Bases (MONAB's) the object being, to be able to invade Japanese held islands in the Pacific and quickly establish an air base for the servicing of aircraft carriers.

Each unit had it's own communications section with radio equipment set up in mobile caravans which could be easily transported in tank landing craft. Personnel were trained in direct combat techniques so that they could participate in the initial landings before establishing a radio base on the island. We were put into Army khaki uniforms but retained our traditional naval hats and had Royal Navy shoulder flashes - an odd combination!

After serving in Dover command during the Normandy invasion I was drafted to MONAB 5 - later commissioned as HMS Nabswick - and spent about three months training in the UK before sailing to Australia in a troopship in late February 1945. After sailing across the Atlantic, through the Panama Canal and after a brief stop at Wellington NZ we arrived in Sydney around Easter time.

Our first base was at RAAF Nowra awaiting instructions to take part in an island invasion. After a number of false alarms and presumably after it was felt that the American forces had the Pacific situation well in hand it was decided to establish a permanent base at Jervis Bay. We moved down from Nowra to Jervis Bay in early June 1945. From a bare patch of scrub we gradually laid a runway and established a radio station on a slight rise to get the best transmission and reception. Mobile field kitchens were set up and eventually we were housed in prefabricated buildings.

Once established, we serviced planes for aircraft carriers anchored in Jervis Bay until the end of the war in August 1945, when I was transferred to Sydney and subsequently sent to Brisbane to assist in making an inventory of radio equipment in Brisbane dock.

I finally returned to the UK just before Christmas 1945 after thoroughly enjoying my stay in Australia - so much so that when an opportunity came in 1973 to emigrate with my family I jumped at the chance'.

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**DEADLINE FOR ARTICLES
FOR NEXT EDITION IS
WEDNESDAY 7th MARCH 2018
GOING TO PRINT FRIDAY 16th
MARCH 2018**

Secretary's Slipstream Report Dec 2017

Greetings to all Members

Well another year is drawing to a close and most of us are looking forward to a good Christmas and a prosperous New Year.

As you all probably know by now the Annual Federal Council Meeting was held in October with representatives present from all divisions. The main topic to come out of the FCM was the changes made to rule 8 of our Constitution pertaining to Life Membership. These changes will appear in the updated Constitution and on the Website after approval by the Department of Commerce in line with the Associations Incorporations Act and I urge all members to read these changes.

2018 is a FAAAA Reunion year and the NSW Division has agreed to handle the organization of the event which will be held over the weekend of 26-28th October 2018 and will include next year's Federal Council Meeting. Further information on this can be read elsewhere in this Slipstream and on the Website.

Congratulations also go to the Helicopter Flight Vietnam who have recently held a very successful 50th Anniversary Reunion here at Headquarters.

That's about it for now except to wish you all a Merry Xmas and a Happy New Year and

"Did you hear about the fellow whose entire left side was cut off?, He's all right now"

Yours Aye

Pincher



70th Anniversary Registration Form - 2018

Registration No:

Member's Name:

Address: E-mail:

..... State:

Phone: Mobile:

Names of attendees

Shirt sizes.....(S,M, L, XL, XXL, XXXL ,XXXXL & XXXXXL— all attending receive a shirt, mug and cap. They are all FAAA emblem embroidered or monogrammed and are blue in colour) Caps are a one size fits all. Have a serious look at shirt sizes as upgrades will not be available. Shirts usually tend to be a bit on the **small** size, so if in doubt go up a size to be sure.

Registration Fee for all attendees: \$40.00 per head - This covers some of the Reunion costs, a Fleet Air Arm shirt, mug and cap. Normally sold for \$25 / \$15 / \$5 respectively. Insert sizes in the space above and they will be distributed at registration.

25th October Thursday - Registration / Collect satchels - 0900 –1430 White Ensign Club (AM / PM possible bus tours of Albatross)

26th October Friday – Registration / Collect satchels - 0900 –1300 White Ensign Club (AM / PM possible bus tours of Albatross) Official 70th Anniversary Dinner: \$60.00 per head - To be held at the Nowra Golf Club and the numbers will be limited to 250. Seating will be by tables of 10. Coaches will be available for transport to and from venue. They will collect from around town at nominated pickup points. Attendees may bring guests to this function. Charges are **\$70.00 / head** but no registration fees are payable.

27th October Saturday: NSW Annual Luncheon (after FCM): \$35.00 per head, seated meal, lucky door prizes - numbers restricted to 120, table size 10 max. Transport will be available to and from venue, which will be at the Flight Deck Café at the FAAA Museum.

27th October Saturday – PM : Section Mini Reunions (as arranged).

28th October Sunday - Reunion BBQ / Model Aero Club display: \$30.00 per head– To be held in the WEC/ Museum grounds. Catered light luncheon, liquid refreshments will be available (2 free drinks each are included in the cost of entry) at the WEC Club. Attendees may bring guests to this function, charges are **\$30 per head** but no registration fees are payable.

Parking for the Saturday Luncheon and the Sunday BBQ will be in the Museum Area.

Summary of Charges	Numbers attending	Costing	TOTAL COSTING
Registration		\$40	
Official Dinner		\$60	
Guests		\$70	
NSW Luncheon		\$35	
BBQ/Aero Club Display		\$30	
Guests		\$30	
Raffle (Whole Book)		\$20	

Guest's Name

Official Dinner

BBQ

TOTAL: -- _____

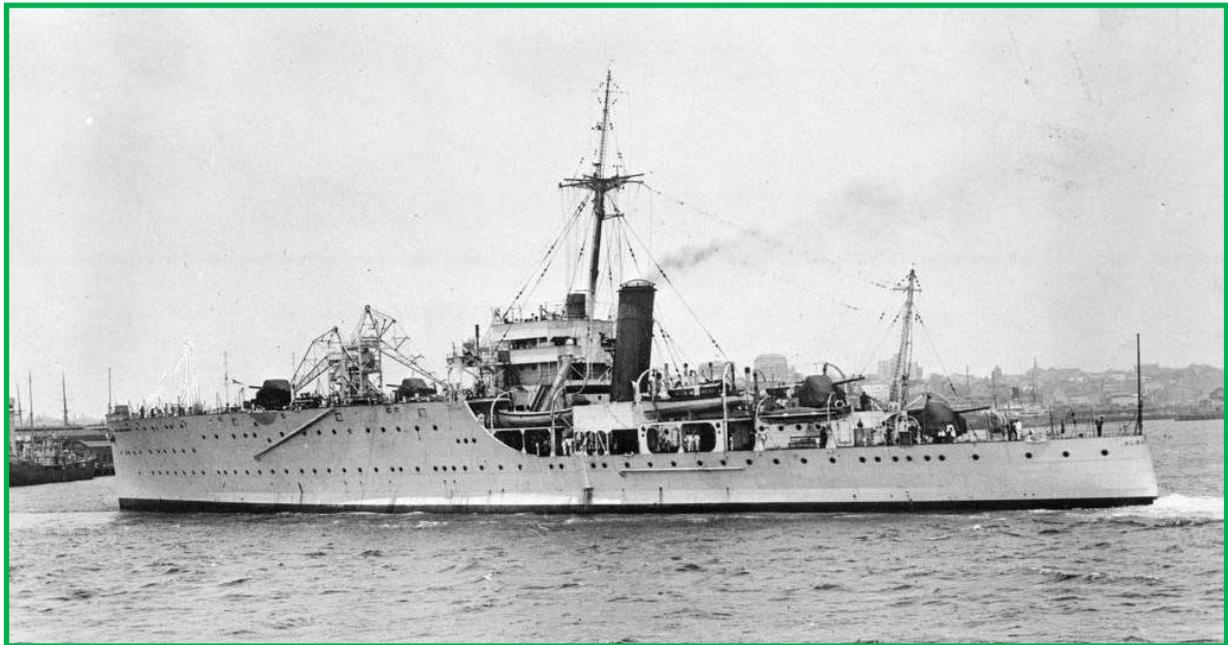
All cheques must made out to "Fleet Air Arm Association of Australia"

Return address for this application is: **FAAA 2018 Reunion, PO Box 7115, Naval Post Office, Nowra Hill, NSW 2540**

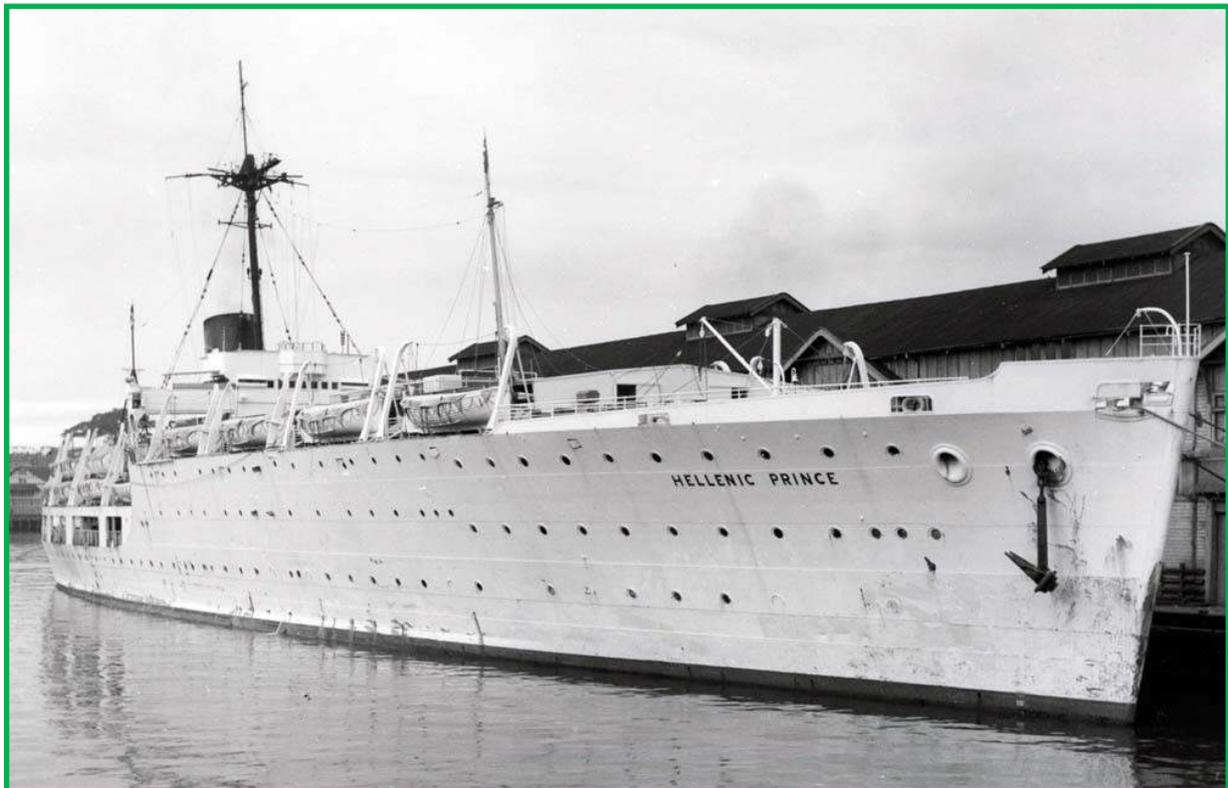
Venues with restricted numbers of positions available will be on a 'First in/Best Dressed' basis. Monetary returns for those having paid and missing out on a booked venue due to number restrictions, will be in the form of a cheque in your respective registration satchels. Funds to put on this Reunion come from the membership, raffles and their support, ensure participation, join up before hand and assist, you also get 4 Slipstream magazines a year into the bargain. Forms are available on the website or contact State Secretaries. There will be a loose leaf application in the next issue of Slipstream as well as raffle books for those who do not wish to damage their current issue of the magazine. Forms can also be downloaded from the website. <https://www.faaaa.asn.au>. Those who receive soft copy of the magazine will get their forms posted.

Signature:

YESTERYEAR



Above: HMAS Albatross (I) manoeuvring away from Garden Island dockyard (RAN image)



After the war the Admiralty sold 'Albatross' to a British company that planned to convert her to a luxury passenger ship, but high costs caused a change of plans. It was decided to use her as a floating cabaret venue at Torquay, Devon – but she was saved from this ignominious fate when a British/Greek consortium purchased her. She was converted to a modern passenger vessel and served out her remaining years ferrying displaced refugees from Europe to Australia under the name 'Hellenic Prince'. She was finally scrapped in 1954.

YESTERYEAR



Seagull III amphibian moored in calm water. The proximity of the propellor to the forward crew position can be clearly seen, as can the 'stepped' hull which assisted in take off. The aircraft was constructed of wood, however, which lacked the durability for embarked operations. It's replacement, the Seagull V (Walrus) was a far more capable aircraft with its all-metal construction, retractable undercarriage and enclosed crew space.

The Silent Treatment

Husband and wife were having some problems at home
and were giving each other the silent treatment.

Suddenly, the man realized that the next day, he would need his wife to wake him
at 5:00 AM for an early morning business flight.

Not wanting to be the first to break the silence (and LOSE), he wrote on a piece of paper,
'Please wake me at 5:00 AM. He left it where he knew she would find it.

The next morning, the man woke up, only to discover it was 9:00 AM and he had missed his
flight

Furious, he was about to go and see why his wife hadn't wakened him,
when he noticed a piece of paper by the bed.

The paper said, 'It is 5:00 AM. Wake up.'

Men are not equipped for these kinds of contests

2017 SLIPSTREAM EDITION

October / November / December

South Australia.

From all the Members here in South Australia who have a viable heartbeat and blood pressure that's still on the scale and readable.. MERRY CHRISTMAS FROM US ALL TO YOU ALL.

Always a ratty time for me as I struggle to find that Christmas gift that is a bit different from last year. No clues at all. Money in a non descript card will work well for my twin 1. year old grandchildren. They can buy an upload or down load something or other from the Apple Shop. Sorted!

How do you Members handle Christmas? A hope for me would be to read of no more Members passing to the other side of the sand bar. Worries me to read of so many friends who have expired recently, including our very own John Berry, who was with us from the beginning, 37 years ago, became President for several years and who planned many Association functions while dressed in a short tartan skirt of the Mac something or other Clan from the Highlands. Those Scottish nights sure e a hoot, with a handful of old sailors dancing the jig but dodging those Neaps and Tatties but didn't mind the whisky. John died 9th November 2017 aged 89yrs. His funeral Service was attended by members John Siebert, Gordon Gray, Michael Cain and me. His coffin was draped with the White Ensign.

John Siebert survived the Federal Council Meeting held in October at the FAA Museum we have all enjoyed visiting and all made welcome by Terry and his gang. At the November General Meeting here in Adelaide, John explained how things within this Association were some-what fragile and great care will be needed to pull things together. Things like dwindling membership numbers and the ability to muster a working divisional committee. If we wish to survive these are some of the problems to be addressed. John touched on HARS, the Navy generally, helicopter ships, and pilot-less aerial vehicles as the Yanks call them.

I attended the final Remembrance Day Service at the Repat Chapel on Saturday 11. November 2017 and as usual, was impressed with the turnout of old darlings with gleaming medals mixed with a slight smell of moth balls. I did not take any red Flanders poppies with me this time. I fortunately sat beside 4 charming Repat nurses who discussed their relocation to Flinders General and her they miss the wide open spaces and flower gardens of the old Repat.

This Division has our Christmas Lunch planned for the 3'd December at the Windsor Hotel starting around 1130 for 1200. A two course menu and all you can eat from the buffet bar is good value and the Division will place some beer and wine on the tables to a set value. So the invite is out there and if you could inform Jan of your intention to attend on 040610894, she will pass it on to the Windsor. A lunch was chosen because so many of our active members did not enjoy night driving. To me, don't care one way or the other as I feel it is all about the bonding and renewal of friendships over a meal and a pint.

The SA Association General Meeting will be held in the Wittunga Botanic Park on Shepherds Hill Road on the 21st of January and will require you to bring all your own picnic food, drinks plus folding chairs and a hat. Remember those 2 ton gumtree branches that drop with no warning, so make the hat robust. Toilets, lawns, lakes with ducks and ample car parking are all free. We gather at 1130 for 1200 with a short meeting and I do mean short, followed by a salad lunch with drinks and ditties. Look for the Association Flag to your left.

Quote: Divorce, from the Latin word meaning to rip out a man's genitals through his wallet. Robin Williams.

Finish off by wishing our Executive Committee members and all State and Territory members.

A MERRY CHRISTMAS AND A SAFE NEW YEAR. HOPE CHRISTMAS IS GOOD TO YOU ALL

Regards from Roger Harrison Hon. Whipping Boy.

50th ANNIVERSARY HELICOPTER FLIGHT VIETNAM



Members of the Royal Australian Navy (RAN) Helicopter Flight Vietnam, Chief of Navy Vice Admiral Tim Barrett, AO, CSC, RAN, dignitaries and guests attend the memorial plaque dedication at the Fleet Air Arm Museum in Nowra, NSW for the 50th anniversary of the Royal Australian Navy Helicopter Flight Vietnam.

Almost 200 veterans and their families gathered in Nowra on 15 October for three days of activities marking the 50th Anniversary of the formation of Royal Australian Navy Helicopter Flight Vietnam.

The busy schedule of events included a church service, memorial plaque dedication a tour of HMAS *Albatross*, a seminar, an official reception and Ceremonial Sunset and a march.

Commander Peter Wynter, Commanding Officer 723 Squadron, was thrilled with the success of the events.

“For 723 Squadron this has been a really important commemoration,” he said.

“It was great to see the veterans sharing their experiences with current aircrew and maintenance personnel, who now have a great appreciation of the service and sacrifice etched into the Battle Honour Vietnam 1967-71, which hangs proudly in the Squadron passageway.”

For the veterans, the Navy Iroquois helicopter perched at the entrance of Nowra is a very familiar sight. Now a popular tourist attraction and declaration of Nowra’s status as a ‘Navy town’, it was one of the seven Iroquois helicopters the Vietnam Flight aircrew trained on before their arrival in Vietnam on 16 October 1967.

While the image and distinctive sound of the Bell UH-1 Iroquois helicopter are among the most instantly recognizable symbols of the Vietnam War, the role of the Fleet Air Arm in that war is not so widely known.

That first contingent consisted of eight pilots, four observers, four aircrewmen, 24 technical sailors and six support staff was formed under command of the then Lieutenant Commander Neil Ralph (now Rear Admiral retired), in July 1967 as part of 723 Squadron at *Albatross*.

PTO

Between 1967 and 1971 the Royal Australian Navy Helicopter Flight Vietnam was fully integrated with the US Army 135th Assault Helicopter Company, flying Iroquois helicopters in both utility and gun-ship configurations.

The relationship between the Royal Australian Navy and the US Army was a unique one, they were officially designated EMU - Experimental Military Unit - and since a unique unit needs a unique motto, they chose "Get the Bloody Job Done" as theirs.

Chief of Navy, Vice Admiral Tim Barrett, described their role as "anything but straightforward".

"EMU pilots and crews were almost immediately involved in flying troops into operations and within a few months, each pilot and crew was averaging between 120 and 130 flying hours a month, the equivalent of a year's flying time here in Australia," he said.

"The work as you would expect was extremely dangerous."

The company's first major operation, Operation Santa Fe, was a lift of 9th Infantry Division troops into northeast Phuoc Tuy in early November 1967. This operation involved more than 80 helicopters flying in support of a combined allied sweep against the 5th Viet Cong Division. It was one of the largest operations any contingent participated in.

Rear Admiral Ralph described some of the challenges they faced.

"Being at low level in the air close to the scene of action made the aircraft vulnerable to ground fire," he said.

"In my year we lost 10 aircraft to ground fire, 41 were damaged; and we lost eight personnel killed in action.

"These operations made great demands on aircrew and tested every aspect of their training, experience, situational awareness, personal commitment and resourcefulness.

"There were many situations such as ammunition resupply to the forward elements which required aircraft and crews to act independently or operate in smaller formations, often at night.

"Involvement in actions of this sort brought out the best in people and very brave and courageous acts which involved risk to survival were frequently a part of the day's operations."

Throughout the Helicopter Flight Vietnam's deployment there were many acts of bravery and sacrifice. Their gallantry and distinguished service was recognised by the award of three Members of the British Empire, eight Distinguished Service Crosses, five Distinguished Flying Crosses, one British Empire Medal, twenty-four Mentioned-in-Dispatches and numerous Vietnamese and United States decorations.

723 Squadron, the Flight's parent unit, was awarded the battle honour Vietnam 1967-71 on 22 December 1972.

Australian Navy pilots ceased flying on 8 June 1971 and the maintenance section were stood down on the same day. During its four year deployment more than 200 Fleet Air Arm personnel had rotated through four contingents. The Unit was continuously engaged in offensive operations earning not only the aviators, but also the maintenance and support staff, a reputation second to none - a reputation for "getting the bloody job done."

The Memorial Plaque unveiling by Vice Admiral Barrett was followed by a fly past from 723 Squadron in missing man formation with one helicopter breaking away in memory of the fallen.

"There weren't many of us but we made a difference," Rear Admiral Ralph said.

RAN Helicopter Flight Vietnam

First Contingent October 15, 1967 - October 16, 1968.

Commanding Officer Lieutenant Commander N. Ralph RAN

Officers

Lieutenant Commander P. J. Vickers RAN (Killed in action February 22, 1968.)

Lieutenant V. T. Battese RAN

Lieutenant A. A. Casadio RAN (Killed in action August 21, 1968.)

Lieutenant B. C. Crawford RAN

Lieutenant D. A. Cronin RAN

Lieutenant G. S. Edgecombe RAN

Lieutenant R. J. Godfrey RAN

Lieutenant R. M. Jones RAN

Lieutenant J. M. Leak RAN

Lieutenant W. S. Lowe RAN

Lieutenant P. J. Plunkett-Cole RAN

Sub-Lieutenant J. W. Dalgleish RAN

Chief Petty Officers

R52160 MECHAE1 K. P. Brennan

R35864 MECH1 R. H. Homer

Petty Officers

R52152 MECHAE2 R. J. Bennett

R51196 POAMAE J. F. Clark

R54863 POEAW P. T. Jones

R57189 POACM A. J. Monty

R46964 POEAW R. J. Muscio

R56859 POACM O. C. Phillips (Killed in action August 21, 1968.)

R55264 POEAC B. R. Ryan

R54022 MECHAE2 G. V. Sharp

Leading Ranks

R93469 LWTRJ. R. S. Biggs

R58123 LSBA T. F. Blackman

R57441 LACM T. E. Brooks

R45552 LAMW A. T. Burton

R55090 LAMAE L. N. Connell

R93311 LAPHOTJ. Dawe

R54765 LAMAE K.J. French

R93836 LAMWJ. D. Geverding

R58876 LAAH D. J. Green

R62195 LEMAW D. J. Hardy

R58435 LAMAE R. E. Howell

R93385 LACMJ. McIntyre

R59345 LEMAC K. T. Taylor



Able Ranks

R62745 NAMA E F. A. H. Eyck
R58565 NAME R. L. Herbert
R94227 NAMW N.J. Hill
R58681 NAMA E J. Moore
R57792 STD W. W. Oppenhuis
R63737 NAMW J. G.J. Peart
R94290 EMAW M. S. Perkins
R58926 NAAHJ. P. Sendy
R58348 CK G. J. Stoneham
R55158 NAMA E I. Waskin
R93603 NAMW K. R. Wardle

Second contingent September 9, 1968 - October 9, 1969

Officer-in-Charge

Lieutenant Commander G. Rohrsheim RAN

Officers

Lieutenant J. M. W. Hart RAN
Lieutenant I. C. Misfield RAN
Lieutenant M. A. Perrott RAN
Lieutenant R. G. Ray RAN
Lieutenant I. M. Speedy RAN
Lieutenant T. F. Supple RAN
Lieutenant W. E. Symons RAN
Lieutenant T. B. Wynberg RAN
Sub-Lieutenant M. J. Bayliss RAN
Sub-Lieutenant R. J. Kyle RAN
Sub-Lieutenant C. R. R. Rex RAN
Acting Sub-Lieutenant A. J. Huelin
RAN (Killed January 3, 1969.)



Petty Officers

R36451 POAAH D. W. Bruce
R52672 MECHAE K. W. Camm
R37018 POAMAE R. C. Cole
R37030 MECHAE2 R. A. Hayes
R55294 MECHAE2 M. J. Herrmann
R93356 POEACJ. R. MacArtney
R91789 POAAH B. J. Melville
R46552 POAMW D. J. Mosman

Leading Ranks

R55294 LAMAE B. J. Arthur
R62245 LAMW R. M. P. Brennan
R93484 LAPHOTJ. Connolly
R62988 LSTD E. T. Domanski
R63000 LAMW B. N. P. Goener
R59689 LACM R. B. Hawkins
R62764 LSBA A. G. Hutchings
R93705 LAMW R. K. McWaters
R59629 LACM N. E. Shipp (Killed in action May 31, 1969.)
R41764 LEMAW A. Stevenson
R59242 LWTR G. H. Waugh

Able Ranks

R94568 NAAH B. J. H. Ballantyne
R94884 NAMW J. L. Bothwell
R63079 NAMA E. R. W. Boyce
R59024 STD A. J. Challis
R62745 NAMA E. F. A. H. Eyck
R62572 NAMW A. Green
R55533 NAMA E. I. D. Hughes
R94678 NAAHJ. G. Lambert
R63673 EMAC F. F. Lord
R62780 NAMA E. J. R. Newell
R63495 CK P. G. Nolan
R65443 EMAW R. H. Ralph
R58457 NAMA E. E. C. Richards
R65440 EMAW J. A. Shepherd
R63691 NAMA E. P. J. Stewart
R94852 NAAH C. C. St. Clair
R63752 EMAW A. K. Whiteman
R62711 NAMA E. B. R. Williams



Third contingent September 9, 1969 - October 8, 1970

Officer- in-Charge

Lieutenant Commander D. D. Farthing RAN

Officers

Lieutenant P. J. Arthur RAN
Lieutenant P. L. Clark RAN
Lieutenant G. F. Cooper RAN
Lieutenant D. B. Gibson RAN
Lieutenant R. T. Giffen RAN
Lieutenant W. M. Kimpton RAN
Lieutenant R. K. Marum RAN
Sub-Lieutenant R. J. Cooper RAN

Sub-Lieutenant C. Mayo RAN
Sub-Lieutenant A. C. Perry RAN
Sub-Lieutenant E. K. Wile RAN

Chief Petty Officers

R59354 AA1 B. L. Grainger
R52626 MECHAEI R. C. Markwell

Petty Officers

R59656 POWTR T. R. Atkins
R55426 POAMAE W. E. Barlow
R93226 POEAC K. A. Koschel
R42027 AA2 G. J. Price
R94105 POEAW D. G. Rasmussen
R55406 POAAHJ. F. Ward

Leading Ranks

R62428 LAMAE K. G. Baker
R59020 LCK B. J. Bowes
R63465 LEMAW P.J. E. Cobble
R65125 LEMAC D. W. Johns
R93864 LAMW M. I. Johnston
R58683 LAMAE G. D. Morris
R63679 LSTD W. J. Nielson
R62392 LAMW L. C. Petrie
R63556 LAMW G. E. Ralph
R63043 LAMW P. Ruhl
R59338 LAMAE E. Shelley
R95362 LEMAW G. V. Terrell
R59080 LACM K. M. Traviss
R63158 LAMW R. W. Venn
R54310 LAAH F. P. Vidler



Able Ranks

R66163 NAMA E D. T. Bengel
R65069 NAMA E J. M. O. Da Silva
R66318 NAMA E A. D. I)avidson
R63837 NAAH F. Driver
R58379 NAAH T. J. Fenwick
R65386 NAMA E B. P. Fisher
R58897 NAMA E N. W. Lee
R64709 NAAH F. J. Mills
R6570 EMAW R. E. Misell
R94257 NAAH J. H. H. Montgomery
R41673 NAAH A. J. Oliver
R64146 SBA J. Sitkei R62408 NAMW D. R. Smith R58528 NAMA E I. R. Wilson

Fourth contingent September 9, 1970 - June 16, 1971

Officer- i n - Charge

Lieutenant Commander W. P. James RAN

Officers

Lieutenant B. G. Abraham RAN

Lieutenant G. P. Allen RAN

Lieutenant J. C. Buchanan RAN

Lieutenant C. R. J. Coles RAN

Lieutenant A. J. Livmanis RAN

Lieutenant T. L. Walford RAN

Sub-Lieutenant J. T. Gumley RAN

Sub-Lieutenant K. T. Powell RAN

Sub-Lieutenant S. P. Rawlinson RAN

Sub-Lieutenant W. J. Shurey RAN

Chief Petty Officers

R55838 MECHAEI J. M. Da Silva

R38488 MECHAEI J. G. Day

Petty Officers

R54845 POEAW J. E. Conroy

R50606 POAMAE T. J. Delaney

R35105 POAAH R. J. Gilmour

R42891 AA2 A. P. Webber

Leading Ranks

R56691 LSBA A. L. Allen

R93960 LEMAC C. C. Anderson

R55188 LEMAW K. E. Doncon

R54658 LAMAE R. D. Edwards

R55619 LAAH W. J. Fowler

R62448 LAMAE K. R. Green

R64923 LAMW A. T. Hardinge

R94064 LWTR A. D. MacKinnon

R63025 LAMW K. M. MC.Kenna

R94266 LACM N. O. C. Musch

R59940 LCK G.D. Shearsmith

R62536 LAMW L. J. Sims

R63688 LEMAC W. J. Sissing

R62701 LAMAE B..J. Thatcher



Able Ranks

R57527 NAMA E M. J. Ayes
R62330 NAAH G. B. Barnier
R59859 NAMA E A. S. Beales
R66164 NAMW C. T. Blond
R39867 NAMW A.J. R. Curran
R59202 NAAH M. E. Goss
R63408 STD R. T. Horton
R62379 NAAH P. R. C. Malcolm
R95604 NAMW.J. Martin
R67242 EMAW S. J. Norton
R63894 NAMA E P. E. Peck
R62592 NAMA E P. D. Scarle
R94315 NAAHJ. V. Shaw
R94141 NAMA E G. M. Washbourne
R59962 NAMA E B. M. Washbrook
R45085 NAMA E A. R. Webb
R59476 NAMA E R. F. Wrobel

RAN Detachment 9 Squadron RAAF

May 8, 1968.- April 9, 1969

Lieutenant Commander R. A. Waddell-Wood RAN

February 26, 1968 - February 4, 1969

Lieutenant A. A. Hill RAN

May 28, 1968 - July 3, 1968 and October 21, 1968 - March 31, 1969

Lieutenant A. H. Craig RAN

October 21, 1968 - March 31, 1969 March 11, 1968 - February 11, 1969

Sub-Lieutenant G. E. S. Vidal RAN

March 11, 1968 - February 18, 1969

Sub-Lieutenant M. J. Ward RAN

May 28, 1968 - April 23, 1969

Sub-Lieutenant K. J. Vote RAN

May 28, 1968 - April 30, 1969

Sub-Lieutenant P. R. Ey RAN

May 28, 1968 - May 7, 1969

Sub-Lieutenant J. R. Brown RAN

RAN Helicopter Flight Vietnam Roll of Honour

Lieutenant Commander Patrick John Vickers, RAN	22 February 1968
Lieutenant Anthony Austin Casadio, RAN	21 August 1968
Petty Officer O'Brien Cedric Phillips, RAN	21 August 1968
Acting Sub-Lieutenant Antony Jeffrey Huelin, RAN	3 January 1969
Leading Seaman Noel Ervin Shipp, RAN	31 May 1969



RAN Helicopter Flight Vietnam celebrations

723 Squadron and the Fleet Air Arm have lead celebrations for the 50th anniversary since the RAN helicopter Flight Vietnam on 16 Oct 1967. 723 Squadron provided four contingents embedded in the US Army 135th Assault Helicopter Company over the span of four years. The gallantry and distinguished service of RANHFV members was recognised by the award of three MBE's, eight DSC's, five DFC's, one BEM, twenty-four Mentioned-in-Dispatches and numerous Vietnamese and United States decorations. 723 Squadron, RANHFV's parent unit, was awarded the battle honour Vietnam 1967-71 on December 22, 1972.



Operations Officer of 808 Squadron, Lieutenant Kate Munrari explains to the participants of the Women in Aviation Work Experience Camp the theory and practical application of the various "Pitot Tubes" which feature on the MRH-90 "Taipan" Multi-Role Helicopter. The MRH-90 is the aircraft type flown by 808 Squadron

An exhibition has been opened in Sydney that focuses on the story of Second World War Navy crews, and their ships that were lost off Indonesia.

The Australian National Maritime Museum's exhibition 'Guardians of Sunda Strait – the WWII loss of HMAS *Perth* and USS *Houston*', is the result of considerable collaboration between governments.

The Hon Julie Bishop MP, Minister for Foreign Affairs, outlined positive steps taken by Australia and Indonesia to achieve formal legislated protection for the Australian wreck and reaffirmed Australian Prime Minister Malcolm Turnbull and Indonesian President Joko Widodo's commitment from February this year to increase cooperation on shared maritime cultural heritage.

Perth (I) was lost in company with *Houston*, during the Battle of Sunda Strait against the Imperial Japanese Navy on the night of 28 February 1942 off the coast of Indonesia.

United States Consul General, Valerie Fowler, unveiled a plaque in memory of the crews of *Perth* (I) and *Houston* during the ceremony.

Two remaining *Perth* (I) survivors Frank McGovern (aged 97) and David Manning (aged 94) were on hand to give their personal accounts of the fateful night.

Indonesian Ambassador His Excellency Mr Kristiarto Legowo, Australian Fleet Commander Rear Admiral Stuart Mayer and museum director Kevin Sumption attended the opening for the display that tells the heroic story of the crews of *Houston* and *Perth*, as they fought a superior force of Imperial Japanese warships.

It brings together emotional accounts from survivors of the battle as well as significant objects from various international collections including the Australian War Memorial, the Royal Australian Navy's Heritage Collection, the Sea Power Centre - Australia, the University of Houston and the United States Navy's History and Heritage Command.

The exhibition also examines the wrecks of both ships which remain on the seafloor off the coast of Indonesia, and the recent work of Australian and Indonesian authorities, including the Australian National Maritime Museum and Indonesia's National Research Centre of Archaeology Indonesia/Pusat Penelitian Arkeologi Nasional (ARKENAS), to protect them from illegal salvaging.

The maritime museum and ARKENAS conducted a joint dive on the wreck of *Perth* (I) in May supported by officials from the Indonesian Navy, Indonesian Ministry of Marine Affairs and Fisheries, Indonesian Ministry of Education and Culture, the Directorate of Heritage and Museum - Regional Office Serang and the Australian Department of Foreign Affairs and Trade.

The dive revealed *Perth* (I) had suffered significant damage from illegal salvaging with only 40 per cent of the vessel remaining.

Since the May dive, Australian and Indonesian authorities have continued to work together to achieve legislated protection and support this protection once formalised. Submission of the report from the dive to Indonesian authorities is an important step in that process.

'Guardians of Sunda Strait' is part of the Australian National Maritime Museum's 'War and Peace in the Pacific 75' Program supported by the United States of America Bicentennial Gift Fund. The exhibition will remain on show at the Australian National Maritime Museum until 19 November 2017; entry is free.

The Hon Julie Bishop, MP, with Frank McGovern and David Manning at the opening of the Australian National Maritime Museum's 'Guardians of Sunda Strait' exhibition





A member of the search and rescue team that worked to save personnel in the wake of the collision between HMA Ships *Melbourne* and *Voyager* on 10 February 1964 has been recognized for his heroism posthumously.

Commodore Brett Dowsing presented a Chief of Navy Group Commendation on the quarterdeck of HMAS *Stirling* to the widow of the late William "Robbie" Robinson, for outstanding service under difficult conditions.

Commodore Dowsing said that it was a privilege to present the award, commending the crew members of the vessels HMA Ships *Air Nymph* and *Air Sprite* for their courage under horrific circumstances.

Mrs Sue Robinson said that she was honoured to accept the Commendation on behalf of her late husband.

"On behalf of the family and myself, I would like to thank the Chief of Navy for approving the Commendation to all the crew members of the *Air Nymph* and *Air Sprite*," Mrs Robinson said.

"It wasn't until after Robbie's death that his ex-Commanding Officer [Commander retired] Kerry Stephen told me of my dear husband's courage on that fateful night."

Able Seaman Underwater Weapons Robinson and the standby crew of *Air Nymph*, scrambled to man the launch after the emergency siren was activated and headed out of Jervis Bay at maximum speed of 28 knots to assist with the recovery of survivors from the water.

While recovering survivors, Able Seaman Robinson leapt overboard, swam to a struggling sailor and recovered him from under the water and brought him back to *Air Nymph* where he revived him.

While searching the southern segment of the collision area, *Air Nymph* ran over a sunken life raft that became jammed around the port propeller.

In pitch blackness, Able Seaman Robinson dove into the water cleared the propeller with a knife, cut the life raft free and continued with their search and rescue mission.

"Robbie would be very proud and grateful for the recognition by the Royal Australian Navy for the courage of the search and rescue members on that tragic night in 1964," she said.

Mrs Robinson said that her late husband loved his time in the Navy and was very proud to have served his country.

"He had a lot of fun and enjoyed travelling to far places," Mrs Robinson said.

"Robbie was always very positive and didn't dwell too much on the negative side of things.

"Whenever the collision between *Melbourne* and *Voyager* was mentioned all he ever said was that he was the silly bugger that jumped overboard to cut the ropes from the propeller," she said.

During that night *Air Nymph* rescued 34 survivors from *Voyager* and *Air Sprite* rescued 36, a total of 70 pulled from the sea



An EC-135 helicopter conducts First of Class Flight Trials (FOCFT) with MV Sycamore. The Navy's newest aviation capability has been stretching her wings off the eastern seaboard, with the Aircraft Maintenance and Flight Trials Unit conducting first of class flight trials with the EC-135 helicopter in aThe trials are an important step in developing the safe limits for operations of a specific helicopter to a particular class of ship, commonly known as a ships helicopter operating limits or by the term, 'SHOL'.

This trial was also the first time any aircraft has operated from *Sycamore*, thus allowing her aviation facilities to be tested and her crew being introduced to embarked helicopter operations.

Sycamore is operated by a contracted crew who are relishing the opportunity to apply their established mariner skills to a new and exciting role.

The ship's flight deck team, also staffed by contractors, under the supervision of a Royal Australian Navy Helicopter Control Officer.

Commander Andrew Rohrsheim is the only permanent Royal Australian Navy Officer posted to the ship.

"*Sycamore* will provide Navy with a range of services, but first among equals is aviation training," Commander Rohrsheim said.

"With specified aviation support systems and a dedicated flight deck team, she will soon be able to provide trained and qualified sailors, officers and aircrew for immediate benefit to the Fleet."

The trials commenced in Jervis Bay, New South Wales, to develop a conservative ship helicopter operating limits, before transiting to waters off Cairns in Queensland, to enable data collection in a warmer atmosphere.

Lieutenant Tim Craig, from the Aircraft Maintenance and Flight Trials Unit, said the data collection presented unique logistical challenges.

"*Sycamore* does not have a hangar and subsequently can't embark a helicopter overnight," he said

"Arrangements had to be put in place for the aircraft to make a number of overnight stops, and eventually operate from the Cairns International Airport each day."

Test pilot, and trial lead, Lieutenant Commander Martin Stiles, praised the performance of everyone involved.

"The first of class flight trials progressed very efficiently, on schedule and a very high rate of data collection," he said.

"We completed over 200 day and night recoveries, along with transfers, deck movements, and other tests."

"This positioned us well to achieve all the trial aims and provided the most efficient ship's helicopter operating limits for ongoing operations".

The primary beneficiary of these trials is 723 Squadron and the new helicopter aircrew training system program.

"This will deliver a highly skilled workforce with rotary wing flying training for Navy pilots, aviation warfare officers, as well as Army pilots and loadmasters," Lieutenant Commander Stiles said.

Once the trial concludes the aircraft will return to HMAS *Albatross*, in Nowra, and *Sycamore* to her home port of Sydney.

The newly developed EC-135 limits will be put to use at the end of 2017 when Instructors conduct staff training and deck landing qualifications, to prepare themselves to instruct the first batch of students in 2018.



LCDR Murray Smythe, sixth from left, and Andy Perry, far left – the other midshipman on the original course – in front of a RAAF DHC4 Caribou at the reunion

Midshipmen who were among those to take part in No. 67 Pilots' Course in 1967 were reunited with some of their fellow pilots at RAAF Base Point Cook recently, five decades after the completion of the course that brought them together.

Lieutenant Commander Murray Smythe (ret'd) was joined by 19 ex-Air Force and Army pilots, most of whom had not been in contact for 50 years.

"Eight of our number are no longer with us for a number of reasons, notably aviation accidents in peace and war," Lieutenant Commander Smythe said.

"Air Force Pilot Officer Ted Collett (pilot) and Flying Officer Ian McLean were killed in an Iroquois helicopter near Canberra in April 1969, while Les Maike, Dennis Coffee, Arnie Fox and Clive Mayo have all died of non-aviation causes.

"Pilot Officer Mike Herbert failed to return from a night bombing mission in a Canberra bomber in Vietnam in 1970, and Pilot Officer Lloyd Smith was killed in a Mirage crash in Malaysia in May 1972."

Lieutenant Commander Smythe experienced a few daunting moments himself during his career.

"As a 23-year-old Lieutenant, in December 1972, I ejected from a Royal Australian Navy Macchi, due to engine failure, shortly after take-off from HMAS *Albatross*, and landed by parachute," he said.

"My most memorable landing was also at the Nowra base, as a member of the Checkmates aerobatic team in 1974, when we tried to land four A4 Skyhawks while in formation.

"No. 4, squeezed between the leader and me (No. 3), blew a tyre; the leader veered left towards No. 2, who over braked and also blew a tyre.

"We all managed to remain in some sort of formation, using all of the runway to come to an untidy stop, without damaging any metalwork, but we didn't do that manoeuvre again."

During and after his training, Lieutenant Commander Smythe flew Winjeels, Macchis, Vampires, Sea Venoms and Skyhawks, but didn't have a favourite.

"The Venom was a remarkable aircraft, and I loved every hour I flew it, the Macchi was unbeatable as a trainer, and of course there was nothing quite as exhilarating as flying the A4 Skyhawk on HMAS *Melbourne*," he said.

"Deck landings were pretty exciting, except at night, when they were just terrifying.

PTO

CONTINUED

"My deck landings, I'm pleased to say, we're all uneventful, unlike those of my friend and course mate Sub Lieutenant Phil Thompson, who survived a night ramp strike in 1971 on *Melbourne*."

Lieutenant Commander Smythe left the Navy in 1986 as Executive Officer at Sydney base, HMAS *Kuttabul*.

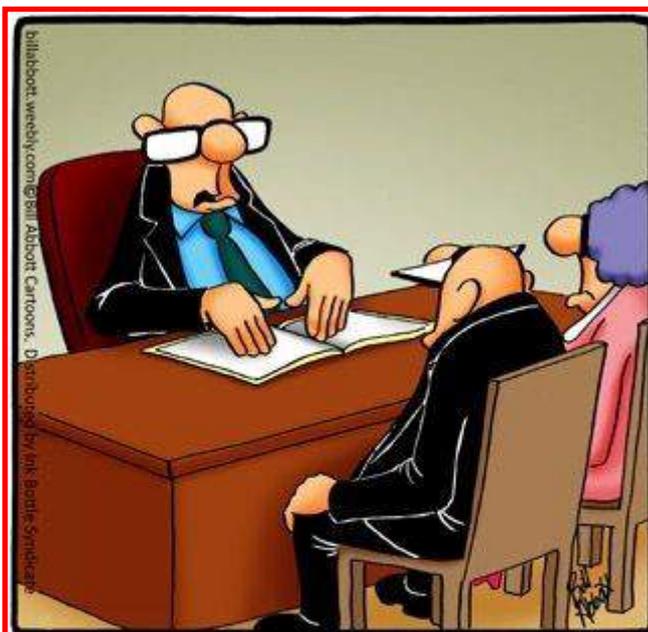
"During my naval career, I had studied Japanese and served as the Assistant Defence Attaché in Tokyo, on leaving the Navy I joined the Australia-Japan Foundation, and then worked as a business consultant in Tokyo," he said.

Today's Royal Australian Navy Pilots train in PC-9 fixed-wing aircraft and the Eurocopter EC135 helicopter and are employed predominantly flying in the MH60R Seahawk and MRH90 Taipan helicopters

A young ventriloquist is touring Europe and one night he's doing a show. With his dummy on his knee, he starts going through his usual dumb blonde jokes.

Suddenly, a blonde woman in the fourth row stands on her chair and starts shouting, "I've heard enough of your stupid blonde jokes. What makes you think you can stereotype blonde women that way? What does the color of a woman's hair have to do with her worth as a human being? It's men like you who keep women like me from being respected at work and in the community, and from reaching our full potential as people. It's people like you that make others think that all blondes are dumb! You and your kind continue to perpetuate discrimination against not only blondes, but women in general . . . pathetically all in the name of humour!"

The embarrassed ventriloquist begins to apologize, and the blonde yells: stay out of this! I'm talking to that little GUY on your lap."



"I've crunched the numbers in your retirement account. It's time to figure out who will be wearing the mask and who will be driving the getaway car."

VICTORIA DIVISION

Greetings to all members from the Victoria Division. Our best wishes for a safe and happy festive season and a prosperous and healthy 2018.

All has been relatively quiet since our last report and from my understanding the Federal Council Meeting held in October went well. I was overseas and could not attend this year but our president Chris Fealy represented the division.

Chris is currently trekking around the INCA trail and the Amazon jungle. We look forward to some interesting tales upon his return.

Our Vice President Scott Myers has recently been appointed an aide-de-camp to the Governor of Victoria. Congratulations to Scott and now he will have something to fill in his spare time when not piloting the Victorian Police Helicopter.

Our final meeting for the year is was held on Sunday 3rd November which incorporated our Christmas Breakup. After a suggestion by committeeman Rob Gagnon it was agreed that we would hold this event at the Frankston Naval Memorial Club. We have used this club after our last two Memorial Services and have been made welcome. The only problem is the distance from Melbourne (50 Kms.) which makes it difficult for many to attend. To overcome this obstacle it was decided to investigate the hire of a small bus for those members who did not fancy the drive. I applied for a grant from the Melbourne Naval Commission to assist with the cost (\$700) and they agreed to the request. Our thanks go to the MNC as their support helped make the day a success. The bus had two pick up and drop off points with about half of those attending taking advantage of the service.

My thanks to all who assisted, in particular raffle ticket sellers extraordinaire John Fields and George Self. I am often remiss in not thanking George for his great photographs of all our events but it is appreciated. That twelve years of Navy Phot.training came in useful after all.

It was great to have Kim Dunstan joining us. Kim is a long time member and great supporter of the association and most will have read his articles in Slipstream over the years.

Our next meeting (AGM) will be on Sunday 4th February. As we are still without a permanent home the venue is yet to be decided. Members will be advised shortly.

Yours Aye

Mal Smith

QUEENSLAND

This is my first attempt at a newsletter so here goes

We here in Queensland have had a couple of busy months . We started off with a social get together and meeting at the Pine Rivers naval association club rooms .This went off well but a bit disappointing on numbers,although this proving to be the ideal central spot for us all and the facility's are great .We discussed the problem at recent committee meeting and will consider functions on a weekend to see if we can attract those new members who are still working.

Our next social event was a bus tour to the Amberley air base and luncheon at a local club . I had hoped for 20 people and so booked a bus for that number,but again numbers were a problem with only 10 people registering to come so I had to cancel the bus ,but fortunately The R.S.L. sub branch where I do volunteering work offered a 10 seater bus at no cost . For those few people that came a long had a good day Although Amberley's museum is not as Good as ours at Nowra.

Our next event was the visit of 816 Squadron for a freedom of entry ceremony at Caloundra .We were invited to march behind the Squadron and all went well with about 20 of our members marching including some ex C.O. s of 816. After the ceremony was over 3 aircraft put on a display over the beach. Well done 816 and thank you for visiting us; it was great to see my old squadron up here. In my days it was Gannets and Trackers.

We have had to cancel plans for a Xmas lunch again due to lack of support. After attending the federal council meeting on October I realise we are not on our own with this problem.

I would like to welcome 3 new members to our branch ,John McCaw, Jeffry Booker and Marion Sullivan. Hope We see you soon.

Barbara's health has improved but still a long way to go. We are hoping for the best.

To all members through out this great country, We, in Queensland wish you a merry Xmas and a great new year

Ray Murrell Queensland President



TASMANIAN REPORT SEPTEMBER 201

Please except my apology for leaving this report out of the September issue

ED

Tasmanian Division

Hello to the "Big Island" and my first report for Slipstream. I was elected as the Slipstream Scribe unopposed (or last man standing) at the recent Tasmanian FAAA AGM. Other results for our AGM were Alan Dickie (President), Dennis Hinds (Snr. Vice President), Bob Douglas (Jnr. Vice President), Graham Nicholas (Secretary), Steve Beales (Treasurer) and as mentioned me as the "Scribe". We also welcomed a new member at the AGM being Greg



Rush (ex POATV). Greg and his wife have moved to Georgetown which for those not familiar with Tassie is situated on the East Tamar. Greg and his wife have not enjoyed good health in recent times so we hope the move to Tassie (fresh air, crystal clear waters) will see an improvement and welcome.

At the AGM it was decided to hold 1 meeting per year in Hobart. At present we hold our meetings at the Over 55's club in Launceston which is central for the North and North West members. They also provide a free venue and excellent counter lunches for under \$20 so we are well catered for there. However in an attempt to get more of our members to future meetings and to be fair to our Southern members, next year the North will travel to the South for a meeting. People that know Tassie will understand the "North" v "South" issue! I might add that if any members are down in Tassie you are always welcome to attend our meetings and we have had a couple of visitors attend this year.

few of our members will be heading North over the next couple of months with President Al in NSW for his gliding and I believe he will attend a couple of the Spanner Wankers lunches at the Bridge Hotel in Nowra while over that way. He will also be attending the FAAA AGM. Graham will be heading further North and visiting Hawaii (guess to bring back RIMPAC memories), Canada, United Kingdom and Singapore (too late to re-live the Boogis Street memories!). I am in Nowra fairly regularly still for work but also heading North to Bali next week. While Bob Douglas will be turning 80 on 15 October I understand he has decided to stay at home to celebrate. Happy birthday for 15 October Bob.

Tassie is to receive a visit from HMAS Stuart which is home based in WA in November and hopefully it will have a MH-60R embarked so the Tassie FAAA members can have a look at the latest FAA acquisition. It will dock in Devonport and enjoy Freedom Of Entry while there (I guess this visit will be subject to North Korea remaining "quiet"). As my daughter is a member of the crew I will be one of the proud Dads on the wharf.

As I mentioned I am still doing some work in NSW and mainly at Albatross Aviation Technical Park at Yerrilyong (AATP). For those that have not been back to Nowra recently the AATP is "home" to more aircraft types (and often numbers) than at HMAS Albatross. Currently we have AS350BA Squirrels, S-70B-2 Seahawks, MH-60R Seahawks, S-70A-9 Black Hawks, Gates 35A Learjets, King Air and Alpha jets resident there for both operational and deeper maintenance requirements. Also a variety of visiting aircraft are operated from AATP.

All the best from Tassie.

TASMANIA

December Report



Hi Ron,

Hello from a hot and dry Tasmania. We are certainly experiencing an early start to summer with November 2017 set to break records for the highest average temperatures for at least 130 years. And before I get all the usual disparaging comments about Tassie weather we have been experiencing 28 degrees plus days for a couple of weeks with more to come according to the METS! So if you are looking for great weather, food and beer come on over.

Well we had our visit from HMAS STUART but unfortunately no Romeo embarked. Also the Ship was impossible to get to for visitors as where they berth in Devonport is a restricted area so all the usual For those who haven't seen it yet the FAAA has a new monthly newsletter entitled "FlyBy". It fills the gap between the website and Slipstream, and is growing both in size and content. Edition No. 5 has just been released and there will be another one early in the new year. If you are not on the distribution send me your email address and I'll be happy to include you at no cost and no obligation.

Workplace Health & Safety rules come into force (inductions, fluoro vests, footwear etc.). Also access to the wharf was via set of stairs with an incline that reminded me of the HMAS MORESBY days berthed at Stokes Hill wharf with the tide variation! So no "Open Day" either. At least the Ships Company enjoyed some great weather here although they were wearing winter rig!

I have included a photo of some of the Tassie FAAAA members at our recent October meeting. President Al is still imparting his gliding skills to Big Island residents and no doubt sharing ales and warries. Bob Douglas must have had a big 80th as he had not sufficiently recovered to make the October meeting! Hopefully he will have recovered from illness in sufficient time for our next meeting in Feb 18. Our secretary, Graham Nicholas, grand overseas plan went awry due to a major illness and he only made Perth (WA – yes we have a Perth in Tassie!). Thankfully Graham is well on the road to recovery and was able to attend the October meeting. Appears all other members are enjoying good health and travel.

The Tasmania Division wishes all a Merry Xmas and a healthy New Year.

Cheers Graham

I have no idea who put this together, but it is memorable!

Long ago and far away, in a land that time forgot,
Before the days of Dylan , or the dawn of Camelot .

There lived a race of innocents, and they were you and
me,

For Menzies was in the Parliament in that land where we
were born,
Where navels were for oranges, and Peyton Place was
porn

We longed for love and romance, and waited for our
Prince,
Eddie Fisher married Liz, and no one's seen him since

We danced to 'Little Darlin,' and sang to 'Stagger Lee'
And cried for Buddy Holly in the Land That Made Me, Me.

Only girls wore earrings then, and 3 was one too many,
And only boys wore flat-top cuts, except for Jean
McKinney.

And only in our wildest dreams did we expect to see
A boy named George with Lipstick, in the Land That Made
Me,Me.

We fell for Frankie Avalon, Annette was oh, so nice,
And when they made a movie, they never made it twice.

We didn't have a Star Trek Five, or Psycho Two and
Three,
Or Rocky-Rambo Twenty in the Land That Made Me, Me

Miss Kitty had a heart of gold, and Chester had a limp,
And Tarzan was a loner whose co-star was a chimp

We had a Mr. Wizard, but not a Mr. T,
And Oprah couldn't talk yet, in the Land That Made Me,
Me.

We had our share of heroes, we never thought they'd go,
At least not Bobby Darin, or Marilyn Monroe

For youth was still eternal, and life was yet to be,
And Elvis was forever in the Land That Made Me, Me.

We'd never seen the rock band that was Grateful to be
Dead,
And Aeroplanes weren't named Jefferson , and
Zeppelins were not Led.

T-Birds came with portholes, and side shows came
with freaks,
And bathing suits came big enough to cover both
your cheeks.

And Coke came just in bottles, and skirts below the
knee,
And Castro came to power near the Land That
Made Me, Me.

We had no Crest with Fluoride, we had no Hill
Street Blues,

We had no patterned pantyhose or Lipton herbal tea
Or prime-time ads for those dysfunctions in the Land

That Made Me,Me.

There were no golden arches, no Perrier to chill,
And fish were not called Wanda, and cats were not called
Bill

And middle-aged was 35 and old was forty-three,
And ancients were our parents in the Land That Made Me,
Me

But all things have a season, or so we've heard them
say,
And now instead of Maybelline we swear by Retin-A.
They send us invitations to join AARP,
We've come a long way, baby, from the Land That Made
Me, Me

And Beatles lived in gardens then, and Monkees lived
in trees,
Madonna was Mary in the Land That Made Me, Me.
We'd never heard of microwaves, or telephones in
cars,
And babies might be bottle-fed, but they were not
grown in jars.

And pumping iron got wrinkles out, and 'gay' meant
fancy-free,
And dorms were never co-Ed in the Land That Made
Me, Me.

We hadn't seen enough of jets to talk about the lag,
And microchips were what was left at the bottom of the
bag.
And hardware was a box of nails, and bytes came
from a flea,
And rocket ships were fiction in the Land That Made
Me, Me

So now we face a brave new world in slightly
larger jeans,
And wonder why they're using smaller print in
magazines.
And we tell our children's children of the way it
used to be,
Long ago and far away in the Land That Made Me,
Me.

Those who didn't grow up in the fifties, have
missed the greatest time in history,
Hope you enjoyed this read as much as I did



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*TO ALL MEMBERS
FROM THE NSW DIVISION AND ME*