

# ***SLIPSTREAM***



The first pilots to undergo rotary conversion under the Helicopter Aircrew Training System graduated recently. Navy and Army joined forces to deliver an integrated training system for ADF rotary wing aircrew and provided streamlined initial pilot training before conversion to Navy and Army aircraft.

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## PRESIDENT REPORT FCM 2018

It has been a busy year and I welcome you all to the home of Navy Aviation for our annual formal gathering. I hope that the FCM and the associated reunion are both successful. I apologise that I cannot be with you for this important occasion, but I am on duty overseas.

We are continuing to work to the guiding principles that I have set for my Presidency. These principles are still working well, but it would be great if the Association could do more to support our aging membership and assist our Veterans more broadly.

To remind you, my Principles are:

1. All Association activities to be in accordance with the Constitution;
2. Build the Association by growing the membership;
3. Support the membership as best we are able; and
4. Improve linkages with COMFAA and the current FAA.

Good progress continues to be made, although we can always do more to grow and support our membership.

We have had some fantastic successes over the past 12 months. The Association made an important Submission to the Defence Honours and Awards Appeals Tribunal in support of the case for a unit commendation for RAN Helicopter Flight Vietnam. We were central to advocating for a Unit Citation for Gallantry which the Tribunal eventually recommended to the Minister. The award of the Unit Citation for Gallantry recognises the extraordinary gallantry displayed by the aircrew and maintenance and support personnel of the RANHFV during the Vietnam conflict. There are several other individual awards that we are working on in this area which will hopefully be resolved over the next 12 months.

We continue to have an excellent relationship with COMFAA and his staff and I expect that this will continue when CDRE Smallhorn hands over to CDRE Dezentje later in the year.

We have said goodbye to two warhorses of the Fleet Air Arm over the last 12 months. The AS350B Squirrel and 5-708-2 Seahawk both served the FAA, the Navy and Australia extraordinarily well since the mid 1980s in both peace and in war, and importantly in humanitarian disasters around the world. The introduction of the replacement aircraft continues to proceed smoothly. The Romeo Seahawk and the EC135 training aircraft appear to be going from strength to strength.

I am working with the Defence Force Welfare Association on the matter of a military covenant, similar to that brought in to Britain for the British Armed Forces in 2011. In essence, the military covenant is an acceptance by the nation that the preparedness of military people to sacrifice themselves for our nation requires in return the nation to accept responsibility for the veterans after their service is complete. Both sides of politics in Australia appear to be in favour which is a good thing, and if it can become a bipartisan motion of both Houses of Parliament, it may smooth matters with the Department of Veterans Affairs and other areas of Government for us all. I hope to have positive news on this front shortly.

Finally, I would like to pay tribute to the outstanding efforts of the National Executive in promoting and guiding the Association. Phil Carey, Pincher Martin, Denis Mulyhill, and Marcus Peake are all doing a fantastic job for us all. Thank you chaps and well done this year.

The National Executive will continue to work for you as best that we are able.

Mark Campbell RADM, RANR National President.

September 2018



## A word from the Editor Slipstream AGM October 2018



Four issues of Slipstream have been printed since the 2017 National Association Annual meeting and a lot of water has passed under the bridge. It takes a lot of time and effort to mail each issue out to our members and to the small band of unselfish personnel who turn up each time to post out the quarterly issue you have my sincere gratitude, because without you it wouldn't be possible. My special thanks go to the National Secretary Dick Martin for his time and effort with the labelling.

Over this time period I have endeavoured to mix the magazine with coverage of both the Yesterday and Now periods of the Fleet Air arm and with having no negativity from members

will endeavour to provide the same format for the coming issues. I also would like some feedback from our members on how to improve the format as I am open to all suggestions.

Please keep the old stories and photos coming as that is what Slipstream is all about. Like very one else I am starting to feel the pinch but will endeavour to keep up the editions if I am able, but once again the magazine needs those old stories.

I would like to wish all members a healthy and memorable time for the year 2019

This ends my report.

Cheers

Ron Batchelor

### A MEAN MACHINE







At the Queen's Birthday Investitures at Government House, Canberra on 6th September 2018 John Harrison was awarded the Order of Australia Medal by the Governor General Sir Peter Cosgrove for service to veterans and their families.

John joined the newly established RAN Fleet Air Arm as a Naval Airman and arrived at Cerberus in early October 1947 as a member of the first intake of direct entry 'Birdies'. He retired in 1969 as a CPO AMW. Offered a position as a Senior Tech Officer with the Naval Ordnance Inspection Branch, Canberra, he accepted and moved to Canberra.

In the mid 80's John joined the ACT Section of the Naval Association and his service to veterans and their families began. From Committee Member John took on the Presidency in the early 90's and represented the Association in the redevelopment of the Australian War Memorial WW2 Galleries. John also assisted in the Vietnam Veterans Mortality Study which went on for a number of years to 1994. During this time he was the Association's member of the ACT Kindred Organisations Committee. For one year while KOC President he introduced the plan, which DVA supported, for a Veteran's Pension and Welfare Advice Office to be opened in the DVA Canberra city office. This took place and operated successfully. Along with other ex-service veterans John operated there on the roster as an adviser for two years. In 1996 he was the Naval Association's Welfare Officer up to 2011 and has acted as deputy in that task since then. John is still a member of the ACT Association's Committee. At the presentation of his OAM John told the GG that age and weariness were starting to take their toll on his abilities. Sir Peter Cosgrove responded with the comment and a smile "we are not letting you go that easy John. Well done, your blood's worth bottling" Those of us who know John (aka Blue) would agree that Sir Peter got that right.

It is of interest to note that only two Naval Airmen were from Western Australia in that first intake of recruits to the FAA in 1947, George Mackenzie and John Harrison. Both have been awarded the OAM for service to veterans.

To view John Harrison receiving his OAM from Sir Peter Cosgrove go to

[www.g.gov.au/investiture](http://www.g.gov.au/investiture)

select 2018 Spring -Queen's Birthday Investiture

select Spring Investiture-2018 -Thursday Afternoon

forward to 26 minutes to see John receive his OAM

# LEST WE FORGET

Hi Ron

In the July 2018 edition of the RSL-NSW Magazine 'Reveille', the first column of the Last Post pages listed the names of some of some of our old Shipmates recently Departed. I have underlined a few well known to me and no doubt many others from the old days at Albatross and onboard our aircraft carriers.

I well remember "Corkery L. D. R37115 CPO Writer; Leslie David, generally known as "SLIM". During our high school years we both lived in Russell Street Oatley and has similar interests, swimming in Oatley Bay Baths, boating on the Georges River and girls, not necessarily in that order. Slim was a bit older than me and he joined the Navy soon after leaving high school. After recruit school at Cerberus he was drafted to RANAS NOWRA and on the weekends leave he soon convinced me that a life on the ocean waves was the way to go. He stressed that Albatross was 'JUST' a couple of hours away from Oatley by train and that we would get home most weekends. If I joined as a "BIRDY" I would spend most of my time at the Air Station or on the Aircraft Carrier HMAS Sydney 111

What could be better than that I thought. I signed up as soon as I turned 18 and had a mostly enjoyable career from 1951 to 1982 thanks to my old mate Slim Corkery. He is Shown in the sports flashback photo, front row RH side. Also well known to me way back then was "WINGEY" O'Shea (whom I was told had been an ex RN rating pilot made redundant at the end of WW 11,) also Slim's good mate and fellow writer "TIGER" Burke.

Inevitably we lost contact over the years, (and that photo was 20 years old in 1969), but it is always sad to learn of old shipmates passing on. I have been able to attend the services for some of those listed.

## VALE OLD FRIENDS R.I.P.

Jim Lee



**EXTRACT FROM A 1969 NAVY NEWS**

## Last Post

### NAVY

**ALDERSON A** R42353  
HMAS Sydney  
**ALDRED F** R35465  
STOMECH  
HMAS Shoalhaven  
**ANDERSON RW** R111674  
**ASHTON GW** S7275 STO  
HMAS Warrego  
**BAKER RH** R49113  
**BELLOTT H** W2991 STKR  
Landing Ship Tank 3017  
**BELSTEAD RP** S109644  
POETC  
**BENSON WE** R36409  
**BEU KJ** R53948 Cook  
HMAS Sydney  
**BOLDEN LE** R48255 Air  
Mech I Class  
HMAS Melbourne  
**BRADLEY BF** R55085 LEM  
AW HMAS Melbourne  
**BROWN NE** W2594 STO  
HMAS Magnetic  
**BURGGRAFF LC** R55514  
CPOATA HMAS Sydney  
**BYRNE FJ** 26611 Cader  
HMAS Moreton  
**CARPENTER EH** S8509  
Teleq HMAS Harman  
**CARTY RG** A101958  
LDGSMN HMAS Sydney  
**CHALK JW** R39847  
**CLAPHAM EL** S7319 AB  
HMAS Penguin  
**CLARKE WP** S9271 AB  
Landing Ship Tank 3035  
**CORKERY LD** R37115 CPO  
W HMAS Sydney  
**CROOKS DM** S5150 AB  
HMAS Rushcutter



# YESTERYEAR



*Members of the 3rd Contingent, RANHFV, prior to their departure for service in South Vietnam*



**887 wheels up Crash Landing**

# YESTERYEAR



## **Nov. 27, 1967: The RAN's first A-4G Skyhawks, still wrapped, at HMAS ALBATROSS - RAN,**

5499. Parked on the dotted lines, the first 10 RAN A4-G Skyhawks, including two T2 trainers [rear, viewer's left] are seen in a hangar at RANAS Nowra in late 1967. The planes had been unloaded from HMAS MELBOURNE [II] in Jervis Bay on November 21, and transported to HMAS ALBATROSS by road.



## **Approaching catapult for launching**

## HMAS Canberra conducts First of Class Flight Trials



*An Army ARH Tiger helicopter (foreground) on the flight deck of HMAS Canberra as a United States Marines MV-22 Osprey aircraft approaches to land.*

A team from the Aircraft Maintenance and Flight Trials Unit (AMAFU) has been hard at work embarked in HMAS *Canberra* over the last seven weeks conducting the First of Class Flight Trial (FOCFT) between the ARH Tiger helicopter and the LHD.

FOCFT is a critical process in enabling helicopters to operate to and from flight decks. Designed to define the safe environmental conditions for ongoing operations, a FOCFT also includes aviation facilities assessments, equipment calibration, and evaluation of the interface between a particular helicopter type and class of ship.

LEUT Viruben Watson, an AMAFTU Flight Test Engineer elaborated on some specifics of this trial.

"The formal test report is one of the key documents which facilitates certification of the helicopter type to operate with that class of ship.

"In this case we've flown over 50 hours across 27 sorties, and performed over 275 recoveries and launches.

"This data will be evaluated by AMAFTU personnel and used to provide a compilation of recommended ships helicopter operating limits for publication by the Fleet Aviation Officer (FAVO)."

One of the challenges presented by a FOCFT campaign is the requirement for large variations in environmental conditions. In order to propose operational limits, the trial aircraft and crew need to be exposed to them. To achieve this goal *Canberra* conducted operation up and down the eastern seaboard, in Darwin Harbour, the Arufura Sea, and in the Pacific Ocean on transit to and from Noumea. The geographical variety permitted operations in high temperatures, calm seas and light winds, along with higher winds and sea states to induce increased pitch and roll. This culminated in the validation of proposed wind envelopes in conditions up to sea state five at the end of the trial.

A FOCFT is a collaborative effort, involving input and participation from a large group of stakeholders. The trial team was required to work closely with the Operations department on *Canberra* to ensure to efficient conduct of the trial. On a day to day basis *Canberra's* bridge team, Aviation division and support staff worked together to ensure the maximum amount of testing took place in difficult environmental conditions.

As the trial involved an Army aircraft type, the aircraft and their maintenance teams were sourced from 1 Aviation Regiment, who delivered excellent serviceability throughout the trial.

To further add to the complexity of the trial, *Canberra* was simultaneously engaged in a number of other tasks. After the initial period of the trial, a limited day-only operating limit was approved by FAVO for operational use. This was used by 1 Aviation Regiment, who had embarked 2 additional helicopters and a number of junior pilots, to conduct deck landing qualifications. *Canberra* also supported Exercise KAKADU 18, completed a deck handling trial for the MV-22 Osprey while in Darwin, and conducted a number of logistic port visits and an international engagement visit to New Caledonia.

As *Canberra* returned to Sydney, the trial director, LCDR Angus Hamilton, reflected on the successes of the trial.

"A composite team of personnel from all three services combined to deliver all trial objectives identified at the commencement of this process.

"After evaluation and analysis on our return to AMAFTU, we expect to be able to deliver the largest possible proposed SHOL (ship helicopter operating limit), a critical step in introducing the ARH Tiger embarked capability."



## POST CARDS FROM THE PAST

## “ HMAS Creswell”



VALENTINE SERIES No. 3680

"LINKS HOUSE," JERVIS BAY, A.C.T.

“links House”

Jervis Bay

ACT

“Westward H.Q.”

Jervis Bay

ACT



"WESTWARD HO." JERVIS BAY, A.C.T.



MURRAY VIEWS No. 11. SWIMMING

“Swimming Pool”

Jervis Bay

ACT

“Jervis Bay House”

Jervis Bay

ACT



JERVIS BAY HOUSE, JERVIS BAY, A.C.T.

V10

## REST IN ETERNAL PEACE

Hi,

I regret to inform you of the passing of Jim Ferguson, an early RAN FAA pilot, in Perth on the 24th October. For the more elderly aviators, you may recall that Jim Ferguson was one of the "terrible twins"- Ferguson and (the late Shamus) O'Farrell! May they both Rest in Peace.

I have gleaned the following history on-line from Jim Ferguson's Service Record (Australian Archives):

Born on 21/5/1929 in Brisbane, Jim entered the Navy from jackaroo-ing in February 1949 and qualified as an EM2 before transferring to the Naval Airman Branch in 1951. After training he was promoted to Pilot IV and was sent to the UK for Operational Flying School (Fighters). He was promoted to A/SBLT in January 1952. He served in 805 Squadron (Sea Furies) in HMAS *Sydney* and *Vengeance* before doing a helicopter conversion in 723 Squadron (Sycamores) and serving again in *Sydney*.

Jim transferred to the (inactive) Emergency List as a Lieutenant in 1956, but re-entered the Navy as a Lieutenant (Special Branch) RANR in 1961. He was promoted to LCDR (SB) RANR in 1963 and he carried out some periods of Full Time Service, including a short period of duty with the Helicopter Flight Vietnam, in 1968.

Sadly,

John DaCosta



## McINNES, Ian R59316

**Advice has been received of the passing of Ian Stuart McInnes in Werribee Mercy Hospital on the evening of 25 October 2018 after a short and sudden illness.**

**Born at Portland, Vic, on 21 June 1945, Ian's first employment was as a trainee printer. He enlisted in the RAN on 27 June 1962 as a Recruit Naval Airman for 9 years and did his initial training at HMAS Cerberus (FND). He then was posted to HMAS Albatross [RANAS Nowra] where he trained as a Naval Airman specialising in Safety Equipment.**

**After spending a short period at HMAS Harman he was drafted to HMAS Yarra for several years, interspersed with short period at HMAS Albatross. Ian was promoted to Leading Airman SE on 31 March 1967. Remarkably, he was then posted to HMAS Vampire several times and clocked-up quite a bit of sea time.**





## ***REST IN ETERNAL PEACE***

It is with sadness and regret that I have to inform you all of the passing of Ken (Whistler) Harvey.

Ken crossed the Bar last week after a period of ill health, he was a good mate of mine and we had some good times together.

Ken's Funeral took place at 2pm on the 19th of November at the Wray Owen Funeral Chapel

Our condolences go out to his family and friends

Yours Aye

Dick Martin

National Secretary



## **YESTERYEAR**



## Sailor displays resilience and courage to achieve goal



A Navy member who suffered an amputation as a result of a motorcycle accident has overcome serious challenges to remain active, both professionally and in his down time. Competing in the upcoming 2018 Invictus Games is a proud personal achievement for Able Seaman Marine Technician Mark Daniels.

"Navy sport and my involvement with the Invictus Games have really helped me to understand that I'm not alone in this journey," said AB Daniels.

AB Daniels is currently serving at HMAS *Stirling* and will be competing in swimming, indoor rowing, sitting volleyball and wheelchair rugby during the event.

A positive attitude and solid support from the Navy has contributed to his ability to overcome and challenges he has encountered.

Through resilience and determination, AB Daniels has overcome his above knee amputation and has achieved significant personal and professional milestones supporting Navy sport. He is motivated to further his Navy career and to demonstrate that a disability does not have to mean the end of his military service.

"Through my involvement in sport, I've met fellow serving and ex-serving amputees and other injured ADF members.

"These people have now become my Invictus family; we are all pushing as hard as we can to ensure we do our best so we don't let anyone down."

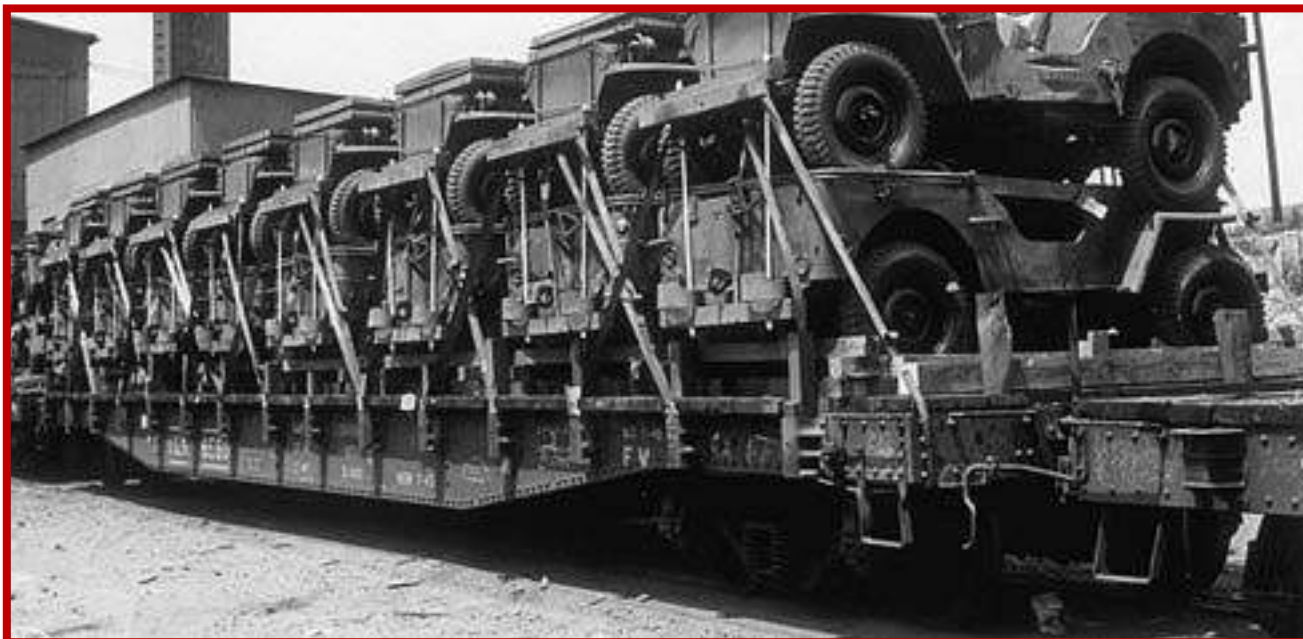
Along with the Navy, AB Daniel's family have been steadfast in their support of his endeavours.

"My family is extremely grateful for what Invictus has given me; it gave me a reason to live again in the early days "It was my motivation to get out of bed in the morning and train. "I found my purpose again through sport; fitness soon stopped becoming a hobby and became a way of life. "It helped me get through my mental health problems and get back to being deployable within the Navy," said AB Daniels.

The Invictus Games are one part of AB Daniels sporting journey, with further challenges ahead of him in the next few months competing in the Noosa Triathlon as a member of the ADF Triathlon Team and his continued training to be part of the 2020 Paralympics.



At the end of WWII, there hundreds of acres of closely parked jeeps in Britain. Since they would depress the auto industry if sold, they were all bulldozed into the sea. Trucks too. Thousands and thousands of them.



Jeep warehouse, location unknown



Jeep Towing on an aircraft carrier



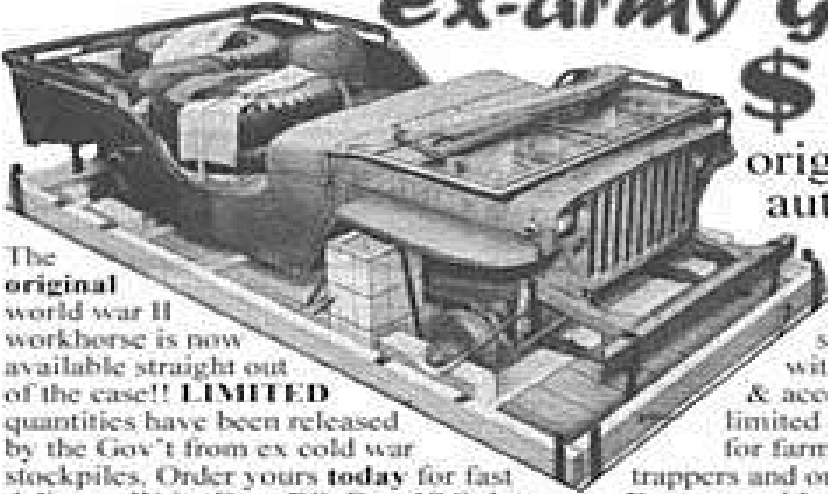
Aussie Transport



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## Joint Helicopter School No.1 Aircrewman Course graduates at 723 Squadron, HMAS Albatross.



### Back Row L-R

Leading Seaman Aircrew Clare Lassam, Leading Seaman Aircrew Simon Zammit, Leading Seaman Aircrew Sam Greenland, Leading seaman Aircrew Brad Firkin.

### Front Row L-R

Leading Seaman Aircrew Liam Sully, Warrant Officer Aircrewman Craig Daniel, Commander Fleet Air Arm Commodore Chris Smallhorn, RAN, Commanding Officer 723 Squadron Commander Bruce Willington RAN, Leading Seaman Aircrew Thomas Hill.

The inaugural graduation of Pilots, Aviation Warfare Officers and Aircrewmen from the Joint Helicopter School at 723 Squadron, HMAS Albatross occurred on 31 August 2018. The School provides streamlined training in a highly realistic environment for Navy and Army personnel through the use of simulators and 15 Airbus EC135 helicopters.



## Flameout! - My Fair lady?

Today's mission was to be a four aircraft simulated attack on HMAS Perth sailing 140 Nautical miles from the N.S.W. coast. The Commanding Officer of my Squadron, VC 724, instructed me to plan the flight. The C.O. conducted the pre-flight briefing one hour before the scheduled take off time. He instructed us that we would be flying the strike at not above 50 feet from the water to evade radar detection by the ship, to make it a realistic, wartime attack for them. I was to fly solo in my Macchi, as number two in the formation, whereas the other three aircraft would be two up. We would be flying in close formation until we reached a predetermined position on the coast. Then we would take up our individual headings calculated by me, to reach points on an arc around the Destroyer. From there we would turn inbound to arrive over the top of the ship simultaneously, making it more difficult for HMAS Perth to engage all of us at the same time.

Briefing finished, I walked to the safety equipment room and donned my flight suit, g suit and boots, Mae West, collected my gloves, helmet and oxygen mask and made my way to the aircraft. I conducted a thorough pre flight inspection of the airframe, signed the authorisation book and climbed aboard. I progressed rapidly through my pre start cockpit checks and gave the signal to the ground crew that I was ready to start the engine. I pressed the start button and the Bristol Siddeley Viper engine began spooling up. The igniters fired and with a woosh, the engine sprang into life and quickly ran up to 60% power. I then tuned in the automatic terminal information service and took note of the weather conditions. "Terminal information Bravo, Runway 26, Wind 240 degrees at 15 knots, barometric pressure 1016, temperature 22 degrees" was broadcast. I set the pressure reading of 1016 on my altimeter and looked across at the other aircraft. The C.O. in the lead aeroplane then transmitted, "Ground control, Delta Reds request taxi clearance, received Bravo". Ground control responded, "Delta Reds, cleared taxi, Runway 26". I gave the signal for chocks away to the ground crew and followed Red one from the apron. Taxying out, I ran through my pre take off checks and the formation came to a halt at the Runway holding point.

The C.O. then transmitted, "Delta Reds, button two go". Now on Tower frequency, he further transmitted, "Tower, Delta Reds ready". The tower responded, "Delta Reds cleared for take off, contact Departures on button three airborne". The C.O. read back, "Delta Reds, cleared for takeoff". We then lined up on the Runway and I positioned my Macchi a few meters away from the C.O., tucked in on a 45 degree angle. Red one then gave the wind up signal to increase to 100% power, made a visual check of the other aircraft and then released his brakes. We accelerated rapidly along the runway as I made small adjustments to the controls to stay in echelon left position. The lead aircraft lifted off and I stayed in close formation position, the remaining two aircraft rolling behind us. I saw the C.O.'s wheels shudder as he applied his brakes to stop the wheels rotating and retracted my landing gear in unison. The lead aircraft then called, "Delta Reds button three go". Then transmitted "Departures, Delta Reds climbing through 1,400 feet tracking 095 degrees". Departures replied, "Delta Reds identified". Delta Red aircraft three and four then formed up in echelon left on me and we climbed quickly to 4,000 feet. Leaving the coast the C.O. called the ship, "Perth, Delta Reds inbound". HMAS Perth replied, "Delta Reds, change of requirements, would you attack in line astern from the west, followed by a second attack from different points of the compass". The C.O. responded, "Perth, Roger". Then "Delta Reds tac formation, line astern go". I reduced power as did Delta Red Three and Four and we adopted positions 150 meters behind each other. The lead aircraft then began descending and we levelled out just below 50 feet above the waves. The horizon was obscured by low cloud and mist and the visibility was reduced, so I concentrated hard on maintaining my formation position and height. Our speed was some 300 knots as we tore along and the sensation was exhilarating. 20 minutes later the formation streamed over the ship and the C.O. called, "Delta Reds echelon left go". I advanced the throttle to full power and closed up on the lead aircraft. Neatly in formation the C.O. began navigating the group into position for the subsequent attack.

Despite the low altitude and the concentration required to maintain a close formation position, my thoughts began to wander back to the previous night, which I had spent in company with a most beautiful lady. Consequently, I failed to keep track of our headings while transiting into position for the next attack. I became somewhat disorientated and when the C.O. transmitted, "Red two anchor, 092". I was confused. I thought the ship was in the opposite direction. I queried the C.O. "Red two say again". The C.O. replied somewhat tersely, as he didn't want to prolong the transmissions, enabling HMAS Perth to fix our position. "Red two 092!" I checked my TACAN navigation needle, which was tuned into the ship and that was swinging lazily but seemed to indicate that the ship was to the East. I therefore assumed that my inbound heading was 092 degrees. Unbeknown to me the C.O. had given me a radial bearing from the ship. The other aircraft were dropped off to anchor by the C.O. in different positions awaiting the call to turn inbound by the lead aircraft. A few minutes later the C.O. called, "Delta Reds, turn inbound". I adopted a heading of 092 degrees and increased my speed back up to 300 knots. At such a low height and with reduced visibility, I didn't expect to sight the grey painted ship until within a few miles of it. I wasn't worried therefore when I was approaching **Bingo fuel state** and had still not seen the ship. The time I had calculated for the 40 nautical mile inbound run came and went and I started to become concerned. A few minutes later I heard a faint radio transmission, "Red two come in". The broadcast sounded like it was coming from a long distance away. My fears confirmed, I advanced the power to 100%, began a turn to the coast and commenced climbing. I then called, "Perth, Red two". The C.O. replied before HMAS Perth responded and asked for my inbound run heading. I responded, "Red two, 092 degrees". The C.O. then called, "You were heading for New Zealand!" He further transmitted, "We have a MAYDAY situation on our hands".

I continued climbing rapidly as the ship RADAR identified me and gave me a heading at my request for the airstrip at Jervis Bay, the



nearest aerodrome. The rest of the formation were returning to our departure point at HMAS Albatross, while I experienced a transient sinking feeling in my stomach, when I realised that I didn't have enough fuel to make it back to land. My first thought was that I would have to fly back over the top of HMAS Perth and eject. I reviewed my ejection procedures and opened the pockets on my Mae West to re-familiarise myself with the position of the signal flares and other equipment. After due consideration however, I determined that if I climbed as high as possible I may be able to glide to Jervis Bay, without power. I then adopted this as my course of action. My Macchi jet climbed quickly under full power, as the aircraft was very light, due to its low fuel load. Passing 20,000 feet, the C.O. called me up and asked me what my height was. I replied that I was passing 20,000 feet and he instructed me to keep climbing. He called me again a little while later and asked me to state my height. I responded that I was at 35,000 feet. "Start it down! Start it down!" he exclaimed. I eased the nose over, reduced my power to idle and adopted a speed of 200 knots. The Macchi carried a fuel load of 2,400 pounds and I was rapidly approaching this figure, according to the fuel used meter. At 2,400 pounds consumed the engine was still running. 2,405, 2,406, 2,407, still turning, 2,408 pounds and the engine flamed out and began to wind down. I took up the recommended gliding speed of 140 knots and continued down. I was still some 50 Nautical miles from the coast, where the airfield at Jervis bay was located. As I was passing 15,000 feet a Wessex helicopter dispatched from HMAS Albatross to the general area of my approach called up and asked the position of the downed Pilot. I transmitted to the helicopter and assured them that I was still very much airborne. Approaching the coast at 5,000 feet I was still unable to see my destination airfield as it was obscured by 7/8's cumulus cloud, with a base of 2,000 feet. At about this time my mate "Bungy" Williams who had been in Red three during our flight and had returned to base, refuelled and was now over the airfield at Jervis Bay transmitted. "Red two this is 862 over Jervis Bay, can you see me?" I replied in the negative, he further transmitted, "I am flashing my wings". The Senior Pilot, who had made his way to the tower at HMAS Albatross to offer support, called up and said, "Red two don't worry about him". With the airfield still not visible, I decided that I would dive through the cloud cover and if I could glide to the airfield, I would land at Jervis Bay, otherwise I would pull up and eject over the land. I determined that I was almost over the field and was about to nose over when through a small hole in the clouds I saw the white letters 15. I then transmitted, "Red two I have the airfield in sight, I have the airfield in sight!" excitedly. The Senior Pilot asked me to say again and I responded with the same message, somewhat more calmly. The Senior Pilot then transmitted, "just like in training Coops and don't worry about gear or flap speeds". As I emerged through the gap in the clouds I found myself located at "High Key" at 1,500 feet and 220 knots. The profile for a forced landing at this position was 2,500 feet and 140 knots. I held my height and circled around to "Low Key", with my speed reducing to the profile speed of 140 knots at the correct height of 1,500 feet. From this position I selected gear down and half flap. It was then a simple matter to glide around onto final approach, select full flap and touch down smoothly on Runway 15. As I drew gently to a stop, Bungy transmitted, "beautiful Coops".

The flight was over.

**Bingo fuel:** The fuel state calculated that is required to return to base from the ships position with the required fuel reserve of 300 pounds remaining.

**High Key:** A position abeam the touchdown point on the upwind leg at 2,500 feet and 140 knots in the forced landing pattern.

**Low Key:** A position abeam the touch down point on the down wind leg at 1,500 feet and 140 knots

**Steve Cooper**



*COMTRAIN, Commodore Justin Jones, presents the 2017 Instructor of the Year On-the-Job award to Lieutenant Stuart Marshman.*

A fifteen-year Navy veteran has received an unexpected visit from Commodore Training who rounded off the surprise with the presentation of an award. Lieutenant Stuart Marshman said he was honoured when presented with his Instructor of the Year On-the-Job for 2017 award in mid-October at Number 2 Flying Training School, RAAF Base Pearce.

Qualified Flying Instructor, LEUT Marshman was presented with his award by Commodore Justin Jones, for his dedication and professional conduct whilst instructing the future pilots of the Navy and Air Force, as part of the Advanced Flying Training course. A graduate of the Advanced Flying Training course in 2008, LEUT Marshman said it had always been a desire to return to 2FTS as an instructor, and that it was very rewarding to pass on skills and knowledge to the next generation of pilots.

"I was surprised to receive the award and very honoured. "I wasn't aware that I had even been nominated." LEUT Marshman said. "It is satisfying to be a member of a very proficient and professional team, like we have here at 2FTS. "The quality of flying training I've received over the years has always been extremely high, and to be a part of that system, and contribute to the development of the next group of young pilots is especially satisfying. "I'm proud to represent 2FTS and the Fleet Air Arm within Training Force and the wider Navy in receiving this award."

CDRE Jones said that LEUT Marshman was well deserving of the award and reinforced the important role instructors have in developing the skills of Navy personnel. "Instructors have a vital role in shaping the skills, attitudes and future capability of our Navy," CDRE Jones said. "LEUT Marshman, your exceptional airborne instructional techniques and strong willingness to make yourself available to assist individual trainees in problematic areas have greatly enhanced training throughput. "Your empathetic and calm approach to trainees has afforded you excellent results in remediating struggling trainees," CDRE Jones said.

Instructor of the Year On-the-Job is awarded annually and recognises the excellence in training by an instructor in a formal workplace instructional position, ashore or afloat.

# 725SQN pays tribute to family and friends



During October, 725 and 816 Squadrons of HMAS Albatross welcomed the family and friends of the establishment's combined 400 strong workforce through its doors for 2018 Families Day.

This opportunity allowed family members to gain an insight into the daily Squadron working environment, showcasing the MH60R Seahawk, simulators and facilities. The day also provided a chance to show and reinforce the role that families undertake supporting their uniformed members.

Attractions included static aircraft displays, an aircraft handling demonstration of the MH60R helicopter, simulator rides, tours and a BBQ. For 725 Squadrons Operations officer, Lieutenant Commander Stewart Mathies, it was a rare chance to bring his family to work.

"Families day is one of the best days of the year as it provides a great opportunity to give loved ones a first-hand look at what we do from day to day," LCDR Mathies said.

The event received huge support from friends and family and was very well attended with guest numbers approaching 400 visitors. Through the commitment and enthusiasm of Squadron personnel, the day proved to be both enjoyable and memorable for all involved.



# YESTERYEAR



On this day, 3 November 1942, then Lieutenant John Mould, GC, GM, RANVR was awarded the George Cross for 'great gallantry and devotion to duty'



David Bober @mrdavidboberesq · 26/12/16  
Christmas dinner onboard escort carrier HMS Shah, 1944.  
#royalnavy #oldphotos

**Subject: Scran**

**Do you remember if we ever had scran without shirts on?      Claud Tattersell**

## **The Australian Navy 822X Squadron on parade during the commissioning ceremony.**



The Royal Australian Navy (RAN) has commissioned an unmanned aircraft squadron during a ceremony at HMAS Albatross naval air station.

Commissioning of the new 822X Squadron will help strengthen the RAN's capability to operate unmanned aerial systems (UASs) in the maritime area.

During the ceremony, the Naval Unmanned Aircraft Systems Unit (NUASU) was officially transitioned to 822X Squadron, making it the fourth operational group in the navy's aviation group Fleet Air Arm.

RAN chief of navy vice-admiral Michael Noonan said: "Autonomous systems are becoming increasingly important, with unmanned systems soon being deployed to every operational theatre, and 822X Squadron will realise the full potential these technologies present. This is the first time the squadron number 822 will be used by a navy squadron. The X indicates the developmental nature of the squadron and the motto of 822X Squadron is 'See the Enemy'.

"Over the past decade, modern militaries have embraced the strategic and tactical advantages offered by operating unmanned platforms, typically used for intelligence, surveillance and reconnaissance."

With the commissioning, the unmanned aircraft squadron will be responsible for operating the small, long-endurance, low-altitude Insitu ScanEagle unmanned aircraft and the Schiebel S-100 Camcopter UAS, which can carry payloads such as electro-optics and infrared sensors.

RAN 822X Squadron commanding officer commander Michael Rainey said: "We will be working with fleet and Australian Defence Force units to use this technology to enhance our UAS capability."

"While there are no people in the airframe, present levels of autonomy in UAS necessitates the well trained professionals on parade today to safely and effectively operate the system."



## **NATIONAL SECRETARY'S Report for 2018 FCM**

Greetings Fellow Members,

It is that time of the year again with the annual Federal Council Meeting taking place this month at the Fleet Air Arm Museum adjacent to HMAS Albatross. i By the time most of you see this report our 5 yearly Reunion will be under way having started on Thursday 25th through to Sunday 28th of this month. I personally am disappointed with the number of registrations that we received for this year's event compared to our last two reunions and feel that we must take a look at the usefulness of the 5 yearly schedules and other ways of attracting more participants. A great deal of time and effort has been put forward by your reunion committee and their work is to be commended but the numbers responding are disappointing. Having said that I hope all who attend enjoy themselves and I look forward to seeing you all

Membership of the Association is still on the decline mainly due to the twilight years of many of our members and the continued loss of members passing. Current membership stands at 830 and despite your Executive's continuing attempts to attract current FAAA personnel the numbers do not seem to be getting any greater...

One item worthy of note was the award of a "Unit Citation for Gallantry to the Royal Australian Navy Helicopter Flight Vietnam (RAN HFV)."

The award reads as follows:

A considerable number of members of RAN Helicopter Flight Vietnam were in Canberra to receive their much deserved Unit Citation for Gallantry awards at a ceremony at the Australian War Memorial. While not every available member of IIFV could attend, the ceremony was a fantastic occasion and drew to a close a matter that the entire membership of the FAAAA can take great pride in'

Our Quarterly Magazine

\*Slipstream' is well received by not only our members but by many other Associations. Currently we are printing 800 copies of the magazine each issue and thanks to a few dedicated workers we get most of them to the right addresses. Most of the returns are "No Longer at this Address" and folks if you don't tell you Divisional Secretaries the Data Base Manager or me we do not know where you have gone. Thanks must also go to the Slipstream volunteers who help get the magazine into the mail (Jim Lee, Brian Carroll, Blue Larder, Denis Mulvihill, and Greg Wise,) can all be relied upon to lend a hand with the post out.

In conclusion I would like to thank all members who have assisted me over the past years and look forward to the same over the next year. However I feel that this will be my last term as your Secretary as there are still too many fishing spots calling.

So I leave you with the following

"A boiled egg is hard to beat "

Congratulations to Western Australian President Greg Kelsen on receiving his Life Membership Certificate

**Yours Aye**

**Dick (Pincher) Martin**

**Hon National Secretary**

## WEBMASTER'S REPORT DEC 2018

Looking back though my records I see that I took over the 'old' website in June of 2014, and reported on its shortcomings to the Federal Council Meeting of that year. As a result commissioned a new website that was launched early in 2015.



Since then the website has continued to expand. From what was a simple 'blog' site we have arguably become a respected source of information for researchers, historians and fans of Naval Aviation alike. In fact we had to change our Server last month as we had outgrown the last one with over 5GB of photographs and information packed into the website. We are now on the way to filling our second 5 gig!

The "Heritage" Series on the website now contains a dozen detailed features with the most recent, the **Grumman Tracker**, attracting significant interest. More recent Heritage articles are a big improvement on the earlier efforts so some will be rebuilt, starting with the **McDonnell-Douglas A4** feature. I'd hoped to get this done before Christmas but it is more likely to be early in the new year.

I have also switched emphasis by providing dedicated "History in Photographs" pages as a major feature in recent Heritage articles. A good example is the History of the FAA pages which tell our story from 1913 though to 1947 through the lens of a camera, and the story of the RAN's ill-fated attempt to put the **Kaman Seasprite** into service.

The 'FlyBy' electronic newsletter has also developed over the past 12 months, now typically running to 20 closely packed pages. It is published by me on the first of each month.

FlyBy fills a niche market: somewhere between our flagship publication "Slipstream" and the website. It is only published electronically so it does not reach the 187 financial members who have yet to register an email address. Its circulation is almost twice that of Slipstream, however, as it has many subscribers who are not FAAAA members. This is our way of linking the broader ex-FAA community, and it has resulted in a slight increase in recruiting for the year.

If you are not receiving FlyBy then send me an email at [webmaster@theFAAAA.com](mailto:webmaster@theFAAAA.com)

### Database

I have relinquished my position as Database Manager, due to the time my total duties consumed. It is now in the very capable hands of **Paul Norris**, ex-CPO ATA who retired in May 2014 after 43 years' service to Defence Aviation in uniform and as a civilian. My thanks go to him for volunteering, and the excellent service he has offered so far.

Well, that's it for the year! All the best to you all for a safe, happy and healthy festive season.

Marcus Peake Webmaster/FlyBy/Database Manager



Hi Marcus,

Our branch acting President, Ray Murrell presented testimonials of thanks to Des Kelly Trevor Tite and this afternoon, In thanks for their many past years (over 20 )as secretary and treasurer respectively.

Unfortunately ,as is so often the case now days, the turn out was smaller than we had hoped for. Age, inconvenience and distance take their toll.

A very lovely lunch was organised and all enjoyed themselves.

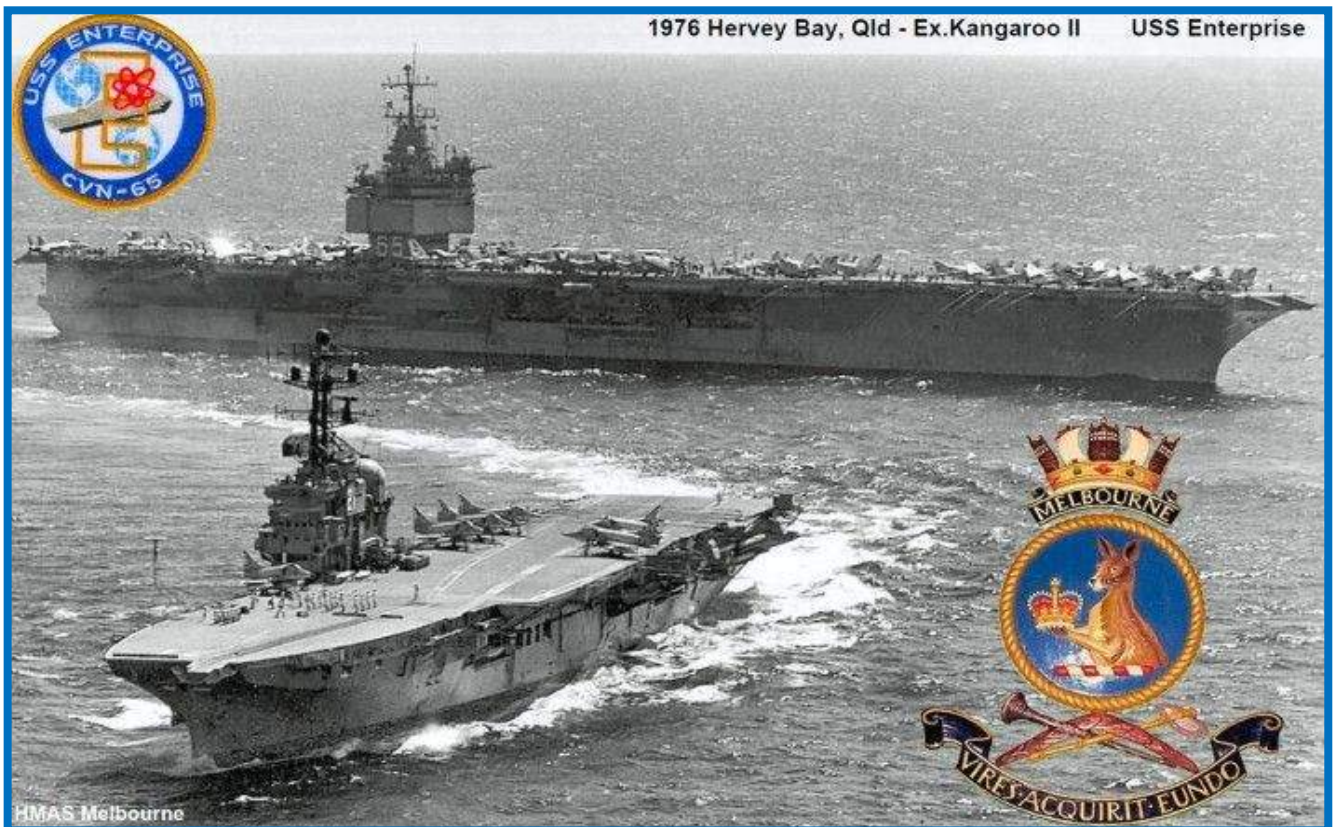
Ron

**LETTERS**





# YESTERYEAR



## REMEMBER THIS ONE



**Four buggered reunion originators on their last legs**

**Denis. Greg, Dick, Ron**



## REUNION HMAS ALBATROSS 2018



Tos Dadswell and Brian Carrol



Allan Green and Dennis Hines



Roger and Teresa Kelly



Tos and Greg Kelsen



Denis and Judy Mulvihill



Gail and John Downton



New Albatross postie Steve and wife Sharon Leach



Retiring Postie Robert and his wife Robin Dunstan



## REUNION BAR B QUE AND MODEL FLYING DISPLAY BY THE SHOALHAVEN CLUB MEMBERS





# YESTERYEAR



A RARE 1956 COLOUR IMAGE: Make and mend at sea on HMAS MELBOURNE [II], SYDNEY [III] astern - John Edwards, QAM.

**Hi Ron**

**The main text from Lorrae Desmond is good copy .Could you add it to the next Slipstream**

**Thanks Beachball**

My Darling boys - at last your Unit Citation for Gallantry will be presented. It should have happened years ago! You blokes braved ordeals unimaginable to anyone who did not experience them.

I wish I could be there with you but being August 18th I will be at the Cenotaph in Martin Place Sydney.

Sometimes it feels like eons ago, then I close my eyes and I am with you all again, stepping onto your makeshift stage and seeing your sad faces turn into smiles. I cherish the moments offstage too when I got to share a beer and a chinwag with you.

My pride in you is boundless, I feel extremely lucky that "my boys" still remember me.

Thank you for allowing me into your life at that terrible time. My heart is with you always.

Lorrae.





Hi Ron,

Your readers may find this interesting ,FAAA member John Wakefield assisting with the completion of a BD5 project . This particular aircraft is the BD5 model with the longer wings and the stretched fuselage. The project was commenced about 1975 and is one of many not completed.

The type of construction used is with flush pop rivets and pro seal bonding, the proposed engine is a Norton Rotary of 85 HP driving a three bladed composite pusher propeller.

John is interested in talking to any other BD5 builders.

Trish Wakefield





## HEAVY LIFT

*FUTURE CANBERRA CLASS OPERATIONS*

### Steve Chaplin suggests some aviation changes for the LHDs



**Planning for the Royal Australian Navy's (RAN's) two Canberra class landing helicopter dock (LHD) ships were initially based upon the nation's experiences with the International Peacekeeping Force activities in support of East Timor. The difficulty in sustaining an expeditionary force to one of Australia's nearest neighbours quickly demonstrated the need for an improved amphibious sealift capability above the then existing structure.**

In 2007 the Spanish company Navantia was awarded the contract to construct the two LHDs from the keel to the flight deck, with the remainder of the fabrication of the superstructure and fit out performed in Australia by BAE Systems Australia. Both ships would be home ported and operated from Fleet Base East in Sydney, with the intention for regular operations being conducted out of Townsville, home of the Australian Army's 3<sup>rd</sup> Brigade. Moreover, this placed the vessels ideally to respond to situations throughout Asia and the Pacific Islands. Planning soon began to implement the 2<sup>nd</sup> Battalion (3rd Brigade Battalion) to become the Army's specialist amphibious infantry battalion. In more recent times reports have identified the rapid and escalating build-up by the Chinese in and around the Spratly Islands, claiming the South China Sea as their own, a serious concern for our own military strategists.

#### **Rotary wing**

The ski-jump ramp fitted to both LHDs was retained for the RAN ships, although not intended for use by any ADF air asset. Due to cost and detracting from the ship's main role, redesigning the ship to remove the ramp would have added many unnecessary costs. Opponents to operating STOVL type jet aircraft from the Canberra class stated that embarking enough aircraft to be an effective force would have required abandoning their capability as amphibious warfare vessels, make the ships higher profile targets with larger escorting forces, existing onboard fuel and ordnance storage would not be able to sustain such fixed-wing operations, and structural modifications would be needed to reinforce and heat-treat the flight deck to withstand vertical thrust from the STOVL aircraft.

Now with HMA Ships Canberra and Adelaide in full commission as the Fleet's major amphibious units, will ADF planners now re-consider beefing up the LHD's aircraft suite with larger rotary machines to expand the capabilities of the vessels in their various peacetime or wartime operations? Such helicopters would be integrated into the Fleet Air Arm list of equipment and be crewed, controlled and operated solely by RAN personnel.

A purchase of six larger transport helicopters would provide two aircraft per ship, one aircraft in maintenance, and the sixth for crew training and/or in standby for rotation for aircraft going into heavy maintenance. These aircraft would substantially boost the LHD's operational capacities, with their ability to lift and transfer larger and heavy loads (including personnel transfers) in a much shorter time parameter. For the humanitarian aid role, consider how quickly and effectively the much larger helicopters would be able to fly in, underslung freight of diesel generators, fresh water desalination systems, mobile field hospitals and desperately needed supplies. Compare this operation to those undertaken by the smaller MRH-90s equates to 'less trips - more freight' with the larger aircraft winning out on all fronts.

The LSD HMAS Choules has also received certification to operate larger aircraft in cross-deck operations utilising her large flight deck aft which can accommodate two Chinook helicopters (or possibly CH-53K King Stallions). Flight operations are believed to be able to be conducted up to Sea State 5.

With the existing LHD specifications stating that eight helicopters, with 18 helicopters (maximum hangar space), would be carried for the vessels standard deployment/operation has and is yet to be witnessed or demonstrated. A re-evaluation of the MRH-90 numbers would need to be considered.

The selection of the MRH-90 shared between Navy and Army appears to be a comfortable fit for the LHDs, however in a combat exigency situation when equipment and support stores for landed troops is a priority, an aircraft with a lot more grunt is required to handle the increased demand.



#### **Boeing CH-47 Chinook**

Given, that on the several recent deployments in which Army Chinooks have been deployed to the LHD, it was soon proven that the larger aircraft are not only capable of operating from these types of seaborne platforms, but have proven the LHD is an ideal vessel in which to amalgamate these larger type aircraft. The Boeing CH-47 Chinook purportedly is the most reliable heavy lift (24,000lbs) helicopter in the world. In its current configuration, the CH-47 Chinook is primarily a land-based troop transportation and resupply platform. There are no marinised versions of this aircraft in the ADF.

As was reported, the earlier Chinook airframes allegedly experienced corrosion problems, but this obstacle is believed to have been corrected and strengthened in recent times. It was also said the floors needed upgrading to facilitate quick unload capabilities.

The Chinook has a greater power margin at operating weight and its dual rotor system also negates the need for a tail rotor. Single-rotor helicopters often run into situations at high altitude where tail rotor thrust is not sufficient to hold a high hover. The tandem rotor arrangement ensures a very stable helicopter configuration in an operational situation, though the drawback is less agility to deal with enemy attacks.





### **Sikorsky CH-53K King Stallion**

With a combined 22,500hp surging through its three turbines - roughly 50 percent more power than its predecessor - the helicopter's top speed will near 200 knots. The triple engine King Stallion main advantage is size, and with its folding tail boom it will fit on amphibious warfare ships for a better performance. Initially, that's why the Sea Stallion existed, and why the smaller Sea Knight was the same tandem configuration as Chinook. If you don't have the space limitation you don't care, you buy the CH-47 Chinook because it can accomplish the missions you need while being extensively supported world-wide.

The CH-53K King Stallion is considered the most modern and advanced heavy-lift helicopter in the world today. The ultimate goal is for the King Stallion to carry an impressive 15 tons of cargo slung externally below the aircraft for over 110 miles. The helicopter will possess a maximum gross take-off weight of 85,000lbs, with its load capacity three tons greater than the Chinook. Its developers refer to it as a 'smart helicopter' due to its automatic flight control system utilised during landings and as well as take offs, and which is highly effective in difficult weather conditions of fog or dust.

High strength composites were used for a large part of the King Stallion airframe construction instead of traditional steel and aluminium.

The CH-53K King Stallion will have a state of the art 'smart' glass cockpit, its engines will have a multi-channel Full Authority Digital Engine Control (FADEC) system, and for the pilots, flight control inputs will be processed through a fully integrated fly-by-wire system. With the King Stallion, "The pilot can talk to the helicopter and plan the mission on a tablet before entering the cockpit". This element improves the safety of passengers by allowing pilots to focus on carrying out their mission rather than on flying the helicopter.

The earlier model CH-53E Sea Stallion has been very much a 'work in progress' since its first flight, with FLIR turrets, gun mounts, communications systems, self-defence countermeasures and other systems being lashed on over time. The CH-53 King Stallion will have all these capabilities integrated into its original design, along with a trio of 50 calibre machine guns, and its design allows for easy additions of new systems in the future.

However, the King Stallion's major disadvantage is its high cost - almost double that of the Chinook. The current price tag of each CH-53K King Stallion is US\$87 million, compared to roughly US\$40 million for each Chinook.



### **Onboard space**

The primary reason why the King Stallion is beneficial for shipboard use is that it takes up less space on the deck. For example, the size comparison doesn't show that the difference in undercarriage allows the King Stallion to hang its rear end over the deck. You can't do that with the Chinook. Where space is a concern (like it always is on a ship) then the CH-53 King Stallion wins.

In addition, the aircraft has provided for the King Stallion's disconnect mechanism, which decouples the drive shaft in the tail and assists in allowing it to fold automatically when the pilot presses a button in the cockpit. By folding its main rotor as well, the CH-53 King Stallion is thus fully shipboard compatible, capable of operating on the busy and crowded flight decks of aircraft carriers and amphibious assault ships, and then folding into a compact size to enable storage and maintenance to be performed either on deck or in the limited space of shipboard hangars.

The CH-53 King Stallion airframe is far more adaptable. The only thing you can do with a Chinook is fold the blades. Its size is fixed. Recent interoperability trials with the USN have also proven the LHDs are very capable of operating with helicopters the size of Sikorsky King Stallions.



### Comfortable fit or not

As an example, with the recent volcanic and earthquake activities to the north of Australia in south-east and south-west Asia, the ADF could be called upon to provide assistance for the possible evacuation, medical aid and support for the local communities. This is where these larger helicopters would be a perfect match up with the LHDs.

The ships' specifications identify the flight deck configured for six spots on the port side for medium sized aircraft such as the MRH-90 or Blackhawk, which allows for simultaneous take-off and landing operations. Alternatively, it can support take-off and landing operations of four Chinooks (and possibly CH-53K King Stallions).

There are two aircraft elevators - one aft of the flight deck and one forward of the island on the starboard side - that can accommodate medium sized helicopters, with the aft elevator able to accommodate the larger helicopter types.

So much more can be achieved with either helicopter embarked as they possess similar operational capabilities. However the King Stallion would be better suited to shipboard strategies given it is already operating in a marinised version.

Hangar storage would also be easier with the CH-53K as it has only the one main rotor compared to the CH-47 with large rotors.

The workload/time in folding the rotors and in stowing, this writer would imagine to be a lot more time consuming for the Chinook compared to the King Stallion.

Given the weight variation between the King Stallion and the Chinook, there could be a concern to calculate whether or not the CH-53K King Stallion could be too heavy to operate from the flight deck. Probable estimates on the heavier aircraft appear to indicate the following weights;

King Stallion	Empty Weight	33,226 lb (15,071 kg)
	Loaded Weight	74,000 lb (33,600 kg)
Chinook	Empty Weight	24,578 lb (11,148 kg)
	Loaded Weight	33,000 lb (15,000 Kg)

Specifications correlated to the LHD flight deck allows for both day and night operations and has 4 x spots for larger helicopters (CH-47D Chinook helicopter type), and another Aft spot, heavy reinforced especially for the Bell-Boeing MV-22 Osprey OR the CH-53 Super Stallion. As previously identified, aircraft transport from the hangar to the flight deck is delivered with two elevators, one Aft, cantilevered bay (13.3 x 11.2 meters) and another Forward - Starboard side of the island (17 x 11.2 meters) with a capacity for just over 27 tons. In the Empty Weight arrangement, the CH-53 King Stallion weighs in at a shade over 15 ton – a margin of approximately 12 tons under the 27 ton capacity.

Based on the calculated estimates, it would appear that the CH-53K could safely operate from the flight deck, considering when transferred from flight deck to hangar deck it would not be in a "Loaded Weight" configuration and the reverse would be applicable from hangar deck to flight deck

### Conclusion

Short of an initial outlay of millions of dollars for the six heavy lift aircraft, it could be vindicated in Defence (Navy) initially leasing three aircraft (one for each LHD and another as a back-up/training aircraft) for a three-year period and with an option of a two-year extension, for flight and ground crews to be selected and trained in the operations of the new model.

It would be deemed more applicable, in the first instance, to lease three of the older CH-53E Super Stallions as these aircraft already have an operationally proven track record (with most of the bugs ironed out) and are in active service with the USN and would be an ideal introduction platform for the new RAN crews in which to gain experience over the five - year period.

Throughout the proposed RAN lease period with the CH-53E Super Stallion, the CH-53K King Stallion would unquestionably have undertaken additional hundreds of flight hours in testing, training, upgrading and implementing the multitude of snags emanating from this new aircraft before Defence (Navy) decide upon the purchase with the newer aircraft.

Conversely, the decision could be made to retain the CH-53E Super Stallion after the lease period was over.

Surely it is better to spend more now and increase our LHD capability in heavy lift, than try and play catch up at a later date, which usually never works. This will emphatically be a win-win for the RAN and more importantly expand the LHD's operational capabilities.

Aircraft	King Stallion CH-53K	Chinook CH-47F
<b>Crew</b>	5 - 2 x Pilots 1 x Crew Chief/ R Gunner 1 x L Gunner, & 1 x Tail Gunner	3 - 1 x Pilot 1 x Co-pilot 1 x Flight Engineer or Loadmaster
<b>Capacity</b>	37 troops, or 55 with C/L seats installed	33 – 55 troops or 24 litters and 3 x attendants
<b>Payload</b>	35,000 lb (15,900 kg)	24,000 lb (10,886 kg) Cargo
<b>Length</b>	99 ft. (30.2 m)	52 ft. fuselage, 98 ft. 10 in with rotors (30.1 m)
<b>Rotor Diameter</b>	79 ft. (24 m)	60 ft. (18.3 m)
<b>Height</b>	27 ft. 9 in (8.46 m)	18 ft. 11 in (5.7 m)
<b>Disc Area</b>	4,900 ft <sup>2</sup> (460 m <sup>2</sup> )	5,600 ft <sup>2</sup> (520 m <sup>2</sup> )
<b>Empty Weight</b>	33,226 lb (15,071 kg)	24,578 lb (11,148 kg)
<b>Loaded Weight</b>	74,000 lb (33,600 kg)	33,000 lb (15,000 kg)
<b>Max. T/O Weight</b>	84,700 lb (38,400 kg)	50,000 lb (22,680 kg)
<b>Powerplant</b>	3 x General Electric GE-38-1B turboshaft, 7,500 shp 5,600 Kw each	2 x Lycoming T55-GA-714A turboshaft 4,733 hp (3,529 Kw) each
<b>Performance</b>		
<b>Maximum Speed</b>	Not released	170 knots (196 mph, 315 km/h)
<b>Cruise Speed</b>	170 knots (196 mph, 315 km/h)	160 kt (184 mph, 296km/h)
<b>Range</b>	460 nm (852 km) no reserves	400 nm (450 mi, 741 km)
<b>Combat Radius</b>	110 nm (126 mi, 204 km)	200 nm (230 mi, 370 km)
<b>Ferry Range</b>	Indefinite - air to air refuelling	1,216 nm (1,400 mi, 2,252 km)
<b>Service Ceiling</b>	14,400 ft (4,380 m)	20,000 ft (6,100 m)
<b>Rate of Climb</b>	2,500 ft/min (13 m/s)	1,522 ft/min (7.73 m/s)
<b>Armament</b>		
<b>Guns</b>	2 x window mounted .50 BMG (12.7 mm) M3M/GAU-21 machine guns, and 1 x ramp mounted .50 BMG (12.7 mm) M3M/GAU-21 machine gun	Up to 3 x pintle - mounted medium machine guns (1 on loading ramp and 2 at shoulder windows), generally 7.62 mm (0.308 in) M240/ FN MAG machine guns
<b>Other</b>	Chaff and flare dispensers	

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## **VICTORIA DIVISION**

Seasons Greetings and Best Wishes to all members from the Victoria Division.

Since the last report the Federal Council Meeting, seventieth reunion and our last meeting for 2018 have come and gone. The FCM went well and no doubt elsewhere in this issue it will be discussed. Thanks to those members who did all the work involved in the organizing and the venues for the dinner and lunch were excellent. Numbers were down on previous years. Hopefully I am wrong but despite the efforts of many people there seems no obvious answer to the dwindling number attending these type of events.

Our Christmas Meeting and Breakup has just been held at the Mission to Seafarers and I'm pleased to say numbers were up on recent years. This increase in numbers may have had something to do with the magnificent invitation from our president Chris Fealy. This year we made a concerted effort to include family / partners of members with good results. The following members had visitors attend.

John Champion's family members from UK and Armidale.

Happy Clark's son who is in the Army.

Mal Smith's partner and daughter from Perth.

Our meeting was shortened as we didn't want to bore the visitors and all seemed to enjoy themselves. This year the committee decided to use our ANZAC Day caterers to supply lunch at our cost and as always they provided a great meal. My thanks to George Self And Ken Pryor for their sterling efforts as raffle ticket sellers. The highlight of the day was a Certificate of Service presented to long time member Kim Dunstan. Kim has an extensive knowledge of the FAA and is a valuable contributor to Slipstream and FLYBY. His articles and assistance are appreciated by the editors of these publications.

On a sadder note we have had three members pass away since our last report.

Charles ( Hank ) Fargher, Jim Ferguson and Ian McInnes. Our thought are with their family and friends.

Members are reminded that it is fast approaching the time our 2019 subscriptions are due. This is our major source of revenue for the year and prompt payment is appreciated. Bank account and other payment details are in the latest newsletter and members can contact me if they are not certain.

Our next meeting will be the Annual General Meeting to be held on Sunday 3<sup>rd</sup> February 2019.

Yours Aye

Mal Smith.



Mal Smith with Kim Dunstan drawing the winning ticket in the raffle at the Victorian FAAA Xmas breakup

Ron Christie and Brian Fathing at the Xmas breakup



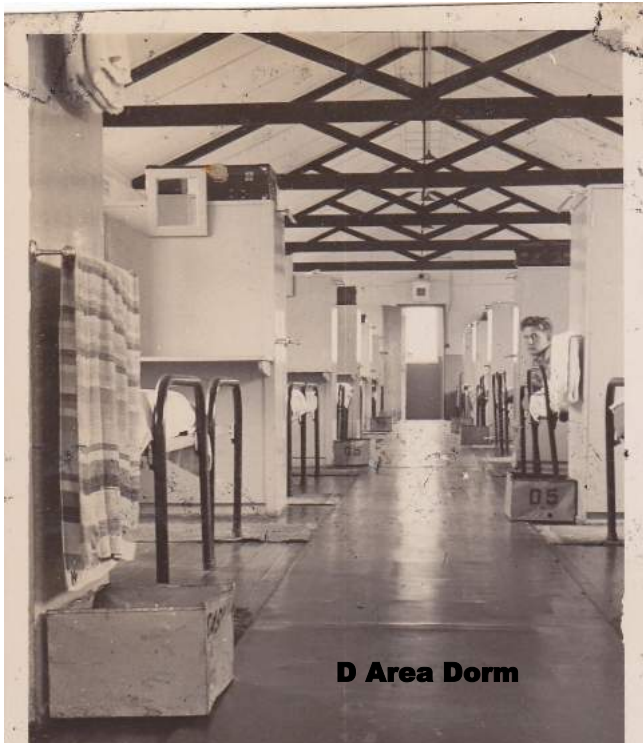
Mal Smith with the prize winner Brian Fathing

2nd raffle winner Alan Clark and Kaye with Mal Smith





## A TRIP DOWN MEMORY LANE WITH RAY MURRELL



**D Area Dorm**



**Outside D Area Sunday Arvo**



**?, Me, ? Pony Moore and Jock Collins**



**Unknown**



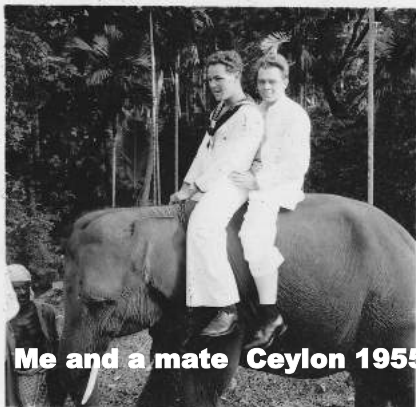
**Alb Athletic Club About 1954 me 3rd left**



**Divisions Albatross**



## A TRIP DOWN MEMORY LANE WITH RAY MURRELL



Me and a mate Ceylon 1955



Xmas party Cornwell England 1955



Ship's ball can't remember where and when



Ship's Ball with Capt Vat Smith in B Hanger



Divisions CERBUS 1952



My first Sqdn (723) with darky Cole and Mick Webster



Unknown



Ready for a test flight in a vampire

## LIFE MEMBERSHIP AWARDED TO W.A. ASSOCIATION PRESIDENT



Greg Kelson receiving his life membership certificate from vice president Phil Cleary



AT the Victorian Xmas breakup Kim Dunstan was presented with a certificate in recognition of service to the Victorian FAAA. Left to Right

Mal Smith, Kim Dunstan, Chris Fealy



Westlanders at Rosie O'Grady's Pub



Cowled, Bush, Woodron, Smith, Phil Smith, Taylor, Gary Clues, Williams, Keogh, Kelson, Coulter, Gardner, At-



Sue, Gazza, Skinhead and Anne having lunch at Rosie O'Grady's Pub



Roy the Boy and Gazza at Rosie O'Grady's Pub



## **NSW Report**

This will be my last report as your NSW President as it is time to step aside and let some new blood re-arrange the way things are done. Time to put a couple of serious years into finding some of those fish that have been evading me for the last few years while I am still able. I have been proud to have held this position for quite a while and I wish my successor all the best for his term. I have had the assistance of a lot of good people over the years and my thanks go out to them.

The year has gone along with quite a few of 'old mates', seems to have been more funerals than usual this last 12 months, probably got something to do with us getting older.

The main event for this year was undoubtedly the '70<sup>th</sup> Reunion' in October, over and done now and I can say without any reservation it was the last that I will be organising. It is time for some younger blood to step up and let some of us OBE's become participants rather than doers. So if you are able to make a space in your timetable of things to do in the future let the Committee know and I am sure they will find a spot for you

The functions went off as planned and I hope those that attended enjoyed the company of old colleagues. The raffle was drawn and the winners were John Balizac (1<sup>st</sup> prize) and Rod Love (2<sup>nd</sup> prize), both recipients have had their winnings delivered.

Our attempts to lure some of the current new trainees to the association is continuing and as they pass out from the training school we give them a package ( Association shirt, bag, cap, mug, ID card lanyard and car sticker) to let them know who we are and this includes membership for the first year. Hopefully after the first year some will continue their membership and remain long term members.

Again I must bring up the problem with membership. We are losing members at an alarming rate over the last few years and attempts to address this just are not working. For those who receive an electronic copy of Slipstream we have sent a renewal notice to your email address but as we seem to be missing quite a few we will mail out a letter with your renewal form in it if we have not had an answer back from the normal email. This is quite expensive but at present it is the only way we can catch up with everyone. Your membership renewal form will be found in this issue of Slipstream.

Greg Wise

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

**MONTHLY REPORT.**

In July 2018, the cost of plaques was increased due to foundry costs. The new pricing of plaques are \$190.00 for FAAA Members and \$240.00 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 925,

Order 40 with 12 plaques has been received back from the foundry, they were mounted onto the wall during the weekend of 10-11 November,

Three plaques were re-mounted onto the wall due to adhesive failure, and

Order number 41 is open with seven applications.

The application forms are available electronically on the FAAA of A website [www.faaaa.asn.au/](http://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 or from the front counter of the FAA Museum shop.

An updated list of all plaques mounted on the Wall of Service (dated 11 Nov 2018) is available for viewing on the FAAA of A website.

This concludes my report

J. BALAZIC

WoS Administrator.

19 November 2018

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**DEADLINE FOR ARTICLES  
FOR NEXT EDITION IS  
WEDNESDAY 8th MARCH 2019  
GOING TO PRINT FRIDAY 22nd  
MARCH 2019**

**2018 SLIPSTREAM EDITION  
Nov. Dec. and Jan 2019**

**South Australia.**

**Merry Christmas wishes to everyone  
throughout this wide brown land.**

Right, got the Seasonal Wishes out of the way, now back to the present.

Not a lot has happened this past few months leading up to Christmas, so I will have to flannel about to make up the volume.

September saw Fred Driver and Gordon Gray, drive to port Pirie for Zork Rohrsheim's funeral service. They caught up with family members on the SA Division's behalf.

October saw the Association conduct it's Annual General Meeting at the FAA Museum, Nowra, and our elected Delegate John Siebert and the whipping boy attended as observer to proceedings. The Meeting was carried out in an orderly fashion as you would expect, and agenda items worked through with John Siebert questioning some items that needed clarity and refinement before the vote. He was magnificent to watch. Must have startled the Eastern States as they were too slow to get their hand up to second the vote. I thought briefly of moving away from sitting beside John but was locked in by Skinhead Kelson sitting alongside. No one in their right mind unsettles Skinhead. Pleased to see Greg Kelson receive a Life Membership to the Association.

The speech given by Commodore Chris Smallhorn was well received as he spoke on the direction of the Fleet Air Arm and its continuing strength. All rosy stuff. The other reports from Nat. President, Secretary, Treasurer, Slipstream Editor, Web Master, Wall of Service manager, and FAA Museum manager, will be sent out for Members to review at some point, if not I have copies and can e-mail them to the SA members when requested.

The fact that startled most of those members present at the AGM was the news that HMAS Albatross had a Freedom of Entry parade and Ceremonial Sunset at Nowra on the 23<sup>rd</sup> of November and an HMAS Albatross 70<sup>th</sup> Anniversary Ball to be held in the FAA Museum on the 24<sup>th</sup> November. Why couldn't they have been connected with our 70<sup>th</sup> FAA Reunion in October I hear you scream! We had none of it or for that fact, any FAA aircraft doing an engine start-up perhaps let alone a fly pass. Thought that part of the planning was disappointing. I imagine there are reasons for the missed Reunion connection, but I didn't hear any.

Leon Brown and I did find time at this Reunion to visit HARS in Albion Park NSW. We had a guided tour of the aircraft on display and although I think our FAA Museum is brilliant, the HARS group had just about one of everything. Where do they get their financing and maintenance men from?

Part 2 of the HARS visit we spotted a 723 Auster aircraft gathering dust in one of their many hangars and took the argument back to Terry Hetherington Museum Manager, as to "Why do HARS have this aircraft and not us?" Turns out that the aircraft is privately owned and Terry in fact, is part owner. That shut us up.

Navy week here was as per usual and forgotten just as quickly. Missed the Church Service in North Adelaide due to family commitments.

Remembrance Day Service saw my partner, the long-suffering Loraine, and me, attend the Service at McLaren Vale RSL Grounds where the Service was conducted in typical fashion by the local identities and the RAAF cadets. A hot day so shade was essential.



November General Meeting held on the 21<sup>st</sup> at the Windsor Hotel was down on numbers but manageable never the less. The date for our Christmas Lunch has been set for Sunday the 9<sup>th</sup> December starting around 1130 for 1200. It was decided that beer and wine to a fixed price would be donated to the tables. Funny hats are optional, and we look forward to meeting socially, all Members who can make it.

Speaking of Members, we welcome new Members Fred Olinga and Terry Wilkinson to the Association. Hopefully we can meet up at either our bi-monthly meetings or socially. Always a delight to meet new Members.

Lovely news received, that Bob Scobie and Pat have recently married and living in Mt Barker in one of those delightful estates for folk of mature years. Congratulations Bob and Pat.

Secretary Jan Akeroyd has recovered from her knee operation although a pint of rum to settle any pain niggling from said knee has always helped her, so I believe. The fact that she was being very demanding at our last meeting as secretary, shows that she is still suffering some lingering pain.

Editor Ron Batchelor has sent out a request that "Them's that do the State Division's news" get off their arses and get the issue into him ASAP as he wants the Slipstream out before Christmas. So here it is as directed.

Finish off by wishing everyone and their families, "A Merry Christmas and Happy New Year."

Roger Harrison. Honorary Whipping Boy.

S.A. Division.



Air-Britain Photographic Images Collection

© Derek Heley

## WESTERN AUSTRALIAN DIVISION



My apologies for missing the last publication , too many things got in the way.

The year marches on, Christmas in sight and it will soon be 2019.

Since our last post we have lost Snowy Hall (as covered in the last edition) and Valerie Grierson wife of John “Dusty” Grierson. We also attended the funeral of Jim Ferguson; he arrived in Perth in a very poor condition from overseas. After a few weeks in hospital he was transferred to an Aged Care Unit in Subiaco until his passing. His first daughter Lisa Bissell and Husband Richard took care of him .We attended the wake after the funeral and got to know Lisa & Richard. Richard flies with Bristow and knows a lot of our former Pilots and Engineers.

We have several Members in and out of hospital and doctors surgeries our best wishes to them.

Congratulation's to those who received awards at the last Federal Council Meeting especially for us Life Membership for the “Legend”, John Gregory Kelson.

Trying to get a greater involvement in the Division, we had a Members and Partners lunch at the Esplanade Hotel in Fremantle a good attendance and great afternoon. Thank Ross Sarti for the attached photos.

We had a planned Family Outing at Whiteman Park for Children and Grand Children a good roll up for that;





Grand Children had a Treasure Hunt ; which turned out very profitable ; (see the bags each has in the photo). A great day for all plenty of good cheer and refreshments.



Family Groups



Bomber's new portable beer keg.

Another successful Graduation Class at RAAF Pearce

CMDR Paul Hannigan-COSCOMFAA; Lt.Stu Marshman 2FTS QFI; SLT Adrian Pace 252 Graduate; ASLT Chris Spragg 252 Graduate; LTCDR Ryan Jose SNO FTS; COMM Brett Dowsing SNOWA .





## Tasmanian Division

The Tasmanian Division met at the Launceston Over 55's club (we all qualified on age!) on Sunday 25 November for our final meeting of the year. While attendance figures were low due to the expanding sick list it was pleasing to see Garry Sommer back on his feet and at the meeting. Garry is now several kilos lighter after his lengthy stay in hospital and while not 100% would like to thank all for the kind wishes he received. Hopefully after a bit of Xmas pudding and that renowned Tasmanian living he will achieve a full recovery. His wife Mickie is proving to be a great nurse.

Dennis Hinds updated the meeting on his recent attendance at the FAAA Nowra reunion and Federal Council Meeting. Dennis advised that while he enjoyed the company of several old shipmates overall he was disappointed with attendance numbers and Navy involvement. At the FAAAA Re-union Ball the only people there under 60 years of age were COMFAA and Commanding Officer of HMAS Albatross (and the waitstaff!). Also the "junior intake" represented was January 1974. This does not augur well for the next re-union in 5 years time. There was minimal of today's Navy involvement; from what I observed only COMFAA and CO HMAS Albatross. There was a commissioning of a Navy FAA Squadron on the Friday: 822X. This commissioning marked the formal transition of the Naval Unmanned Aircraft Systems Unit to 822X Squadron and the permanent establishment of Unmanned Aerial Systems into the maritime domain. I would argue that this moment was as historic as the de-commissioning of the fixed wing force of the FAA from the Navy however no invitation was extended to re-union members to attend. Possibly an oversight? Further the FAA celebrated its 70<sup>th</sup> anniversary on the weekend of 23 -25 November with Freedom of Entry and a Navy Ball among other festivities. It would have been good to combine these events with FAAA reunion however I understand that a lot of long term planning is required for both events.

On a more positive note I enjoyed the Federal Council Meeting which provided good insight into how the FAAAA is travelling and managed. There was some good inter action and discussion with a positive approach to the future. It was pleasing to see a long term and passionate supporter of the FAAA, Mr John Gregory Kelson, receive Life Membership which was fully supported by all in Tasmanian FAAA although our Tasmanian Vice President (Bob Douglas) has advised me that he will not answer calls after 2215, even if they are from the newest Life Member and a person who walked through the "Gate" with him upon entry at HMAS Cerberus!

On the thankyou note, the Tasmanian FAAA would like to congratulate Terry Heatherington on the state of the FAA Museum, thank him for his Service and wish him well in retirement.

For a bit of long term planning, the Tasmanian FAAA will be attending the 2019 ANZAC Day Service in the Hobart environs. Exact location to be advised but if anyone from the "Big Island" is looking at coming to Tas-sie during that period you will be made welcome.

I usually attach a photo of the Tasmanian Division FAAA at recent meetings however I thought as a bit of a departure I would provide a couple of photos of a recent visitor (Spitfire) to the FAAA Museum. These photos were taken by Air Affairs Australia who provided an escort on the return leg.

Merry Xmas to all on the "Big Island" from the (small) Tasmanian FAAA contingent. See you all in 2019!

Dennis Hinds





## ***" I had it ALL"***



I talked with a homeless man this morning and asked him how he ended up this way.

He said, "Up until last week, I still had it all. I had plenty to eat, my clothes were washed and pressed.

I had a roof over my head, I had HDTV and Internet, and I went to the gym, the pool, and the library.

"I was working on my MBA on-line. I had no bills and no debt. I even had full medical coverage."

I felt sorry for him, so I asked, "What happened? Drugs? Alcohol? Divorce?"

"Oh no, nothing like that," he said. "No, no.... I was granted parole."



# LETTERS

RON BATCHELOR,  
EDITOR,  
"SLIPSTREAM"

16 PENSACOLA COURT,  
BROADBEACH WATERS  
QLD., 4218

HELLO RON, IT APPEARS THAT, ON NEW YEARS EVE,  
ANY "FOREIGN" SHIP IN PORT (ROYAL NAVAL PORT  
OF COURSE.....??) MUST BE BOARDED AND TAKEN  
OVER BY THE RESIDENT (ROYAL NAVY) SAILORS.

THIS WAS BROUGHT TO THE ATTENTION  
OF THE MEN OF "HMAS MELBOURNE" IN 1955, AND  
ACCORDINGLY "PROF. EDWARDS" OUR RESIDENT  
ARTIST PAINTED THE WARNING THAT WAS ATTACH-  
ED ABOVE OUR MAIN GANGWAY ENTRY - MANNED  
BY VIGILANT "MELBOURNE" SAILORS WITH HIGH  
VELOCITY FIRE HOSES "AT THE READY"

NEEDLESS TO SAY OUR SHIP WAS SUCCESSFULLY  
SAVED FROM R.N. MARAUDERS (?) AND I'VE OFTEN  
WONDERED IF PROFS. SIGN WAS USED AS THE  
BASIS FOR ALAN BOND'S "FIGHTING KANGAROO." ?

WITH MY BEST REGARDS,

*Peter Greig*  
(PETER GREIG)



Jess James, Bob (visiting), Kevin Mitchell,  
Snow, Bob Ridgeway



# LETTERS

RON BATCHELOR  
"EDITOR"  
SLIPSTREAM.

16 PENSACOLA COURT,  
BROADBEACH WATERS,  
Q'LD. 4218

HELLO RON,

TRUST THESE "YESTERYEAR" PHOTOS  
WILL MAKE YOUR DEADLINE.....

(BY ME)  
THESE WERE TAKEN <sup>^</sup> EITHER ON CHRISTMAS DAY  
OR THEREABOUTS OF THE HEADQUARTERS AIR  
ENGINEERING MEN IN 4C5 MESS IN 1955  
ABOARD OUR LOVELY (WELL, WE THOUGHT IT WAS)  
TWO MONTH OLD HMAS MELBOURNE — 63  
YEARS AGO — !!

YOU WILL NO DOUBT NOTICE HOW COMFORT-  
ABLE OUR TWO KELICKS (OR IS IT "KILLICKS?")  
APPEAR IN THEIR "COTS" — NAMELY... LOU BURNS  
AND ERIC COTTRELL.

THE OTHER PHOTO IS OF "DEBBY REYNOLDS —  
ALSO OF 4C5, BUT I'M NOT SURE WHERE HE WAS  
FOR THE "PHOTO SHOOT"

WITH MY BEST REGARDS,

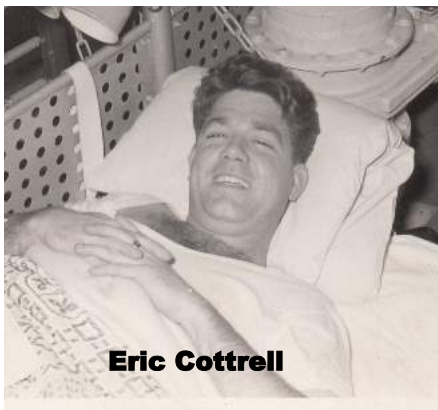
PETER GREIG.

(SOMETIMES CALLED "PEDRO,"  
SOMETIMES "LONG HAIR"...

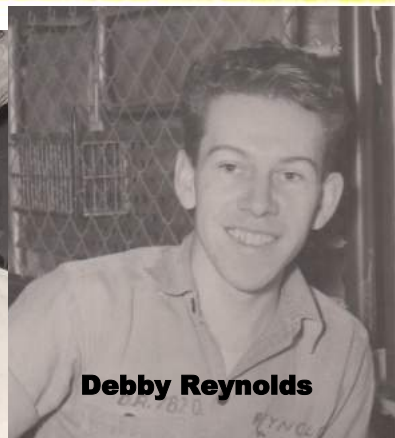
↓  
BY LOU BURNS)

P.S. WOULD APPRECIATE YOU  
RETURNING THE PHOTOS  
FOR MY OLD "FALLING APART"  
ALBUM

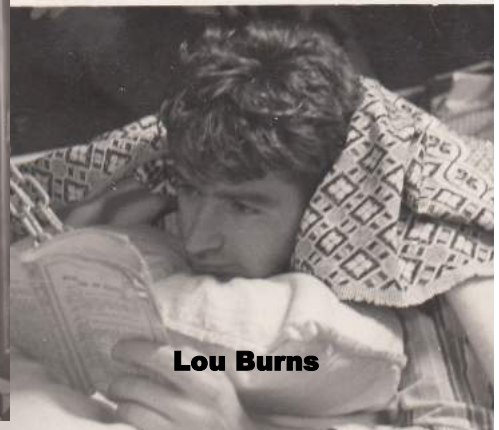
*Peter*



**Eric Cottrell**



**Debby Reynolds**



**Lou Burns**

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

## **OF COURSE IT WOULD BE TRUE**

A hooded robber burst into a bank and forced the tellers to load a sack full of cash

On his way out the door, a brave customer grabbed the hood and pulled it off, revealing the robber's face

The robber shot the customer without a moment's hesitation

He then looked around the bank and noticed one of the tellers looking straight at him

The robber instantly shot him also

Everyone in the bank, by now were very scared, looked intently down at the floor in silence

The robber yelled "Well , did anyone else see my face"?

There are a few moments of silence in which everyone was plainly too afraid to speak

Then, an old man named Bill tentatively raised his hand and said

**"My wife got a pretty good look at you....."**







Papua New Guinea hosted a year-long program of Asia-Pacific Economic Cooperation (APEC) meetings throughout 2018. This program culminated in the Leaders' Summit of Presidents and Prime Ministers from 21 Pacific Rim member economies from 12-18 November 2018.

The Australian Defence Force supported a safe, secure and successful APEC in 2018, by providing advisory and other assistance to Papua New Guinea security forces, at the request of the Papua New Guinea Government.

The Australian Department of Prime Minister and Cabinet was the lead Australian Government agency, with support from the Australian Defence Force and the Department of Foreign Affairs and Trade.

Australia's continued military engagement with the Papua New Guinea Defence Force, together with broader engagement, reflects the ongoing commitment to supporting regional partners and promoting a secure and prosperous region

Photo by CPOIS Cameron Martin

*Merry Christmas*

