

# ***SLIPSTREAM***



## ***THE GIRLS COME OUT TO PLAY***

**STORY ON PAGE 3**

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Editor Ron Batchelor email [ronbatchelor64@gmail.com](mailto:ronbatchelor64@gmail.com)  
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## **Presidents Report**

### **Slipstream JUNE 2018**



G'Day Everyone,

I am delighted to report that the Minister for Veterans' Affairs, the Hon Darren Chester MP, has finally announced the much anticipated news that the RAN Helicopter Flight Vietnam has been awarded the Unit Citation for Gallantry. The award recognises the extraordinary gallantry displayed by the aircrew and maintenance and support personnel of RANHFV during the Vietnam conflict. The recommendation was accepted by the Governor General, His Excellency General the Honourable Sir Peter Cosgrove AK MC (Retd) following an inquiry by the Defence Honours and Awards Appeals Tribunal. The Minister released the news on 1 June 2018. I am very pleased with this outcome as a lot of hard work was put in by many FAAAA members, including Neil Ralph, Max Speedie, Bob Ray and David Farthing. It is a great result for the Association and is a belated and fitting reward for the RANHFV team. The Minister's media release states: Veterans of the RAN Helicopter Flight Vietnam are encouraged to apply for the Unit Citation for Gallantry through the Department of Defence Medals Online Application form available at: [www.defence.gov.au/medals](http://www.defence.gov.au/medals). It also states that: Family members of deceased veterans are also encouraged to apply to receive the insignia.

An event will be held later in the year for recipients to receive their awards. Standby for advice on this event. I would think that Government House in Canberra would be the venue but this depends on a few factors. If there is enough interest in having awards presented during the FAAAA Reunion in October in Nowra, I may be able to suggest this to the Minister and the Governor General. If any of the RANHFV veterans has a view or a preference, please let me know as soon as you can - [markcampbell60@outlook.com](mailto:markcampbell60@outlook.com). Thanks.

Preparations are in full swing for the National Ceremony to commemorate the 65th anniversary of the Korean War armistice on 27 July 2018 in Canberra. Several veterans have contacted me, and they have been included in the official DVA list of invitees.

As I suggested earlier in the year, our Association continues to shrink in size. Can I ask each of you to continue to act as recruiting officers for the FAAAA as often as you can with other ex FAA personnel please? We all have mates who are not members and a little gentle prodding might assist. I am investigating moving the Association a little more towards actively assisting veterans in any way that we can, but in particular, a more positive advocating role to assist during dealings with DVA. This may also assist our recruitment and retention.

Stay safe and look after yourselves.

**M. G. Campbell**  
**RADM, RANR**  
**National President**



## FROM THE EDITOR

Hell Bells it only seems like yesterday that I finished the March edition. Time seems to pass me by without me realizing it.. With more of our members passing to the other side, our membership numbers are way down and as our association committee have tried their best to recruit some of the younger sailors. I myself, do not have an answer although I try to fill Slipstream with both the older and younger generation topics. If you feel that you have an answer please let me know as I get quite frustrated, but I suppose I can only try my best. I hope every one is in good health and keeping warm in this cold weather

Cheers Ed

### ***The Royal Australian Navy Women's rugby team have emerged victorious from their first game of the ADF Rugby Championships.***

After a three-day training camp and with just 13 players on hand, the Royal Australian Navy Women's rugby team has joined the men's line-up in a solid start to the ADF Rugby Championships on 2 May. The Navy Women's (RANRU-W) squad came into camp at Enoggera Barracks for the ADF Rugby Union Championship with a smaller squad than last year with many ships either deployed or preparing to deploy. With only three days available for training and having eight new players among the selected squad, the team rose to the occasion and came away with an impressive 25-5 win over the Air Force (RAAFRU) women's team at Ballymore. Women's Coach CPO Joey Cameron (RANTEWSS) said the RANRU-W team displayed impenetrable defence throughout the match that denied Air Force the tryline for all but the dying seconds of the 10s fixture.

"I was impressed with the way the squad demonstrated resilience and determination despite the short preparation period leading into the game," CPO Cameron said. "The only RAAFRU-W try came in the dying seconds of the 10s fixture, off a kick and chase behind play. "I am confident that the squad can build on this victory in preparation of their next game against the Army women's team on today at Ballymore stadium." The player of the match was awarded to AB Mahalia Ellis (HMAS *Stirling*) who was both superb in defence and running the ball off the ruck throughout the match. Captain for the RANRU-W side AB Christine Fine (HMAS *Coonawarra*) said running on to the field was a case of getting ready for the unknown.

"With such little time to prepare and with so many new players I did not know what to expect," AB Fine said. "But as shown by our win, all the girls stepped up and I could not be prouder of their efforts. "We had a motto of "train as we play" coming into camp and all players did just that. The Navy can be justifiably proud of what these women are achieving both on and off the field."

RESULT: RANRU-W defeated RAAFRU-W 24 to 5

Try scorers for Navy were: (2 tries), AB Mahalia Ellis and AB Debra Toby

Hi Ron

## ***LETTERS***

I have just enjoyed reading the March 2018 Slipstream and wish to submit a reply to Jim Lee's query regarding a John A Matthew who was Administrator of Norfolk Island for the period 1985 - 88

I can confirm that the John Matthew shown in the photo with Jim on page 15 of the March Slipstream is indeed the same John A Matthew who was Administrator of Norfolk Island for the period indicated above. It's a pity that Jim did not get the chance to confirm it during his visit to the island in 2004, you should have stayed a bit longer Jim!

John was well accepted in his role as Administrator and he was a terrific supporter of the Norfolk Island RSL Sub-Branch during his time here.

I always look forward to receiving each edition of Slipstream out here in the Pacific, keep up the good work.

Kind regards

Wes Cooper

## **TEST**

I went to my nearby Pharmacy, straight to the back, where the Pharmacists' high counter is located.

I took out my little brown bottle, along with a teaspoon, and set them up on the counter.

The Pharmacist came over, smiled and asked if he could help me.

I said, "Yes! Could you please taste this for me?"

Seeing a senior citizen, the Pharmacist went along.

He took the spoon, put a tiny bit of the liquid on it, put it on his tongue and swilled it around.

Then, with a stomach-churning look on his face, he spat it out on the floor and began coughing.

When he was finally finished, I looked him right in the eye and asked, "Now, does that taste sweet to you?"

The Pharmacist, shaking his head back and forth with a venomous look in his eyes yelled, **"HELL NO!"**

I said, **"Oh, thank God! That's a real relief! My doctor told me to have a Pharmacist test my urine for sugar!"**

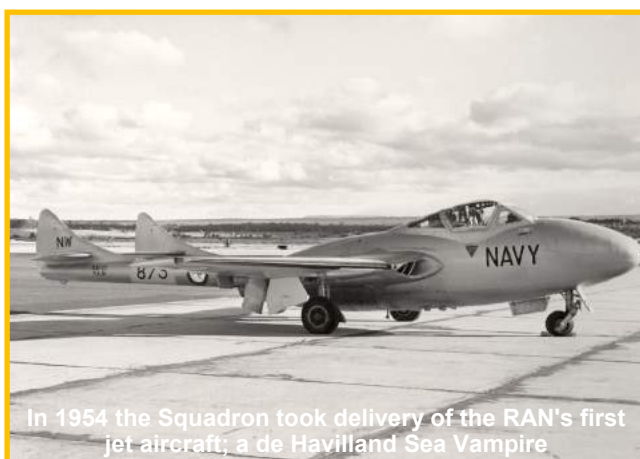
I'm not allowed to go back to that Chemist, but I really don't care, because they aren't very friendly there anymore.





723 Squadron has its origins in the Royal Navy (RN) where it was part of the Pacific Fleet's Mobile Operating Naval Air Bases concept in WWII whereby bare or unoccupied airfields could be rapidly manned and equipped for use by naval aircraft temporarily disembarked for training or maintenance. 723 Squadron formed in Britain on 21 November 1944 and embarked for Australia the following month, arriving on 28 February 1945. The Squadron was stationed in Australia, mainly operating from HMS *Nabbington* in Nowra, for the duration of its existence before disbanding on 31 May 1946.

723 Squadron re-commissioned at Naval Air Station (NAS) Nowra on 7 April 1952 as a Fleet Requirements Unit. Commanded by Lieutenant Jeff Gledhill, the squadron was equipped with two Hawker Sea Fury Mark IIs, a Douglas C47A Dakota, a Supermarine Type 309 Sea Otter and a Commonwealth Aircraft Corporation CA-16 Wirraway. By the end of the year, the Squadron would take on two more Sea Furies, another Wirraway and four Fairey Firefly A.S.6s representing the most eclectic collection of aircraft in the Royal Australian Navy Fleet Air Arm (RAN FAA). Its main function was a cooperation role with the Australian Joint Anti-Submarine Warfare School, such as trialling directional sonobuoys, and also provided refresher flying for pilots and aircrew not currently posted to flying squadron



## ACT DIVISION UPDATE

Hi again to all for this edition of Slipstream.

ANZAC Day 2018 in the Nation's Capital was a warm one which was very unusual but made for a nice change. A good roll up of ACT Division members and other FAA personnel marched in the heat, although there was quite a delay in the march starting which didn't help the more senior veterans. Hopefully the organisers will sort out the program and music next year so it runs a lot smoother. Quite a few marchers kicked on for some post march refreshments and two up at the old Canberra Services Club site in Manuka. Thanks to our female banner bearers Kerrie Dickie and Annie Schofield who carried the banner on the day.



ACT marchers prior to stepping off including our female veteran banner bearers

L-R Annie Schofield, John Schonberger, Kerrie Dickie and Al Byrne

Whilst on the subject of ANZAC Day, next year (2019) there is a plan for ex-817 Sqn and any other interested FAA personnel to attend the Dawn Service and march in Bungendore NSW. Bungendore is located on the King's Hwy only 40 minutes from Canberra. There has been quite a deal of interest already for this event and a couple of ex-817 maintainers (Darren Knights and Shane Holness) who live in Bungendore have offered up their rural properties for those that may wish to attend and camp or park caravans, motorhomes etc on their properties. A Facebook page has been established with the event details and I will provide more information in future editions of Slipstream and the FAA website as arrangements firm up.

We have some good turn outs at recent social get togethers including about 20 personnel at the February gathering at the Canberra Club. We have also had some new members join the ACT Division including, Lynton Beggs, Clive Blennerhassett Leigh Dickie, Kerrie Dickie, Paul Fothergill, Darren Gratton, Jack McCaffrie and Grant Williams. Welcome to those new members and hopefully we will see you at future get togethers.

Our next function is a Winery Tour of Lake George region wineries for members and partners on Sunday 15<sup>th</sup> July 18. The proposed plan for the day is as follows, with the Division arranging mini-bus transport:

1030	Depart from Brindabella Park
1100-1230	Mount Majura Winery
1300-1500	Lerida Estate (with lunch)
1530	Drop Off at Brindabella Park

More details on the winery tour will be emailed out to members by mid-June and we hope to get a good turn-out for this day. Mini bus transport will be available for the day for a small fee, so if want to have an enjoyable day out and wish to sample a few of our local wines, please get in early to book your place on the tour.



A number of FAA reservists assisted in transporting the last of the remaining Sikorsky S70B-2 Seahawks from Nowra to Avalon in late May. The helicopters are being parked up at Avalon pending their disposal by sale. The helicopters were transported by low loaders in lots of four, which provided quite a deal of interest from the general public on the highway between Nowra to Melbourne, via Picton Road. You know you are getting on when you are part of bringing an RAN aircraft into service and then form part of the disposal process (stand fast Seasprite personnel). Some photos of the aircraft being transported are attached



Well that is all for this edition. Until next time take care.

Regards,

**Schonners**

John Schonberger

President, ACT Division

## BELIVE IT OR NOT

Nelson: "Order the signal, Hardy."

Hardy: "Aye, aye sir."

Nelson: "Hold on, that's not what I dictated to Flags. What's the meaning of this?"

Hardy: "Sorry sir?"

Nelson (reading aloud): "'England expects every person to do his or her duty, regardless of race, gender, sexual orientation, religious persuasion or disability.' - What gobbledegook is this?"

Hardy: "Admiralty policy, I'm afraid, sir. We're an equal opportunities employer now. We had the devil's own job getting 'England' past the censors, lest it be considered racist."

Nelson: "Gadzooks, Hardy. Hand me my pipe and tobacco."

Hardy: "Sorry sir. All naval vessels have now been designated smoke-free working environments."

Nelson: "In that case, break open the rum ration. Let us splice the mainbrace to steel the men before battle."

Hardy: "The rum ration has been abolished, Admiral. It's part of the Government's policy on binge drinking."

Nelson: "Good heavens, Hardy. I suppose we'd better get on with it ..... full speed ahead."

Hardy: "I think you'll find that there's a 4 knot speed limit in this stretch of water."

Nelson: "Damn it man! We are on the eve of the greatest sea battle in history.

We must advance with all dispatch. Report from the crow's nest please."

Hardy: "That won't be possible, sir."

Nelson: "What?"

Hardy: "Health and Safety have closed the crow's nest, sir. No harness; and they said that rope ladders don't meet regulations. They won't let anyone up there until a proper scaffolding can be erected."

Nelson: "Then get me the ship's carpenter without delay, Hardy."

Hardy: "He's busy knocking up a wheelchair access to the foredeck Admiral."

Nelson: "Wheelchair access? I've never heard anything so absurd."

Hardy: "Health and safety again, sir. We have to provide a barrier-free environment for the differently abled."

Nelson: "Differently abled? I've only one arm and one eye and I refuse even to hear mention of the word. I didn't rise to the rank of admiral by playing the disability card."

Hardy: "Actually, sir, you did. The Royal Navy is under represented in the areas of visual impairment and limb deficiency."

Nelson: "Whatever next? Give me full sail. The salt spray beckons."

Hardy: "A couple of problems there too, sir. Health and safety won't let the crew up the rigging without hard hats. And they don't want anyone breathing in too much salt - haven't you seen the adverts?"

Nelson: "I've never heard such infamy. Break out the cannon and tell the men to stand by to engage the enemy."

Hardy: "The men are a bit worried about shooting at anyone, Admiral."

Nelson: "What? This is mutiny!"

Hardy: "It's not that, sir. It's just that they're afraid of being charged with murder if they actually kill anyone. There are a couple of legal-aid lawyers on board, watching everyone like hawks."

Nelson: "Then how are we to sink the Frenchies and the Spanish?"

Hardy: "Actually, sir, we're not."

Nelson: "We're not?"

Hardy: "No, sir. The French and the Spanish are our European partners now.

According to the Common Fisheries Policy, we shouldn't even be in this stretch of water. We could get hit with a claim for compensation."

Nelson: "But you must hate a Frenchman as you hate the devil."

Hardy: "I wouldn't let the ship's diversity coordinator hear you saying that sir. You'll be up on disciplinary report."

Nelson: "You must consider every man an enemy, who speaks ill of your King."

Hardy: "Not any more, sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest; it's the rules. It could save your life"

Nelson: "Don't tell me - health and safety. Whatever happened to rum, sodomy and the lash?"

Hardy: As I explained, sir, rum is off the menu! And there's a ban on corporal punishment."

Nelson: "What about sodomy?"

Hardy: "I believe that is now legal, sir."

Nelson: "In that case. . . . . Kiss me, Hardy."



# YESTERYEAR



**"D" AREA ACCOMMODATION**

**WASHING DAY**

**COURTESY HMAS ALBATROSS MUSEUM**



Washing day – Albatross. Photo Courtesy ANAM.

# YESTERYEAR

I have just returned from six months in NZ and caught up with my reading of the March edition of Slipstream.

The article on 816 Squadron aboard HMAS Vengeance brought back some memories of one of the pilots in the lead photo and thought that you might be interested in adding the attached reply in a future addition.

Regards, Ted.

## YESTERYEAR & AND TALE OF TWO AVIATORS

In September of 1969 I was aboard my ketch "Aloha" and anchored in the bay just off the Royal Suva yacht Club in Fiji and enjoying a sundowner, having just arrived a few hours earlier in the day from what were then called, the islands of The New Hebrides.

A couple came along side in a dingy and having admired my boat from the bar of the yacht club, asked to come aboard for a look-see.

Some conversation, and a few rums later had revealed that not only were we both aviators, but had both served in the FAA and had been attached to 816 Squadron, albeit at different times and in different capacities.

Six months earlier I had resigned my position as a pilot with Trans Australia Airlines, flying command on the DHC-6 and also the DC-3 and had set out by yacht with just my wife at the time, to explore the islands of the South West Pacific.

My visitor, Neil as he had introduced himself, turned out to be the Chief Pilot and Director of Flight Ops for Air Pacific – at the time named Fiji Airways – and subsequently invited me to join the company. It was an invitation which I accepted and then spent the next five years as a captain, flying a variety of different aircraft, including the DC-3, the DH-114 and the HS-7478.

Neil and I became close friends over the following years, a friendship bonded by the love of both flying and sailing and it was with a saddened heart, that following his death in 2007 from an aggressive cancer, that in accordance with his wishes, I spread his ashes upon the waters of the Hauraki Gulf, in New Zealand.

It was the "YESTERYEAR" article in the March addition of Slipstream that brought back the fond memories of Leut. (P) Neil Mac Ganley, the photo of him standing there on the wing of the Firefly back in 1953.

A good friend, colleague and an old school style officer and gentleman.

Anson E (Ted) Goater.

# The Arab and the Scotsman

An Arab sheik was admitted to hospital for heart surgery, but prior to the surgery, the doctors needed to store his blood type in case the need arose. As the gentleman had a rare type of blood, it couldn't be found locally, so, the call went out.

Finally a Scotsman was located who had a similar blood type. The Scot willingly donated his blood for the Arab.

After the surgery, the Arab sent the Scotsman as appreciation for giving his blood, a new BMW, diamonds & US dollars.

A couple of days later, once again, the Arab had to go through a corrective surgery. His doctor telephoned the Scotsman who was more than happy to donate his blood again.

After the second surgery, the Arab sent the Scotsman a thank-you card & a box of 'Quality Street' chocolates.

The Scotsman was shocked that the Arab did not reciprocate his kind gesture as he had anticipated.

He phoned the Arab & asked him: "I thought ye' might be a wee bit generous again; that you would give me a BMW, diamonds & money...

But you only gave me a thank-you card & a box of chocolates.."

To this the Arab replied: "Aye laddie, but I now hae' Scottish blood in ma veins".







It was a week of “firsts” when instructors from HMAS *Albatross*’s 723 Squadron (Joint Helicopter School) commenced training with the Royal Australian Navy’s new-generation Multi-role Aviation Training Vessel (MATV), MV *Sycamore*.

It was the first time RAN conducted deck landings in the EC-135 helicopter and also the first time MV *Sycamore* conducted deck landing training.

“More than forty deck landings were made and five instructors achieved their Deck Landing Qualifications” 723 Squadron Commanding Officer, CMDR Bruce Willington said.

“This was the realisation of hard work and dedication by several organisations and personnel over the course of many years.

“The initial focus is train-the-trainer flying for all Australian Defence Force and Boeing Defence Australia instructors prior to commencing student instruction next year.” CMDR Willington said.

“Some of these instructors have never conducted deck landings in a helicopter before, these are challenging and demanding training evolutions for both the aircraft and the crew.”

“Something like flying the aircraft to a rolling and pitching platform requires extreme concentration and the skills to ensure success. Completing these challenging serials in one of the most demanding environments for helicopter aircrew is immensely rewarding.”

CMDR Willington described *Sycamore* as “a key enabler to 723 Squadron.”

“*Sycamore*’s primary role is to support maritime aviation training which represents a unique collaboration between the RAN, Teekay Shipping (Australia) who crew, operate and maintain the vessel and OPSTAR who provide the flight deck operational support team.

MV *Sycamore* will provide a platform to provide training for the Royal Australian Navy and Australian Army pilots, Maritime Aviation Warfare Officers and Aircrewman trainees on basic course. In addition to helicopter deck landings, the MATV can be used for training in helicopter refuelling operations and air traffic control. It will allow the Navy to undertake a range of other operations including weapons recovery and mine warfare training support, navigation training and dive support and humanitarian aid.



11-9

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**"How do you feel about me going to my sister's for two weeks?"**



1-7

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**"It's just a backup system for your pacemaker."**



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10-12

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**"The doctor says he'll see the gentleman with the Ebola virus first."**



1-4

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**"How much longer did he tell you to stay on this banana diet?"**



*The ADF Wheelchair Aussie Rules players and coach prior to a match during the 2018 National Wheelchair Aussie Rules Championships*



Navy people have featured strongly in two ADF teams competing in the third annual National Wheelchair Aussie Rules Championships in Melbourne.

After winning the bronze medal in 2017, the teams fell just short of that achievement suffering a defeat to team Victoria in the bronze medal play-off match.

Wheelchair Aussie Rules has been developed to provide all Australian Football enthusiasts, with or without a disability, an Aussie Rules experience that has strong parallels with the traditional game. Based on AFL rules and played on a basketball court this adaptive sport is open for anyone to play.

Able Seaman Marine Technician Mark Daniels from Fleet Support Unit-*Stirling* said the opportunity to play in a competitive sport at a national level has been an amazing experience. "Having played wheelchair rugby and basketball it was great to find another adaptive sport to play and compete in at a high level. "It's certainly different to other wheelchair sports. I played AFL previously so to get an opportunity to play again, albeit in a wheelchair, is something I never thought would be possible. "The camaraderie and competitive nature of the sport is amazing, everyone supports each other regardless of the team they are playing on," Able Seaman Daniels said.

The ADF has been at the forefront of developing this version of Australia's national game, by collaborating with Disability Sports Australia, and the AFL. Team Manager and Coach, Warrant Officer Class Two Wayne Morley said the concept of the game is fantastic. "It provides great opportunities for those undergoing any form of rehabilitation to be involved in a competitive sport. "Our teams only got together recently, they did some basic skills training and team bonding and really only had the chance to sit in the wheelchairs and practice as a team about an hour before the first game. "Noting what they have accomplished, it has been a great effort and they can all be proud of what they have achieved both as individuals and an ADF team," Warrant Officer Morley said.

Director of umpiring for the ADF Aussie Rules Association, Squadron Leader Mark Rinnie, worked with the sports coordinator for physical disability in Tasmania, Mr Kevin Faulkner to develop the rules of the game that are now endorsed by the AFL and used in competition. This partnership with Disability Sports Australia has allowed the development of the game to accelerate and has led to the recent establishment by AFL Victoria of a state-wide Wheelchair AFL League.

On completion of matches, Able Seaman Marine Technician Braedon Griffiths of HMAS *Kuttabul* was voted Best Centre while Private Richard Tebb from 3-RAR received the award for Best Forward.





***Leading Seaman Medic Submarines Jess Caslake continues with fitness training on an exercise bike while on board Collins Class Submarine, HMAS Sheean, at Fleet Base West, Western Australia.***

Physical fitness plays a significant role in maintaining a force which is fit to fight, and for Navy submariners at sea maintaining this high state of readiness is now a little easier. Apart from physical training activities providing the physical strength to get a job done, it is also believed that exercise provides mental health benefits giving our members a clear mind to focus on their job. Under the close guidance of Navy Physical Training Instructors, a selection of new training equipment was recently purchased to expand and upgrade the current capability within our submarines. The on-board equipment must be available 24/7 and remain capable of being operated quietly; after all, the submarine community is known as the 'Silent Service'.

HMAS *Stirling* Chief Petty Officer Physical Training Instructor Brian Garrety said it was important for all Navy members to have access to exercise equipment. "Keeping our members physically and mentally fit to fight has always been challenging, no more so than with our submariners in their restrictive work environment," he said. After significant research, we found the good old exercise bike and rowing machine provide best 'bang for our buck' with regards to maintaining fitness as well as aligning with our submarines' stringent operating environment. "With the recent funds allocation to support fitness in the Navy, we have been able to upgrade the fitness equipment on all our submarines."

The weapon storage compartment on-board the Collins Class submarine is the most practical area for the equipment. It is accessible by all crew and has a reasonable amount of space to conduct individual training. The compartment also provides a bunking area for any additional personnel, once again highlighting noise as a consideration in equipment choice. Operational considerations mean that the equipment must be easily and quickly moved if required, and not hinder the submarine's operating capabilities. Activities like the updating of physical training equipment are ongoing, with Navy continually searching for the best solutions to allow our personnel to strive to be the best they can be in what they do.

## **The Royal Australian Navy has dismissed several sailors for the inappropriate use of social media.**

Reports emerged in January that the Navy had launched an internal investigation into the fact some sailors engaged in Operation Sovereign Borders had been posting anti-Islamic comments on social media.

The reports claimed at least 20 of them were members of the Australian Defence League, an anti-Islamic group affiliated with the English Defence League, which has often led violent street marches in the UK.

One Navy member who was under investigation had responded to a Facebook post critical of asylum seekers, from someone who claimed to be an ADL member, that he was "about to head out today to deal with these f-----s".

A statement released today by Chief of Navy Vice Admiral Ray Griggs says that while no serving member of the Navy has been found to be a member of the Australian Defence League, a number of personnel have been found to have made inappropriate comment on social media or to have an affiliation with different social media groups that are not consistent with Navy values.

The ADF introduced strict social media guidelines for serving members in 2013 and the statement says it takes the issue of inappropriate social media commentary very seriously. Navy policy requires that personnel must not post material that is derogatory of gender, ethnicity or religion. The statement says due to the Privacy Act the Navy "cannot provide specific information on the outcome of the individual cases that have been investigated, particularly where individuals have been named or 'outed' in the public domain".

But it says several sailors have had their employment terminated or have been issued with notices of cause for termination.

Others have received a range of disciplinary punishment or other sanctions, including formal warning.



## **HMAS Albatross Redevelopment**

**Location: Australasia; Australia; New South Wales**

**Cardno has been engaged to deliver utility investigation services for a redevelopment project at Naval Air Station (NAS) HMAS Albatross in Nowra, New South Wales.**

The three-year development consists of works to new and existing facilities, including the upgrade of critical engineering services, the replacement or modification of ageing buildings and infrastructure to support operational and training capabilities, and the improvement of base security.

The utility mapping services involve complete detailed mapping and detection of existing underground utilities at various locations throughout the base by electromagnetic designation and Ground Penetrating Radar, potholing, CCTV and unexploded ordnance investigation.

## New Helicopter Aircrew Training System at HMAS Albatross

Minister for Defence, Senator the Hon Marise Payne, and Member for Gilmore, Ann Sudmalis MP, today inspected progress in the development of a \$157 million Helicopter Aircrew Training System at 816 Squadron at HMAS Albatross.

Minister Payne said the project will provide state of the art training facilities for Navy and Army aviators. "The new Helicopter Aircrew Training System will provide streamlined initial pilot training in a highly realistic environment for our Navy and Army personnel," Minister Payne said.

"As part of the training system, 15 Airbus EC135 helicopters will be based at Nowra replacing the Navy's Squirrel and Army's Kiowa helicopters which are more than 30 and 40 years old respectively. "The project includes a new training centre with three flight simulators, refurbished hangars and workshops and new living accommodation."

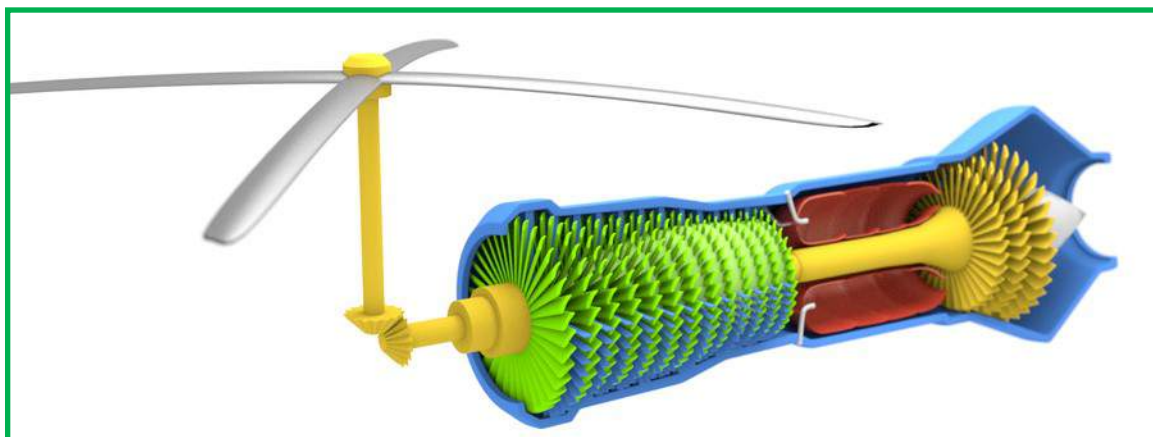
Once operational in 2018, the facility will support the training of up to 116 pilots, aviation warfare officers, aircrew, sensor operators and instructors per year. The Government is investing more than \$500 million to upgrade facilities at HMAS Albatross, including the new Helicopter Aircrew Training System. Member for Gilmore Ann Sudmalis said the Government's investment in HMAS Albatross was delivering a welcome economic boost to the region.

"These facilities will not only assist our next generation of Army and Navy aircrew, but they are helping to secure local jobs," Mrs Sudmalis said.

"More than 1600 Defence personnel work at HMAS Albatross and it is great to have an investment this size in the region.

"The men and women who serve our country that operate out of HMAS Albatross call Gilmore home. That in itself is an economic investment.

"This training facility also provides opportunities for up to 380 external contractors to work on world leading projects; it provides learning opportunities for apprentices and trainees," Mrs Sudmalis said.





# REST IN ETERNAL PEACE

## VALE --- JAMES PAWLEY (ZEKE) GREENUP --- NAM (ORD).

Born on 4<sup>th</sup> May 1935, Zeke and his brother Bill grew up in Balmain, raised by their maternal Grandparents. A keen odd job man he raised pocket money selling newspapers, weeding gardens, selling bottles back to soft drink stores etc. He left Fort Street High school at 14 and worked as a Bellboy at The Hotel Australia. At 17 he joined the Navy as a Naval Airman and completed his Armourers course with good results at the newly established 'Nirimba'.

Posted to 'Albatross' he worked in various workshops of the Air Ordnance Section. That was where I first got to know Zeke. He was a happy go lucky young fellow, always up to something mischievous along with his close mate 'Bodgie' Royal. Zeke was a very good Rugby player, having had good training in his time at the Fort St High School in Sydney. He played for the 'Albatross' Dempster Cup Team as their Hooker and sometimes as Half Back. He was very proud of the year they won the Premiership Cup. He kept his Premier-ship Blazer pocket all his life.

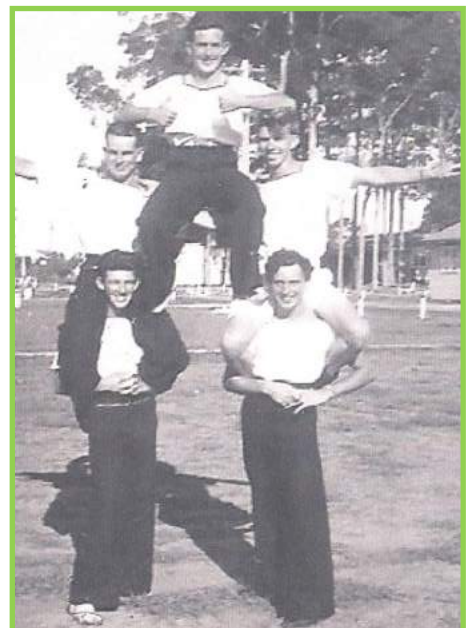
After serving on 851 Squadron in his last two years of Navy life, Zeke took his discharge in mid '59 and worked at various jobs until finally settling into truck driving. He enjoyed the work and transferred to Tasmania to manage the firm's business down on the Apple Isle. Based in Launceston he became very friendly with the owner of his favourite pub. When the owner offered him the job as manager of the Hotel he accepted and set about improving and building up the establishment, which he did very successfully. It became the best Hotel in the area. By now he was married and had two daughters. Sadly, the marriage suffered a break up in the mid 1980's. At about this time Zeke was offered a job managing a Pharmaceutical Company in Brisbane which he accepted. He stayed there for some years then resigned and moved to Weipa where he managed an Electrical store which had a Pharmacy attached. Zeke loved the outback life, fishing, boating and of course drinking with his new mates. There he met up with his now wife, Lillian who was visiting on holiday. Zeke followed her to Brisbane and became her assistant in her Real Estate business. Eventually they retired and started enjoying life. Over the years Zeke developed a number of ill health problems, Cardiac heart disease being the worst. He survived a number of heart attacks over 13 years and on 19th December 2018 he was suddenly taken from this earth by heart failure.

Zeke old mate, I'm sure you are enjoying your new life up there in the Big Bomb Dump in the sky. Swapping dits (which there's plenty of) with your old run ashore mates. God Bless you Zeke. RIP.

John (Blue) Harrison



*James Pawley Greenup (ZEKE)  
4th May 1935 - 19th December 2017*



# ***REST IN ETERNAL PEACE***

## **“JAKE”**

It is with great sadness we must report that our Life Member and past Commander, Mr. Mathew Henry Jacobs has passed over to the other side.

Henry passed away early Monday 14th May 2018, after battling illness

Hi,

I regret to advise that CAPT (O) Robert (Bob) John WHITTEN OBE RAN (Rtd) passed away on 4 June 2018. His funeral service will be held at St. John's Anglican Church, 45 Constitution Avenue, REID ACT. Sadly, John DaCosta

## **FLEET AIR ARM ASSOCIATION OF AUSTRALIA NEWSFLASH!**

In the June "FlyBy" newsletter we advised that the Defence Force Honours and Awards Tribunal had recommended the award of a Unit Citation for Gallantry to the Royal Australian Navy Helicopter Flight Vietnam (RAN HFV).

We are pleased to say the Governor General has now approved the award,

with the citation reading as follows:

### **FOR ACTS OF EXTRAORDINARY GALLANTRY IN ACTION IN SOUTH VIETNAM FROM**

**OCTOBER 1967 TO JUNE 1971.**

The Royal Australian Navy Helicopter Flight Vietnam, as part of the Experimental Military Unit of the United States Army 135th Assault Helicopter Company, exhibited exceptional and extraordinary gallantry whilst engaged in offensive operations continuously throughout its four-year deployment. This exceptional gallantry was enabled by the efforts of the entire Royal Australian Navy Helicopter Flight Vietnam.

The Flight was a unique unit and every member, regardless of mustering or category, either performed their duties with demonstrable gallantry or were used in roles for which they were not trained and still performed bravely. The administrative and maintenance staff were required to assist in the provision of base security in addition to their normal duties and almost all of the support personnel regularly volunteered to act as aircrew employed as door-gunners and Crew Chiefs. This was in addition to the extremely long maintenance hours required to support the tempo of operations conducted by the Flight. Over the course of the operations in Vietnam, the Flight accumulated a formidable record of operational flight hours and citations for individual gallantry. This has set it apart from other operational units.

**PTO**

While exposed to hostile fire and at great personal risk, aircrew flew on average 50 per cent more operational hours per month than other Australian aircrew in comparable roles with other units. Aircrew were constantly engaged by the enemy, faced the danger of booby-trapped landing zones and frequently found themselves fired upon by friendly forces. The personnel who flew with the Flight arguably saw the most intense combat of any Royal Australian Navy personnel in the war. Despite the fact that none of the personnel had previous operational service and none had been under fire, they were courageous in battle, exhibited exceptional and extraordinary gallantry and did so with great skill and heroic dedication in executing a mission far removed from those for which they had been trained. Over the period of the Flight's operations in South Vietnam, five members of the unit died and 22 were wounded in action.

The extraordinary gallantry, dedication to duty and astonishing record of the Royal Australian Navy Helicopter Flight Vietnam conducting tasks far removed from the expectations of Naval service, has forever set it apart from other units. The extraordinary acts of gallantry and heroism consistently displayed by the personnel, combined with their loyal devotion to duty were in keeping with the finest traditions of the Royal Australian Navy and the Australian Defence Force.

The Fleet Air Arm Association of Australia is delighted to be amongst the first to acknowledge the RANHFV's UCG, and extends its warmest congratulations to those who made it happen and to the nearly two hundred men who served with such gallantry over the period of the Flight's tenure.

Time has remembered them as a Unit that performed in the very highest traditions of the Fleet Air Arm, and the award of the Citation now cements that view into history.

Click on the Red Button below to read more about the Award of the UCG to the Flight.

OUR MAILING ADDRESS IS:

PO Box 7115, Naval Post Office, NOWRA HILL NSW 2540

EMAIL THE WEBMASTER AT:

[webmaster@theFAAAA.com](mailto:webmaster@theFAAAA.com)

SEE OUR WEBSITE AT:

<https://www.faaaa.asn.au/>



## Warrant Officer retires after 43 years service



***Warrant Officer Boatswain Andrew Freame stands in front of HMAS Hobart reminiscing of his times served on HMAS Hobart (II), before retiring 11 May 2018, following 43 years of service.***

Warrant Officer Andrew Freame has retired from the Permanent Navy after 43 and a half years of diligent service. Reflecting on his time in service, he said the occasion instilled a tremendous sense of pride. "It's a time of thanks," he said. "I joined a great line of boys who entered the RAN as Junior Recruits at HMAS *Leeuwin*. "We commenced the study of our profession of arms and began forging the friendships that have sustained me ever since. "Granted, it wasn't all tries and conversions, as anyone in uniform can attest. "I remember standing watch in the rain, cold, or during 30 foot seas in the early hours of the morning before dawn." WO Freame joined the Navy from Hobart in 1974 and after category training he posted to HMA Ships *Swan* and *Stuart* where he had his first experience at sea in River Class Destroyer Escorts. "I remember the excitement I felt when I saw my first ship, HMAS *Swan*, and getting underway and sailing out through Sydney Heads."

In 1978, WO Freame was posted to HMAS *Stirling* where he fulfilled the role of Bosuns Party and Lancelin Gunnery Range watchkeeper, and in 1980 he posted to the Hydrographic Ship HMAS *Moresby* where he was promoted to Leading Seaman in 1983. Promotion to Petty Officer was awarded in 1986 and Chief Petty Officer in 1989 where he undertook the position of Executive Officer regulator in HMA Ships *Hobart* and *Brisbane*. In 2007 he was awarded an OAM for meritorious service as Junior Officers' Warfare Course Divisional Officer, Staff Officer for Boatswains Mates, Category Sponsor and President of the Senior Sailors Mess at HMAS *Watson*. "Throughout my career I have been blessed by the duty and the people I have worked with," he said. "It was just something different, a job that allowed me to go places, do things and meet all sorts of different people. "Our Navy has been through a number of transformations and as we look forward, we are leaps and bounds ahead of where we were just ten years ago. "Be proud to serve in our Navy. Know that what you do is important, no matter how mundane or boring it may seem at the time. Learn your jobs; listen to your Senior Sailors. Learn from everyone. Develop your character and your leadership style."

"I wish you all Fair Wind and Following Seas."

## Young Endeavour posting ends for Navy birdie



The first birdie to serve in STS *Young Endeavour* will fly back to HMAS Albatross when her posting to the sail training tall ship ends later this month. Leading Seaman Aircraft Technician Avionics Megan Horne joined the brigantine in 2015 after a posting at Training Authority Aviation and completed a suitability voyage on *Young Endeavour's* world voyage. "I was fortunate enough to be thought of as a replacement for a girl who was doing the last leg of the world voyage, so my suitability was sailing from Cape Town to Fremantle," Leading Seaman Horne said. "It was a long voyage to take first up as we spent almost 4 weeks at sea sailing constantly. It was a lot of fun and it created a lot of memories. Thinking back on it, I don't think I'd have it any other way.

"I've picked up a lot of personal skills on *Young Endeavour*. I've learnt how to work with different personality types and have picked up lots of sailing skills. "Working with youth is really rewarding. It is great when you bump into them after a voyage and hear how much the experience has given them. The program helps them grow and gives them lasting memories," Leading Seaman Horne said. A posting to *Young Endeavour* is unique in the Navy. "The culture in *Young Endeavour* is very welcoming and supportive. Everybody gets along really well and we have a lot of fun," Leading Seaman Horne said. "I've really enjoyed doing an out of category posting. I've done things I wouldn't be able to do in my own branch and met so many different people."

Commanding Officer *Young Endeavour* Lieutenant Commander Mike Gough said Leading Seaman Horne had made a valuable contribution to the ship during her time in the crew. "Megan brought with her birdie safety compliance culture and has made a positive impact on the ship. She has been a valuable crew member and will be missed," Lieutenant Commander Gough said. "*Young Endeavour* is always keen to hear from sailors and officer interested in a posting. If you're adventurous, motivated and engaging, and interested in leading a group of youth on a voyage sailing the open sea on board a tall ship, you should consider it. Any category is eligible to apply. It is not restricted to warfare branches."

"I may be biased, but I think it is the best job in the Navy," Lieutenant Commander Gough said.

*Young Endeavour* is Australia's national sail training ship and completes around 20 youth development voyages a year, mostly around the east and south coast of Australia. The youth crew consist of up to 24 youths aged 16-23 from all different backgrounds. Each voyage lasts an average of 11 days during which the youth develop teamwork, self-awareness and leadership skills as they are guided by staff in all aspects of sailing a tall ship – from setting the sails, climbing the rigging, keeping watch, navigation and galley duties.



RoyalAustralianNavy @Australian Navy May 20

On this day, 21 May 1966, HMAS Albatross scrambled four helicopters, supported by a RAN Dakota, a RAAF Neptune and HMAS Vendetta (II) to search for survivors from the dredge WD Atlas which had capsized about 18kms SE of Jervis Bay. Lest we forget.  
#AusNavy #OTD #navalhistory



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**DEADLINE FOR ARTICLES  
FOR NEXT EDITION IS  
WEDNESDAY 5th SEPTEMBER  
2018  
GOING TO PRINT FRIDAY 14th  
SEPTEMBER 2018**



## **ANSWER TO QUESTION IN MARCH EDITION**

Answer to the question in the March edition re names of personnel in the photo on page 3 has been supplied by Jim Da Silva re attached email:

Hi Ron,

You wished to know the names of those on Page 3 (under Editor's note).

Jim says the photo was taken in Vietnam, 4<sup>th</sup> contingent RAN.

On the left is Acting Sub-Lieutenant Pilot Jim Gumley. Jim thinks the fellow sitting might be Naval Airman Jim Shaw. The fellow in the beret is Lieutenant Brian Abraham and next to him is Sub Lieutenant Bill Shurey.

The fellow on the right with the hat on is an American army guy.

Regards Christine

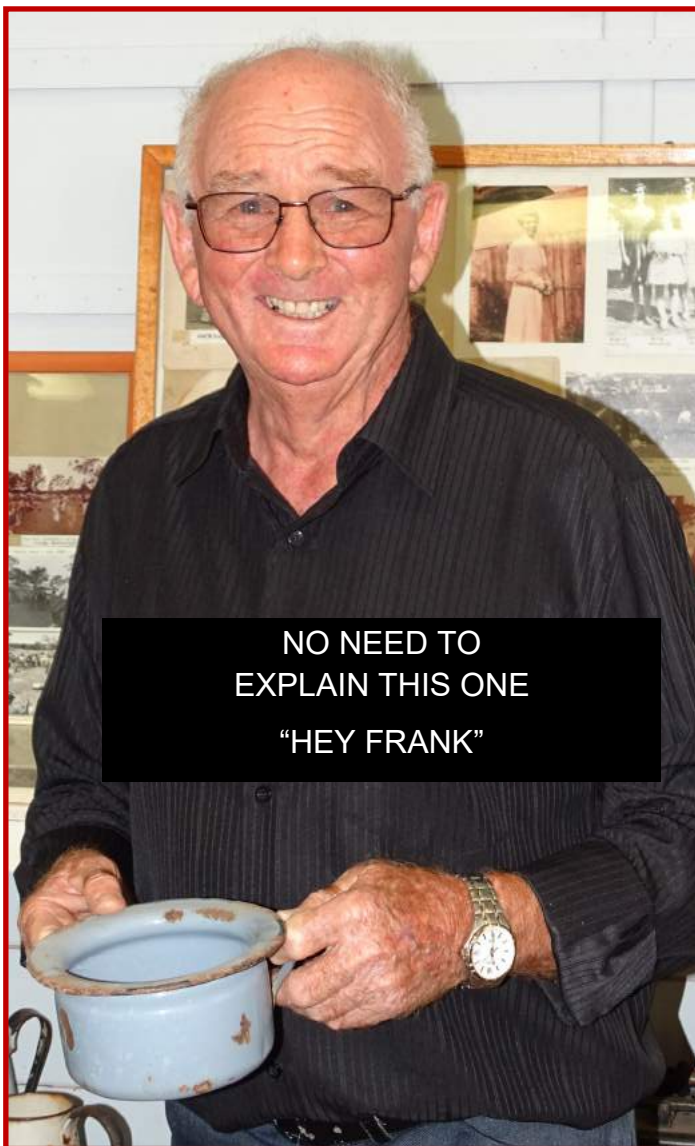
## **WALL OF SERVICE ORDER 38**

ORDER # 38		Fleet Air Arm Association of Australia – NSW Division (Wall of Service)				
SURNAME	INI-TALS	O/N	RANK	SERVICE DATES / COMMENTS	Notify Y/N	e-photo/ Mail
RIECK	T	O 2779	LCDR (P)	JUL 66 to JUL 86	Y	email
DAVIDSON	J.E.J.	O 282	LEUT (P)	MAR 54 to JUL 62	Y	slip-stream
CARROLL	I	S 109475	POATC3	JUL 71 to SEP 84	Y	email
COLLINS	G	O 111157	LCDR GLEX O	JAN 73 to JAN 01	Y	email
FLANAGAN	P	S 130174	LS	JAN 81 to AUG 91	Y	email
WAITES	R.	A 46765	LEUT (P)	JAN 52 to MAY 60	Y	email
McKENNA	K.	R 63025	CPO	MAR 64 to MAR 84	Y	email
DUMIGAN	R.R.	A 41449	A/POAM (E)	OCT 52 to NOV 54	Y	email
HARKNESS	H.R.	R 53187	POATWL3	JUN 57 to OCT 77	Y	email
HOLLOWAY	G.	R 63477	CPO	MAY 64 to JUL 84	Y	email
BELL	G.	O 125089	CMDR	MAY 80 to OCT 17	Y	email
HAJEK	G.	S 115257	CPOATWL	JAN 74 to JAN 95	Y	Email

MEMBERS OF THE NSW DIVISION  
TRAVELLED TO NERRIGA TO VIEW THE  
MUSEUM AND THEN HAD LUNCH AT  
THE FAMOUS PUB



NO NEED TO  
EXPLAIN THIS ONE  
"HEY FRANK"



THIS HAD THE LADIES INTRIGUED "WONDER WHAT IT WAS"

HMAS Darwin's embarked S-70B crew conduct an aerial display for the friends and families of ships company during a families day tour onboard HMAS Darwin while they sailed off the coast of New South Wales.



Members of HMAS Canberra's Aviation Department conduct a walk down of the flight deck to check for foreign objects before flying during Sea Series 2015.

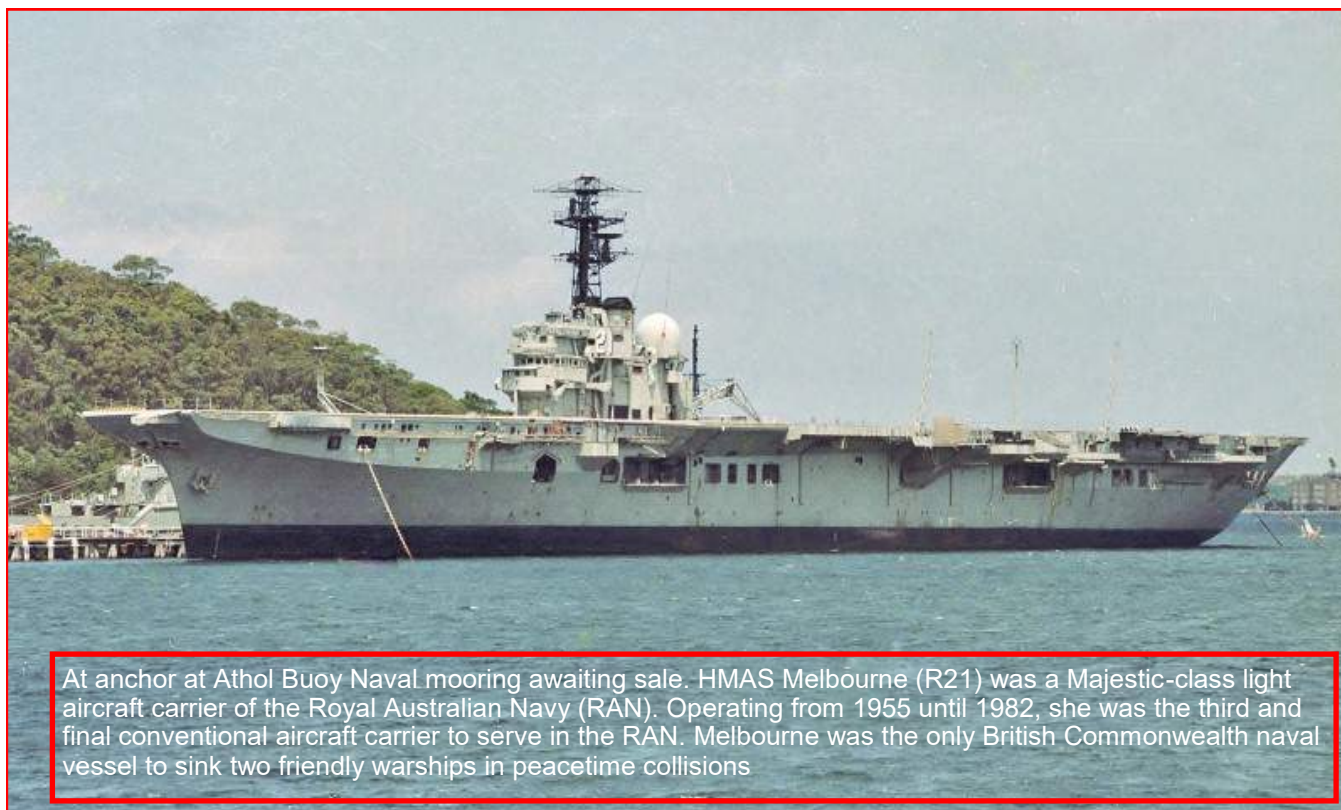




HMAS Canberra's ship's company watch a movie on the flight deck while at anchor in Jervis Bay during Fleet Concentration Period 2015.



## THE NEW AND THE OLD



At anchor at Athol Buoy Naval mooring awaiting sale. HMAS Melbourne (R21) was a Majestic-class light aircraft carrier of the Royal Australian Navy (RAN). Operating from 1955 until 1982, she was the third and final conventional aircraft carrier to serve in the RAN. Melbourne was the only British Commonwealth naval vessel to sink two friendly warships in peacetime collisions

## World War II 'Jolly Rogers' Bomber Found in South Pacific



Lt. Tom Kelly, lower right, and other members of his B-24 crew, circa 1943. The bomber was later shot down in Hansa Bay in what is now Papua New Guinea during World War II. (US Army Air Force/Kelly Family Research Project via AP)

Philly.com 26 May 2018 By Tom Avril

Hammered by Japanese anti-aircraft fire off the shores of New Guinea, the B-24 Liberator bomber became engulfed in flames, breaking apart in midair. The co-pilot gave one final salute before the plane plunged toward the waters of the South Pacific on March 11, 1944, as others watched in anguish from a nearby aircraft. That was the last contact anyone had with the aircraft nicknamed "Heaven Can Wait" -- until now.

Researchers announced this week that with a combination of underwater electronic gadgetry and old-school detective work, they had found the wreckage of the aircraft more than a mile out to sea. Among the 11 servicemen who went down with the plane was 2nd Lieutenant Donald W. Sheppick of Roscoe, Pa., an hour south of Pittsburgh in Washington County. "I was awestruck," said nephew Rich Sheppick, of Charleroi, Pa., after learning of the find. "This all was like a revelation."

The discovery was made in October by Project Recover, a partnership among researchers at the University of Delaware's College of Earth, Ocean, and Environment; the Scripps Institution of Oceanography at the University of California San Diego; and the nonprofit BentProp Project. The group then communicated its findings to the Pentagon agency that tracks missing servicemen.

Project Recover does not disclose whether any servicemen's remains have been recovered, deferring to the Pentagon. The team also generally is not cleared to contact family members, but in this case they were recently permitted to notify the family of 2nd Lieutenant Thomas V. Kelly Jr., which had contributed years of research

that helped guide the quest for the plane. The Kelly family researchers included Scott Althaus, a University of Illinois political scientist whose mother was Kelly's first cousin. The family's 33-page dossier of findings, gleaned from diaries, archival records, maps, and emails with military buffs around the world, helped narrow down the plane's possible location, said Eric Terrill, a Scripps oceanographer and co-founder of Project Recover. Like the oceanographers, Althaus was at first elated by the find. But then he was struck with emotion for a family member he never knew.

"We were grieving," Althaus said. "We had become invested in Tom Kelly's story. He's a member of the family now that he wasn't at the start of this journey, for me." Althaus, whose research at Illinois includes studying public opinion of war, said he and his relatives have since notified the relatives of seven other crew members. Project Recover was loosely established in 2012 with support from the Office of Naval Research, then formalized in 2016 with funds from Dan Friedkin, chairman and chief executive officer of the Friedkin Group, a consortium of automotive, hospitality, and entertainment companies.

To date, the team has identified 30 U.S. aircraft associated with 113 servicemen listed as missing in action in the Pacific and European theatres, Terrill said. In some cases that means verifying wreck sites that already were known to nearby inhabitants, while in others, such as the B-24 bomber, it means finding aircraft that have been lost since the war. The information from the Kelly family included copies of eyewitness reports from others in the same bomber group -- the famed Jolly Rogers, known for their skull-and-crossbones insignia on the tails of the aircraft.

Project Recover historians had come across some of the same records, but the independent confirmation and analysis by the family was invaluable, said Terrill and team co-founder Mark Moline, a University of Delaware oceanographer.

The researchers set off last fall for Hansa Bay, where they hoped to find the aircraft about a quarter-mile off shore of Papua New Guinea -- the nation that now occupies the eastern half of the island.

The team moored its search boat near an small island in the bay and deployed four underwater robots -- torpedo-shaped tracking devices that are programmed to roam back and forth, methodically scanning the ocean floor with beams of sonar.

The discovery came on the team's 11th day on the water, after the robots had scanned an area of more than 10 square miles. The wreckage turned out to be more than a mile out to sea, farther than the quarter-mile range that had been reported by eyewitnesses, but Terrill and Moline said perception of distance often is distorted by the chaos of war.

Once the apparent wreck site showed up on the sonar images, the team lowered a boxy, remote-controlled device into the water to capture the site on video. There was no question. It was the fuselage of Heaven Can Wait, sitting in more than 200 feet of water.

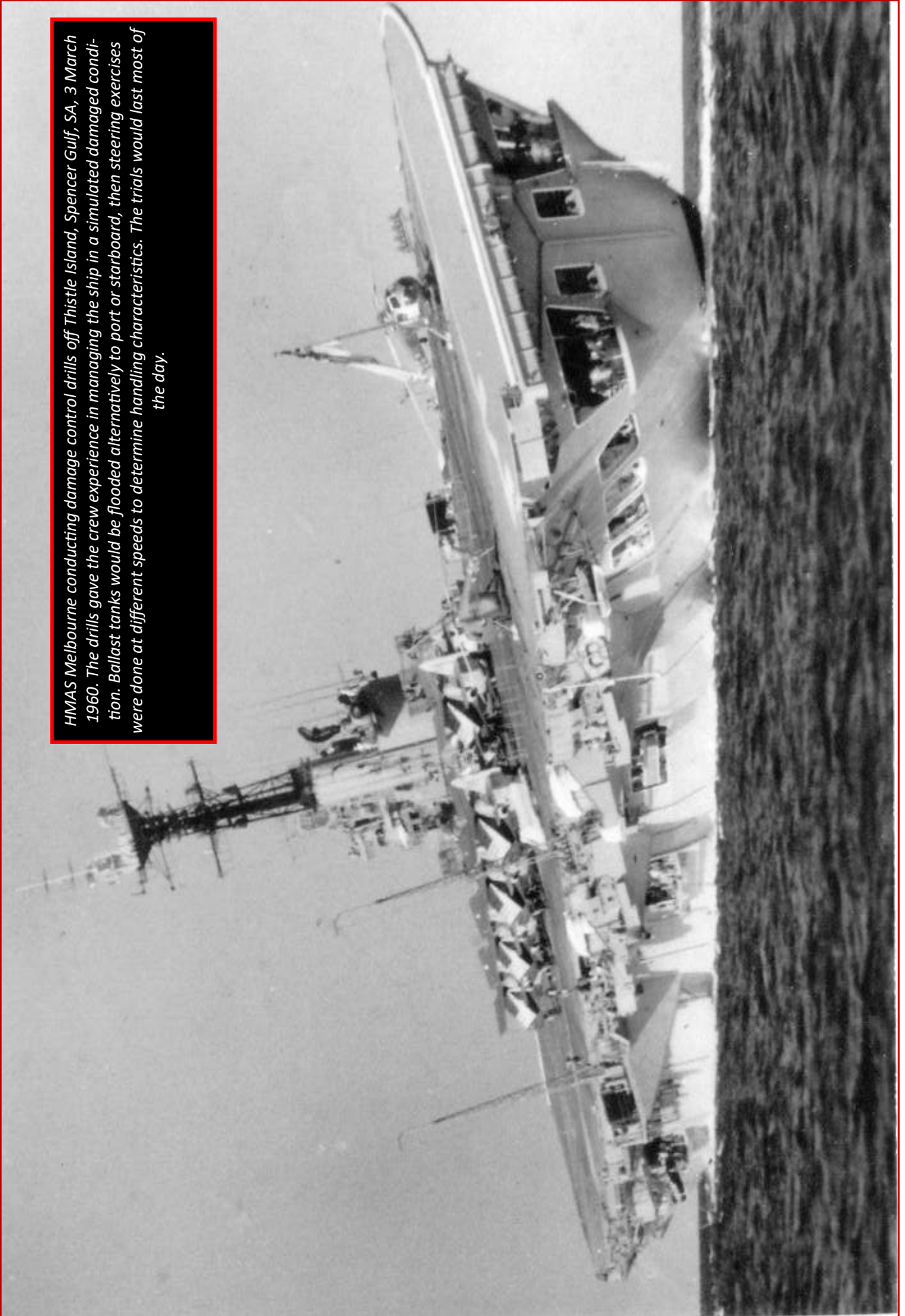
A second aircraft with the same nickname, sponsored by actor Don Ameche after he appeared in a movie by that name, remains unfound.

Next up for Project Recover is a trip to possible wreckage sites in Europe, followed by a mission to the Aleutian Islands in July.

In a few cases, the Pentagon has been able to identify the remains of servicemen in wreck sites identified by Project Recover. The agency then notifies family members and conducts memorial ceremonies



*HMAS Melbourne conducting damage control drills off Thistle Island, Spencer Gulf, SA, 3 March 1960. The drills gave the crew experience in managing the ship in a simulated damaged condition. Ballast tanks would be flooded alternatively to port or starboard, then steering exercises were done at different speeds to determine handling characteristics. The trials would last most of the day.*



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

## ***Victoria Division***



### **The issue of Marcus Peake**

#### A Thank-You note from the members of the Victorian Division of the Fleet Air Arm Association

Marcus,

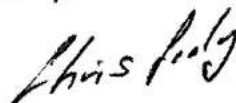
We have just finished our meeting *down* here (probably only about 20 ft AYRL (above Yarra River Level)) at the Mission to Seafarers in Melbourne. There's a bit of an ongoing theme happening at our meetings down here in Victoria, and the issue is that your name often comes up, on a regular basis. It has occurred again today, and we unanimously decided we must pass on our thanks to you for this.


We would like to extend our most heartfelt appreciation to you for all the work you have done, and continue to do for the Fleet Air Arm Association. Your work and efforts as webmaster are just outstanding. The timeliness and standard of this website is excellent, but even more so, the diversity and range of the material that you provide is a tribute to your great work. We have no doubt that this only happens because of your consistent and dedicated work in managing this, and all things associated with 'herding the cats'. We also know that these things don't just happen easily. They require a sense of devotion and innovative thinking; and it is this innovation and energy which is evident in both the web management and the newsletters that we are very grateful for. There aren't too many small clubs or associations that have such a useful and interesting website as you have managed, and that is clearly a testament to your quite amazing work and guidance. Thanks. Equally we would be most grateful if you would pass on our thanks to any others who may have assisted and supported you.

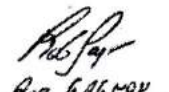
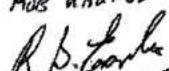
We, here in Victoria, really appreciate your contribution to our association. Not only does it make an important contribution to the administrative 'power plant' of the FAAAA, but it also makes a magnificent impact on the 'body and soul' of our association, its members and indeed the entire Naval Aviation family.

Some say Gratitude is the most exquisite form of courtesy. We hope this short note of gratitude is much more than a simple message of courtesy, and we pass this to you from us, as an Exquisite Tribute to your fine work.

Yours Aye

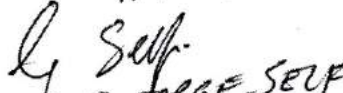
  
CHRIS FEALY

  
SCOTT MYERS

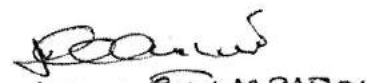
  
ROB HARMON  
  
R.D. LARKIN


  
A. MC BROWN

  
KEN PAYOR

  
GEORGE SELF

  
RON CHRISTIE

  
JOHN CHAMPION

  
MAL SMITH





SEAD ceremony - A team from HMAS Anzac were among more than 1,000 people who attended an Anzac Day Dawn Service at Hellfire Pass, a small section of the Burma-Thailand Railway built by Australian and Allied Prisoners of War.





## NSW Report

A gentle reminder has appeared in my mail box from the Editor so it has to be that time of the quarter again.

We have passed Anzac Day so one can assume this year is well on the way to being over. The speed that time goes by just seems to get faster and faster. Thankfully I have not had to attend many funerals this last couple of months but that is not to say we have not lost any mates Australia wide. I just received a message from my relatives down South that an old friend Matt (Jake) Jacobs has passed away, hope he gets to 'spot' a few aircraft on the big flight deck.

Thanks again to John Downton who again surpassed himself with the paintings for our annual raffle. In the not so distant future these items will be of significant value and those who get them probably spent the grand sum of \$20.00 – a pretty good investment in anyone's language.

Anzac Day here in Greenwell Point just never ceases to astound me, the numbers that attend the Dawn Service just keep on growing and although they have redone Anzac Park recently it still will not cope with those who attend and there is nowhere to go but out onto the roads. For the first time in as long as I can remember we did not have an Army presence, still not quite sure just what the reason was but it was certainly noticed.

We are still having some problems melding the electronic age into our old way of doing things but hopefully we have arrived at a better system for membership renewals. Forgive us if you have been caught up in the problem but it just seems that like it or not we have to get with the new ways of doing business and try to circumvent any more hick-ups. Current email addresses are vital so please keep the Webmaster informed of your current email and at the same time add a 'CC' to the Secretary so we have another way of contacting you.

The NSW Luncheon (being held in conjunction with the 2018 Reunion) will not be held as advertised in the Flight Deck Café as they still do not have an operative for the place so our Luncheon will be held in The Worrigee Sportsmans Club on Greenwell Point Road. It will be a sit down catered meal. Numbers for the Reunion are building slowly as was to be expected but please if you are coming get your paperwork in so as to make the job of the organisers a bit easier. They need the help as the salary for their positions is not all that flash.

Regards Greg

President NSW Division



## Current roles

## 816 SQUADRON

816 is currently active as a helicopter squadron equipped with MH-60R helicopters. The Squadron is based at HMAS Albatross (NAS Nowra) and primarily operates from the Navy's Adelaide and Anzac class frigates. 816 Squadron provides the fleet with anti-submarine and anti-surface surveillance capabilities.

## History



An S-2G Tracker of 816 Squadron lands on HMAS Melbourne



An 816 Squadron S-70B-2 Seahawk in 2011

816 Squadron was first formed as a Royal Navy Fleet Air Arm carrier based squadron in 1939 embarked in HMS Furious.

In 1948 816 Squadron was re-formed as a Royal Australian Navy FAA squadron operating Fairey Firefly aircraft. The Squadron formed part of the 20th Carrier Air Group embarked on HMAS Sydney. In 1952, 816 Squadron participated in the Montebello Islands atomic weapons tests and in 1953 saw service in the Korean War.

Over the following 40 years, 816 squadron was disbanded and re-formed several times as newer aircraft were introduced.

In 1956 with the arrival of HMAS Melbourne, 816 Squadron embarked as part of the 21st Carrier Air Group equipped with Gannet and Sea Venom aircraft. In 1967 the RAN acquired newer aircraft and Melbourne was extensively upgraded to handle the faster and heavier aircraft. 816 Squadron was re-equipped with Grumman S-2E Trackers.

On 5 December 1976, a fire was deliberately lit by a Fleet Air Arm member near the aircraft hangars at HMAS Albatross. The fire destroyed or seriously damaged twelve of the thirteen S-2 Trackers in the RAN's possession.<sup>[1][2]</sup> Subsequently, 15 second-hand S2-G Trackers were purchased from the US Government and all remaining serviceable or repairable S2-E Trackers were upgraded to the S-2G standard. 816 Squadron continued to operate S-2Gs until the decommissioning of HMAS Melbourne in 1982, when the Squadron was again disbanded.

From 1984 until 1987, 816 Squadron operated Westland Wessex helicopters in the Army support role.

816 Squadron was re-formed in 1992 to operate Sikorsky Seahawk helicopters. The squadron has embarked helicopters on RAN Adelaide class and Anzac class frigates and has participated in operations including in the Persian Gulf.

The squadron will continue to operate the Seahawk after the retirement of the S-70B-2 model. On 13 December 2012 it was announced that 816 Squadron will transition to the new MH-60R Seahawk, with 725 Squadron being reformed to be the training squadron.<sup>[3]</sup>

## WEBMASTER'S REPORT JUNE 2018

The middle of the year is upon us, which only goes to prove that the speed of elapsed time is directly proportional to one's age squared. Christmas will be upon us before we can blink!

By the time Slipstream goes to print I'll be in far flung Namibia, climbing sand dunes and photographing the famous Quiver Forest (so named because the bark of these trees makes quivers for the local bushmen). No doubt there will be the odd cold beer involved in these travels too.



June is the month when we remove non-financial members from our books, and there have been a lot this year. Regrettably, the term 'Till Death Us Do Part' is not true when it comes to remaining in the Association; a lot of people either forget to pay or simply lose interest. I don't get it, but it is costing us dearly. If you are reading these words, thank you for staying with us and helping the Association keep going.

The website has been quiet in the last three months, mainly because most of my time has been taken up with the other publication I manage: 'FlyBy'. This is an electronic newsletter which goes to anyone who's interested (and who has an email address). This month's edition was some 16 pages of news, views, articles and photographs so it's come a long way in a year. If you are not getting it in your 'IN' box each month simply send me your email address and it will happen. You can contact me at [webmaster@theFAAAA.com](mailto:webmaster@theFAAAA.com). See a 'FlyBy' advert elsewhere in this magazine which also tells you how to get on the books.

That's not to say the website is defunct. It is now amongst the biggest administered by our web-authoring company in Nowra (Webics), which is testimony to the fact that it's chockers with just about anything you want to know. I was told by the manager of the FAA museum the other day that he uses it as a primary source of research, which was gratifying. We are working on a TRACKER heritage article which should be up and running by the next edition of Slipstream, as well as a number of smaller 'Snippets of History' pieces.

In the meantime, stay upright, and remember we need you to recruit just one member this year...there's heaps of ex-FAA guys (and girls) out there who just need someone like you to buy them a beer and get into their ear about joining up. If we all did that our Association would double in size before Christmas. Wouldn't that be good!

Stay well,

Webmaster.



## **National Secretary's Report Slipstream June 2018**

Greetings to you All,

Boy time sure does fly in this neck of the woods, I no sooner get back from visiting my old home grounds way up in the Snowy Mountains than the editor is screaming about getting reports in.

Most Divisions have held their Annual General Meetings and some changes have occurred, namely a new President and Secretary in Queensland and a new President in Tasmania as shown below.

### **QUEENSLAND**

President: Paul Woods [Power572@gmail.com](mailto:Power572@gmail.com) Ph. 0424506069

### **TASMANIA**

**President: DENNIS HINDS** [Dennishinds5@gmail.com](mailto:Dennishinds5@gmail.com).

If you haven't already done so it would be appreciated if Divisional Secretaries could forward to me their committee lists (with email and phone numbers please) as soon as possible so that I can keep our records up to date.

As you are all aware of this year is a FAAAA Reunion year and your committee is hard at work to make the event as enjoyable as possible at the time of writing this report we still have plenty of space for all events and if any one requires an Application form please email me at [pincher@iprimus.com.au](mailto:pincher@iprimus.com.au) the Reunion dates are 25<sup>th</sup> October to 28<sup>th</sup> October 2018.

News just to hand

In the June "FlyBy" newsletter we advised that the Defence Force Honours and Awards Tribunal had recommended the award of a Unit Citation for Gallantry to the Royal Australian Navy Helicopter Flight Vietnam (RAN HFV).

We are pleased to say the Governor General has now approved the award, with the citation reading as follows:

***"For acts of extraordinary gallantry in action in South Vietnam from October 1967 to June 1971"***

So with best wishes to you all I leave you with the following

***"Police were summoned to a day care centre where a three year old was resisting a rest"***

***Yours Aye***

***Pincher***

## 2018 SLIPSTREAM EDITION May /June /July

South Australia.

Winter has at last caught up with us here in South Australia. (Just a little south and across the border for our Qld friends). I believe most States are experiencing various degrees of winter where Tasmania in particular, is flooded out and knee deep in mud. A week here of 18 degrees is ok for me. Friends in Beerwah Qld, tell me it is 28 degrees. How does that work?

ANZAC Day was a pleasant 23 degree day with blue skies and following wind. Member numbers who turned out were about average for the Day. Some of the younger bucks were able to fit into winter rig as did our Flag holding person Gordon Gray, in number ones with bell bottoms. The Division was ably led by CPO "locko" lockgrood in full uniform who stepped in for our President Mike Stubbington who felt he wasn't up to it. Turned out to be the right call as he was later carted away for observation by medical staff. All well and recovered pleased to report. The SA Divisions most Senior Naval Officer, Henry Young, (90+1 who I might just add, got up before dawn to lay a wreath on the FAAA's behalf at the Cenotaph, Adelaide, and then joined us for the March at 0930. He kept up with us as he usually does and later he and Madge joined the members at the Windsor Hotel for a good meal at affordable rates. Good turnout of around 30 members with wives/mistresses. Plenty to chat about as usual. Might just add that the newly installed tram tracks with concrete edging down North Terrace were not an issue for us "steady on your feet naval types". At 6 abreast we squeezed around North Terrace to King William Street for our final eyes Right" down the hill and away for a quick pint before lunch. Members present at the Windsor for lunch were Michael Cain, Doug Morris, Ken Adams, Henry Young, Ian Laidler, Roger Harrison, Richard Daley, Bob Scobie, and for the others, mind is a blank. Sorry! President Michael Stubbington was recuperating and did not attend.

As mentioned earlier, winter here is usually quiet regarding a function or two as cold and miserable weather tends to be a bother for some of our older members and possibly younger ones as well. Perhaps indoors at the Aviation Museum at Port Adelaide where we can scratch our names on the side of the Sea Venom or the Wessex chopper. Just a thought.

With the 70th FAA Anniversary reunion just around the corner, now is the time to complete the paperwork and send in the details with ticket butts to our Secretary in NSW. Costs involved are a little alarming or is that just me? Still it gives me a chance to catch up with the Browns from Cambewarra, Sparrow longford if he is local and a few others I won't mention in case it triggers a memory that they owe you money or there is an outstanding Warrant for their arrest. We all know them!

Last Slipstream Edition, I mentioned Boyup Brook in WA and that no Queenslanders would have a clue where it was. Well I have to offer an apology as my navy mate Phil Blakemore in Withcott Qld, boldly stated that while living in Perth, he would often motorbike it down to his cousin in Boyup Brook for the weekend. He knows exactly where it is. Who would have thought?

The SA Division has held their May 2018 General Meeting where the usual members turn up for lunch and a catch up at The Windsor hotel. Meeting follows the meal and the ladies move to another table to chatter and escape the boredom of Divisional internal affairs and tall stories. President Michael Stubbington chaired the Meeting. Apologies from John Siebert who is flying down the South Coast, Peter Coulson is isolated in Mt Gambier as is Richard Daley in Jamestown up North. Michael Cain, Mal Parrington and others are recorded in the minutes. If Graham Bailey and I get a chance on our way home after the Meeting, we will drop in on Zork Rohrsheim residing in the Home for The Permanently Confused. Last report says he is doing well and exciting the nursing staff with tales of his Naval career, real or imagined. Beetles and I did drop by to visit Zork but although he was there sitting in front of us, no one was home. Have to report that he looked well.

Question:

Why is it that the Royal Australian Navy has never had a Victoria Cross medal awarded to any of those incredibly brave men putting themselves in harms way at sea during the second world war? People like Sir John Collins, Harold Farncomb, Robert Rankin and Teddy Sheean who kept firing at the Japanese aircraft as his ship sank under him. They may get a Mention in Despatches possibly. That's it. Army and Air Force have done the same brave deeds as our Navy chaps and are rewarded accordingly with the VC. Not sure if

our Royal Navy cousins are so awarded either. May research this and get back to you.

Finally,

There was an orderly queue outside the Pearly Gates as people waited patiently to get into Heaven. But suddenly there was commotion along the line as a man, muttering and grumbling, began pushing people aside and barging his way up to the gates. He went straight in, past St Peter. "What a cheek," said some. "Who was that?" enquired others. St Peter replied. "Oh, that was God. He sometimes thinks he's a Naval Commander"

Regards from SA Division.

Roger Harrison, Honorary Whipping boy



# FlyBy

A periodical of the Fleet Air Arm Association of Australia  
Edition No 11 June 18

ABN 2007 129 1677  
Patron: RADIM N. Ralph AO,  
DSC, RAN Ret'd  
See our website [here](http://www.flyby.org.au)



**Flying The Genus Platanus** by Ken Douglas

The article by Norman Lee regarding the Hawker Seahawk in which he said that if it looks right it will fly right and that it was one of the prettiest little aircraft he had flown has inspired me to write of another flying machine that did not look right and could never be described as one of the prettiest.

As the slightly more ancient of us recall, our glorious leaders decided in 1959 that the Fleet Air Arm was an unnecessary drain on the national economy and that this effective, but expensive, branch of the Australian Armed Forces should be disbanded. Fortunately, after long and hard lobbying by a few of our senior stalwarts, the Fleet Air Arm was given a reprieve. After twelve months of upheaval, during which time flying training ceased and many experienced aviators either donned Qantas hats or transferred to General Service, it was announced that HMAS Melbourne would be kept in service with her role reduced solely to that of Anti-Submarine Helicopter Carrier.

The upshot of this was that many fixed wing aircraft were sent to the United Kingdom for training in this new role and other lucky volunteers were introduced to 723 Squadron and the black magic of rotary wing flight. I was one of the latter and together with Rowley Waddell-Wood, Ron McKenzie and Patrick Vickers fronted up to commence the helicopter conversion course. At that stage in life we had all completed Front Line fixed-wing tours and were full of confidence. Little did we realize what was in store for us.

During the Fifteenth Century a learned gentleman named Leonardo Da Vinci invented a machine which he considered capable of flight. Not much happened with this concept until World War II when another very clever gentleman called Igor Sikorsky slightly improved on Da Vinci's invention and called it a helicopter. The Bristol Aircraft Company then got into the act and produced the Sycamore helicopter, a name which was to mean salvation to the many people it rescued, but which was

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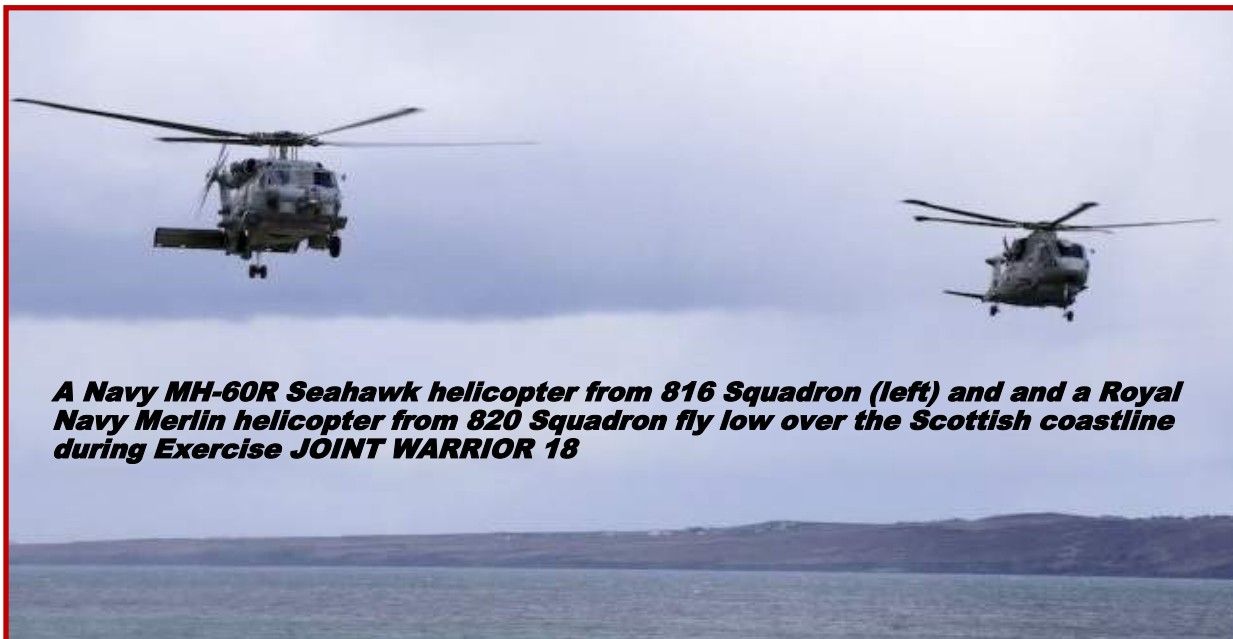
**Are you receiving our FlyBy newsletter?** It gets sent by email on the first of each month to anyone who wants it and contains a wealth of stories, news updates, editorials, letters and/or other items of interest.

If you are not receiving it, all you have to do is let the webmaster know your email address or go to our website and click on the grey 'subscribe' button on the home page.

[webmaster@theFAAAA.com](mailto:webmaster@theFAAAA.com)







***A Navy MH-60R Seahawk helicopter from 816 Squadron (left) and a Royal Navy Merlin helicopter from 820 Squadron fly low over the Scottish coastline during Exercise JOINT WARRIOR 18***

Navy's ability to track and hunt submarines is being put to the test in a high-end warfare exercise off the coast of Scotland.

Exercise JOINT WARRIOR 2018 has seen 816 Squadron join one of the world's largest and most challenging exercises in anti-submarine warfare (ASW).

The exercise is a NATO-run anti-submarine warfare activity, involving eleven nations. Three submarines, two conventional and one nuclear, are the main focus, along with more than thirty surface assets and multiple ASW helicopters and Maritime Patrol Aircraft.

Commanding Officer 816 Squadron, Commander Anthony Savage said both MH-60R 'Romeo' and teams are taking full advantage of the realistic scenarios they are facing.

"ASW is what this Squadron does best," CMDR Savage said.

It is a form of warfare which requires the highest of both aviation and warfare skills.

"This exercise is testing our crews, our tactics, our aircraft, and our engineering team. So far the results have been very positive."

The exercise is a true demonstration of the ADF's integrated force capabilities and has achieved a first deployment of its type for the RAN's Fleet Air Arm.

One of the greatest challenges was actually getting them there. Both aircraft were dismantled and flown to Scotland in RAAF C-17s.

Commander Fleet Air Arm, Commodore Chris Smallhorn said this presented the Squadron and the logistics and support enablers with a daunting task.

"The Fleet Air Arm is by definition expeditionary in that we deploy as a largely self-contained unit to our surface ships," CDRE Smallhorn said.

"Reliable, well-practised logistic chains, airlift, engineering support and command lines are critical and I am pleased to observe our systems are measuring up extremely well.

"This exercise adds another crucial string to the maritime warfare bow as it demonstrates conclusively that with the help of strategic airlift we can send Naval Aviation wherever a maritime effect is required and whenever it is needed."

Once re-assembled and operational again, the Romeos began working alongside their British cousins.

"The Royal Navy's 820 Squadron and 816 are operating side by side," CMDR Savage said.

"That's given us the chance to develop our joint tactics."

The Royal Navy flies Merlins which has presented further training opportunities for the Australians. The training value is exceptional with all sorties being conducted as a Royal Australian Navy MH-60R Seahawk and Royal Navy Merlin combat pair conducting joint tactics.

"Ultimately, the ASW role is a team effort at every phase," CDRE Smallhorn said.

"It's been a truly impressive team effort from our Navy and wider ADF alongside our allies. We are sending the message that Australia is serious about being the best we can be in maritime warfare."

## ANZAC DAY FORT RUCKER ALABAMA 2018



## QUEENSLAND NEWSLETTER

Time is moving along fairly quickly now and I can't find Ray Murrell, Paul Woods or John Stewart so this newsletter is going to be fairly brief. The committee is now comprised of:

Paul Woods as President, Gary Reid as Vice President; John Stewart as Secretary/Treasurer. committee members are Cam Barnes & Alan Arnell. Cam, many thanks for organising the Banner! The Anzac day march went well and showed up clearly on ABC TV-Ray out in front and in step. For a change, I was at our Daughter's place watching the March on TV, whilst enjoying Bacon & Eggs! I normally march in Brisbane but this time I marched at Caloundra. When I called at the RSL to check out the procedure, the secretary said-'ok. you're in the lead Jeep and you will lead the march. At the Helicopter memorial, you will be asked to lay the first wreath, on behalf of the Fleet Air Arm and there will be a seat with your name on it. So there! You could have blown me over with a feather! There appeared to be a reasonable number marching in Brisbane. I was delighted to have our two grandchildren marching with us under their school banners and granddaughter lay one of the wreaths.

The organisation that looks after us oldies laid on a visit to the QLD Air Museum with morning tea and lunch provided. Noel Dennet took a number of us on his guided tour which was excellent. Noel had the experience of ditching his Gannet off the Catapult when one engine failed at the crucial moment! His routine was definitely 'hands on' Harry Beardsell was in the centre cockpit and was able to get Noel's canopy open which was a good thing!

It's been a sad time for some of our families. These have passed away recently: Les Childs; Ron Powell; Barbara-Ray Murrell's wife. Barbara was a real back stop for Ray-always attended our functions and was always cheerful right up to the end. Ray's family are very close—I was lucky to be able to say a few words about the girl. Ray has been with family in Sydney and is about to head up to stay with family in Mackay.

John Stewart has been over in WA and Ray Guest over there as well. Ray and Dot called in here a few days ago and we enjoyed coffee and cake and general chit chat.

. Some of the Museum visitors were able to climb into the cockpit of the F111-quite a thrill! With any luck, I will be able to plumb in a couple of photos. Les Childs was an Engines Rating and worked on all of the Naval aircraft. He never went to sea although drafted to Melbourne until drafts were cancelled after the loss of the Venom in 1956.

I've sent a separate note re the 'Crusader' on USS Hancock. We were berthed alongside Hancock in Yokosuka in '58 and I'd been invited to have lunch on Hancock and there, on the wooden flight deck was one F47 Crusader. I thought then that it was a mean looking machine, and very futuristic. At the wharf was the USS Paul, sparkling, highly polished, cruiser. Our slot was on the other side of the wharf, between the wharf and USS Hancock. If you can follow that! All of the 'brass' was standing there as our Admiral, Otto Becher, drove us in like a sports car, waving away all offers of tugs or any other means of assistance. Having stopped, Becher announced that Melbourne would move ahead by 3 feet—no more and no less! There was a deathly hush from the 'Brass' All of us lining the flight deck took a deep breath as if to make our ship smaller! Otto moved the exact 3 feet to much clapping. We all carried on as if that was normal manoeuvring! We headed off to Hawaii with an American Destroyer as Escort, and ran the edge of a large typhoon, taking greenies over the Flight Deck. The weather decks were out of bounds as well as the Flight Deck. I was glad not to be on the Destroyer as it was submerged most of the time. I was crossing the Anchor Chain Locker from the fwd heads to the mess deck when we hit a big greenie. I half way across the gangway and thought 'oh,oh' and sure enough, a huge whirlpool gushed out from both hawse pipes, knocking me off my feet and hanging on to the chain railing like grim death. When I appeared through the hatch way, water pouring off me, one smartie quipped 'ok boys, swimming lessons will begin now!'

Trevor Tite has just had a new knee job done and is recovering very well. I suggested that he doesn't apply for a position in the High Jump team! Good news, Trevor. Keep the re-hab going. Lorraine Tite also has had a knee job and is recovering well.

We will arrange a meeting before too long, just to make sure our new committee members are bedded in well in the new positions. We will have to make some arrangements for a function in the near future as well.

Ian and Florence went for a cruise on the Queen Mary recently. Ian reckons it wasn't as fantastic as it could have been. Some bad weather prevented stopping at a couple of locations. Here's a 'brief' on their trip:

'Florence and I recently did a cruise from Brisbane to Hong Kong on the Queen Mary 11. the Dress Code was a bit stricter than for other cruises as one would expect, in that a coat was required by me for dinner every night and a DJ or Black Suit on 'Formal' nights.



No jeans anywhere in the ship after 6pm. Our first port of call was Airlie Beach then on to Darwin. However, on the day we were due there it was lashed by a cyclone so we travelled well to the North. The next port was Bali. however, the Immigration Officials from there who were to have cleared all of the passengers were to board the ship in Darwin, so we missed Bali as well. So, straight to +—  
 ———Singapore (9 days at sea). From there we went to laem Chabang, the port for Bangkok I Thailand and we did a tour to Pattaya. From there to Phu My (the Port for Saigon) then on to Hong Kong. We spent 5 days there, and that was about 5 too many, It has changed a lot and no longer a cheap shopping destination. We then caught the night flight to Brisbane'

Thanks Ian. An enlightening tale to think on!

Well, time to send this letter to Ron Batchelor for Slipstream.

Best regards to all.

Barry Lister



1. Barry ANZAC Day
2. Group at Amberley
3. Barry with Dot and Ray Guest
4. Dee and BL on ANZAC Day in Calounders



## WESTERN AUSTRALIA DIVISION



Greeting's from the West ; just had one of the hottest May's for year's; now awaiting some rain and it came down in bucketful's whilst putting this together.



We had another Fundraising Sausage sizzle day at Bunnings in Balcatta prior to ANZAC Day which again was a major success due to the efforts of Lynne & Mike Keogh and all the other helpers during the day



ANZAC Day 2018—a good turn out for the march led by the "Legend" Greg Kelson; Owen Gardiner and son Leith carried the banner and Jake Horsting (grandson of Kipper Britton) carried the Association Flag. Rosie O'Gradys was the venue for the afterwards; Manager Scotty gifted a bottle for our raffle; thanks Scotty. We were joined by several former FAA pilots now working in WA. Angus Needham; Andy Palmer and Owen Nichols. We also welcomed John Stewart from Queensland Division who caught up with plenty of old friends.



John Selsmark hosted another bowls day at Mosman Park which we had fifteen attendee's all enjoying a good chin wag; a gorgeous day and a good BBQ (cleaned up what was left from the sausage sizzle) John has been struggling with broken ribs for a few weeks but is now on the mend



Bill & Barbara Atthowe; John & Meryll Brown; John Selsmark & Shirley Gardiner

Keith Taylor

Scribe

## **US Air Force to Get First Female Air Commando General**



Lt. Col. Brenda Cartier is presented with the guidon to her new squadron during a change-of-command ceremony at Hurlburt Field, Florida, on Feb. 20, 2009. At the time, she became the first female commander of a flying squadron.  
(US Air Force photo)



## VICTORIA DIVISION

Greetings to all members from the Victoria Division.

It has been a relatively quiet time since our last report with obviously ANZAC Day being a highlight. The Melbourne weather defied the predictions and we managed to complete the march without any rain. A good sized crowd was on hand along the route but for a variety of reasons our numbers were a bit less than usual.

Following the march our reunion was held for the first time at the Mission to Seafarers and those that attended seemed to enjoy themselves.

The other highlight was a visit to Melbourne by the LHD, HMAS Adelaide. Our President, Chris Fealy was able to arrange a tour of the ship for those able to make it. This was a last minute invitation and it was difficult for some members to rearrange other duties but those of us who did attend had a personalized tour which was very enjoyable. Thanks to Chris for this invitation.

Since our last report we have welcomed four new full members to the Victoria division. Mark Delf, Kim Harris, Andrew Becker and Craig Spinks has transferred from another division. We also have a new associate member, Peter Bourke. We look forward to seeing them at future meetings.

Once ANZAC Day has passed it always seems like no time at all before our Memorial Service arrives at HMAS Cerberus. This year it is on Sunday 26<sup>th</sup> August and the approvals required and preparations are already underway. Many of you will know or have spoken to the Captains P.A. Ann-Maree Intihar who has served many C.O's at Cerberus. It would be impossible to arrange our service without her assistance and once again she has our thanks.

Long standing member Norm Pickering has been confined to sick bay for a few weeks after a nasty fall. He is on the road to recovery and has just been moved to re-hab. In a recent conversation he sounded cheerful and was complaining about the scan. A sure sign he is on the mend.

Yours Aye

Mal Smith





**Photos by George Self  
Vict Division ANZAC Day**

Hi Ron,

**Could you please enter into the next Slipstream edition the following advice regarding the reunion in October.**

**L & R FAA branch mini reunion at the Bomaderry Bowling Club Merroo Rd Bomaderry Saturday 4PM 27th October 2018.**

**Thanks Ron i hope you are on the mend.**

--

Cheers,

Colin Blundell



## TASMANIAN DIVISION

We commence the Tasmanian Division report with the sad news of the passing of one of the founding, and staunchest, members of the Tasmanian Division of the FAAAA; Matthew Henry Jacobs, better known to all as Jake. Jake had been in poor health for some time battling with cancer but remained in contact with our Division through his good friend Barry Simpson. Condolences to his daughter Vicki and family. Rest In Peace Jake - *Lest We Forget*.

Tasmania Division members attended various 2018 ANZAC Day ceremonies around the State representing the FAAAA. CMDR Brad Hock RAN Rtd. laid a wreath on behalf of Tasmanian Division of the FAAAA at the Beaconsfield Service. Dennis Hinds delivered the ANZAC Requiem at the Dawn Service and the Ode of Remembrance at the Main Service. John Schofield and Denis Gugliotti were also in attendance to help represent the FAA. Bob and Maureen Douglas represented us at the Launceston Service.



*Ex FAA members at the Beaconsfield ANZAC Day Gunfire Breakfast  
L to R: CMDR Brad Hock RAN Rtd, Dennis Hinds, John Schofield,  
Denis Gugliotti*

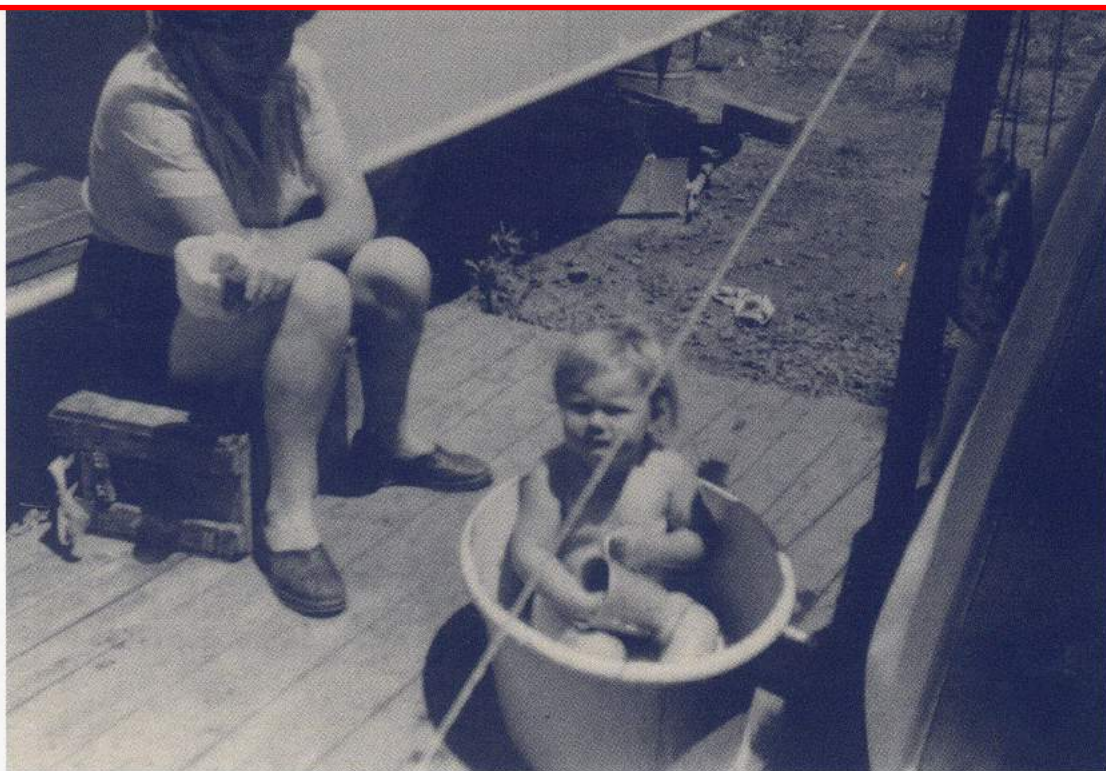
As winter descends on Tasmania we tend to hibernate or head overseas as our secretary Graham has done and is currently on his second attempt to travel the world after last years aborted take-off due to poor health. We will be looking forward to hearing about his travels at our next meeting in Hobart on 29 July 2018 at the Soho Hotel. Prior to hibernation we tend to visit Agfest which is now the largest event in Tasmania attracting over 65,000 people over the 3 day period (yes we know this number is a "gathering" compared to Mainland shows). Agfest has now morphed into the Tasmanian Show with people from all over the Island attending. It is totally organised and run by volunteers from Rural Youth and worth a visit if you are in Tasmania at the beginning of May; you do not have to buy a tractor or hay baler as they have anything from farm machinery to socks (boxes and boxes of the things!) with some 750 stands (and a waiting list!)! And then there is the great Tasmanian food on offer. Unfortunately one of our members attending Agfest now has an appointment with smash repairers courtesy of a couple of star pickets while navigating the exit gate! I have been informed that some fault may lay with his Observer (Maureen).

As always if visiting Tassie you are always welcome to attend our meetings.

Dennis Hinds



MARGARET  
MARQUIS  
RECALLS  
BEING  
MARRIED  
TO  
RUSTY  
AN  
AUSSIE  
SAILOR  
IN  
THE  
GOOD  
OLD  
TIMES  
OF  
THE  
FLEET  
AIR  
ARM



Bath time – before the addition of a lean to tent. Photo courtesy M Ayling.

One day in 1950 while dancing the light fantastic in the NAAFI at HMS *Ariel* during his training with the Royal Navy for the new RAN FAA, Rusty Marquis met his future wife Margaret. Rusty returned to Australia and they corresponded until they met again in 1953 when Rusty was over for the Coronation Cruise: they were married in Scotland. Rusty

departed for the shores of Australia again in HMAS *Sydney* and it was planned that Marg followed. The plans all went wrong when Rusty embarked for the Korean War and Marg arrived in Australia on her own with nobody to meet her. After a series of rented places she eventually ended up at Huskisson. Marg recalls the culture shock she experienced on arrival:

*'Here was Husky, just dirt tracks and this little cottage surrounded by black sands and trees at Moona Moona Creek.*

*I went into the room designated as a kitchen and asked where I was supposed to do the cooking. I was shown this fuel stove - the first one I had ever seen. The washing-up facilities consisted of a tap protruding from the wall with a dish underneath it, another item was an ice chest which was quite a surprise. I went into the lounge room and sat on the sofa, promptly disappearing through a hole so large that I landed on the floor. The single bedroom had a double bed with three legs and a brick substituting for the fourth and the mattress was kapok filled. The dressing table blended into the decor by being propped up with a piece of wood. I thought this was pretty grim until Rusty showed me the laundry, a tin shed out the back with a wood fuelled copper and a 'bucket' shower, operated by a rope.*

*In retrospect, I think the biggest shock was opening the door of the shed which I had been told was the toilet. All I could see was a large metal container with a hole in it, perched on top of this structure was a rough wooden seat! The only thing I could say was 'Is that where you?...Is that where you?...' I was lost for words. Imagine my thoughts when they told me we had to keep it... for a whole week!*

*It was awful at first, but it didn't take long to get the hang of the fuel stove, wood copper, bucket shower and the great Australian dunny.'*





COURTESY

HMAS

ALBATROSS

MUSEUM

*'Maurice was drafted to Nowra to work for the Air Ordnance Engineer Officer, who informed him that he could apply for a second loan period, which he did. In the meantime, we had shared a holiday bungalow in Dee Why with Bob Trout and Jan Bosworthick, their wives, and four children between us. This was pretty primitive, with a dunny up the garden under a small cliff face under which blue tongued lizards were wont to bask and frighten the wits out of the females. We commuted at weekends from Nowra. As this was a pretty tedious arrangement, Maurice and I bought a 16' touring caravan to put on the Nowra Showground site. This was Harry Stone's suggestion, as he already had one there with his Pam. Others I recall on the site were Gordon and Jo Foale, Arthur and Lillian Sara, Harry and Judy Wade, Ron and Rose Higgins, Jan and Eleanor Bosworthick, and Bluey Harrison and Jock Lacey and their wives whose names I have un-gallantly forgotten, and Tom and Jean Ashworth.*

*Life was pretty primitive. There was no laid on power, water, or drainage, although some of us had power laid on later. Heads and showers were about 150 yards down the road, and of pretty basic design, but there was a standpipe opposite my site. Maurice made a "lean to" tent in which we kept the pram, baby's bath, etc., and later on the two primus stoves on which we cooked. Maurice made an oven in the armoury workshop. Lighting was by Tilly lamp. We have a photo of me with my first washing machine, which consisted of a ten gallon oil drum for the fire, and a galvanised bath affair for the dhobeying which I stirred with a sawn off broom handle! Once a week, a cheerful chappie delivered a block of ice for our "refrigerator".*

*Natives of the South Coast will be familiar with "The Westerly" that zephyr breeze which wafts from central Oz. We had one while on the caravan site which worked up to 110mph. The Captain sent Maurice home with screw pickets and ropes to lash down the van. Just over the back of our van was a drop of about 100ft into the Shoalhaven river! The first thing to go was the tent, torn to tatters. I last saw the baby's bath at about 150ft travelling east at a terrific rate of knots. However, we survived, and Jock Lacey made us another tent as he was a seaman and better than Maurice at that sort of thing.*

*Each year the Showground came into its own with "The Show" which included trotting races. We were then surrounded by half the rural population of southern NSW, many of whom found sailors a great curiosity, especially their Pommie wives! There was one useful outcome from The Show. The wood chop competition was held in our immediate vicinity, and produced a bountiful crop of highly combustible chips which we stacked behind the van for me to fuel my washing machine.*

*There were the periodical trotting meetings also when we were surrounded by the racing fraternity, some of whom were pretty dubious looking characters'.*



## **FAA Association contact details**

### **NATIONAL EXECUTIVE**

President : RADM Mark Campbell AM CRC RANR

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

### **WESTERN AUSTRALIA**

President : Mr. John Gregory Kelson 23 Wilmott Drive, Cooloongup WA  
08) 95913882

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

### **SOUTH AUSTRALIA**

President : Mr Mike Stubbington email [mstubbington@bigpond.com](mailto:mstubbington@bigpond.com)

Secretary: Mrs. Jan Akeroyd 5 Brown St., Kapunda S.A. 5373

Email: [ronandjan8@tpg.com.au](mailto:ronandjan8@tpg.com.au) Mob: 0407610894

### **VICTORIA**

President : Mr Chris Fealy 10 DeGaris Place Werribee VIC 3030  
email : [fealy@tpg.com.au](mailto:fealy@tpg.com.au) 0399742862

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

### **TASMANIA**

President :Mr. Dennis Hinds

Secretary : Mr. Graham Nicholas 2 Cassia place, Kingston,Tas 7050  
Ph. 0362271740 email : [grahamnicolas@aapt.net.au](mailto:grahamnicolas@aapt.net.au)

### **QUEENSLAND**

President : Mr. Paul Woods mobile 0424506069

email. [powere572@gmail.com](mailto:powere572@gmail.com)

Secretary / Treasurer Mr. John Stewart 6/74 Mattocks Rd, Varisty Lakes Qld  
4227 Ph. 0755359230 email:[jbs55394@gnmail.com](mailto:jbs55394@gnmail.com)

### **NEW SOUTH WALES**

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

Secretary : Mr. Terry Hetherington Fleet Air Arm Museum HMAS Albatross  
PH: 0244242192 email : [Terence.hethrington@defence.gov.au](mailto:Terence.hethrington@defence.gov.au)

### **ACT**

President : Mr John Schonberger- 41Noarlunga Cresent Boython ACT 2905  
0412 882 810 email : [John.Schonberger@defence.gov.au](mailto:John.Schonberger@defence.gov.au)

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

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

Subject: Light a candle!!!

Mrs Donovan was walking down O'Connell Street in Dublin  
when she met up with Father Flaherty

The Father said, 'Top o' the mornin'to ye! Aren't ye  
Mrs.Donovan and didn't I marry ye and yer hoosband 2  
years ago?

She replied, 'Aye, that ye did, Father.'

The Father asked, 'And be there any wee little ones yet?'

She replied, 'No, not yet, Father.'

The Father said, 'Well now, I'm going to Rome next week  
and I'll light a candle for ye and yer hoosband.'

She replied, 'Oh, thank ye, Father.'

They then parted ways.

Some years later they met again.

The Father asked,'Well now, Mrs. Donovan, how are ye  
these days?'

She replied, 'Oh, very well, Father!'

The Father asked, 'And tell me, have ye any wee ones  
yet?'

She replied, 'Oh yes, Father! Three sets of twins and 4  
singles, 10 in all!'

The Father said,'That's wonderful! How is yer loving  
hoosband doing?'

She replied, 'E's gone to Rome to blow out yer\*#! ?  
\*candle.







***Australian Chief of Navy Vice Admiral Tim Barrett in front of Hobart-class AWD Sydney. The ship is the third and final AWD launched for the RAN. Source: Australian DoD/Russell Millard***

Australia has launched the third and final Hobart-class Air Warfare Destroyer (AWD) on order for the Royal Australian Navy (RAN).

Named *Sydney* (with pennant number 42), the 146.7 m-long ship entered the water on 19 May in a ceremony presided over by Chief of Navy Vice Admiral Tim Barrett at the Osborne Naval Shipyard in Adelaide.

The ship, which was laid down in November 2015, is set to be handed over to the RAN in December 2019 following sea trials. First-of-class HMAS *Hobart* was commissioned in September 2017 and is expected to be fully operational later this year, while the second AWD, *Brisbane*, is undergoing sea trials, with delivery to the RAN scheduled for September 2018.

The RAN's Adelaide-class (US Oliver Hazard Perry design) frigates, of which only two remain in service, are being retired to make way for the Hobart-class AWDs, which provide the service with an improved war fighting capability.

Based on Navantia's F-100 Alvaro de Bazan-class frigate design (with a number of Australian-specific modifications), the Hobart class deploys the Aegis combat system incorporating the AN/SPY 1D(V) phased array radar.

In RAN service the 48-cell MK 41 strike-length vertical launch system accommodates Standard Missile-2 medium-range Block IIIA (SM-2MR Block IIIA) and SM-2MR Block IIIB long-range surface-to-air missiles, as well as quad-packed medium-range RIM-162 Evolved SeaSparrow Missiles (ESSMs) Block I.

The Hobart class, which has a full-load displacement of 6,350 tonnes, is also equipped with two four-canister RGM-84 Harpoon Block II anti-ship/land attack missile launchers, a MK 45 MOD 4 62-calibre 5-inch (127 mm) gun, an aft-facing Phalanx Block 1B 20 mm close-in weapon system, two Orbital ATK M242 25 mm Bushmaster automatic cannons in Rafael Typhoon stabilised and remotely operated mounts, and two MK 32 MOD 9 twin-tube launchers for the Eurotorp MU90 lightweight anti-submarine torpedo.



Invictus Games training squad member Peter Rudland participates in the 12-hour leg of the Revolve24 event at Tailem Bend Motor Park, SA.

***THE MAGNIFICENT MEN & WOMEN OF THE ADF  
INVICTUS GAMES 20th—27th OCTOBER  
SYDNEY 2018***



Vice Chief of the Defence Force Vice Admiral Ray Griggs, AO, CSC, RAN, (centre – on the rowing machine) with training squad at the indoor rowing camp at the Royal Military College, Duntroon.