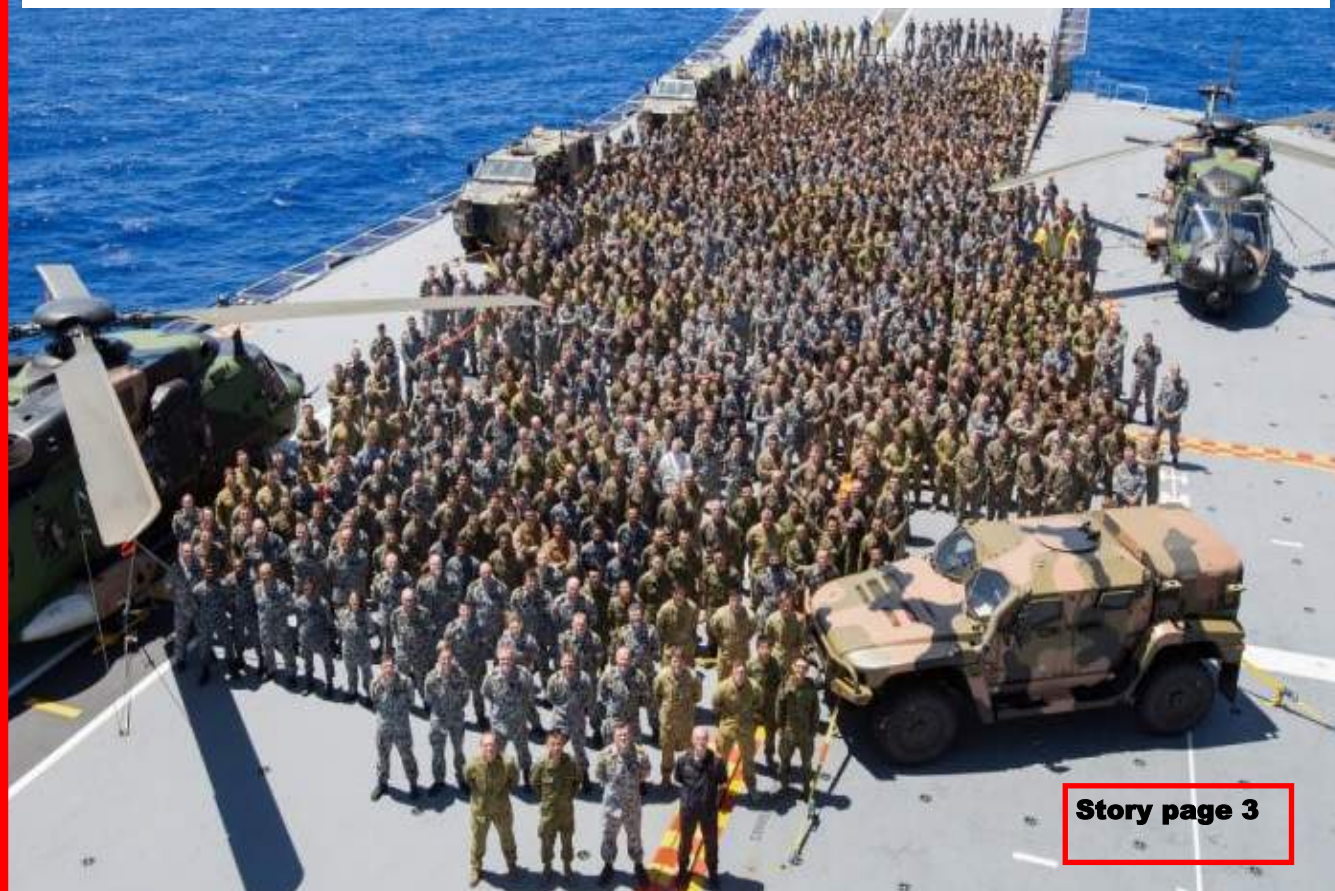


SLIPSTREAM



Ship's company and embarked forces on HMAS Adelaide's flight deck during Exercise RIMPAC 2018.



Story page 3

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Presidents Report – Slipstream SEPTEMBER 2018

G'Day Everyone,

We have recently enjoyed an influx of members of RAN Helicopter Flight Vietnam to Canberra to receive their much-deserved Unit Citation for Gallantry awards at a ceremony at the Australian War Memorial. While not every available member of HFV could attend, the ceremony was a fantastic occasion and drew to a close a matter that the entire membership of the FAAAA can take great pride in.



Our FAAAA Federal Council Meeting/AGM and Reunion are fast approaching and all the usual preparations are in full swing. I will be on duty overseas during that time and will miss the meeting and reunion unfortunately. Phil Carey will stand in for me for the events.

Our colleagues in the Defence Force Welfare Association have convinced several politicians to take up the cause of a military covenant, similar to that brought in to Britain for the British Armed Forces in 2011. In essence, the military covenant is an acceptance by the nation that the preparedness of military people to sacrifice themselves for our nation requires in return the nation to accept responsibility for the veterans after their service is complete. Both sides of politics in Australia appear to be in favour which is a good thing, and if it can become a bipartisan motion of both Houses of Parliament, it may smooth matters with the Department of Veterans Affairs and other areas of Government for us all. I shall keep you posted as this matter develops.

Stay safe and look after yourselves.

M. G. Campbell
RADM, RANR
National President

FROM THE EDITOR



September already and it seems that one can not achieve much in one day, it goes too fast. We seem to be missing a few reports this issue for some reason or other, I know Greg Wise has been hit with a large virus in his computer and is having trouble getting rid of it. The others missing are Western Australia, Queensland and the ACT Associations, but never mind we will get through., The General meeting and the reunion are fast approaching and it will be great to catch up with some old mates. See you soon.

ED

More than 1600 members of the Australian Defence Force (ADF) have successfully completed Exercise RIMPAC 2018, the world's largest multinational maritime exercise.

Exercise RIMPAC 2018 culminated in a major multi-national amphibious landing activity, following four weeks of gunnery, missile, anti-submarine and air-defence exercises, as well as maritime interdiction and vessel boardings, explosive ordnance disposal, diving and salvage operations, and mine clearance operations.

Minister for Defence, Senator the Hon Marise Payne said Exercise RIMPAC 2018 had tested and proven the ADF's capabilities and reinforced its interoperability with partner nations.

"Australian forces have increased bilateral and multilateral skills alongside the United States (US) and other regional partners to foster a strong community built on shared interests," Minister Payne said.

"RIMPAC sustains the cooperative relationships that are critical to maintaining international maritime security and ensuring we're ready to work together when the time calls.

"Over these past weeks the ADF has proven not only its reputation as a professional military force, but also as a responsible member of a multi-national team, committed to maintaining security in the Pacific Rim."

During the Exercise, Australian personnel demonstrated a wide range of capabilities from humanitarian assistance and disaster response to maritime security operations and complex war fighting alongside their peers from 25 nations.

The significant milestones achieved during Exercise RIMPAC 2018 were:

HMAS *Adelaide* embarking US Marine Corps Amphibious Assault Vehicles for the first time and carrying a record number of personnel from nine different nations.

Frigates HMAS *Melbourne* and HMAS *Toowoomba* successfully firing missiles against moving targets at sea in company with ships from the US, Canada and Singapore.

Soldiers from the 2nd Battalion Royal Australian Regiment tested their interoperability within a multinational amphibious readiness group, boosting their standing as Australia's amphibious force.

A Royal Australian Air Force P-8A Poseidon aircraft from 92 Wing firing a live Harpoon missile for the first time, successfully striking a surface target and collecting important operational data.

As good stewards of the environment, the ADF has been participating in RIMPAC in accordance with the relevant US environmental protection acts and the US Navy's priorities for all participating nations. The next RIMPAC is planned for the Hawaiian Islands in 2020.



Commanding Officer 723 Squadron, Commander Bruce Willington, RAN, (left) with graduates of Aircrewman Rotary Course 15, Leading Seaman (LS) Daniel Atkins, Able Seaman (AB) Brendan Raychaudhuri and AB Corey Mumberson, at HMAS Albatross.

Deputy Commander Fleet Air Arm, Captain Peter Ashworth presented Aircrewman wings to Leading Seaman (LS) Daniel Atkins, Able Seaman (AB) Corey Mumberson and AB Brendan Raychaudhuri on Friday 27 July 2018. The wings were presented in recognition of the dedication and application required to complete the Aircrewman Rotary Course in front of family, friends, colleagues and Senior Officers.

Candidates go through a rigorous and intense selection process to transfer to Navy Aircrewman, where everything from physical fitness, decision making, spatial awareness, cognitive aptitude and the ability to function under pressure are closely scrutinised.

The Aircrewman Rotary Course covers a range of topics such as Meteorology, Air Traffic Control, aviation medicine, combat survival, weapons, surface swimmer and Helicopter Underwater Escape Training. Further training includes a complex flying phase which consists of winching, navigation, load lifting, search and rescue, and confined area landings to name a few.

AB Brendan Raychaudhuri, a former Aircraft Technician, said the highlight was definitely the flying phase. "It's intense, challenging and requires dedication but there's no better feeling then coming back from a successful sortie knowing all the hard work you have put in has paid off." For LS Daniel Atkins it was a natural progression from a Combat Systems Operator to an Aircrewman with the aim to become a Sensor Operator on the Seahawk Romeo. "Moving from a two dimensional space in a ship's Operations Room to a three dimensional airborne environment and being individually responsible in the backseat was extremely challenging but also the most rewarding" said LS Atkins.

The three members said they couldn't have got through the course if it weren't for their instructors, Chief Petty Officers Carly Mercer and Steven Rissman. "We all respond to different training techniques and they knew exactly how to get the most out of each of us. Due to their professionalism and commitment we were always comfortable in the back of the aircraft, even under pressure and in situations we had never been in before" said AB Corey Mumberson.

The graduates are now moving onto the next big step in their careers with postings to 808 and 725 Squadrons

ONE FOR THE GOLFER

John, who lived in the north of England, decided to go golfing in Scotland with his buddy Shawn, so they loaded up John's minivan and headed north. After driving for a few hours, they got caught in a terrible downpour so they pulled into a nearby farm and asked the attractive lady who answered the door if they could spend the night.

"I realize it's terrible weather out there and I have this huge house all to myself, but I'm recently widowed," she explained, "and I'm afraid the neighbours will talk if I let you stay in my house."

"Don't worry," John said. "We'll be happy to sleep in the barn and if the weather breaks, we'll be gone at first light."

The lady agreed and the two men found their way to the barn and settled in for the night.

Come morning, the weather had cleared so they got on their way and enjoyed a great weekend of golf.

But about nine months later, John got an unexpected letter from an attorney. It took him a few minutes to figure it out...but he finally determined that it was from the attorney of that attractive widow he had met on the golf weekend.

He dropped in on his friend Shawn and asked, "Shawn, do you remember that good-looking widow on the farm we stayed at on our golf holiday in Scotland about 9 months ago?"

"Yes, I do remember her," said Shawn.

"Did you, er, happen to get up in the middle of the night, go up to the house and pay her a visit?"

"Well, um, yes," Shawn said, a little embarrassed about being found out, "I have to admit that I did."

"And did you happen to give her my name and address instead of telling her your name?"

Shawn's face turned beet red and he said, "Yeah, look, I'm sorry, buddy I'm afraid I did. Why do you ask?"

"She just died and left me everything."

(And you thought the ending would be different, didn't you? You know you smiled... Now keep that smile for the rest of the day!!!).



Good day

This little video is actually the foyer of my RSL club, the sub branch has invested a large sum of money in this project, and there is still a lot of items in storage waiting to be displayed. Further I forgot to add, The elderly gent in the video with all the medals, is a sailor, who legally joined up when he was only 16 years old. (some branch to do with catering) he done the last three years of WW2 on board the "Westralia" being present at all the landings of allied forces in the Pacific. Gordon was only 19 when the war ended.

Regards

Subject: Fwd: War Memorial Video

Jessica

CLAUD TATTERSELL

Hi Ron,

LETTERS

Looking through some old photos I found this picture of (the late) Don Lewis, taken in the old armorers mess C12, better known as the wind tunnel.

I thought it might be of interest, offering a touch of nostalgia for some of the old crowd. Judging by the neat look of the interior of Don's locker and the smooth counterpane on his bed, Don set a high standard for neatness, not always matched by others.

The Tannoy at the top is a reminder of those noisy wakey-wakey calls in the morning. Takes you back doesn't it!

Cheers,

Kim Dunstan



Ahhh !! Makes your heart sing.

A thoughtful Scottish husband was putting his coat and hat on to make his way down to the local pub.

He turned to his wee wife before leaving and said, "Maggie - put your hat and coat on, Lassie."

She replied, "Awe Jock - that's nice !! Are you taking me tae the pub with you ?"

"Nay," Jock replied, "I'm turning the heat off while I'm out."



816 Squadron History

REFERENCE, June 2018 Vol, page 34 for more recent history

816 Squadron has its origins in the Royal Navy (RN) where it was first commissioned as an anti-submarine squadron on 3 October 1939 aboard HMS *Furious*, a Courageous Class light battle cruiser that had been converted into an aircraft carrier in 1925. Equipped with nine Fairey Swordfish torpedo bombers, the Squadron carried out the first airborne torpedo attack of the war in April 1940. The Squadron joined Royal Air Force (RAF) Coastal Command in March 1941 and, returning from a mission escorting RAF aircraft being ferried to Malta, was embarked in HMS *Ark Royal* when she was sunk on 13 November 1941. The Squadron was subsequently disbanded but reformed in February 1942. It disbanded and reformed twice more during WWII and operated no less than five aircraft types. The Squadron was, for the most part, employed in convoy escort duties serving as far afield as the North Atlantic Ocean and Jamaica, and conducted operations in the English Channel during the Allied invasion of Normandy. The Squadron disbanded as a RN unit for the final time at Lee-on-Solent on 1 July 1948.

On 28 August 1948, 816 Squadron recommissioned as a Royal Australian Navy (RAN) squadron at Royal Naval Air Station (RNAS) Eglington, Northern Ireland. Equipped with the new Fairey Firefly AS-5 aircraft and commanded by Lieutenant Commander CRJ Coxon, RN, 816 Squadron formed part of the 20th Carrier Air Group (CAG) along with 805 Squadron



Commanding Officers of 816 Squadron

Assumed Command	Commanding Officer
28 Aug 1948	Lieutenant Commander CRJ Coxon, RN
02 Sep 1950	Lieutenant Commander AJ Gould
27 Sep 1951	Lieutenant Commander D Buchanan
21 Oct 1952	Lieutenant Commander WG Herbert
27 Jul 1954	Lieutenant Commander DJ Robertson
27 Apr 1955	Decommissioned
15 Aug 1955	Lieutenant Commander BG O'Connell
Mar 1957	Lieutenant Commander J Griffin
12 Jan 1959	Lieutenant Commander DC Johns, RCN
11 Jan 1960	Lieutenant Commander BG Hill
16 Jun 1961	Lieutenant Commander KM Barnett
22 Jun 1962	Lieutenant Commander AE Payne
29 Jun 1963	Lieutenant Commander TA Dadswell
01 Nov 1965	Lieutenant Commander MJ Astbury
25 Aug 1967	Decommissioned
10 Jan 1968	Lieutenant Commander R McKenzie
21 Jul 1969	Lieutenant Commander KA Douglas
26 Jan 1970	Lieutenant Commander E Wilson
24 Apr 1971	Lieutenant Commander RV Morritt
15 Jan 1973	Lieutenant Commander JLR Clarke

11 Feb 1974	Lieutenant Commander GW Bessel-Browne
23 Aug 1976	Lieutenant Commander RN Partington
04 Apr 1977	Lieutenant Commander PO Hamon
06 Jun 1978	Lieutenant Commander PK Coulson
10 Dec 1979	Lieutenant Commander RJ Godfrey
22 Dec 1980	Lieutenant Commander TL Ford
02 Jul 1982	Decommissioned
09 Feb 1984	Lieutenant Commander C Mayo
06 Dec 1985	Lieutenant Commander KJ Alderman
30 Jun 1987	Decommissioned
23 Jul 1992	Commander BM Dowsing
15 Dec 1994	Commander MJ Wright
15 Dec 1996	Commander MP Folkes
18 Dec 1998	Commander MG Campbell
08 Dec 2000	Commander AH Whittaker
13 Dec 2002	Commander BI White
10 Dec 2004	Commander AP Rushbrook
30 Jun 2006	Commander SJ Bateman
07 Dec 2007	Commander CJ Smallhorn
11 Dec 2009	Commander SA Craig
20 Jan 2012	Commander GA O'Loughlan
17 Jan 2014	Commander ML Pavillard
30 Jan 2017	Commander AJ Savage



Left: Lieutenant Danny Buchanan's Firefly jumps the barrier attempting to land aboard HMAS Sydney. Middle: Lieutenant John Gunn's Firefly (No. 227) after being hit by Buchanan's aircraft. The wing of Buchanan's aircraft struck right where Gunn's observer was seated. Luckily, the observer was doubled over in his seat retrieving a piece of equipment when Buchanan's aircraft crashed. He was uninjured. Right: Buchanan's aircraft in the aftermath of the crash. No one was seriously injured but five aircraft were destroyed

YESTERYEAR



One of the best known characters of the 50's and 60's. None other than
BRUCE BURNS (Flight line Petty Officer)

"His voice could be heard from the guard house to the pig farm and back again"

ONE FROM THE EDITORS SCRAPBOOK



Rosie Swanson, Editor, Graham Flint and two Malaysian phot students

Year ,I can not remember

YESTERYEAR

Dear Editor Ron

Please find enclosed 6 (six) photos I have had for a good many (too many) years. Most were taken during my stint as Ship's Company on the "SYDNEY". All snaps are numbered one to six with a tongue in cheek of what you could print in Slipstream.

No 1. Otter Aircrew to practice flying around Jervis Bay controlled by string tied to the tail. Gruff voice of seaman Petty Officer says "No such thing as string in the Navy it is either LINE or TWINE. Back to the dit, "Otter controlled by line or twine"

No 2. Japanese Navy had mini subs Australia had Mini Carriers

No 3. Inquiry found that pilots did have shares in Sim's scrap metal.

No 4 How many sailors can you find ? Answer three George Mullins, Bruce Proud, and Lue Burns at Manus Island.

No 5 Pilot tries to find short cut to A Hanger

No 6 The Big Competition . Senior Sirs have first guess on how much does the cup weigh??????\

End of photos ; A few facts:

" " 70 years since I was drafted to HMAS Albatross. Nar class 5 and class 6 arrived at RANAS 6th September 1948 , lovely RUSTY huts and gum trees but the natives were friendly"

Thanks for Slipstream I really enjoy it.

Best of luck in the future

Lou Burns

1



2



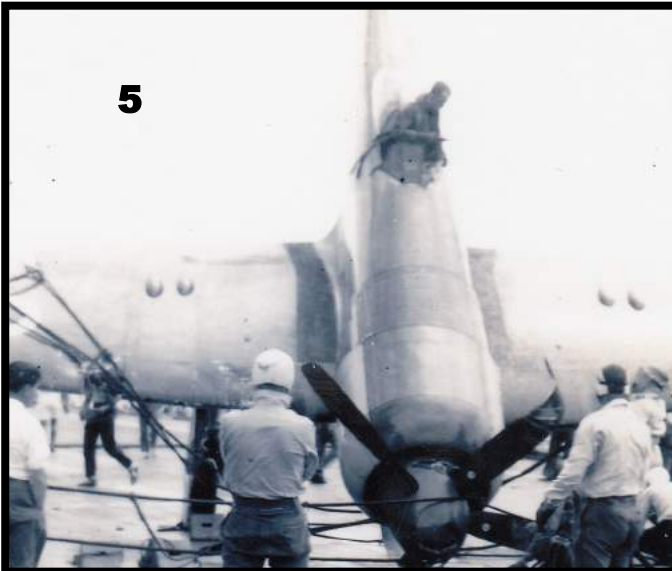
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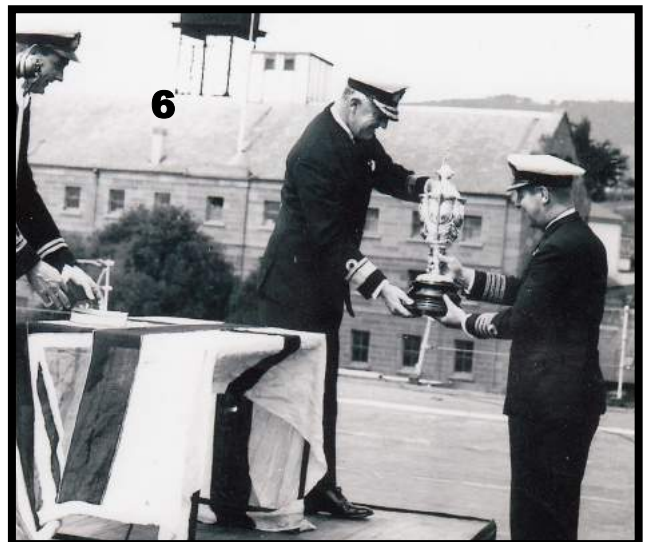
4



5



6



YESTERYEAR

A photo nobody wants to be reminded of!

1960s: Stripped Fairey Gannets of an earlier era on the fringes of RANAS Nowra -



. Aug 21, 1964: A friendly fly-past over Rabaul misunderstood - Collection of Kim Dunstan.

Anyone who has been to Rabaul, or followed PNG affairs - particularly in this period leading up to Self Government and Independence in the 1970s - will know that the temperament of the Tolai people of the Gazelle Peninsula can be a little, well, volcanic.

Contributor Kim Dunstan here describes a friendly flypast from HMAS MELBOURNE [II] that created quite a fuss.

Kim writes: In this picture a formation of Fairey Gannet aircraft from HMAS MELBOURNE fly over the city of Rabaul, the capital of New Britain. Rabaul, built on the edge of a beautiful deep-water harbour, is surrounded by lush tropical vegetation encouraged by an abundance of rain, making the township idyllic in many respects. Yet, in 1994 the whole area was covered in metres of ash and the harbour was filled with pumice - following a huge eruption from the nearby volcano Tavurvur. At the time of this visit there was a long-standing land dispute which had been festering for some time between the local native population and government. Because of the noise of the low-flying Gannets in the flypast [to the immense chagrin of the RAN] the natives considered this to be a form of intimidation, causing their [over heated] negotiations to stall for some time. Sorry about that folks - we just thought it was a nice way to say 'hello'



The Chief of Navy Australia VADM Mike Noonan, and Commanding Officer NUSHIP Brisbane CMDR Josh Wilson take possession of the ship's new bell rope from former sailor and rope maker David Morse in Adelaide.

The Department of Defence Capability Acquisition and Sustainment Group accepted delivery of the second Hobart Class destroyer NUSHIP *Brisbane* at an official ceremony in Adelaide on Friday.

The ceremony, attended by Minister for Defence Industry, the Hon Christopher Pyne MP and Chief of Navy, Vice Admiral Michael Noonan AO, included the presentation of the ship's bell rope and battle honour board to *Brisbane*'s Commanding Officer Commander Josh Wilson. Minister Pyne said *Brisbane* is the second of three ships being delivered by the Air Warfare Destroyer Alliance.

"*Brisbane* will enter into service later this year and with her sister ships, they will be the most potent warships ever operated by the Royal Australian Navy." Minister Pyne "By using a combination of Australian and globally proven technologies, these highly capable warships will contribute directly to our maritime security and allow us to work even closer with our allies." Vice Admiral Noonan noted the significance of the occasion, for the Navy and Australia.

"This is major step in the construction of the *Brisbane*, and she will be one of the most capable warships in the world, and it is a reflection of how Navy's modern warfighting has evolved." Vice Admiral Noonan said.

"She has the world's first complete combat management system, which integrates powerful computers, radars and weapon systems to provide simultaneous defence against advanced air, surface and subsurface threats, allowing the Royal Australian Navy to think, fight and win."

This is the final milestone for *Brisbane*, and she will transition from Adelaide to Sydney in September where she will be commissioned into service.

In April, *Brisbane* successfully completed her second phase of sea trials off the coast of South Australia. This phase of trials, known as Category 5 (CAT 5) Sea Acceptance Trials, ran over a three week period, and included some 30 platform tests and 38 combat system tests, comprising of over 120 other test activities.

The Hobart Class destroyers will provide air defence for accompanying ships in addition to land forces and infrastructure in coastal areas, and for self-protection against missiles and aircraft.

NAVAL CADETS AT HMAS ALBATROSS



Australian Navy Cadet Seaman Joel Aitchison on a AS350BA Squirrel virtual reality simulator at the Naval Aviation Prospects Scheme during a Australian Navy Cadet Annual Continuous Training (ACT) camp at HMAS Albatross

Australian Navy Cadet Waratah Flotilla (Southern NSW) conducted Annual Continuous Training (ACT) at HMAS Albatross and HMAS Creswell. The cadets took part in promotions and category courses and received a general introduction to the RAN and life on a Naval base. During the week-long activity, the cadets visited 816 Squadron, the armoury, the fire station and the Fleet Air Arm Museum.

Cadets also tackled a high ropes course, conducted drills at the helicopter underwater escape training pool and took classes to help with the progression of their cadet career.

The Australian Navy Cadets (ANC) is a leading provider of youth development experiences, sponsored by the Royal Australian Navy, building teamwork and leadership skills in young people through exciting and rewarding adventure and maritime activities and quality learning opportunities.



The French Women's Rugby Club de la Marine Nationale (RCMN) 2-week rugby tour to Australia culminated at Victoria Barracks on Friday, with a thrilling 39-21 victory against the Royal Australian Navy Rugby Union (RANRU) women's side. The two teams were playing for the inaugural Admiral's Cup.

The aim of the match was to solidify the passion and common beliefs the two nations share, and take the mutual cooperation between both Navies onto the rugby field. While there is a history of competition between the men's sides, this was the first, and certainly not the last, between the two women's teams. From today onwards the Admiral's Cup will be played between either the men or the women, in Australia or France. The quality of the match didn't disappoint, with both teams leaving nothing on the field. It was a fast and hard hitting game with impressive skills on display from both nations. Player of the Match, Leading Seaman Shannon Evans, reflected on the experience and what it meant to her to wear the Navy blue. "It is always such an honour putting on the Navy jersey, and it meant so much more to run out on an international stage." "The French were tough, but I believe our defence stuck together and put the pressure we needed on them. They were good in the scrums which hurt us a bit, but I think collectively as a team we gave it everything we could."

Seasoned RANRU, ADFRU and ACT Brumby Able Seaman Courtney Frankl is excited about the future of Navy rugby and believes that this is the start of many international matches in the future. "Bringing the RANRU game to an international level is just another step forward for women's rugby. I look forward to continuing with the French Navy, and hopefully bringing other teams into the fold. "Women's rugby is moving forward in leaps and bounds and it is a great thing to see."

In the lead up to the match both teams also participated in a 100 Days For Change Sport and Engineering Speed Mentoring event. The event was hosted at HMAS *Watson* and promoted mentorship for Women in Sport and Engineering. Females from the RAN Engineering community and both teams converged on HMAS *Watson* to listen, engage and find mentorship that will hopefully promote future unity and change.

The Captain of the RANRU team, Able Seaman Tika Yeend, participated in the event and believed all involved benefited from the experience. "The 100 Days For Change was a great opportunity to meet other women who have excelled in their field. I think this initiative is a great idea moving forward, and will give others the opportunity to network with fellow females in all aspects of work and life."

The RCMN team flies back home on Monday with the Admiral's Cup firmly in hand. It is the memories and friendships, however, that they will be holding most tightly.

WALL of SERVICE ADMINISTRATOR.

MONTHLY REPORT.

In July 2018, the cost of plaques was increased due to foundry costs. The new pricing of plaques are \$190.00 for FAAA Members and \$240.00 for non FAAA members which includes their first year's membership into FAAAA.

- A. The current status of Wall of Service (WoS) plaques/applications is as follows:-
- B. The total number of plaques on the wall now stands at 913,
Order 39 with 13 plaques had been received back from the foundry with mounting of the plaques occurred on Friday 24 August,
- C. On Saturday 15 September, 11 plaques were re-mounted onto the wall due to adhesive failure,
- D. Order 40 with 12 plaques has been submitted to the foundry for manufacture, and
- E. Order number 41 is open with nil applications.

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

An updated list of all plaques mounted on the Wall of Service (dated 16 Sep 2018) is available for viewing on the FAAA of A website.

This concludes my report.

J. BALAZIC
WoS Administrator.

17 September 2018

ORDER # 40	Fleet Air Arm Association of Australia – NSW Division (Wall of Service)					
SURNAME	INITIALS	O/N	RANK	SERVICE DATES / COMMENTS	Notify Y/N	e-photo/ Mail
SUMMERS	K.A.	R 115817	CPOSE	APR 74 to JUL 96	Y	email
SUMMERS	C.J.	R 105101	CPOMTD	APR 69 to OCT 96	Y	email
SUMMERS	N.J.	R 54615	NAMAE	JUL 58 to APR 64	Y	email
RADISICH	M.	O 325709	SQNLDR	JAN 76 to SEP 86	Y	email
MULVIHILL	D.C.	R 94265	CPOATA	JAN 64 to OCT 12	Y	Email
TERRY	D.J.	R 93593	WOAVN	JAN 62 to JUN 85	Y	Email
KINROSS	W.A.E.	R 53303	CPOATWL	JUL 57 to JUL 78	Y	Email
KINROSS	R.J.	O 93869	CMDR AE	JAN 63 to MAY 05	Y	Email
KINROSS	A.	O 66102	LCDR	FEB 67 to OCT 91	Y	email
HENDERSON	D.	R 65397	POATA	JUN 66 to JUN 86	Y	Email
PARKER	P.	O 95334	CMDR	JAN 66 to MAR 95	Y	Email
WILLIAMS	F.	R 103478	CPOATWO	JUN 68 to SEP 84	Y	Email

REST IN ETERNAL PEACE

VALE: Warwick (Snow) Hall

It is with great sadness that we advise that Warwick (Snow) passed away on the 22nd July 2018 after a 10 year battle with Parkinson's and other health issues.

He joined the RAN on 7th April 1949, serving on

HMAS Vengeance,
HMAS Sydney,
HMAS Melbourne

Before leaving after
22 years of service, in 1971.

Much loved and forever
remembered by his family
and friends.

Deeply missed by his wife Ronnie,
and children Kim, Brett, Bernard (dec)
son-in-law Danny, Grandson Matthew
and wife Amy.

**"TO CALM WATERS
&
SMOOTH SAILING"**

In Loving Memory of

WARWICK HALL

16 June 1931- 22 July 2018



With much sadness I have to report the death of a FAA Sailor who was a member of the first intake of FAA recruits to join the RAN. His name is John (Jack) William HERBERT O/N A35403. Jack

passed away on Tuesday 24th July '18. His daughter contacted me from Melbourne to advise me of his passing which was in a Nursing home in Mornington, Vic. I understand he suffered a Cardiac failure and only survived for a few hours. He was 89 years old having been born on 25 Dec. 1929

I was a classmate of Jack in that first intake, arriving in FND on 13th October 1947. We shipped to UK on the old Largs Bay passenger ship for training RNAS Yeovilton as Ordnance mechanics.

On completion of our training which was six months, Jack was posted to the 20th CAG in Northern Ireland. After arriving home on HMAS Sydney Jack spent the rest of his 12 year engagement with postings to HMA Ships Albatross, Sydney and Melbourne. Jack completed his engagement in October 1959 and paid off as a Leading Air Mechanic (Ord). He moved to Melbourne where he joined the Defence

Department as a Clerk. He married and had one daughter, and lived in Carrum.

John J. Harrison

FAAA Member A 1305.

Graham Roland Rohrsheim 06 December 1931- 03 September 2018

**The Fleet Air Arm Association regrets to advise of the death of LCDR Graham 'Zork' Rohrsheim DSC RAN (Ret'd)
After a long battle with dementia**



Born in Port Pirie (SA) on 6 December 1931, Graham 'Zork' Rohrsheim joined the Fleet Air Arm as a young man and qualified as a pilot on Fireflies and Sea Furies, before moving on to the jets (Vampire and Sea Venoms). The decision to axe the Fleet Air Arm's fixed wing aircraft in 1959 (a policy later reversed) saw him elect to fly helicopters. In those early days the Navy's rotary-wing aircraft were somewhat more unreliable than fixed-wing and he walked/swam away from no less than eight engine failures over successive years, including one where he autorotated a Wessex onto the deck of HMAS Melbourne in Wellington Bay -a stunning piece of airmanship. Zork was probably best remembered for his command of the second Flight of the RAN Helicopter Flight Vietnam (RAN HFV) , a position in which he served with distinction from September 1968 to October 1969.

After leaving the RAN in 1983 he flew for various civilian operators, mostly for TV filming and in the oil industry. Zork was one of the great personalities of the Fleet Air Arm, and the affliction from which he suffered eventually took his life on Monday 3rd September 2018. The day before he had been given his RAN Helicopter Flight Vietnam Unit Citation for Gallantry (UCG) medallion by his daughters, who had received it on his behalf. We like to think that he knew exactly what it was, and it was a source of great pride and satisfaction to him on his final journey

(Zork was also a very keen photographer and he often took me up in the co-pilots seat and between the two of us managed to photograph a swag of RAN Ships at sea which are now in the History Books) ED

REST IN ETERNAL PEACE

VALE CHARLES (HANK) FARGHER

Dear Members

It is my sad duty to report the passing of Hank Fargher.

Hank passed away on Tuesday 4th September.

He was aged 93 and was the Victoria Division's last surviving WW11 veteran.

Hank joined the RAAF in December 1943 and was discharged in December 1945.

He joined the RAN in January 1946 and served until July 1959.

He served on the following, HMAS Albatross, Sydney, Melbourne, Vengeance, Australia, Barcoo and Diamantina.

Hank served on 723, 816, 817, 850 and 851 squadrons.

At the time of discharge his rank was Lieutenant (O)

Hank was a former President, Vice President and long serving committeeman of the Victoria Division.

Our thoughts are with his family and friends at this sad time.

Yours Aye

Mal Smith

Secretary.

Hi Ron,

Scott Brown here (Tassie Brown as I was known in my Navy days). I have noticed the crests on the front of the Slipstream magazine and have thought it would be nice to have the Nirimba one there, as lot of us did our apprenticeships there. Success from Endeavour.

Food for thought.

Regards

Tassie Brown

0434 113 867

(Done deal Tassie Ed)

2018 SLIPSTREAM EDITION

Aug/Sept/Oct.

South Australia.

Here we go again with another report to Ron for inclusion into our Slipstream magazine. I must be that generation that has to handle the magazine with full colour and glossy pages in a very tactile manner instead of what the younger generation call 'Magazine electronic for the use of' to be read off their smart phone, tablet or lap-top. How does that work? For me, the magazine reaches out to bring us back into the fold of mateship, history, invitations to attend and stories of yesteryear sometimes distorted in the telling. To me, it has to be physically touched and smelt not unlike that first girlfriend from younger years. That's it.

The July 18th General Meeting of the FAAA.SA went well with an excellent attendance regardless of weather conditions and the insistence to go on holiday to warmer climates (and this is where Queensland can smirk) and ofcourse we discuss FAAA general business information at hand. As usual we roll-call members present. Members like Mal Parrington, Michael Cain, Bob Scobie, Tony Kerr and Doug Morris to name a few. Those absent were John Siebert touring Canada, Ian Laidler touring Qld, Peter Coulson, Vic Byers, Ian McBeath and Brian Thompson. All missed.

While we are on the Roll-call theme, I will draw your attention to the passing of Mrs Jean Lehmann, wife of deceased long term member Jack, also Jeff McIntyre RANHFV birdie and Glen Hartwig. Our secretary Jan has posted out sympathy cards to each Family.

On a brighter note we welcome New Member Anthony Kerr to our Association and we all caught up at the meeting. Tony is from the 70's and 80's Navy. Welcome Anthony.

I mentioned in the last Slipstream edition that Beetles Bailey and I visiting Graham Zork Rohrsheim on our way home from the May general meeting and reporting that he looked well although non communicative due to sedatives I'm guessing. Anyway I do believe Zorks RAN medals are displayed at the Port Pirie RSL along with flagstone memorials to those members killed in the Vietnam conflict. Sounds a must see if passing through that area.

Member Fred Driver will travel to Canberra later this year to receive a Unit Citation for Gallantry for the third contingent RANHFV. At last some recognition that the RAN were there and on the ground amongst the thick of it. Good luck Fred and all others. Do I mention the Korean conflict here and its invisibility in our history? No.

With the FAAA 70th Reunion just around the corner, I am reminded to remind all members attending to complete the paperwork and get it back to the National secretary ASAP. Their unpaid staff are on edge waiting for the frantic flurry which usually follows.

Marcus has finally got me connected to the electronic Flyby news letters and I must admit I was impressed with the content. I have a few back issues to view and am looking forward to doing just that. So if you want interesting subject matter regarding your Fleet Air Arm past and present, then sign up through Marcus on the FAAA web-site. Well done Marcus.

Members here who are having medical checks like Mal Parrington for heart related matters, Bob Scobie with a dodgy knee which made him fall over. Not the wine he says. Graham Bailey sorting the DVA rabble out. We wish them and all members nationally, good health and a minimal amount of happiness.

I am writing this edition in north London where my daughter resides with three young children and an English husband. We haven't stopped travelling here and there and it's exhausting. Stopped by the Royal Navy FAA museum at Yeovilton. About 6 times bigger than ours but who cares! Our Museum is fantastic as it is. Here till beginning of September. Over their hot weather.

There are probably better cures for a cold than three whiskies, but who cares.

Regards from SA Division.
Roger Harrison,
Honorary Whipping boy.

Victorian Annual Memorial Service HMAS Cerberus



Captain Tim Standen & Alan Clark



Captain Tim Standen and Chaplain Kate



Col McKenzie, Ron Christie, Ron Andrews,
George Self



George Self, Mal Smith, Alan Clark



YESTERYEAR



April 30, 1976: Tired of flying around, Sea King NO. 04 rests on the sea, stubbornly ignoring divers. Her friend Submarine calls by...RAN.

In the early 1970s the RAN ordered 10 Westland Sea King Mk50 helicopters, with the first delivered in June 1974. By August 9, 1977 - just three years later - five of the original 10 aircraft had 'ditched' at sea, and two additional Mk50As were ordered to offset the attrition.

A feature of the Sea Kings, however - and an advantage over their Westland Wessex 31A predecessors - was that they had boat-shaped undersides and fixed side flotation tanks, which enabled them to rest, duck like, on a relatively calm sea.

Unfortunately a book caption does not tell us the fate of this incident, in which there is another helicopter overhead, divers clambering onto the distressed craft, and an Oberon Class submarine approaching to render some assistance. Nonetheless, we suspect the outcome was not good.

A separate list of the RAN Sea Kings and their fates has NO. 04 [above] listed as ditched at sea off Kiama, NSW, on April 30, 1976. A total of nine of the RAN's 27 Westland Wessex helicopters were lost in similar circumstances.

The Wessexes and the Sea Kings operated off HMAS MELBOURNE [II] and the escort maintenance mother ship, HMAS STALWART [III].

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

ANZAC DAY AT FORT RUCKER - HOME OF US ARMY AVIATION

Following the very successful 50th Anniversary celebrations of the RAN Helicopter Flight Vietnam held at Albatross in October last year, we received a friendly invitation to attend an Anzac Day service at Fort Rucker, Alabama, this year. I quickly decided to attend and was pleased that David Bengé volunteered to join me for the long trip. We boarded Delta Flight 40 on the 19th of April for the long flight to New Orleans, via Los Angeles, being met by our host, Colonel Fred Dunaway, DFC, about twenty hours after departure from Sydney. It was a very smooth flight and even the dreaded LA Customs passed us through without delay (it was different story on our return flight however!!).

We then had a two hour drive to Biloxi, Mississippi, which was our home for the next few days. Biloxi is located on a very large inlet from the Gulf of Mexico. It is an attractive, spread out city, but, to our surprise, still recovering from Hurricane Katrina, which hit them in 2004. The storm was extraordinary and the tidal surge travelled seventy miles inland. I was staying in a large and comfortable bungalow, but my host told us the flood level has risen to one foot below his nine foot ceilings. Many of the houses on the waters edge are still being rebuilt, but with a serious effort to make them storm proof. In spite of the problems, the hospitality was wonderful and all the neighbours waved as they passed. To David Bengé's delight, one of our neighbours loaned us Jaguar XK E convertible and we rolled around Biloxi in style!

Fred Dunaway picked us up on the 24th for the three hours drive to Fort Rucker. After some argument about security passes, we entered the immaculate and enormous base and were driven to the memorial lawn where numerous large stone plinths honoured the service of many military units. The 135th /RANHFV memorial is suitably placed with the history on the front and the names of all who died on the reverse – I hope that we can print photo's. At 0500 on the 25th we gathered for the dawn service on a cold morning, but clear sky. It was a solemn and moving occasion and it was pleasing that three RAN trainees, Lieutenants Rushmore and Cochrane and LSA Mumby, made the long drive from Jacksonville, Florida, to join the ceremony. Chief Petty Officer Tremlett, visiting from Albatross, read the Honour Roll of those who had been killed in action. "The Manoeuvre Centre of Excellence Detachment Band" provided the Last Post and the national anthems. At breakfast following it was agreed the service further emphasised the remarkable camaraderie of personnel from the two nations who had formed the joint unit, the EMU's. An even stronger reminder of that sentiment was the news that the Honours and Awards tribunal had recommended that RANHFV members should be awarded the Unit Citation for Gallantry and that the award should be extended to the 135th Assault Helicopter Company of the United States Army.

Later on the 25th we travelled to Gulfport, Florida, the former home of the Dunaway family whose house had been completely destroyed by Hurricane Katrina. We enjoyed a friendly barbecue with the Dunaway's ex neighbours. One of the guests was the senior instructor of the B1 bomber squadron at the nearby Elgin Airforce base and had some interesting insights into B1 operations. The next morning, Fred Dunaway picked us up from our third very comfortable billet and took us to the Naval Air Museum at Pensacola. One enormous picture of a bow view of one of the Fleet Carriers at speed was made even more stunning by the caption below the photograph; "Four and a half acres of sovereign U.S. territory, anytime, anywhere." The museum is quite superb and the three hours I spent there was not nearly enough; something more for my bucket list. Later on Friday 27th Fred Dunaway dropped us at the Hilton hotel at New Orleans Airport for our flight home the following day. We managed a few hours on Bourbon Street in the French Quarter; again, not long enough! The long flight home with Delta airlines was great except for the horror at LA Terminal; to be avoided at all cost! We arrived home on time, nine days from departure; it had been a long trip, but worth every minute!

David Farthing



Dave Bengé and Dave Farthing



Caption reads:
"4 1/2 Acres of Sovereign U.S. Territory
Anytime, anywhere"



Dawn Service at Fort Rucker



WILDCAT : Held the fort in the pacific until the HELLCAT arrived at the end of 1942 US Navy Air Museum Pensacola

YESTERYEAR

PHOTOS SUPPLIED BY GARTH "POLLY" PERKINS



Late Nev Newbolt



Ken Maclardy



Late Graham "Zork" Rohrsheim



Kerry Sojan



Jerry O'Day



Late John Ward



Late Bill Kerr



Kevin "Sparrow" Longford

YESTERYEAR



Glen Taylor, Garth, Bob Bennett, Peter Harris



The Late Peter Penny



Class of 58

Barrie Beck, "Boof" Hobbs, Garth, "Stubbo" Stubbington, Graham Sharp



Garth & Jan, Bevan, Bob Mac, Barry Beck "Stubbo" and the Late Pancho Walters



The Late Doug Eastgate

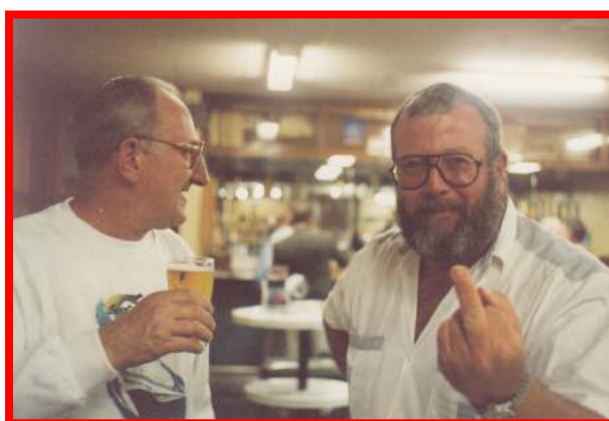


Ken Maclardy and "Debbie" Reynolds

YESTERYEAR



KEV AND BARRIE



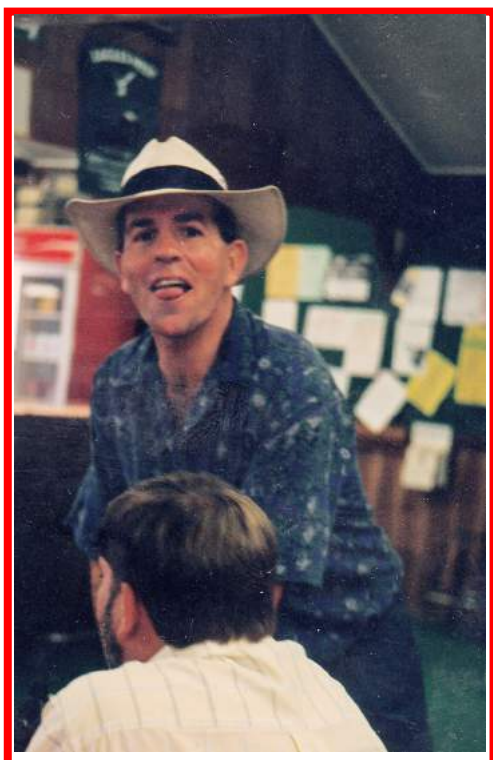
BATSY AND BOB McDERMOT



PETER HARRIS, MAL HIGGISON, GARTH



PRICKY READ AND ?



GEOF LEDGER



ALLAN HILL

YESTERYEAR

By George Self



*HMAS Sydney arrives Jervis Bay NSW from England with 20th Carrier Air Group
(805 + 816 Squadrons) And stores Late 1949*



*HMAS Sydney in Jervis Bay NSW at anchor 1950's
Lift wells open for venting*

YESTERYEAR

By George Self



HMAS Sydney in "Korean War" snow bound in the sea of Japan Winter 1951



*Garden Island Sydney NSW fitting out wharf. HMAS Sydney "K" in Captain Cook Dock
HMAS Vengeance "Q" at fitting out wharf 1945/55*

YESTERYEAR

By George Self



HMAS ALBATROSS

RANAS NOWRA NSW September 1948 N.A.R. Class No 6

Back Row L/R

Stan Jackson, Bruce Mackie, Graham Stevens, Clive Smithers, Tierney West, Ken Hegarty,
Tom Lew, Bruce Loiterton, Buckholz, Brian Worthing, Nobby Clarke

Middle Row

Keith Hartman, George Self, Vic Baugh, Rowe, Professor, Geoff Knibbs, Ken Muller,
Frank Donnelly, Corriglino, Jack Mason, Ian Graig

Front Row

John Krelle, L/A NK, P/O NK, Mr Crozier, Lt Cdr Boddam Weddam, Lt Routley,
CPO Penningston, PO Molle, L/A NK, Fred lane

Absent

Dick Prentice and Geoff Hose

Commence jealousy — the Royal Navy just opened a pub on its prized new carrier



The Royal Navy aircraft carrier HMS Queen Elizabeth (R08) has christened a new onboard bar that will serve an array of beers. (MC3 Daniel Gaither/Navy)

The future flagship of the Royal Navy, the 65,000-ton aircraft carrier HMS Queen Elizabeth, isn't scheduled to complete its first real deployment until 2021, but that hasn't kept the Brits from ensuring one morale-boosting element is installed and ready for duty.

A new pub, known as the Queen's Head, was christened last week aboard the Queen Elizabeth and will be available to officers and senior enlisted during the ship's maiden transit of the Atlantic, a journey that began Aug. 18 and one that features two embarked [U.S. F-35B Lightning II](#) aircraft from [Naval Air Station Patuxent River, Maryland](#).

The Wiltshire-based Wadworth brewery, which created an ale specifically for the ship's December 2017 commissioning — a beverage appropriately named "Carrier Ale" — was instrumental in bringing the pub to life.

"It has been a long time in the planning, well before the carrier was commissioned last year," brewery CEO Chris Welham said in a [Wadworth press release](#). "The Mess looks really great and will provide a relaxing environment along with some fine beer for the team on board when they have some downtime."

What's on the drink menu?

Wadworth brewery will be supplying a range of goods to the thirsty officers and senior enlisted onboard. Among those:

6X Ale — the 4.1 percent ABV beer described as "the jewel in Wadworth's crown" won gold at the recent World Beer Awards.

Swordfish Ale — a blend of beer and an old Navy rum recipe combines for a flavor-packed, 5 percent ABV ale with a rum aroma.

Carrier Ale — on the lighter side, a 3.6 percent ABV pale ale brewed specifically for the ship's commissioning

Navy women with altitude

LEUT Tony White (author), Image courtesy of Perisher Ski Resort Photographer



More than twenty Navy women pushed themselves through the annual Navy Alpine Snowsports Ladies Development Camp at Perisher recently. All the effort was in the lead up to this week's Navy Alpine Snowsports Championships that are also being run at Perisher

Commander Danielle Radnidge is the Navy Alpine Snowsports Vice President says alpine skiing delivers proven benefits for participants through interval training and core strength development.

"Skiing over several days is a test of core strength and endurance, something that will help all competitors in their day jobs at shore and at sea," she said

But it is the national championships held this week that was the focus for many of the keen skiers.

"The atmosphere is welcoming and encourages all skill levels to attend, even first-timers

"Our most improved boarder this year was a first timer

"The goal of the camp is to encourage new females to the sport but also to improve our racing skills in preparation for the upcoming Navy Alpine Snowsports Championships," said Commander Radnidge.

Lieutenant Allison Osborne (pictured) took a break from her duties as a meteorologist to join the camp ahead of competing in snowboard events at the National championships

"I have been snowboarding for ten years but the camp gave me the chance to develop with some professional instructors.

"The camp also gave women new to the sport an opportunity to develop in a positive environment and I would say to any Navy women thinking about getting involved to just go for it!"

BLESS ME FATHER

"Bless me Father, for I have sinned. I have been with a loose girl."

The priest asks, "Is that you, little Joey Pagano?"

"Yes, Father, it is."

"And who was the girl you were with?"

"I can't tell you, Father. I don't want to ruin her reputation."

"Well, Joey, I'm sure to find out her name sooner or later so you may as well tell me now. Was it Tina Minetti?"

"I cannot say."

"Was it Teresa Mazzarelli?"

"I'll never tell."

"Was it Nina Capelli?"

"I'm sorry, but I cannot name her."

"Was it Cathy Piriano?"

"My lips are sealed."

"Was it Rosa DiAngelo, then?"

"Please, Father! I cannot tell you."

The priest sighs in frustration. "You're very tight lipped, and I admire that. But you've sinned and have to atone. You cannot be an altar boy now for 4 months. Now you go and behave yourself."

Joey walks back to his pew, and his friend Franco slides over and whispers, "What'd you get?"

"Four months vacation and five good leads.."



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

WEBMASTER'S REPORT SEPT 2018

Another Quarter has gone in a flash, which only serves to prove that Quantum Physics doesn't work and that time does indeed accelerate as you get older. Make the most of the years left to you!



The website continues to flourish, with nil downtime since my last report and a bunch of new stuff added to it. I won't list them here as you can easily pop on line and see for yourself. I commend two areas to you: the HERITAGE menu, which lets you read the growing number of detailed heritage articles (including our new one about the Grumman Tracker), and the HISTORY menu which has a 'Snippets of History' section. This is, as its name suggests, little snapshots of anything that I think may be of interest to readers including such gems as an account of the very first deck landing/take off. To find our website type 'FAAAA' into your favourite search engine and we'll be at the top of the list!

'FlyBy' magazine, which I also publish, has gone from strength to strength and is typically now seventeen close-packed pages. If you don't already get it sent to you, let me know and I'll add it to the mailing list provided you have an email address. My address is webmaster@theFAAAA.com

The database continues to serve us well but is likely to go to a new manager next month, if the Federal Council agree (the FCM is at the end of October). I'm finding the three tasks just a bit too time consuming, so I'm grateful to the two volunteers who put their hands up to help: the Council will decide who gets the job!

I end with a plea. History is bio-degradable...that is, it disappears with time unless we make the effort to capture and conserve it. A few good and dependable folk help out with material but there must be literally tons of stuff in the hands of people like you. Boxes of old pictures, newspaper clippings, memories and tales of the past. Contact the webmaster if you think you have anything at all of interest, or simply write a letter to FlyBy recalling a story or event you'd like to share. The email address is above.

Until next time,

Marcus Peake

Webmaster, FlyBy Editor, Database Manager (for the moment!)

DID you Know



On this day, 20 July 1943, HMAS Hobart (I), was torpedoed by a Japanese submarine while en route to Vanuatu, as part of Task Force 74. Thirteen officers and sailors were killed and another seven injured.

Lest we forget.



On this day, 10 August 1914, the Australian Government transferred all vessels and personnel of the Commonwealth Naval Forces to the King's Naval Forces for the duration of the war.

The HMAS SYDNEY 1948- 52 album of CPO Gordon Curtis Evans, Air Artificer RN [ret.] - hangar deck party



1773. It is March 1950 and a Maori dance party is jammed into the hangar deck of the aircraft carrier HMAS SYDNEY [III] in Auckland. 'She was a happy ship' recalls Gordon Evans, a sprightly, fit-looking 85 year-old living with his wife Sylvia in Frankston, Victoria - and still working. Born in 1925, Gordon grew up in Chatham, about 30 miles out of London, which he never visited - not once - until he was 25. A former Sea Cadet, Gordon followed his older brother, father, grandfather and a host of early forebears into the Royal Navy when he was 16, enlisting as a Naval Air Apprentice in 1941. Training took him to Royal Navy air establishments all over Britain, Scotland and Northern Ireland, and subsequent service during WWII and immediately after took him to Ceylon and India. In 1946 he was with the 14th Carrier Air Group on HMS THESEUS, and switching back and forth between the ship and Naval Stations ashore. In 1948, however Gordon was at the RNAS at Lee-on-Solent when he was transferred to the 20th Carrier Air Group for the new Australian aircraft carrier HMAS SYDNEY, which was completing at Devonport Dockyard under its ordered name of HMS TERRIBLE. So he came out to Australia with SYDNEY on loan from the RN, sailed with her to New Zealand, and again alternated between postings to the ship and the Naval Air Station at Nowra, HMAS ALBATROSS.

VICTORIA DIVISION

Greetings to all members from the Victoria Division.

It has been a relatively quiet time since our last report.

Most of us are thankful that winter is over. Like a lot of the country we have had very little rain but it seems to have been colder than usual. Maybe getting older has something to do with this and a lot of members who are able have headed north to enjoy some sunshine.

The highlight of the last quarter was without a doubt our Annual Memorial Service at HMAS Cerberus on Sunday 26th August.

Along with Anzac Day this is the most important event on our calendar. Numbers were down slightly on previous years but those who attended enjoyed the service.

A special mention to those who helped with the service. Our President Chris Fealy gave a bible reading during the church service and George Self read the Fleet Air Arm Prayer. When we adjourned outside for the wreath laying service Col MacKenzie read the ode.

Captain Tim Standen once again joined us and layed the wreath.

We were all delighted to see Alan (Happy) Clark who is not as mobile as he once was and our thanks to his daughter Lyn and son-in-law Stephen for arranging his attendance.

Once again Col MacKenzie made the journey from northern Tasmania which is a mighty effort each year and our resident Phot.George Self ensured we had a record of proceedings.

My thanks to Chaplain Kate Lord for all her work and arranging the service. The bandmaster LEUT Andrew Stokes for again supplying us with a bugler and last but not least the CO's Executive Assistant Ann Maree Intihar who makes my job much easier.

We do not have another meeting now until the December Meeting and Chistmas Breakup. Could members please take note that it will be held on Sunday 2nd December at the Mission to Seafarers commencing at 1100. I will shortly send out a newsletter giving details.

Yours Aye

Mal Smith

NAVAL CADETS AT HMAS ALBATROSS



Cadet Seaman Kyla Hall receives instruction from Petty Officer Aviation Technician Avionics Peter Sutherland on a MH60R Seahawk virtual reality simulator at the Naval Aviation Prospects Scheme during a Australian Navy Cadet Annual Continuous Training (ACT) camp at HMAS Albatross.



In December 1907 United States President Theodore Roosevelt sent the US Atlantic Battle Fleet of 16 battleships, all painted white in peacetime colours, on a 14 month goodwill cruise around the world. The voyage came at a time of tense relations between Japan and America and gave the US an opportunity to demonstrate its blue-water naval capabilities as well as strengthen diplomatic ties. The fleet arrived in Australia on 20 August 1908

STRESS RELIEF



National Secretaries Report 04 September 2018

By the time this missive hits the airwaves (print waves) there will be less than a month to go for two important events affecting our Association.

Firstly the 2018 Annual Federal Council Meeting of the Fleet Air Arm Association of Australia will be held at the Fleet Air Arm Museum on Saturday 27th October 2018 commencing at 0930 (Time to be confirmed) in accordance with the FAAAA Constitution.

Unless they have already done so, Divisions are requested to submit agenda items to the National Secretary before the close of business on Monday 10th September 2018. These may be forwarded by Postal or E-mail. (FAAAA Constitution paragraph 28.3 refers).

Secondly the 70th anniversary reunion will be getting underway from Thursday 25th October thru to Sunday 28th October. Your Reunion Committee consisting of Greg Wise, Denis Mulvihill, Ron Batchelor and I have been hard at work to ensure that all is heading in the right direction.

Numbers for the Reunion are down on past reunions but there is still time for you all to support your Association and to ensure that it is alive and well.

A couple of items to note in regard to this event are as follows

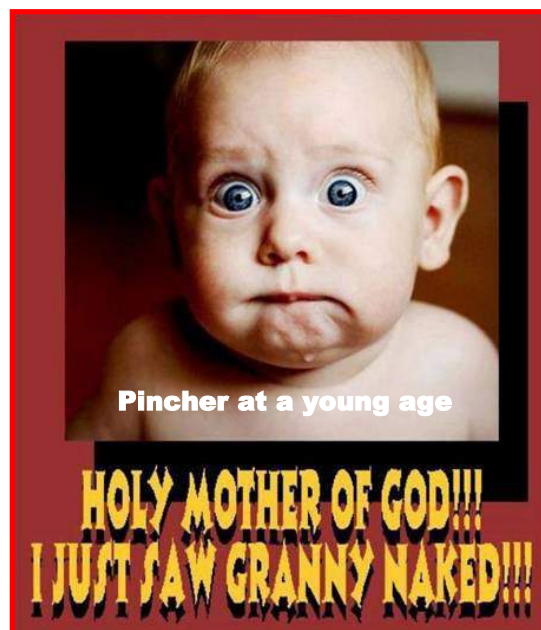
- A. The NSW Luncheon being held in conjunction with the Reunion will not now be held as advertised in the Flight Deck Café as they still do not have it up and operating so it has been transferred to the Worrigee Sportsman's Club on the Greenwell Point road. This will be taken place after the Federal council Meeting on Saturday 27th.
- B. A reminder to all us ex greenies also that their mini reunion will be taking place at the Bomaderry Bowling Club Meroo Road Bomaderry commencing at 4pm on Saturday 27th October. Colin Blundell being the man to check for more information.

Like a great deal of NSW the South coast is very dry and we need rain badly with the last of the Nowra westerlies hopefully gone we should be able to look forward to some reasonable weather by the time some of you are back in your old stomping grounds and I look forward to renewing old friendships. With that I leave the following message for our staunch Slipstream Editor Ron

"He had a photographic memory which was never developed".

Yours Aye

Pincher





Navy has a larger pool of skills and talent for aviation operations after 22 sailors graduated from the School of Aviation Training at HMAS *Albatross* in Nowra, New South Wales. The group completed a range of training from introductory to advanced courses in aviation support operations. Junior personnel will soon be accepting responsibility for launching and retrieving some of the most sophisticated aircraft in the world, according to Captain Darren Rae, Chief Staff Officer, Aviation Engineering, who was on hand to present prizes to the group.

"To graduate is no easy task," Captain Rae said. The specialised group in the Aviation Support category perform challenging tasks in all waters and sea states, day and night to meet Navy's operational requirements. "Given that you are a small branch of our Navy, I am sure that wherever your paths lead there will remain an unbreakable link between all of you," Captain Rae said. "That is a certainty and comes from working together, having met and overcome the considerable challenges you faced on this course."

Seaman Kellie Curry was awarded the most outstanding student of the basic course. She joined the Navy via the Defence Indigenous Development Program, and at 39 years old said there were a number of factors behind her decision to join the Aviation Support category.

"It seemed exciting that the role was to work on Navy's, new Canberra class amphibious assault ships and it would also give me the chance to work with some of the best aircraft the world," Seaman Curry said. "I would have to say working with people from all different backgrounds and ages and finally seeing all our training come together at the end were the most enjoyable aspects of the course for me."

Seaman Korjan Eratan was awarded Best Academic Achievement on the Basic Course which covers all aspects of aviation operations including safety, ground handling, aircraft movements, and aviation fire fighting and rescue.

Seaman Eratan said that while the course was definitely demanding there were many aspects he enjoyed.

"I got a lot out of satisfaction from the activities that involved teamwork, such as in fire fighting and moving the aircraft on the deck," he said. "These activities became especially challenging during the last week of course – which is when everything we've learnt had to be put together. It truly revealed the personalities of everyone on course!"

Leading Seaman Aviation George Mayes received a prize for Outstanding Leadership and completed the 12 week Aviation Support Aircraft Director Course which is largely focussed on the practical elements which develop command and control to safely conduct deck evolutions such as deck marshalling, aircraft movements, and emergency response scene control.

Graduates of the basic course will be posted to 808 Squadron in support of Navy's multi-role helicopters, and Captain Rae reminded them "Acknowledge those who have helped you along the way, consider how this team environment has shaped your character and how this will be the foundation of you growing into a successful military aviation handler," he said.



Able Seaman Mitchell Sama utilises the Positive Air Breathing Apparatus while conducting maintenance on an MRH-90 Taipan Multi Role Helicopter at 808 Squadron, HMAS Albatross.

For Leading Seaman Brad Watson and Able Seaman Ben Price, recent advice that 'portable breathing apparatus rigs are now cleared for release and ready for collection', represented the realisation of a concept they developed to improve the way Navy does business when using harmful chemicals. Their concept has provided a safer way of conducting maintenance, while helping to reduce operating costs.

LS Watson and AB Price first presented their proposal for a new positive breathing apparatus at the Fleet Air Arm Shark Tank in August 2017, as part of Fleet Air Arm Innovation Program. The program is designed to encourage Navy aviation personnel to present their innovative concepts for improved capability. Previously the Fleet Air Arm used a face mask respirator fitted with disposable filters to protect against harmful substances in the workplace. These filters were discarded after a single use and issues were being experienced with the face mask as it provided reduced protection for personnel with facial hair. Fleet Air Arm compared the cost of an annual supply of disposable filters to the outlay required to purchase 22 of the positive breathing apparatus units. Business Manager Mr Dave Robinson said "Despite the initial outlay for the purchase of the new units, there will be savings over the longer term and increased protection for maintenance staff."

After identifying ongoing issues and potential costs, LS Watson and AB Price researched the WHS Act and Australian and New Zealand Standards AS/NZS 1715 to come up with a solution. Their research identified a company which was able to construct a portable unit containing multiple types of filters capable of eliminating harmful vapours and particulates.

"The machine receives pressurised air from any type of air compressor and purifies it to safe, clean breathable air in accordance with WHS standards," LS Watson said. "The clean air is made available to a user wearing a hood, allowing successful operation even if the operator has facial hair because of the positive pressure delivered by the unit. "The use of this positive airflow hood also eliminated the requirement for annual fitment checks. "The unit can provide air to multiple users at the same time, or one user operating a pneumatic tool."

The machine was modified slightly during the trial period to improve storage onboard ships and to make the machine more durable. Small adjustments were made, such as flexible air ports, improved storage bags and recessed gauges." AB Price said that initial comments they received about the unit during the trial were very positive. AB Mitchell Sama, an Aviation Technician - Avionics at 808 Squadron who trialled the apparatus, said it was a big improvement compared to full face respirators.

"The biggest change is the addition of an oxygen bottle that immediately takes over as a redundancy should you lose air from the lines to the machine. 'This is reassuring in cases where you are in places or positions that don't permit you to leave quickly. "It also allows operators to stay composed and remove themselves from an unfavourable situation in a timely manner."

The apparatus can be used when priming, painting and sealing, processes which employ chemicals which may be hazardous if inhaled. For the two innovators, it has been an interesting journey in the 12 months from Shark Tank, to trial and ultimately acceptance. AB Price described it as eye opening.

"It was quite an experience learning the processes involved for Defence to obtain products from external companies and incorporate them into our working environment. "Along the way we presented the unit to other RAN establishments in order to gain insight into how the machine could be used outside of the Fleet Air Arm. "It has also been great meeting different personnel in numerous roles and gaining an understanding of what their jobs are and how we are working on improving the Fleet Air Arm."

Tasmanian Division

I have just returned from sea time (Celebrity Eclipse) and see Ron wants a few words from Tassie (and others). The Celebrity Eclipse also proved she was an air capable ship with a Medivac undertaken in the early hours of one morning. Fortunately they did not need an FDM so I slept through it (and currency might have been an issue!). While on the cruise I attended the Edinburgh Military Tattoo. This is an excellent performance and there were 2 Australian Pipe Bands in the Tattoo. Over 220,000 visitors attend the Tattoo each year with 50% being from overseas. Performances have been sold out for 19 consecutive years. I forget how many millions of £'s they said had been contributed to Veterans welfare but it was substantial. The show is coming to Sydney in 2019 but there is nothing like being in Scotland looking over Castle Esplanade.

After a couple of false starts to have a meeting in Hobart, rather than the norm of Launceston, the Tasmanian FAAAA headed to Hobart for their Annual General Meeting (AGM) on 29 July 2018. The idea of having a meeting in Hobart was an attempt to attract more members and to share the travel load with our Southern members. This was partially successful and it was good to have Rohan Denman and Michael Kus attend both the AGM and the Quarterly Meeting and for them to be able to have some input as it is difficult for them to get to the meetings up North. It was decided at the meeting that we would continue to hold one meeting a year in the South as previously agreed and the next one will be the AGM and Quarterly Meeting on the 28th July 2019 at a venue yet to be decided. It is hoped that more members from the South will be able to attend next year.

Rohan left the Navy in 2015 after 36 and a half years service and has moved back to Hobart to look after his elderly mother. Michael left the Navy in 1984 and went into the Victorian Police for the next 6 years where he set up the Victorian Police Air Wing. In 1990 he set up his own business at Essendon (but resides in Hobart with his family) where they not only do engineering but also have pilots working for them and they do flight line maintenance. The Tasmanian FAAAA Division would like to thank Michael for his generosity in meeting the refreshment expenses provided at the AGM and the Quarterly Meeting.

Some of the "Northern" members headed South on the Saturday to have a social function with our Southern brethren prior to the meeting on the Sunday. The social function was held at the Hotel Soho on the Saturday evening which was well attended and a good night had by all. The Hotel Soho was also the venue for our AGM and Quarterly Meeting on the Sunday. Not only did the Hotel Soho put on a great meal for us on the Saturday evening they also provided the meeting room at no cost. If you are visiting Hobart I recommend the Hotel Soho for a good meal and cold beer with great hospitality. It is at the top end of Davey Street just up the road from Anglesea Army Barracks. For those who joined from Tasmania in the 1970's you will remember the Hotel Soho as The Aberfeldy where the Navy used to accommodate enlistees from outside of Hobart and often became the venue for the first night of "merriment" in the Navy for the 15 year olds heading to HMAS LEEUWIN! NO wonder they changed the name!

There was a requirement to elect a President of the Tasmanian FAAAA due to the resignation of the President, Mr Alan Dickie. Dennis Hinds had been fulfilling the role since Al's resignation and the position was declared vacant with Michael Kus being invited to chair the meeting while nominations for the vacant position were called for. Only one nomination was received and accepted by the nominee, Mr Dennis Hinds. The vote taken was unanimous and Dennis was duly elected President for the period of 12 months until the next election is held at the AGM in July 2019 for all positions on the Committee. The photo below is of members attending the AGM and Quarterly Meeting.

It was agreed to change of date for the October 2018 Quarterly Meeting to November 4th due to the Reunion and Federal Council Meeting on the 28th October. However this date has had to be amended again as the President and Vice President will be on the mainland. The next meeting date will now be Sunday 25 November 2018 with the venue remaining the 50 and Over Club in Ravenswood, Launceston.

Unfortunately with the age of a lot of our members the threat of illness is always prevalent and unfortunately Garry Sommer is currently on the sick list. Garry has had pancreatic cancer and a procedure called the Whipple Procedure was carried out. This has been followed up by chemotherapy and radiation therapy. He is in good spirits and the Tasmanian, and I am sure the Australian, FAAA wish Garry a speedy recovery and a return to our meetings (need his raffle input!).

Looking forward to catching up with many at the Re-union next month.

Dennis



WRECKS UNDER WATER



HMAS Cerberus Shipwreck in Half Moon Bay, California, U.S



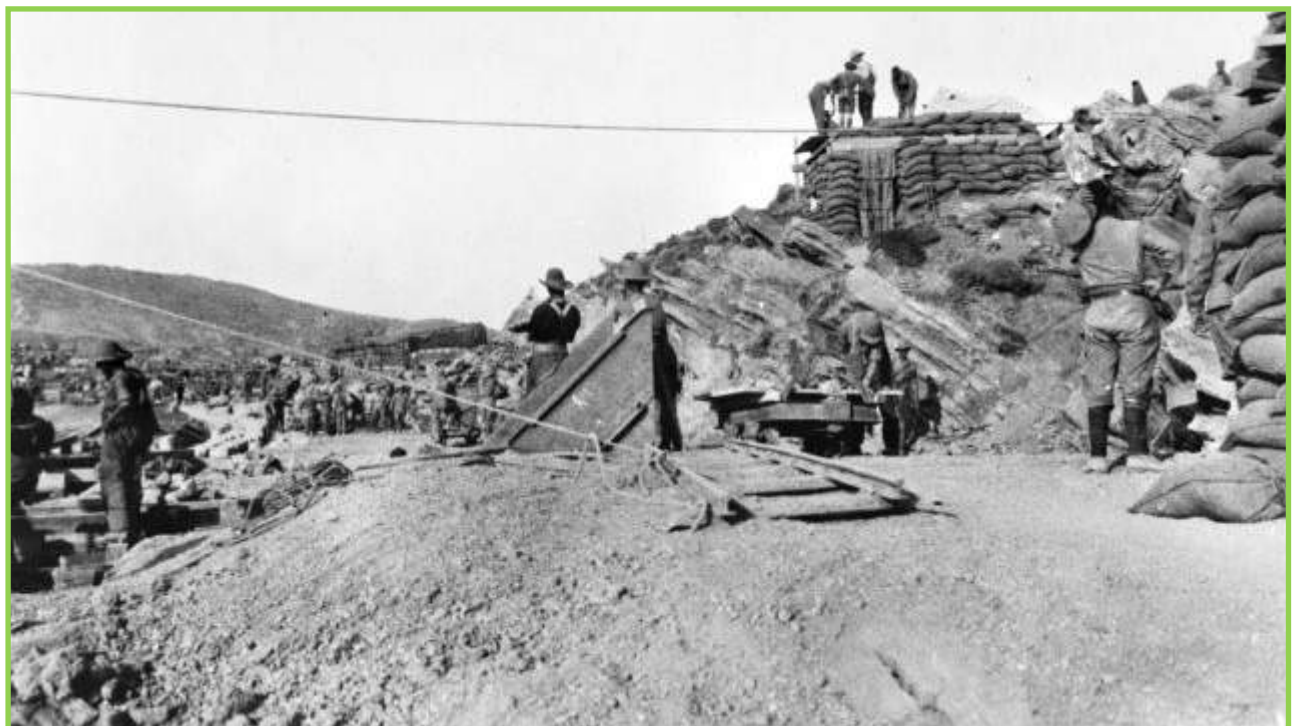
The wreck of a sunken M42 Duster American Tank in Aqaba, Jordan.

DID you Know



On this day, 5 August 1914, the first shots of WWI were fired by a coastal artillery battery at Port Phillip Heads when the German ship, SS Pfalz, attempted to slip out of port.

SS Pfalz was requisitioned by the RAN, renamed HMT Boorara & fitted out as a transport



AUSTRALIAN WAR MEMORIAL

A01290

On this day, 7 August 1915, the Royal Australian Naval Bridging Train landed under fire at Suvla Bay Gallipoli. RANBT was the most decorated RAN unit to serve during WWI with no less than 20 awards for bravery or good service



The Australian War Cemetery at Bitu Paka with William Cook in the wheelchair LHS



Private William Cook 2/10th Field Ambulance

The Bitu Paka War Cemetery

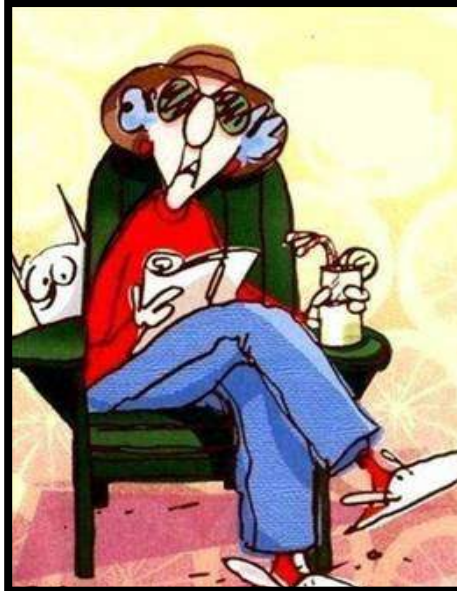
On 03 June 1961, HMAS *Melbourne* (11) docked at Rabaul for a short stay. While ashore I met a group of former 2/22nd Battalion men who were travelling to the Australian War Cemetery at Bitu Paka the following day, to remember comrades killed following the Japanese invasion of 23 January 1942 - and I was invited to join the group.

Early on Sunday 04 June 1961 the men departed Rabaul, travelling the 30 Km east to Bitu Paka by mini-bus, arriving at the beautifully maintained Australian War Cemetery mid-morning. A Vicar conducted the remembrance ceremony, with a wreath laying and a short speech given by the group's president. It was a solemn and respectful occasion, which was attended by a survivor of the Tol Plantation massacre, William Cook, who was in a wheelchair.

Private William Cook, NX56978, was a member of the 2/10th Field Ambulance when the Japanese captured him. Stripped of his Red Cross brassard by the Japanese he was led into the jungle, tied to other prisoners, then bayoneted in the back. Cook received five wounds but, found still breathing, he was bayoneted another six times and left for dead, yet he survived.

Hours later he freed himself and eventually, with the aid of natives, joined a small group of Australian soldiers and was evacuated on HMAS *Laurabada* in April 1942; then repatriated to Australia. In 1951, Cook was working for the NSW Railways and was involved in a shunting accident which resulted in the loss of his legs. A truly amazing example of courage and survival.

Story by Kim Dunstan



As we progress into 2018, I want to thank you for your educational e-mails over the past year. I am totally screwed up now and have little chance of recovery.

I can no longer open a bathroom door without using a paper towel, nor let the waitress put lemon slices in my ice water without worrying about the bacteria on the lemon peel.

I can't sit down on a hotel bedspread because I can only imagine what has happened on it since it was last washed.

I have trouble shaking hands with someone who has been driving because the number one pastime while driving alone is picking one's nose.

Eating a little snack sends me on a guilt trip because I can only imagine how many gallons of trans fats I have consumed over the years.

I can't touch any woman's handbag for fear she has placed it on the floor of a public toilet.

I must send my special thanks for the email about rat poo in the glue on envelopes because I now have to use a wet sponge with every envelope that needs sealing.

ALSO, now I have to scrub the top of every can I open for the same reason.

I can't have a drink in a bar because I fear I'll wake up in a bathtub full of ice with my kidneys gone.

I can't eat at KFC because their chickens are actually horrible mutant freaks with no eyes, feet or feathers.

I can't use cancer-causing deodorant even though I smell like a water buffalo on a hot day.

Thanks to you! I have learned that my prayers only get answered if I forward an e-mail to seven of my friends and make a wish within five minutes.

Because of your concern, I no longer drink Coca Cola because it can remove toilet stains.

I no longer buy fuel without taking someone along to watch the car, so a serial killer doesn't crawl in my back seat when I'm filling up.

I no longer use Cling Wrap in the microwave because it causes seven different types of cancer.

And thanks for letting me know! I can't boil a cup of water in the microwave anymore because it will blow up in my face, disfiguring me for life.

I no longer go to the cinema because I could be pricked with a needle infected with AIDS when I sit down.

I no longer go to shopping centers because someone will drug me with a perfume sample and rob me..

I no longer answer the phone because someone will ask me to dial a number for which I will get a huge phone bill with calls to Jamaica, Uganda, Singapore and Uzbekistan ..

Thanks to you I can't use anyone's toilet but mine because a big black snake could be lurking under the seat and cause me instant death when it bites my butt.

And thanks to your great advice! I can't ever pick up a dime coin dropped in the car park because it was probably placed there by a sex molester waiting to grab me as I bend over.

I can't do any gardening because I'm afraid I'll get bitten by the Violin Spider and my hand will fall off.

P.S. I now keep my toothbrush in the living room, because I was told by e-mail that water splashes over 6 ft. out of the toilet..

NOW YOU HAVE YOURSELF A VERY GOOD DAY...

It is clean and funny.

FIRST TIME SEX

A girl asks her boyfriend to come over Friday night to meet, and have a dinner with her parents.

Since this is such a big event, the girl announces to her boyfriend that after dinner, she would like to go out and make love for the first time.

The boy is ecstatic, but he has never had sex before, so he takes a trip to the pharmacist to get some condoms. He tells the pharmacist it's his first time and the pharmacist helps the boy for about an hour. He tells the boy everything there is to know about condoms and sex.

At the register, the pharmacist asks the boy how many condoms he'd like to buy, a 3-pack, 10-pack, or family pack.

The boy insists on the family pack because he thinks he will be rather busy, it being his first time and all.

That night, the boy shows up at the girl's parents house and meets his girlfriend at the door.

"Oh, I'm so excited for you to meet my parents, come on in!"

The boy goes inside and is taken to the dinner table where the girl's parents are seated.

The boy quickly offers to say grace and bows his head. A minute passes, and the boy is still deep in prayer, with his head down.

10 minutes pass, and still no movement from the boy.

Finally, after 20 minutes with his head down, the girlfriend leans over and whispers to the boyfriend, 'I had no idea you were this religious.'

The boy turns, and whispers back,

'I had no idea your father was a pharmacist.'

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

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

SOUTH AUSTRALIA

President : Mr Mike Stubbington email mstubbington@bigpond.com

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

Email: ronjan8@tpg.com.au Mob: 0407610894

VICTORIA

President : Mr Chris Fealy 10 DeGaris Place Werribee VIC 3030
email : fealy@tpg.com.au 0399742862

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

TASMANIA

President Mr. Dennis Hinds

Email: Dennishinds5@email.com

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

QUEENSLAND

President : Mr. Paul Woods

Ph. 0424506069 email. power572@gmail.com

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

NEW SOUTH WALES

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

Secretary : Mr. Terry Hetherington Fleet Air Arm Museum HMAS Albatross

PH: 0244242192 email : Terence.hetherington@defence.gov.au

ACT

President : Mr John Schonberger- 41Noarlunga Cresnet Boython ACT 2905

0412 882 810 email : John.Schonberger@defence.gov.au

Secretary : Mr George Sydney- 12 Feakes place, Campbell, ACT. 2612

(02) 6247 9221 email : sydneys5@optusnet.com.au

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

OF COURSE IT WOULD BE TRUE

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

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

The robber shot the customer without a moment's hesitation

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

The robber instantly shot him also

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

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

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

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

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



Unit Citation for Gallantry awarded to RAN Helicopter Flight Vietnam

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Author

Leut Tony White

Phot

ABIS James McDogall



(L-R) Minister of Defence Personnel, The Hon. Darren Chester MP; CO Flight 1, RADM Neil Ralph, AO, DSC, RAN (Retd); and CO 723 Squadron, CMDR Bruce Willington, RAN, with the Unit Citation for Gallantry Burgee (pennant). The contribution of 196 Royal Australian Navy members as part of a combined Australian and United States helicopter unit during the Vietnam War has been recognised at a ceremony at the Australian War Memorial.

The helicopter pilots, gunners, aircrew and support staff were part of Helicopter Flight Vietnam, integrated with the US Army's 135th Assault Helicopter Company (AHC) flying helicopters in both utility and gunship configurations. They transported around 250,000 troops per year into and out of battle over a four year period.

Members of the Royal Australian Navy Helicopter Flight Vietnam (RANHFV) were presented with a Unit Citation for Gallantry at the ceremony. The presentation was conducted by the Governor General of Australia, His Excellency General the Honourable Sir Peter Cosgrove AK MC (Retd) along with Minister for Defence Personnel, the Hon Darren Chester MP and Vice Admiral Timothy William Barrett, AO, CSC representing the Chief of Navy Australia.

A number of high level honours had previously been awarded to individual RANHFV members. The decision to award the Unit Citation for Gallantry was made after a formal review by the Defence Honours and Awards Appeals Tribunal in 2017.

Unit Citation for Gallantry awarded to RAN Helicopter Flight Vietnam



Members of Helicopter Flight Vietnam and after the presentation of Unit Citation for Gallantry with guests, including the Governor General of the Commonwealth of Australia, His Excellency The Honourable Sir Peter Cosgrove, AK, MC (Retd); Minister of Defence Personnel, The Honourable Darren Chester MP; and Vice Admiral Tim Barrett, AO, CSC, RAN

Addressing the ceremony, Vice Admiral Barrett said that the month the 135th Assault Helicopter Company was declared operational, the Company flew 3,182 hours, carried 17,203 troops and had only one stand-down day that whole month.

"This was the standard that was followed for the next four years," he said.

"The heroic work undertaken by the Helicopter Flight Vietnam men is not well known, or understood, by the Australian people. Their operations with the 135th were not widely publicised in Australia, nor even known widely by the other Australians in Vietnam.

"It was not just the pilots, observers and aircrew who were courageous; the unsung heroes of the Helicopter Flight Vietnam were the technicians and support staff. They faced the same danger as aircrew, in their role as door gunners, and also faced danger as convoy drivers and perimeter guards.

"Today we honour the service and sacrifice of those men who served in the Helicopter Flight Vietnam. We hope you remember your service with a sense of pride and achievement. You deserve to be counted alongside all those whose selfless courage has contributed to shaping our national character," said Vice Admiral Barrett.

Five Navy personnel died whilst serving with the RANHFV and 22 were wounded in action.