

SLIPSTREAM



CORAL SEA (Sept. 7, 2017) With a U.S. Marine Corps MV-22 Osprey from USS Bonhomme Richard (LHD 6) aboard, a U.S. Navy MH-60S Sea Hawk from Helicopter Sea Combat Squadron (HSC) 25 takes off from HMAS Adelaide during training as part of the Royal Australian Navy's Indo-Pacific Endeavour 2017 deployment designed to enhance military cooperation with some of Australia's key regional partners. (Royal Australian Navy photo by POIS Andrew Dakin)

Published by the Fleet Air Arm Association of Australia Inc
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Print Post Approved - PP100002097

Presidents Report – Slipstream March 2019

G'Day Everyone,

2019 has started remarkably quickly and I, for one, am struggling to keep up.

There are two matters that are simmering away here in Canberra, the Productivity Commission's draft report into compensation and rehabilitation for veterans by the Department of Veterans Affairs (DVA); and the military covenant that some of you will recall raised its head last year.



Late last year, the Productivity Commission issued a draft report into their findings in respect of compensation and rehabilitation for veterans. The Defence Force Welfare Association (DFWA), together with its partners in the Alliance of Defence Service Organisations (ADSO) (which the FAAAA is a member organisation), have supported some aspects of the report, but have taken issue with the recommendation to eliminate the DVA and then transfer veterans' support functions to the Department of Defence and several other draft recommendations. The FAAAA has supported the DFWA response to the report thus far. It is a rapidly moving matter as everyone is rushing to deal with as much as possible before the forthcoming federal election effectively shuts down the wheels of Government. I shall attempt to keep you across this matter as it develops.

The military covenant matter is one that our colleagues in the DFWA have raised on several occasions, and it is finally achieving some traction with politicians. 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. The British Parliament agreed to such a covenant in 2011 and we are seeking a similar document. The intention is that this covenant may smooth matters with the DVA and other areas of Government for us all. Simply put, in any given situation, we may be given the answer "Yes" unless there is a good reason to say "no". I think that we all know the current situation is the other way around. "No" is the starting point to open negotiations and discussions. Both sides of politics in Australia are in favour in principle, but the specific wording is at issue at the moment. I shall keep you posted.

Stay safe and look after yourselves.

M. G. Campbell
RADM, RANR
National President

Editors Report:

First Slipstream for 2019, Hell!!! Time flies when you are having fun, but it soon catches up with you. We are sorry to see our NSW President Greg Wise retire, he will be sorely missed at our meetings. He is a man who gets things done and I have enjoyed my time with him. He, with the help of Pincher and Dennis are the back bone of making sure Slipstream was posted out to our members. Maybe I can still con him into still helping out.

Age and ailments are catching up with all of us and I am no exception from these bloody life problems, so it is with a very heart felt decision that I too must pull the plug as editor of Slipstream at the end of this year.

I will still remain with the NSW Division as Treasurer as long as my health is stable. So If anyone out there would like to have a go at Slipstream I would be very grateful and help as much as I can. It can be very rewarding and very frustrating , but above every thing else you have to have a very understanding wife as you spend a hell of a lot of time on your computer.

That's all for now.

Cheers ED

YESTERYEAR



Hi ED

Five SAR divers in Dec 1979

Dave Benge on the right on his last day doing jumps also the end of his RAN Career

Dave Benge

YESTERYEAR



Another for Slipstream from Marcus Peake

This is near Onslow? when Lt Keith Powell & SAR Diver Dave Bengé (AE, Winchman, Load master and chief bottle washer, ships diver and ass watchkeeper) on the Moresby Flight. Far enough away so as no one knew who we were when we returned back to the Tross .True story..

Note!! The little fellas flying gear. (not sure what this means Ed)

They brought is heaps of Lobster in exchange for flying maccas Yee Haa.

Dave Bengé

LETTERS TO THE EDITOR

Hi Ron

Thanks for the opportunity to read preliminary pages of the March 2019 edition of SLIPSTREAM and to offer comments and suggestions; sometimes helpful, most times not?

Having now reached the back cover page, which promotes the exhibition by our benefactor John Downton OAM (scheduled for 23rd March at the ECLIPTIC Gallery in Malvern Vic.), I am reminded of my own first brush with 'ART'.

When the late Neville Newbold, at the time being President of the NSW Division of The FAAAA, first introduced Mr. John Downton to a meeting of committee members, we had no idea of the great benefits the 'local artist' would bring to our Association and to the FAA Museum.

Later on my wife Norma and I were in North Sydney and came across the McGrath's Art Gallery. The billboard outside proclaimed the "Leonard Long OAM Master Artist in conjunction with John Downton Exhibition". We just had to go in and check it out and I have been a fan ever since.

John donated a copy of his excellent publication "THE dirty BIG RED BOOK" to our Division which I read and thoroughly enjoyed, not only the extensive range of colour photo's but also the local history of people and places within the Shoalhaven and surrounds..

I now have my own copy, a 1st Edition 2009; John describes his 'Navy Connection', chapter beginning on page 217, and I would recommend this BIG RED BOOK to all readers interested in landscape art generally and especially Maritime and Navy art. I believe that copies are still available.

Every year I buy at least one whole book of tickets in our Division Annual Fund Raising raffle hoping the first or second prize, both John Downton oil paintings; fingers crossed for the 13 March this year..

I suggest that all readers of SLIPSTREAM, whenever in Nowra, should visit the Fleet Air Arm Museum and make time to view all the exhibits on the floor and in the display areas, especially the John Downton OAM art gallery, for the contemporary collection currently on display.

Cheers

Jim Lee.

PLEASE NOTE

On Tuesday 16 April 2019 at 1100 hrs. a Remembrance Service will be held at the Wall of Service adjacent to the Fleet Air Arm Museum to remember Warrant Officer George Edward Plant; during which his family will make a presentation to the Museum. Could you please notify members of the Fleet Air Arm Association of this service

Thankyou

Fred Dawson. President Shoalhaven Sub section Naval Association.

YESTERYEAR



June 16th 1982. Farewell Flight



Rugby as it should be played

This image is part of the Robert Hartley Burley (WWII service number 13945) collection and shows a group of sailors playing rugby on a beach. Onlookers can be seen on the edge of the field and text on the reverse of the image reads: 'Rugby as it should be played'.

YESTERYEAR



HMAS Melbourne, HMAS Perth and HMAS Barcoo, Garden Island. Year not known?



Wessex N7-221 in the drink after an engine failure from HMAS Melbourne

YESTERYEAR



HMAS MELBOURNE [II] 'pin-wheels' to her berth during a strike in Melbourne - RAN.

'Pin-wheeling' is the name given to the rare tactic of berthing an aircraft carrier using the engines and power of its aircraft lashed to the deck. MELBOURNE [II]'s Trackers are being used here, as had her Sea Venom jets during waterfront trouble in Auckland years earlier

SPEEDING TICKET

A police officer stops a newfie for speeding and asks him if he could see his license. He replies in a huff, " Lard t'underin' Jaysus, bye, I wish you guys'd git your acts togedder! Jiss yesterday you took away me license an' now today you expect me to show it to ya ! "

CAR TROUBLE

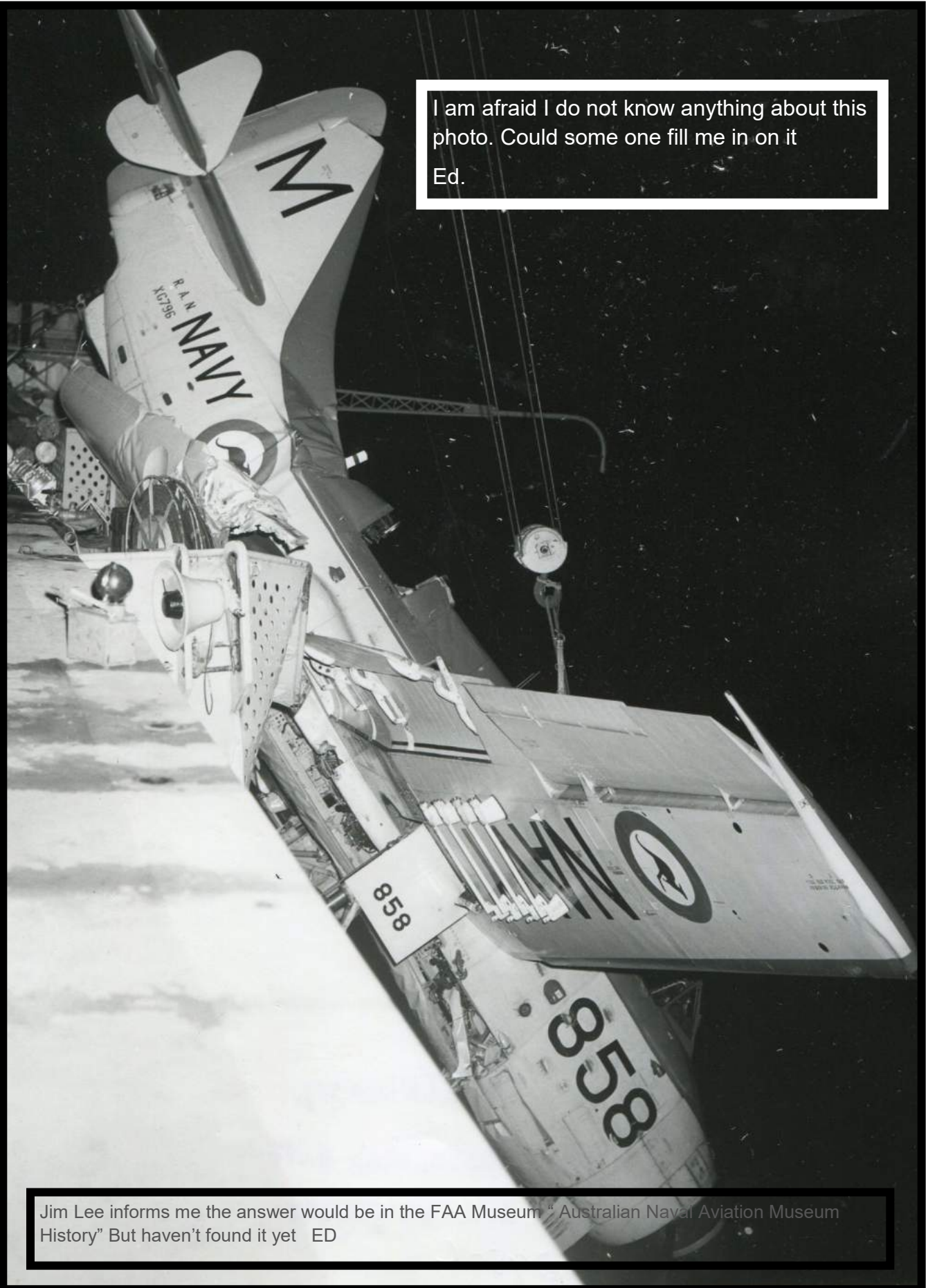
A newfie pushes his BMW into a gas station. He tells the mechanic it died. After he works on it for a few minutes, it is idling smoothly. The newfie asks, " What's da story? "

The mechanic replies, " Just crap in the carburetor. "

The newfie asks, " 'ow often do I got to do dat ? "

YESTERYEAR

I am afraid I do not know anything about this photo. Could some one fill me in on it
Ed.



Jim Lee informs me the answer would be in the FAA Museum "Australian Naval Aviation Museum History" But haven't found it yet ED



Lieutenant Commander Ben Crowther at the Jervis Bay Air Field in 2015, during a demonstration of the Schiebel Camcopter S-100 unmanned aerial system

It's hard to imagine Navy's future capability without unmanned aerial systems (UAS), and the aviator who led the introduction of this technology into the Royal Australian Navy has been recognised with a Conspicuous Service Medal (CSM) in the 2019 Australia Day Honours and Awards list.

Following a deployment to Headquarters Joint Task Force 633 in the Middle East Region, where he was exposed to coalition unmanned aircraft operations, Lieutenant Commander Ben Crowther returned to Australia and joined the Royal Australian Navy's UAS program in 2012.

In 2013, Lieutenant Commander Crowther became the officer in charge of the Navy Unmanned Aerial Service Development Unit, overseeing capability growth which ultimately led to the commissioning of 822X Squadron.

While he admits there's still a lot of work to do to fully introduce the UAS capability into the Fleet (with the SEA 129 Phase 5 project ongoing), Lieutenant Commander Crowther believes UAS will enhance overall Navy capability in the future.

"Having witnessed the capability that UAS have contributed to operations in the Middle East Area of Operations, I am a firm believer that unmanned systems have the ability to significantly enhance the capability of existing assets, such as the MH-60R Seahawk, while also reducing the exposure of Australian Defence Force personnel to risk," Lieutenant Commander Crowther said.

"With the current rate of technological progression and growth in this field, I expect UAS will transform the aviation capability provided by the Fleet Air Arm to the Fleet."

For his leadership in driving the introduction of UAS capability into the Royal Australian Navy, Lieutenant Commander Crowther was announced as a recipient of the Conspicuous Service Medal (CSM) .

YESTERYEAR



805 sqdn members on HMAS SYDNEY [II] - courtesy Jack Duperouzel, .



Commander Ken Douglas and the late Lieutenant Commander Graham Rohrsheim in Flight Control (FLYCO) watch a Skyhawk landing.

YESTERYEAR



Rear: Hinnrichsen, Hanson, Clarke

Middle : Stone, Guilk, Mitchell, Ward, Gilmour, Moore, Brown, Bailantyne

Front : Larter, Jenkins, Cuneen, Russell, Tomkinson, Stevens, Currie



Left to Right: Jack Day, Blue Larter, Rusty Marquis, Bill Strachan, Jack Laselles

1978 Senior Sailors Reunion



RNAS Eglinton based Fairey Firefly FR.4s of 816 Sqn. and Hawker Sea Furies of 805 Sqn. of the Royal Australian Navy in formation over the Northern Ireland countryside.



A UH-1B Iroquois from the Royal Australian Navy Historical Flight performs a low pass at the 2012 Air Pageant held at RAAF Williamstown - Point Cook.

PROBABLY THE GREATEST NEWBORN COSTUME EVER

CHARGE: Stealing his parents' hearts
PLEA: Guilty



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**DEADLINE FOR ARTICLES
FOR NEXT EDITION IS
FRIDAY 7th JUNE 2019
GOING TO PRINT FRIDAY 14th
JUNE 2019**

1968 Group 7 HMAS Albatross Rugby league team who played in the Grand Final at Kiama. They were defeated by Bomaderry



Left to right

Rear: Jim Fern, Nase Constable, Joe Linaker, Blue Neilson, Dick Clark, Bob Weatherspoon, Sandy Wilson, Junior Hillary, Trevor Cleary, Jim Davis (Coach)

Middle: Harry Harkness, Brian Simpson.

Front: Wayne Gascoigne, Joe Cedro, Barry Jose, Henry Ptak, Lex Bryant, Alan Heitmann

Mount Isa in Queensland

Recently a routine Police patrol car parked outside a local neighbourhood pub late in the evening. The officer noticed a man (Luke Sandery) leaving the bar so intoxicated that he could barely walk.

The man stumbled around the car park for a few minutes, with the officer quietly observing. After what seemed an eternity and trying his keys on five vehicles. The man managed to find his car, which he fell into. He was there for a few minutes as a number of other patrons left the bar and drove off. Finally he started the car, switched the wipers on and off (it was a fine dry night). Then flicked the indicators on, then off, tooted the horn and then switched on the lights.

He moved the vehicle forward a few metres, reversed a little and then remained stationary for a few more minutes as some more vehicles left. At last he pulled out of the car park and started to drive slowly down the road. The Police officer, having patiently waited all this time, now started up the patrol car, put on the flashing lights, pulled the man over and carried out a breathalyser test.

To his amazement the breathalyser indicated no evidence of the man's intoxication.

The Police officer said "I'll have to ask you to accompany me to the Police station - this breathalyser equipment must be broken."

"I doubt it," said the man, "tonight I'm the designated decoy"..

REST IN ETERNAL PEACE



Fleet Air Arm Association of Australia Newsflash



CMDR Arthur "Nat" Gould Crosses the Bar

On Saturday 19 January the legendary RAAF/FAA pilot CMDR Arthur 'Nat' Gould passed away. He was 98.

Born in Queensland on 5th May 1920, Nat enlisted in 1940 and served at the rank of Sergeant flying Hurricanes in Scotland. He served aboard HMS Argus, the first true aircraft carrier, and was dispatched to Russia to instruct Russian fighter pilots before returning to the UK and a Spitfire conversion.

In June of 1942 he returned to QLD and flew Kittyhawks helping to defend PNG against the Japanese. He returned to Australia in 1943 and served at Mildura in an instructional position, and Darwin.

In June of 1945 he shaved off his moustache and was posted on loan to the Royal Navy, flying Seafires off British aircraft carriers. He was offered a short service commission in the RN and served a further four years before transferring to the brand new RAN Fleet Air Arm. He went on to command 816 and 805 Squadrons (flying Fireflies and Sea Furies respectively), including a tour aboard HMAS Sydney in Korea. He retired from the RAN as a Commander in May of 1965.

REST IN ETERNAL PEACE

.CMDR Arthur John'Nat' GOULD RAN (Rtd)

5 May 1920 to 19 January 2019

Nat Gould had an extraordinary military flying career in which he flew 34 types of aircraft.

He joined the RAAF at the outbreak of WWII and flew operationally with the Air Force in the UK and Russia (Hurricanes), Darwin (Spitfires), and Milne Bay New Guinea (Kittyhawks).

With the arrival in Australia of the British Pacific Fleet in early 1945, Nat volunteered to transfer to the Navy, shaved off his moustache, donned the dark blue uniform of a Lieutenant RANVR and commenced flying the Seafire fighter from the RN carriers *Indomitable*, *Indefatigable* and *Implacable*. He was north of Truk in the Pacific, heading for Japan, at War's end.

Post-War, he spent a few years with the RN before rejoining the RAN in 1948 on the establishment of the RAN Fleet Air Arm. Nat was one of the first Australians to be appointed to Squadron Command in the RAN FAA, both 816 (Firefly) and 805 (Sea Fury).

Nat had a total of 17 years of RAN service and retired as a Commander in 1965. He was subsequently employed by Hawker de Havilland Australia and, later, he became a Director on the Board of British Aerospace.

Nat's funeral service will be held at the Northern Suburbs Crematorium (East Chapel) at 1430. His wife Sirene (who turned 100 years on 31 December 2018) resides in Apt 232, "Fernbank", 2-8 Kitchener St. St Ives 2075.

CMDR Kenneth Malcolm BARNETT OAM M.I.D. RAN (Rtd) 10 April 1929 to 18 January 2019.

Ken Barnett attended the RAN College in HMAS *Cerberus* from 1943 to 1946. After courses in UK, he was posted to HMAS *Warramunga* in 1950/51. Whilst the ship was in Korean waters, and Ken was seconded as a Liaison Officer, he was awarded a 'Mentioned In Dispatches' for taking charge of damage control measures and saving the ROK ship *Apnok* from sinking following an attack by North Korean aircraft.

Ken commenced flying training at Point Cook in 1951, earned his 'wings' in 1952, and undertook Operational Flying School training in UK. He subsequently served in 723, 724, 725, 851 and 816 Squadrons. He was posted as Senior Pilot, and later as Commanding Officer (1961), of 816 Squadron. He was also posted CO 725 Squadron in 1959. His aviation career was 'crowned' by postings as both CMDR (Air) *Albatross* (1965/66) and, later, *Melbourne*.

His Navy postings included several years as a Term Officer at the RAN College (1954/55). He was posted as First Lieutenant of HMAS *Barcoo* (on commissioning in 1959), and he attended the RN Staff Course at Greenwich in 1964. In 1968 he was posted as Staff Officer (Air) to ANRUK in London.

Ken earned the OAM for service to the veteran Community after his retirement from the RAN. He was included in DVA-sponsored group visits to the WWI Western Front in France (100th anniversary of the WWI Armistice) and to South Korea for the 60th Anniversary of the Korean War Armistice.

John DaCosta

REST IN ETERNAL PEACE

I regret to advise of the passing, on 8 March, of Geoff Vickridge in Perth WA following a 44-year naval career.

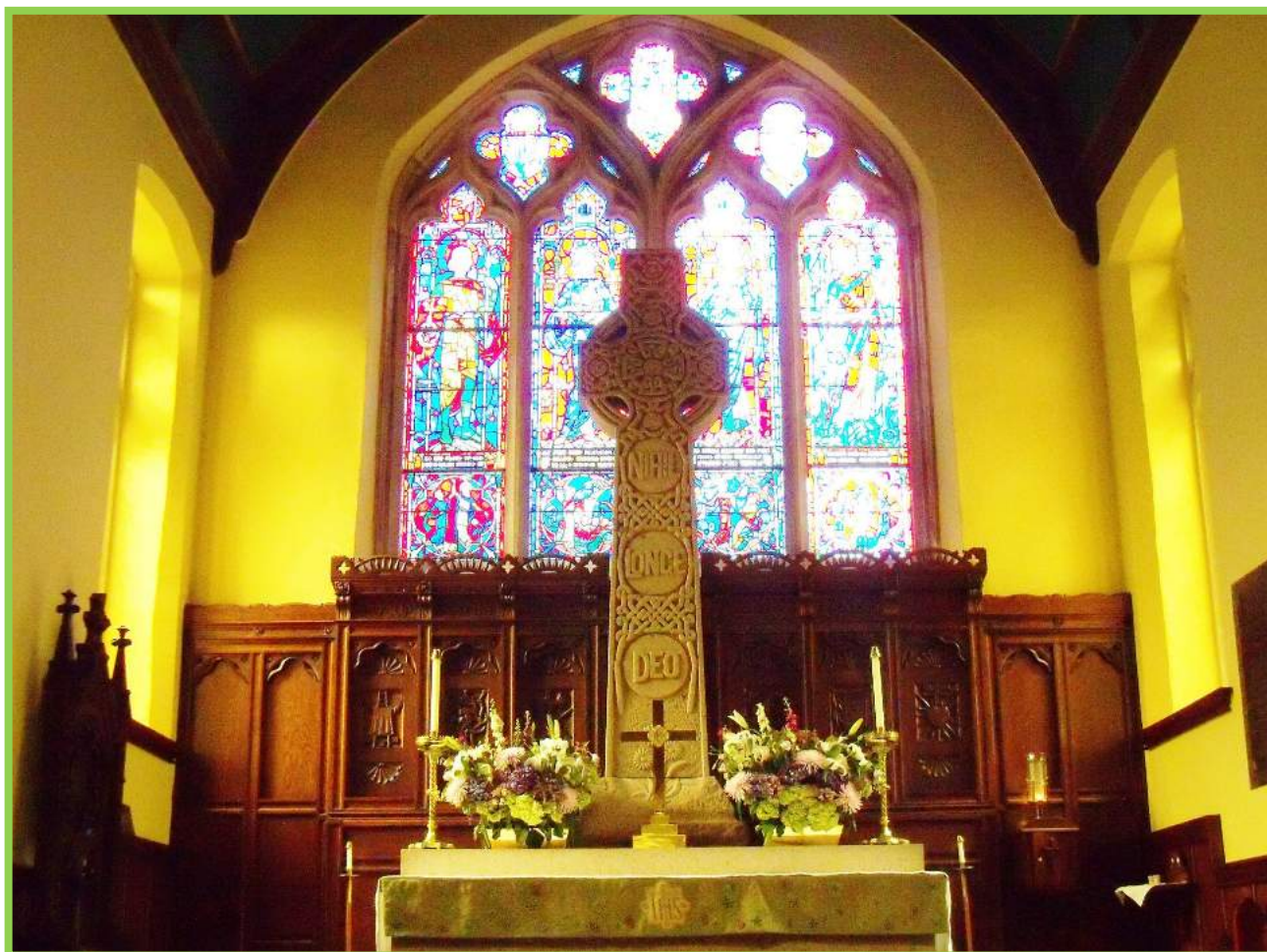
Geoff joined the Navy as a 15 year-old and commenced Apprentice Artificer training at *Nirimba*. He transferred to General Service and became a Leading Seaman Underwater Controller before volunteering for aircrew. He qualified as an Observer and trained in Grumman Trackers in Canada, in which he mainly flew for the rest of his Full Time Service. While embarked in *Melbourne* with VS816 Squadron, Geoff played a significant role in rescuing USN personnel after the collision with USS *Frank E. Evans*, for which he was awarded a Naval Board Commendation and a US Navy and Marine Corps Commendation Medal. Subsequently, he served as Senior Observer VS816 and for a brief period, as CO.

In 1974 Geoff resigned from Full Time Service in the RAN to commence legal studies and in 1979 transferred from the RANEM to the RANR. He was appointed to, and served with distinction on, the Naval Legal Panel and also as Honorary Aide de Camp to the Governor of WA.

Funeral details are not yet known to me.

Regards,

John DeCosta



SUBMITTED BY CLAUDE TATTERSELL

About 12 months ago, one of Australia's most enduring naval mysteries was solved when the wreck of HMAS AE1 was finally discovered. A few months later, a detailed survey uncovered a host of secrets including a likely cause of the sinking.

The Australian E Class Submarine Foundation (AESMF) has now been established and one of its tasks is to understand the environment in which AE1 is laying. It plans to do that with an instrumentation package which will cost around \$120,000.

To help raise some of those funds, APT has donated a 13-day small ship expedition cruise around PNG waters and including the AE1 site departing in October 2019. The cruise is valued at \$27,990 and a raffle has been established with only 1,000 tickets to be sold at \$50 each.

To buy tickets, please visit the SIA website (<https://www.submarineinstitute.com>) where you will see the link on the home page.

The raffle will be drawn on 1 April 2019 and the winner advised as soon as possible thereafter.

Kind regards

Frank Owen

Secretary, Submarine Institute of Australia

E: frankowen@submarineinstitute.com

Did I read that sign right?

"TOILET OUT OF ORDER. PLEASE USE FLOOR BELOW."

In a Laundromat:

AUTOMATIC WASHING MACHINES: PLEASE REMOVE ALL YOUR CLOTHES WHEN THE LIGHT GOES OUT.

In a London department store:

BARGAIN BASEMENT UPSTAIRS...

In an office:

WOULD THE PERSON WHO TOOK THE STEP LADDER YESTERDAY PLEASE BRING IT BACK OR FURTHER STEPS WILL BE TAKEN.

In an office:

AFTER TEA BREAK, STAFF SHOULD EMPTY THE TEAPOT AND STAND UPSIDE DOWN ON THE DRAINING BOARD.

Notice in health food shop window:

CLOSED DUE TO ILLNESS...

Spotted in a safari park:

(I sure hope so.)

ELEPHANTS, PLEASE STAY IN YOUR CAR.

Seen during a conference:

FOR ANYONE WHO HAS CHILDREN AND DOESN'T KNOW IT, THERE IS A DAY CARE ON THE 1ST FLOOR.

YESTERYEAR



WZ943 was withdrawn in June 1973, being the last Sea Venom to fly with the Australian Navy. She was preserved up a pole at Nowra, but apparently fell off and was badly damaged. Seen here at the Australian Naval Aviation Museum, December 2000.



May 14, 1966: HMAS MELBOURNE [II] at the Tamar Basin, Hong Kong - Typhoon IRMA in the South China Sea.

The dark clouds of the weather system with Typhoon IRMA somewhere offshore at its centre seem to be gathering over the Peak in Hong Kong, as HMAS MELBOURNE [II] completes a week of self maintenance and prepares to leave. She will encounter the typhoon in the South China Sea en route to Manila.



As 2018 came to an end, 725 Squadron celebrated a big year of fundraising by donating more than ten thousand dollars to help children with hearing disabilities.

The Squadron's Executive Officer, Lieutenant Commander Sam Dale was joined by a small contingent of 725's officers and sailors in presenting the funds to The Shepherd Centre – a philanthropic gesture that was particularly meaningful to everyone involved.

The Shepherd Centre is a not-for-profit organisation that specialises in providing early intervention to young children with hearing disabilities, using an integrated approach designed to provide the best access to sound and speech programs and ultimately ensure normal development of language and learning.

The centre has had great success with its programs, with ninety per cent of its graduates continuing onto mainstream education and go on to reach their potential.

CEO of the Shepherd Centre, Doctor Jim Hungerford, said the money raised by 725 Squadron would help the centre meet the growing demand for its services and would ensure that children with hearing loss in the local area would get the support they needed.

"We are so grateful for the ongoing support of 725 Squadron," Doctor Hungerford said.

"The continuous fundraising and donations made over the years enable us to continue our vital work for children with hearing loss in the Wollongong region and beyond.

"Whether it is used to help upgrade our facilities, buy new audiology equipment or ensure every child that requires our services gets the help they need, every dollar makes a difference.

"A big thank you goes to 725 Squadron from the children, family and staff of The Shepherd Centre," Doctor Hungerford said.



The graduating class and support staff of the Aviation Support Course 02-18 outside the Fleet Air Arm Museum located in Nowra, NSW.

The Royal Australian Navy has nine new Aviation Support sailors, recently graduated from 19 weeks of training at HMAS *Albatross*.

The graduation ceremony took place at the Fleet Air Arm Museum, in front of family, friends and in the presence of senior Fleet Air Arm and HMAS *Albatross* personnel.

Graduation certificates and awards were presented by the Commander Fleet Air Arm, Commodore Chris Smallhorn, who praised all students on their individual achievements.

“You have all gained the necessary skills to support the RAN’s enhanced aviation capability.

“I congratulate you, but now challenge you to develop these skills as you become part of our professional, agile and innovative Navy aviation family,” CDRE Smallhorn said.

Aviation Support sailors manage the movements and deck systems of the RAN’s fleet of advanced military helicopters both in shore bases and at sea. They also support air squadrons in a multitude of non-technical roles providing Navy and visiting aircraft with a range of airfield services.

The course teaches sailors to plan, execute, secure and oversee all aircraft ground handling operations in Navy squadron flight lines or at sea on the flight deck and hangar decks in HMAS *Canberra* and *Adelaide*, the Navy’s multi-spot amphibious assault ships, in all weathers and sea states, day and night in order to meet operational requirements.



(L-R) Course instructor Chief Petty Officer Aviation Lee Gallagher; Seaman Aviation Support Alyssa Clark, awarded Best Academic Achievement; Seaman Aviation Support Georgia Weinert, awarded Most Outstanding Student; Commander Fleet Air Arm, Commodore Chris Smallhorn, RAN; Seaman Support Aviation Keely Hagedoorn, awarded Most Outstanding Leadership; and course instructor Flight Lieutenant Debbie Herberz, at the Aviation Support Course 02-18 graduation.

The award for the most outstanding student was presented to Seaman Georgia Weinert from Nowra in NSW.

"I joined the Navy after leaving high school and chose an aviation role after gaining some interest from a Defence Recruiting visit in year 10.

"I was quite surprised to receive this award, given how closely all students worked together throughout the course.

"I am looking forward to going to sea and deploying, where I can put my new skills into practice," SMN Weinert said.

The class of six females and three males will undertake their next postings in one of the RAN's Amphibious Assault Ships and assisting in further training at HMAS *Albatross*.

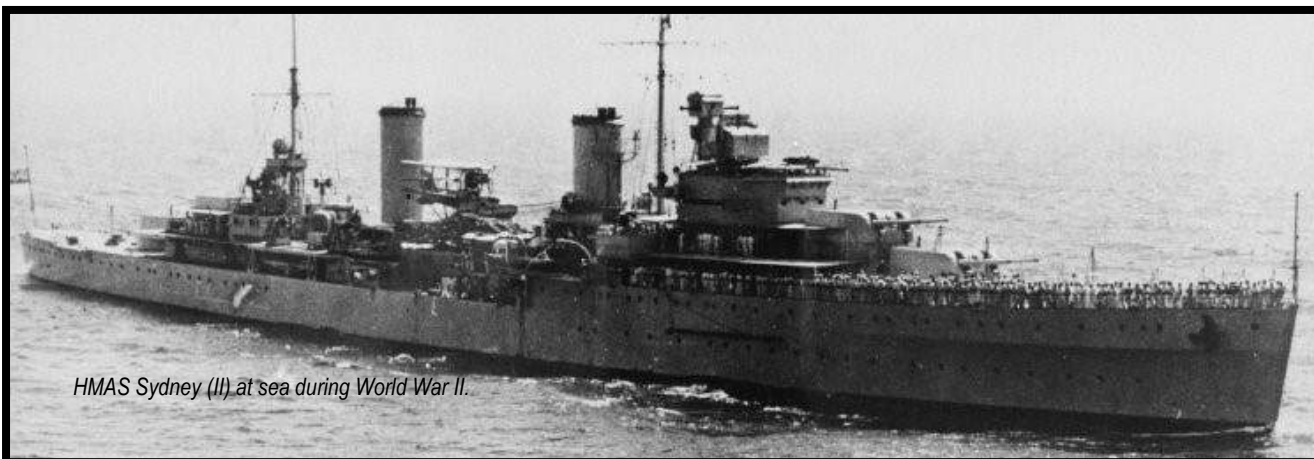
Marriage Lesson!

At a cocktail party, one woman said to another,

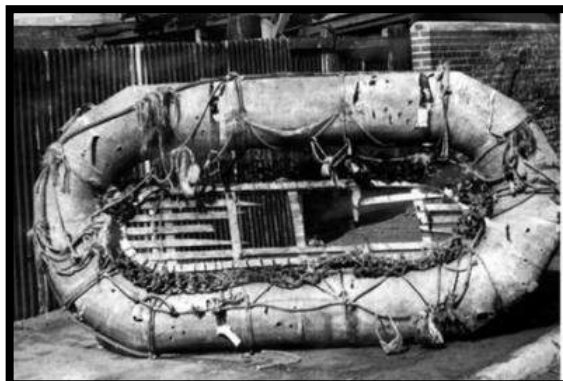
**'Aren't you wearing your
wedding ring on the wrong finger?'**

'Yes, I am.

I married the wrong man.'



HMAS Sydney (II) at sea during World War II.



Exhibits on display at the Australian War Memorial

On February 6, 1942 the remains of a sailor in a Carley Raft washed up on Christmas Island, 1500km northwest of Western Australia's northwest coast.

For more than 75 years the identity of the man remained a mystery but it is largely believed he was a crew member from the ill-fated *HMAS Sydney (II)* which was sunk on November 19, 1941 by German Raider *Kormoran*.

If this is the case, the unidentified sailor remains the only member of *Sydney's* ship's company to be found; the search is now on to find out exactly who this unknown sailor was.

Commander Greg Swinden from Sea Power Centre – Australia said the sailor's body was exhumed in 2006 and subsequently reburied in the Geraldton War Cemetery, Western Australia, the city closest to where *Sydney* was lost.

He said following the exhumation, extensive investigations were carried out to establish the identity of the unknown sailor, but no definitive conclusion was reached.

"With the recent advances in DNA identification technology we really think we have a chance at identifying who this sailor was and bringing some closure to one of the many families who lost loved ones in *Sydney*," he said.

"For this to happen we need family members to come forward to take part in a saliva DNA testing program to see if we can achieve a match with the unknown sailor."

However, CMDR Swinden pointed out that the sample needs to be mitochondrial DNA which only comes from the maternal side of the family.

"Brothers and sisters are good for the testing as well as females who are nieces and cousins from the mother's side of the family," he said.

"We're trying to get as wide a sample variety as possible as many Australian families may not know they are related to a *Sydney* sailor owing to the passage of time and expanding family trees as relatives die, marry, are born or move away.

"It's important to note that the family members who are best for DNA matching often do not have the same family name as sailors from *Sydney*."

CMDR Swinden said previous investigations and research into the unknown crew member had shown that he was a sailor rather than an officer, owing to pieces of blue cloth from his coveralls, and that he was most likely Australian-born but of Irish or Scottish heritage.

"We're also looking for high-quality photos that show *Sydney* sailors smiling which forensic dentists can examine to see if there's a match with the distinctive dental features of the unknown sailor," he said.

The DNA testing will be carried out strictly in accordance with Navy and Australian Defence Force policy



After the declaration of WW II, German and later Japanese submarines became active along the southern and eastern coast of Australia, attacking Australian and Allied merchantmen convoys. By the end of 1941, more than 70 German mines had been discovered off Spencer Gulf, Hobart, Bass Strait and the New South Wales coast between Sydney and Newcastle.

HMAS *Whyalla* was anchored in Sydney Harbor on 31 May 1942 when the Japanese midget submarines attack took place.

In January 1943, HMAS *Whyalla* became the first RAN warship to participate in the survey of unknown coastal waters of Papua, New Guinea. In the same month, while in a deep inlet on Cape Nelson Peninsula, she was attacked by 18 Japanese dive bombers and 6 fighters. Two Oerlikon AA gun crew were wounded and one Japanese fighter was shot down. There was no damage to the ship. At Milne Bay, she ran aground on a coral reef while conducting a survey. As a later result of this particular survey, Milne Bay became a major Allied base during the U.S. offensive in southwest Pacific in 1943.

In April 1943, Milne Bay was raided by Japanese bombers. HMAS *Whyalla* rendered great assistance to allied ships in escaping maneuvers.

In November 1943, HMAS *Whyalla* resumed escort duties off the east coast of Australia. In December 1944, she was engaged in minesweeping operations off the southeast coast of Australia. On 28 December 1944, off Cape Everard, a whale rose under the forefoot of the ship and collided with the sonar dome and rendered it inoperative. The whale survived.

In 1945, HMAS *Whyalla* was attached to the British Pacific Fleet and formed part of the occupying forces that received the Japanese surrender of Hong Kong. She was paid off in May 1946 after steaming over 110,000 nautical miles during her wartime career.

In February 1947, she was sold to the Victorian Ports and Harbors in Melbourne. The vessel was renamed the *Rip* and serviced pile lights off Port Phillip Bay and conducted blasting operations on a dangerous rip at the entrance of Port Phillip Bay until 1984.

In 1987, the ship was permanently landlocked in Whyalla.

YESTERYEAR



In April of 1967, USS *Bennington* visited Sydney, Australia and offered up this accented greeting to the Diggers of the Land Down Under. For sailors touring the Pacific and the Far East, the most desirable port of call is Sydney or one of the big coastal cities of Australia.



Year 1980 HMAS Melbourne's 25 years of service

**Photos of LCDR Ward's Landing and
Catapult Shot aboard HMAS Melbourne**
(As supplied by the United State's Navy)



This historic landing happened during the SEATO maritime exercise Sea Horse in the South China Sea. Thirty ships, from Australia, Great Britain, Thailand and the U.S. took part in the exercise which began at Manila on May 12 and ended at Bangkok on May 22





R45359 Petty Officer Ronald M Forbes paints a kangaroo motif on to the fuselage of a USN McDonnell Douglas Skyhawk A-4B fighter-bomber on the aircraft carrier HMAS Melbourne while Naval Airman Joe Galea assists. 'Branding' of visiting aircraft was a regular practice. This aircraft, from VA113 Squadron, was conducting cross-deck operations trials from USS Bennington during SEATO exercise Sea Horse.



**Lieutenant Commander CWD Ward
Officer-in-Charge, VA-113 DET Q
Landed the 1st A4 Skyhawk on the HMAS Melbourne
Flying an A4B Skyhawk Roman Numeral I, BuNo.144874**

**THE NAVY IN THE 1950s: HMAS MELBOURNE [II] enters majestic
Sound, NZ, Feb. 16, 1957 - George Self, RAN 1948-60.**

Milford



. Surely one of the most spectacular visual combinations of ship and scenery on this Photo-stream, this large high-resolution 1957 image shows HMAS MELBOURNE [II] on her first trip to New Zealand, having set out there from her first Hobart Regatta. In what appears to have been essentially a flag-showing visit she had called at Port Chalmers [the port for Dunedin far down the

South Island] and Milford Sound was her second landfall.

Still wearing her original Y deck letter, MELBOURNE [II] is seen here with seven Sea Venom fighter-bombers and one Fairey Gannet on her flight deck, the last part-obscured. She looks quite business-like, with relatively few crew on deck, mostly working [some crew appear to be laying out the arrestor wires for flying]. Perhaps the ship's Sycamore helicopter, bearing photographer George Self, has also just taken off. Apart from that, the only obvious gawkers are the two men looking out at the stern overhang, called the Admiral's Walkway, although there are others seen

dimly in the quarterdeck below.

In contrast a call here by HMAS SYDNEY [III] on March 4, 1950, had the air of a sightseeing cruise, with everyone gathered out on deck to see this majestic place

Subject: LOST WORDS FROM OUR CHILDHOOD

Mergatroyd! Do you remember that word? Would you believe the spell-checker did not recognize the word Mergatroyd?

Heavens to *Mergatroyd!*

The other day a not so elderly (I say 75) lady said something to her son about driving a *Jalopy*; and he looked at her quizzically and said, "What the heck is a Jalopy?" He had never heard of the word

jalopy! She knew she was old ... But not that old.

Terry Hetherington leaves the Fleet Air Arm Museum



Story By:
Damian McGill
South Coast
Register
Nowra

Terry Hetherington smiles a lot with satisfaction when he talks about his time in charge of the Fleet Air Arm Museum. He played an important role in making sure people can enjoy this vital naval historical asset. Terry was appointed to the role as manager and senior curator in August 2006. However, the time is right and Terry has decided to retire. The South Coast Register's Damian McGill recently had the chance to sit down with Terry and talk about his time at the museum and why it was important to preserve military history.

Museum comes to a crossroad

In a lead up to Terry's appointment in August 2006 the management of the Museum of Flight (as it was known by at the time) had been in negotiation with the Royal Australian Navy (RAN) for them to take over the responsibility of the facility. Volunteers like Neil Ralph had stepped up to keep the museum going. "He (Neil Ralph) did a fabulous job and gave so much of his time and energy because financially the museum at the time was doing very poorly," Terry said. "Neil took over the role as director on a volunteer basis." Terry was on the museum's board of management at the time. "We knew the museum needed an injection of support from Defence and from the Commonwealth to survive," he said. The timing was good as Defence had just taken over another museum in Sydney and had appointed a Director of Naval Heritage who managed the process. The director then got involved with the local museum's transition from private to back into the heritage collection. Job advertisements were put out for four public service staff and Terry, even though he had years of experience with the museum, still had to apply for the job. "I was lucky enough to be chosen as manager and senior curator," he said.

His vision

Terry came into the job with a plan in mind. "I wanted to re-establish it as the Navy's museum because it had become the Museum of Flight and it had a combination and mixture of naval and civilian aeroplanes," he said. "There were aeroplanes from other forces that had no relevance or connection to the Royal Australian Navy or with the fleet air arm. "It was originally established as the Fleet Air Arm Museum and I wanted to return it back to its true origin and roots."

Visitation rates

So are people coming into the museum? "The numbers we get through now range between 16,000 to 20,000 annually and that is good in comparison to other organisations around the place," Terry said. One day, during the recent school holidays, more than 300 people toured the museum. Terry said they do a lot of advertising in various forms. Getting people through the door is just one of the museum's purposes. "The museum is more than just an attraction for visitors. Its role is to collect, conserve and preserve heritage, in our case, of the RAN's Fleet Air Arm and naval aviation going back to 1917," He said if they didn't protect this heritage it would be lost and the aircraft would rust away.

The man who pushed for the museum

Terry said it was important to recognise the efforts made by then Captain Andrew Robertson (AO, DSC, CDRE) in 1974. "He (Andrew Robertson) was not from an aviation background, he was a seaman officer, and he had the foresight to see there were various aeroplanes sitting in locations all around HMAS Albatross and he said 'let's create a museum'," Terry said.

"So he really is the person we can give credit to for the establishment of the museum and he still keeps in contact to this day." Terry often crossed paths with Andrew Robertson. "He used to often make the odd phone call and say 'how are things going Terry?'," Terry said.

Terry loved his time at the museum

"I found this to be the most satisfying job I had in my 53-year career in aviation and the commercial world," he said. He loved how the job allowed him to interact with people. "One of the other aspects of having the museum is that it should appeal to the people in the Service and they should see it as their museum," he said "They should see it as something that gives them pride and something they are proud to bring their parents, families and friends into see. "A lot of people have maintained, flown or supported a lot of the craft in the museum in some way."

Job opportunity arrives at the right time

Terry, before his museum appointment, had two years off work with a serious cancer diagnosis and then a great job opportunity arrived. "At that time my wife Colleen said 'why do you want to go back to work? She added you have had this health scare and had a good career so far - so just retire,'" he said. "As I recuperated I still had dealings with the board of the museum of flight and was still active even though I was not working and it just sort of duck-tailed together. "I was better, the position was offered

So I said 'let's see what happens'. Terry said his health did not suffer after he took the job. However, six weeks into the job he did have a recurrence of his cancer and went to hospital for further surgery and treatment. Terry said while he was getting better he had to rely on the other staff members who were also new to their roles. "They really did all the manual work - the hard slog to transition from the old museum to the new," he said. He bounced back in May 2007 when the museum was reopened and dedicated. "The configuration we have now is essentially what we developed in that five or six month period from September 2006 until the opening in May 2007," he said.

Museum is in a good place

Terry thinks he leaves the museum stronger than it was when he took over. "A lot of the credit goes to the team that I have had in that time," he said. Team/staff members include the other public servants appointed the same time he was, the two curators, an administrative support person and all the volunteers. Terry said the museum still had many great volunteers.

The early days

He can remember what the museum was like going right back to its early days. The museum had various stages of development and it could only develop and progress as funding was available. As the board raised the money they added on a new section. "Initially there was a roof, a floor, no walls and all the aeroplanes were just parked down either side which was back in the mid-1990s when the building first went up (stage one)," he said. Stage two was to put the walls, reception and the shop in. Airshows raised money for the museum, it had corporate support and annual financial grants from Shoalhaven City Council.

Generous people

Terry wants the generosity of the people who have come and been associated with the museum during his time to be acknowledged. "I would like to thank the families of veterans with their generous support and the generous donations," he said. He said the donations tell a great deal of the history of naval aviation.

One of the greatest finds and donation

Over years many people have donated items to the museum and many have great stories to tell. One of the most amazing is about a precious find at a rubbish dump in a Southern Queensland town called Texas. A brown leather Gladstone bag containing the property of Australia's greatest fighter ace, Captain Robert Alexander (Alec) Little, was left at the tip. Captain Alexander was an Australian who had gone to England in World War One, learnt to fly and then joined the Royal Naval Air Service in 1916. "He went on to become the highest scoring Australian flying ace of any conflict," Terry said. Captain Alexander was originally from Melbourne was shot down and killed in May 1918. How his belongings ended up on a dump is a mystery. "The only assumption we can make is that his flying kit was taken by another member of the squadron who was an Australian and happened to live in Queensland," Terry said. The person who found this treasure had a connection with the museum. One of the things inside the bag was Captain Alexander's flying helmet which had something special concealed in its lining. Inside was an 1884 gold sovereign, with the photograph of a baby folded around it, and the inscription 'With love Vera' on the back.

Retirement looms

Terry recently turned 70-years-of-age and he took on the job when he was 57-years-age. He has other things he wants to do in life and lot of these things are still involved in aviation, museums and with aircraft collections. He will give his time as a volunteer at the museum and will be happy to guide people around the facility. The Hetheringtons plan to still live in Nowra. Terry said nobody was irreplaceable and added the process for getting a replacement had started. The final selection process is taking place and he expects his replacement would be appointed by early March.



Above are a couple of old rugby photos of time gone by.

The small top photo was taken in Nowra in June 1972 with me bottom left and Bob Mcillwain bottom right. We played in the local Rugby League group 7 NSW country competition for Nowra. Ian Larsen ,next to Bob is now deceased and was a birdie Technical officer, some may remember him if you served on the Melbourne. Swead as he was known was a great footballer who represented Navy and Combined services many times. Joe Cedro in the back row was also from the Navy at HMAS Albatross.

The bottom photo was taken at the British naval base HMS Terror in Sembawang Singapore in June 1967 during our Far East Strategic Deployment on HMAS Melbourne.

Alan Cartwright is top row, third left, Ron (Wally) Wallace our powerful front rower is top row, fifth left. I am bottom row far right. If you ever served on Melbourne or played Rugby in the Navy you will recognise others in the photo.

Forty five years old are these photos, sure passes quickly,

Cheers Buck (Bruce) Rodgers

2019 SLIPSTREAM EDITION February/March/April 2019

South Australia.

Firstly, on behalf of the SA Division, I extend to you all a hearty and healthy 2019.

May we keep several leagues in front of the Grim Reaper as you settle back into the third month already of this New Year, to read this and other State reports. I can remember those black and white Grim Reaper TV adverts from the past discouraging something or other, possibly smoking or using harsh language. Would wet myself every time, a wee bit scary.

The Association Christmas Lunch was held on Sunday 9th December at The Windsor and was a success as Pub Christmas Lunches go. Henry Young and Madge made the effort as did our new member Terry Wilkinson and partner also Tony Kerr with Junice Cooper, John and Anna Siebert, Dee and Ian Laidler, Gordon and Eve Gray, President Michael Stubbington and family, Kathleen and Mike Cain, with the Whipping Boy and Loraine plus several other member families and not a silly hat amongst them. A good meal at a reasonable rate with beer and wines placed on the tables at the Association's expense.

The January Picnic in the Park at Blackwood, (20th Jan) had to be cancelled due to shite hot weather forwarded on from West Australia. I mean January 24th heated us up to 47 degrees, a record temperature and one that the other States can only dream about.

Will protest to Mr Kelson (AKA) Skinhead Kelson WA Life Member) at a most convenient time, maybe 2032 at one of his weaker moments. Usually these picnic gatherings go off very well in a relaxed green and lush environment close to the carpark and toilets. Lots of chatter and leg pulling, several adventure stories from Stubbo who has an excellent memory of who did what to whom. The big shade trees can be a concern as they are apt to drop a S-ton branch on the sheltering picnic table below, much to everyone's alarm. Strongly recommend wearing a hard hat and possibly not the one you drew from Naval Stores in 1957.

Bottom line is that the January 2019 Meeting will now be held over until the 20th March AGM to be held at The Windsor Hotel for a 1130-1200 lunch gathering followed by the general Meeting then the AGM followed by a short meeting with the newly sworn in committee members. Sounds busy and long-winded but we move it along as best we can before the will to live stops us. All Members and their wives, partners, mistresses and that girlfriend no one talks about, are welcome. Come and meet the committee and members and believe me, they are fun to be around.

One Death Notice for your information and that is of Member Bill Barry aged 90 years. Bill often joined us on ANZAC Day, and I would not have guessed that he was headed for 90 years of age. We should be that lucky! Bill had a private funeral conducted by Farrell and O'Niell Funerals.

Other news to hand. The Whipping Boy will contact Keswick Barracks with the view of the SA Division organising a picnic on the Barrack grounds close to their museum.

I understand that the Barracks is staffed by the Army so I will slow my speech down and not use big words as if I was talking to some of our Queensland mates. What could go wrong.

Speaking of Queensland members, where are you Adrian Whiteman and Phil Blakemore? Do feel free to attend the next FAA reunion in Nowra. Other members not from Queensland can certainly attend the next reunion as directed. Generally, an excellent turn-out of old and new blending and mixing in harmony at the Home of the Fleet Air Arm.

Leon and Judy Brown (Cambewarra) tell me they would like a break from the scorching (Jan) weather sent over from South Australia (four days of over 40degrees) but they can not blame us for their humidity. We fortunately, do not have too many humid days.

John Siebert and Anna will celebrate Australia Day at their home with a few friends attending. They have the advantage of living high on the foot-hills overlooking Adelaide with the added advantage of viewing the fireworks after 9pm. The Whipping Boy will spend his Australia Day with pommy friends (I do have friends) celebrating 50 years of Australian occupation. In all honestly, they still sound like they stepped off the boat yesterday. Loraine and I will reschedule our Australia Day catch up for the 3rd February.

Read an interesting library book last month about an RN Fleet Air Arm pilot called Jerry Grayson AFC who I

believe, eventually immigrated to Melbourne and at some stage had addressed the Victorian Division FAAA on some of his exploits. If he lectures as good as he writes, then I am sorry I missed the opportunity. His book "Rescue Pilot, Cheating the sea" is a great read so find it and read it. Wondering if he is a Victorian Division Member? The AFC stands for "Air Force Cross" which he received from the Royal Air Force for doing something very daring and brave while he was still serving in the RN FAA.

Dee and Ian Laidler have had their daughter, husband and grandkids arrive from the frontier town of Dubbo to finally settle here in the Adelaide community. They could have stepped over the border into Queensland but thought better of it. So most of Ian and Dee's weekends this January will be spent carting furniture for them, and in 32 to 42 degrees.

Sad to hear that Cmdr 'Nat' Gould has crossed the bar (19th Jan) and given a fine send-off from family and friends. There would have to be some wonderful tales hidden away.

Most impressed with the FAAA FlyBy electronic News Letter received recently. Great work from the editorial team and here I am guessing Marcus Peake.

Avalon Air Show is on in Victoria over several days in February/March 1st to 3rd Air Days. Some of us with an assortment of aviation aerial licences still current, can register for free entry on trade days. An opportunity to purchase that slightly used ex Fleet Air Arm A4G Skyhawk for those rapid cross countries.

Finally, a reminder of the SA Division's AGM held at The Windsor Hotel on 20th March. Should have been done and dusted by the time you all read this notice. We may or may not have a change in the Executive committee. Watch this space!

The tough Chief Petty Officer knew he was unpopular with the ranks and while dressing down a naval airman who was due for discharge said, "I've heard it said that when I die some of you blokes are coming back to piss all over my grave. I suppose you will be among them?"

"Not me Chief," said the sailor. "Once I get out of the Navy, I've promised myself I will never stand in long queues again."

Happy New Year

Roger Harrison, Honorary Whipping Boy.

South Australian Division.

Poof, go the words of our youth, the words we've left behind. We blink, and they're gone. Where have all those great phrases gone

Long gone:

Pshaw,

The milkman did it.

Hey! It's your nickel.

Don't forget to pull the chain.

Knee high to a grasshopper.

Well, fiddlesticks!

Going like sixty

I'll see you in the funny papers.

Don't take any wooden nickels.

Wake up and smell the roses.

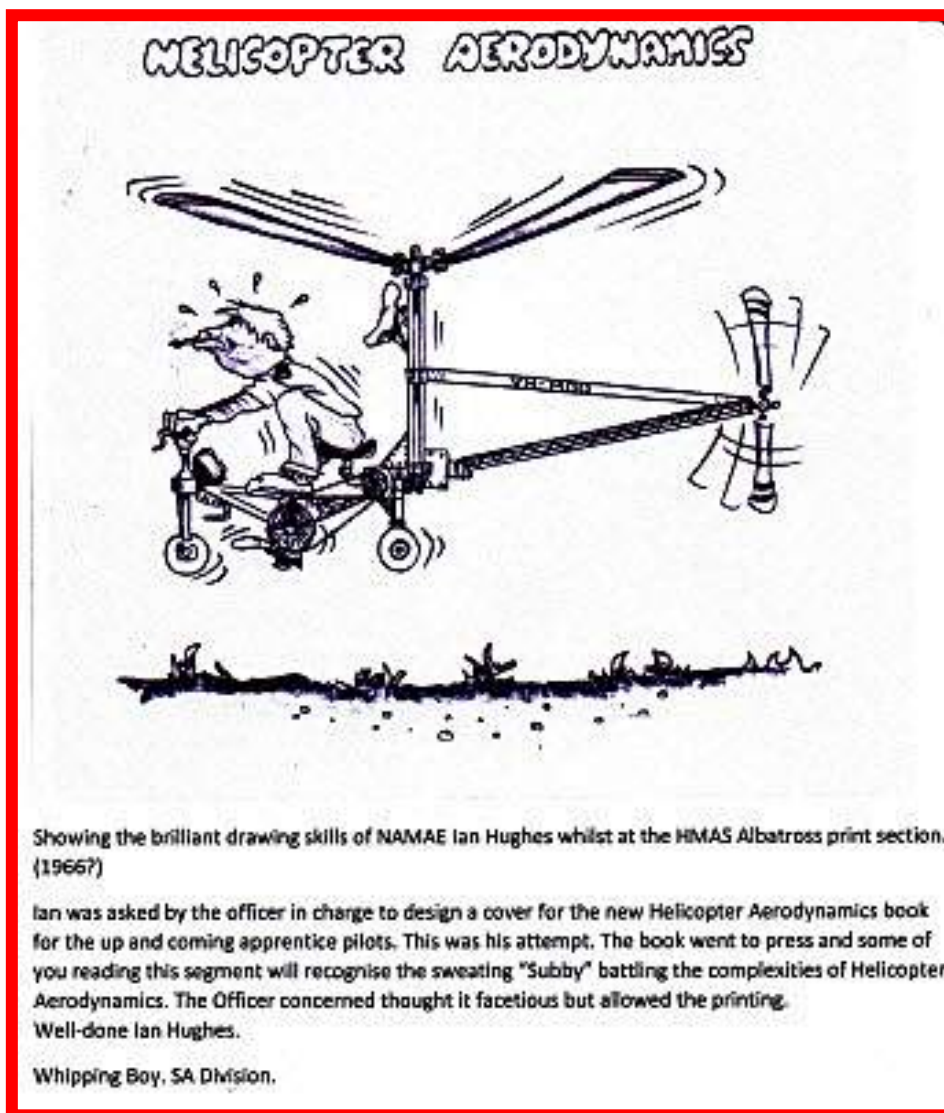
Hi Ron,

Attached is an old drawing I collected from NAME Ian Hughes in the 1960's when he was involved in the Print Section of Albatross. Can you use this image at all?

I have not contacted my mate Ian for several years and not sure if this is legal or not. I am sure he would not mind. Next question, can you open it or reduce its size?

Regards

Roger. SA.



Two Newfies were going to Disneyland. They were driving on the Interstate when they saw the sign that said "Disneyland LEFT ", so they turned around and went home ! !

FLORIDA OR MOON

Two newfies were sitting on a bench talking, and one says to the other, " Which do ya tink is furdur away . . . Florida , or the moon ? "

The other turns and says " Jezz, bye, dat's easy. Can you see Florida ? ? ? ? ?

On This Day – February 10, 1964

HMAS Melbourne never fired a shot in anger during her career, having only peripheral, non-combat roles.



On the evening of 10 February 1964, *HMAS Melbourne* and *HMAS Voyager* were performing manoeuvres off Jervis Bay. *Melbourne*'s aircraft were performing flying exercises, and *Voyager* was tasked as plane guard, positioned behind and to port (left) of the carrier in order to rescue the crew of any ditching or crashing aircraft. After a series of turns effected to reverse the courses of the two ships, *Voyager* ended up

ahead and to starboard (right) of the carrier. The destroyer was ordered to resume plane guard position, which would involve turning to starboard, away from the carrier, then looping around behind. Instead, *Voyager* began a starboard turn, but then came around to port. The bridge crew on *Melbourne* assumed that *Voyager* was zig-zagging to let the carrier overtake her, and would then assume her correct position. Senior personnel on *Voyager* were not paying attention to the manoeuvre. At 20:55, officers on both ships began desperate avoiding manoeuvres, but by then a collision was inevitable.

Melbourne struck *Voyager* at 20:56, with the carrier's bow striking just behind the bridge and cutting the destroyer in two. Of the 314 aboard *Voyager*, 82 were killed, most of whom died immediately or were trapped in the heavy bow section, which sank after 10 minutes. The rest of the ship sank after midnight. *Melbourne*, although damaged, suffered no fatalities, and was able to sail to Sydney the next morning with most of the *Voyager* survivors aboard – the rest had been taken to the naval base HMAS Creswell.

A number of incidents, along with several minor collisions, shipboard accidents, and aircraft losses, led to the reputation that *HMAS Melbourne* was jinxed.





Six-year-old Eloise Livingston with personnel from 816 Squadron on Australia Day 2019.

The Navy and Air Force flypasts and aircraft handling displays are a highlight for many people who mark Australia Day around Sydney Harbour. This year's Australia Day activities included a RAAF C-130J Hercules dispensing flares over the Sydney Harbour Bridge and two Navy MH-60R Seahawk helicopters flying the Australian Flag and the White Ensign. Displays like these allow Australian Defence Force aircrew to demonstrate their skills and capabilities to the Australian public and they're always crowd pleasers.

While most people enjoy watching the aircraft flying in the skies above, one Mosman youngster gets her thrills from the pre-flight routine. Every Australia Day, six-year-old Eloise Livingston and her parents head to Mosman Oval to watch the Navy helicopter crew prepare for the flag fly.

Leading Seaman Aviation Technician Aircraft Daniel Crowe, 816 Squadron's Black Team Trade Supervisor, described Eloise as the Fleet Air Arm's "biggest fan". "I had the pleasure of meeting Eloise and her parents Emma and Clyde a few years ago. "She watched from the sidelines and after we'd wrapped up, she asked if she could have a photo with me because I am one of the 'Brave People' (her term for ADF Members)," Leading Seaman Crowe said. "How could I say no to such a big smile?"

Eloise's parents explained to Leading Seaman Crowe that their daughter had a real love for the "brave people" and that she included them in her prayers every night.

"I made sure the team knew to look out for Eloise this year and to make sure they said hello to her when they had a spare moment," Leading Seaman Crowe said. "The team had other ideas in mind, and went further than a hello. "They allowed Eloise to help spread the flags out and roll them up upon completion of Ops.

"They also presented her with a Romeo keychain and gave her a White Ensign," Leading Seaman Crowe said.

Photographers/Imagery Specialists "Reunion".



This reunion will be held in the picturesque location of Port Stephens in NSW.

Dates are October 24th -26th 2019, with headquarters being the Middle Rock Beach Resort located just up from Nelson Bay.

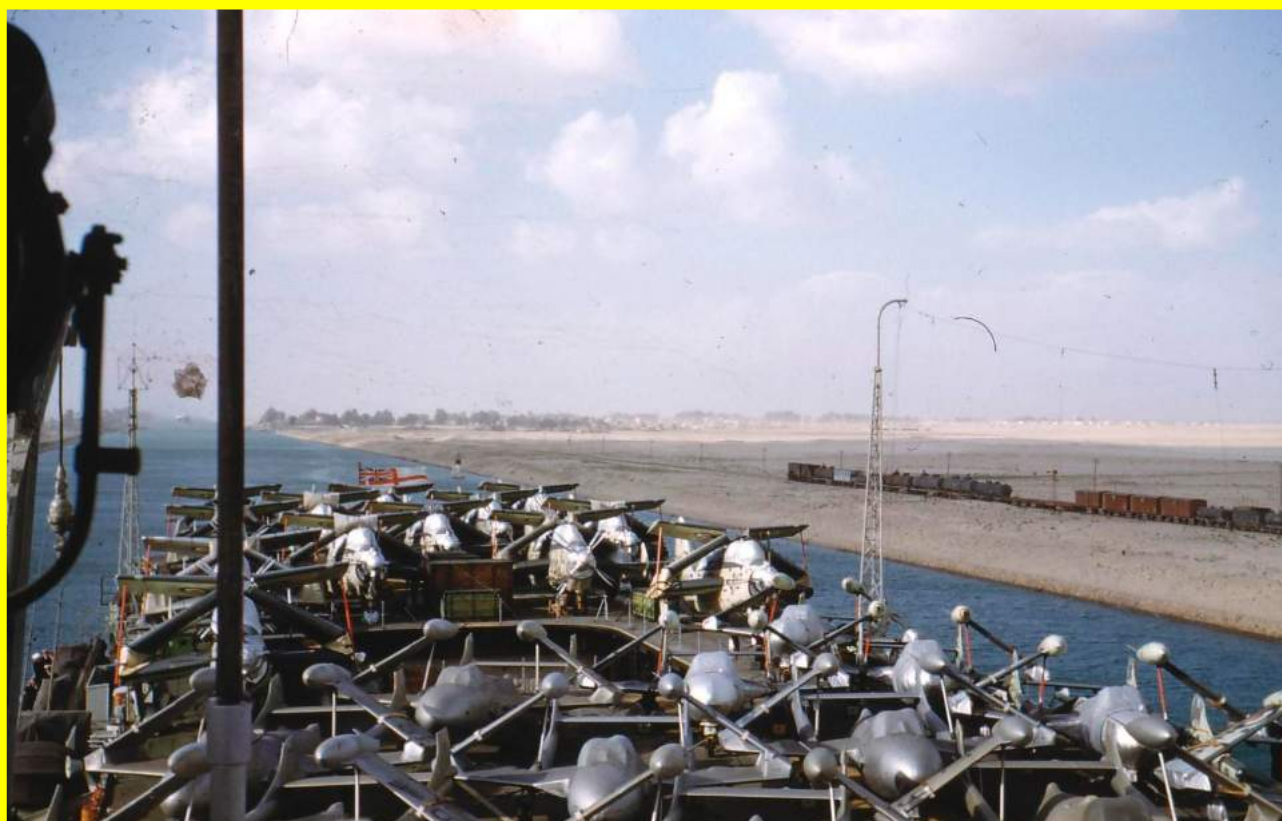
A comprehensive itinerary which always includes partners has been organized over the past six months incorporating coach tours to the Hunter Valley Wine Region and viewing's over this magnificent part of NSW.

Photographers of yesteryear and Imagery Specialists of today are ALL invited and encouraged to attend in what will turn out to be time well spent with friends and past work mates, leaving you with memories to keep forever.

For further information please contact George Anderson at pebble@aapt.net.au

Kind Regards,
George





Aircraft ranged along the flight deck while proceeding through the Suez Canal



The RAN Fleet Band putting it all together in the lift well of The Vung Tau Ferry

Ed



**S
A
L
E**

PRICES	SHIRT	\$10	SHIRT (CHILDREN SIZE – large only)	\$5
	CAP	\$5	LANYARD	\$1
	MUG	\$2	ASSOC TIE	\$25
	CARRY BAG	\$1	POSTAGE \$5	

Please contact Denis Mulvihill on djmulvi@gmail.com.au, or text to 0412510150, with your request, and address details. He will then get back to you with pricing and payment details (payment either via EFT or cheque).



2D port CPO Mess L to R: Arthur Healy, Dick Martin, UK, Barry Herron, Greg Peters, George Swanson, Fred Akinson



Albatross Soccer Team L to R: Back: Bob Rutherford, Ken Laidler L/Cdr Smith, Alf Richardson, Steve Griffiths.

Middle: unknown, Dave Collingridge, John Dick, Ray Burt

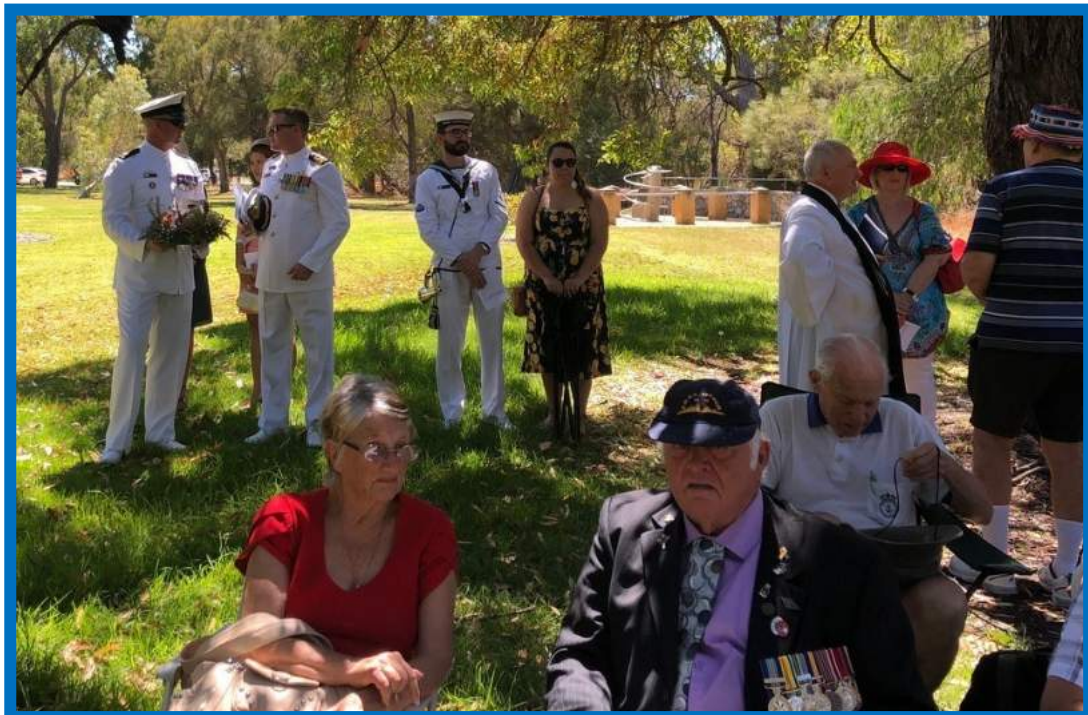
Front: Henz Gewchn, Dick Martin, W. A. Parkins, Tom Holdsworth, Joe Tully

WESTERN AUSTRALIA DIVISION



Annual General Meeting in April.

I've enjoyed being the Scribe; I know who comes next will keep you up to date with what's happening in the West. At our December Meeting we honoured our President John Gregory Kelson with Life Membership of the Western Australian Association, well deserved and received. We also presented to Mike & Lynn Keogh a Certificate of Appreciation for their efforts in organising our Sausage Sizzles and the two functions we had last year. Also we thanked Margaret Mayo and Barbara Atthowe for their work on the Christmas hampers; as well Certificates of Service 15 years a Member went out to the following; Rick Casey; John (Chooks) Cleary; Dan Van Amstell and John Mead .Congratulation's to all.



HMAS Voyager Memorial Service 2019 Kings Park; Perth WA

Sunday 10th February beautiful day and place to remember those who lost their lives on that terrible night in 1964.

As this was a peace time event, the Park can't allow a monument to be erected. Some years ago the State Member for the area was able to have secured to a bench a plaque with the names of the Western Australian Junior Recruits who were lost on that night.

HMAS Voyager 55th anniversary remembered

Fifty people gathered at the Voyager Chair in Kings Park on Sunday 10 Feb to mark the 55th anniversary of the sinking off Jervis Bay which saw the loss of the Daring Class Destroyer, at the cost of 82 lives, following a collision with aircraft carrier HMAS Melbourne during night flying exercises.

The group consisted of Voyager survivors, rescuers, relatives of those lost, former members of the ship's

company, Ex-Service Organisations' members, and members of the greater naval family.

The Fleet Air Arm contingent was led by WA secretary, Keith Taylor, and included a strong presence of serving RAN members.

A moving service was led by Chaplain John Marshall RANR, with a well received address delivered by Commander Troy Duggan RAN, Commanding Officer of HMAS Arunta.

Wreaths were laid by Hon Peter Tinley AM MLA, the WA Minister for Veterans' Issues, Commander Duggan and WO Parnell RAN; with Mrs Kerry Forster representing the Department of Veteran Affairs. The wreaths and floral tributes were later collected and distributed to hospitals and aged care facilities.



It's that time of year for Remembrance Service's ; we attended at the Fall of Singapore Services which brings together the Singapore Air Force Pilots Training School ; the Singapore and Malaysian Volunteer's and Malay Borneo Veterans.

Several Members attended the HMAS Perth Regatta at the Nedlands Yacht Club which is in its 59th Year and enjoyed a great afternoon. Due to Meeting commitments we wont be able to attend the HMAS Perth USS Houston Memorial Church Service .

.Keith Taylor Over & Out

THE NEWFIE JOKE TO END ALL NEWFIE JOKES . . .

A guy was visiting his newfie friend, who had acquired two new dogs, and asked him what their names were. The newfie replied that one was named Rolex and one was named Timex.

His friend said, " Whoever heard of someone naming dogs like that ? "

" Dat's easy " , answered the newfie.

" Dey're watch dogs ! ! "

VICTORIA DIVISION

GREETINGS TO ALL MEMBERS FROM THE VICTORIA DIVISION

Sunday 3rd February we held our Annual General Meeting at the Mission to Seafarers in Docklands. The committee for 2019 is as follows :

President	Chris Fealy
Vice President	Scott Myers
Secretary	Mal Smith
Treasurer	Paul Thitchener
Committee	Ron Christie
'	'
	Rob Gagnon
'	'
	Ken Pryor
'	'
	John Champion
Auditor	George Self.

Geoff Litchfield made the effort to travel down from NSW and Brian Farthing took a marathon bus trip from Bairnsdale. A great effort by both of them.

A long time member, recently transferred from NSW, Frank O'Grady attended and some of his old ship-mates caught up with him for the first time in many years.

By the time this issue goes to print preparations will be well under way for ANZAC Day. Road and Tunnel works in the Flinders Street Station precinct will mean an earlier start and some changes to our normal step off point.

We regularly have interstate members join us and for their benefit our assembly area is in St Kilda Road East service lane adjacent to Queen Victoria Gardens opposite the National Gallery of Victoria. Please be at our step off point by 0745. Please contact me if this is unclear.

Our best wishes go out to long time member Ron Andrews who has been in various sick bays for some months. He is now home in Horsham and slowly on the mend.

Until next issue

Yours Aye

Mal Smith

Earlier I illuminated some old expressions that have become obsolete because of the inexorable march of technology. These phrases included:

Don't touch that dial, Carbon copy, You sound like a broken record, and Hung out to dry.

WEBMASTER'S REPORT MARCH 2019



I should update the photo to the right as, after two new Inter-Ocular Lenses (courtesy of modern technology and Navy Health) I don't need to wear glasses ever again!

Be that as it may, the website work goes on although it must now compete with 'FlyBy' magazine for my time. Who would have thought that retirement would be this busy!

Our new website feature, which will have been out for a couple of weeks by the time you read this is all about the **Bristol Sycamore helicopter**. If you were like me, you probably thought it a rather ugly and inconsequential machine, not worthy of attention – but after compiling the website feature I changed my mind. Bought in an era when helicopters were just making an appearance, the Sycamore was a design well ahead of its time. The engineering design, by the standards of the day, was cutting edge and it showed in the extraordinary capability of these our first rotary-wing machines. It was difficult to fly and described by some as cantankerous, but what a job it did! From flood rescue to reconnaissance, hash-and-trash to thrilling displays, the Sycamore delivered a whole new facet to the fleet during its ten-year life, and cemented rotary wing as a must-have capability. And for those that thought them dangerous, consider this: not a single aircrew life was ever lost in the 13 Sycamores that the RAN purchased.

So, the Sycamore earned its place in our Heritage and we have captured its story, including a comprehensive "History in Pictures" section, on our website. Simply go to the home page (type "FAAAA" into Google) and you'll see the feature there, together with tons of other stuff.

I'm still looking for a volunteer to put together a story on our Sea Kings, and/or Seahawk Bravos. If you feel you can help please contact me at webmaster@theFAAAA.com

Until next time!

Marcus Peake Webmaster/FlyBy Editor

More Old sayings:

***Heavens to Betsy!
Gee whillikers!
Jumping Jehoshaphat!
Holy Moley!***



Handover of new Flight Sims

The Royal Australian Navy Fleet Air Arm's Naval Aviation Prospects Scheme took possession of new flight simulators from Ryan Aerospace on 29 October 2018.

Ryan Aerospace Managing Director, Chris Ryan handed over the Next Generation Flight Simulators to Commander Fleet Air Arm, Commodore Chris Smallhorn, at the 723 Squadron Helicopter Aircrew Training System facility in Nowra, New South Wales.

The flight simulators promote the Fleet Air Arm as a career of choice to youths and young adults at career exhibitions and other public events.



National Secretary's Slipstream Report March 2019

New Year greetings to all members and I hope 2019 brings you good health and happiness.

Already we are three months into this New Year and the editor is demanding this report.

A reminder to all Secretaries and indeed all members that 2019 is an election year for our association and positions on the National executive will be open for nominations for all positions. Please note that nominations must be in accordance with Rule 14 of the FAAAA Constitution.

Also at this time of the year most Divisions have held or are holding their Annual General Meetings. I would ask all secretaries to please forward to me a list of their committees for 2019 when your AGM's are completed .

Again we have lost more of our shipmates to either illness or just old age, two that come to mind are Ken Fielding and Brian Weaver. I can remember spending a number of weeks ashore at Tengah Air Base in Singapore in 1964 with Brian when we took the Venoms ashore to fly due to lack of wind up north. Our condolences go out to their families and friends.

Here at Headquarters we have had a very dry summer so some rain would be most welcome but then the bloody grass needs cutting again before I can get back onto the river, so best wishes to all and I leave you with the following.

To all members please note:

WANTED

A NEW NATIONAL SECRETARY (Old one Retiring)

Excellent Pay (None) and Conditions (???)

Commencing from October 2019 to

All Volunteer's Welcome.

Interested members please contact the current Secretary at:

Email pincher@iprimus.com.au

Phone: 02 44225860

All the best to all of you

"A will is a dead give giveaway"

Yours Aye

Pincher

Tasmanian Division

Some positive news for the Tasmanian Division with another member joining our small ranks: Grant Andrews, although like me most will know him better as Sam Andrews. Grant is currently moving to Tasmania from Western Australia and will be made very welcome. I am sure he will enjoy the more friendly and relaxed life style Tasmania offers. On the negative side our sick list seems to continue to grow with Barry Simpson now joining the sick list. Barry is recovering from a bad case of pneumonia. We wish Barry a speedy recovery and hope he will soon be well enough to join us at our meetings and raffle.



(PHOTO) Immediate Tasmanian Division past President, Al Dickie, and current Tasmania President, Dennis Hinds, exchanging ideas!

As I mentioned in my last correspondence for Slipstream the Tasmanian Division will be attending ANZAC Day in the South this year. The venue has now been decided and we will be participating in the Claremont RSL ANZAC Day service and we thank their president for making us welcome. The Claremont RSL will be having a Dawn Service commencing at 0600 with the main service commencing at 0900. The services are held at Claremont War memorial, Windermere Community Foreshore Park, (at the end of Box Hill Rd), Claremont. Anyone that will be in Tasmania for ANZAC Day is welcome to join us.

It is Avalon Air Show time again and as usual it did not disappoint with many noisy and expensive aircraft (toys) on display. However I think the highlight is always the opportunity to catch up with many ex FAA personnel. I managed to catch up with John "Schonners" Schonberger who was there as the Australia Defence "Super Salesman" trying to sell used military aviation equipment (only 1 previous owner!). I understand he was being well supported by Peter Davis and Les Gerni. Not sure how they went but I have not seen a large dip in the Australian Government debt lately! RADM Col Lawrence was also in attendance. I think this was his opportunity to get up close to aircraft again now that he is in charge of Marine Engineering for the Navy. Bit like a mini reunion but not as "exciting" as Aero India that I attended the previous week. Day 1 resulted in a collision between 2 Indian Air Force fighters with unfortunately a pilot and chicken farmer killed and then on Day 4 the main car park caught fire which resulted in some 300 cars being burnt; fortunately we had just left!

I have enclosed 2 pictures with one being self-explanatory and the other is one of the remaining Trackers in Air Affairs Australia's facility undergoing major servicing prior to flying to Albion Park where it will participate in future HARS air shows. Several other ex-Historic Flight aircraft are currently in Air Affairs Australia's facilities either being readied for flight or being prepared for transport to either Albion Park or Temora. Air Affairs Australia is a major sponsor of HARS and is currently assisting them both financially and with manpower to relocate the ex-Historic Flight aircraft and associated spares (and there are plenty of them!).

Dennis Hinds



HARs Tracker being readied in Air Affairs Australia facilities for flight from Nowra to Albion Park

QLD. Division FAAA news

Hello to all members where ever you are .We held our A.G.M. on Sunday last 3rd. March. Unfortunately only about a dozen Members turned up ,it is very hard to get members along because of the travel distance and age of most of our members.

The election of committee was ably carried out by Ian Henderson with the following results

President	Ray Murrell
Sec./treasurer	John Stewart
Committee	Allan Arnell
	Cam Barnes (welfare)
	Ron Marsh (Liaison)
	Ian Henderson

With still one vacancy.

Our membership stands at 145

I took on the presidents with some doubts as to if I could do the job, I had just recently Lost My wife of 62 years (and she was a proud Pom and ex R.N. who I met at Culdrose in 1955.) And I have just had a Hip replacement operation and being nearly 85 don't know how long I can carry on. Would like to see some one younger.

We had discussions about functions we could program but it is very hard, for the same reason we had low numbers at our meeting .How ever we are looking at a Xmas in July lunch at Navy club rooms and again Xmas lunch in late November.

Finally we discussed giving some Donations to some worthy organisations as we have done in the past and finally settled on \$1500 to Hars towards work on the historic flight Sea Fury and a further \$500 to Farmers flood relief.

That's about all from QLD. Plans are under way for ANZAC day but I will be in Canberra this time.

Ray Murrell

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. Ray Murrell

Ph. 0424506069 email. power572@gmail.com

Secretary / Treasurer Mr. John Stewart 6/74 Mattocks Rd, Varisty Lakes
Qld 4227 mob: 0422210522 email: jbs55394@gmail.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)**

THE DOCTOR'S OFFICE

A newfie goes into the doctor's office in Ontario , and says that his body hurts wherever he touches it. " Impossible! ", says the doctor. " Show me . "

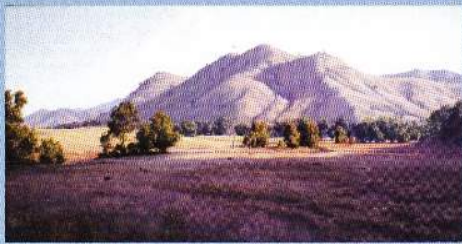
The newfie took his finger, pushed on his left shoulder and screamed, then he pushed his elbow and screamed even more. He pushed his knee and screamed, and then pushed his ankle and screamed. Everywhere he touched made him scream.

The doctor said , " You're not from Alberta, are you? "

" No ", he replied, " I'm actually from Newfoundland.

" I thought so ", said the doctor. " Your finger is broken !! "





"Lavender Light" Near Gundagai, NSW 76 x 152cm



Meeting the "Shandon" Port Philip, VIC 89 x 183cm

In 2017 John was awarded the Order of Australia Medal (OAM). This was much deserved recognition for one of Australia's finest painters whose work will continue to inspire the Australian dream for centuries.



John "in the Bush"

ecliptic
gallery

RSVP for catering purposes March 15, 2019
Contact: Tony Lack 0419 237 424 or Jan Lack 0417 148 565
E. janlack@eclipticgallery.com.au

SEE ALL JOHN DOWNTON'S PAINTINGS ON OUR WEBSITE
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"SPIRIT OF PLACE -
SEARCHING FOR THE STORY"



Changeover Station, Cobb & Co., Royal Mail - 102 x 152cm

BEING HELD AT THE MALVERN
ARTISTS' SOCIETY GALLERIES
Address: 1297 High Street, Malvern VIC

OPENING: Meet John for refreshments
Saturday, March 23, 2pm - 6pm.
Continuing until Sunday, March 31, 10-6pm daily

Tel: Jan Lack 0417 148 565 Tony 0419 237 424



Left
John Downton
with
Dick, Denis and
Greg
Right:
John Downton
and
Terry Hetherington



YESTERYEAR



A-4G. VF-805. Onboard HMAS Melbourne.



One of the last pics of a Royal Australian Navy carrier jet, a TA-4 Skyhawk, ca.1983