

# ***SLIPSTREAM***



***A TIME TO REMEMBER  
FROM 37 YEARS AGO***



805 Squadron deployed on HMAS Melbourne 1981

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## Presidents Report Slipstream March 2018



G'Day All,

I hope that your 2018 is off to a safe and pleasant start.

I have recently received a request from the Department of Veterans Affairs to sit on the Korean War Armistice Consultative Committee that is looking at a national commemorative service and associated events to mark the 65th anniversary of the Korean War armistice. The Committee will support planning, stakeholder engagement and activities associated with all anniversary events. The anniversary occurs on 27 July 2018. If any of our Korean War veterans would like to assist me with their thoughts on any of the issues raised in the Committee, I will be delighted to throw their thoughts into the mix. If you are keen, please drop me a line at [markcampbell60@outlook.com](mailto:markcampbell60@outlook.com).

We are still awaiting advice on the outcome of consideration for a unit award for RAN Helicopter Flight Vietnam by the Defence Honours and Awards Appeals Tribunal. My spies advise me that we have another month or two to wait. I remain hopeful for a positive outcome.

Our Association continues to slowly shrink in size. Can I ask that you all act as recruiting officers for the FAAAA as often as you can with other ex FAA personnel please? We all have mates that we see who are not members and a little gentle prodding might assist. The benefits of Slipstream, the website and regular doses of FlyBys should hopefully convince anyone who might want to stay in touch, that FAAAA membership will benefit them. Thanks.

Stay safe and look after your mates.

Mark Campbell  
National President







## FROM THE EDITOR

Well it has been a mixed up three months and I hope it gets better, but I would like to get some things straight as it seems that members get annoyed at some of the material that I down load off the internet. I can not change anything that are included on official documents such as names incorrectly spelt or matter that has been left out or are not quoted in the correct manner. I am sorry but that is the meaning of copyright . This does not mean that you can not express your opinon and to do so send an email to the National Secretary where it will be lodged at their next meeting.

My proof reader Jim has discussed with me the problem of grammar and spelling mistakes in articles sent in by some of our members. He would like to know if any writer didn't want him to correct their reports ( of course not to change the contents of the Report). I will print anything sent to me (within reason ) but if not

happy with the report, will discuss it with the National Association. These reports will not be proof read by Jim and will be printed as is.

Sorry to be a pain in the neck but both Jim and I are just protecting our backsides. On the brighter side the programme for the Reunion in October this year are going well with Greg and Pincher barking out the orders and Dennis and myself running around making sure that they are obeyed . Well there has to be bosses and workers does't there.

Happy reading

ED.



**Sorry People I do not know the names of these 5 fellows . Can anyone help me out Ed.**

Hi Ron

Hope you are much better .

Could you please add this to the next Slipstream>

Just want to say thanks to all the people involved in the HFV Reunion.

Had a great time meeting up with old mates.

The only thing that upset me after I got home was that I could not access the majority of the photos taken by our great official photographer.

I was disappointed that the PR people refused to put more than a handful of photos on line so myself and others who wished to have specific mementoes of the reunion were unable to get them.

The ones that I especially wanted were those taken at Bomaderry of the march, speeches and of the Individual Detachments with the 135<sup>th</sup> Banner.

I was of the impression that Navy PR was there to advance the publics impression of the Navy not suppress it.

Thanks and keep up the excellent job as editor.

Beachball

## ***LETTERS***

**Ron,  
I take exception to the photo in the Dec '17 Slipstream featuring Billy Huntriss, Geoff Ledger and their "5 Sqn RAAF compatriots.  
Those "RAAF Compatriots" happened to be Geoff Vidal, Vic Battese and myself!  
Ken Vote  
LCDR RAN Rtd.**

To the Editor.

Recently read an article written by Robert Clifford, AO stating with clarity, precisely how thick some of our Government Departmental Heads can be. (My words, not his)

The article covers a Tasmanian manufacturer of state of the art lifesaving equipment, Life Raft Systems Australia.

He claims that the Company has just completed a sale of lifesaving equipment to the Royal Navy and that the order adds to the already delivered units provided to two RN aircraft carriers.

He continues "like the British Navy the United States, French, Netherlands and NZ Navies and the Japanese Self Defence Force are also equipped with state of the art lifesaving equipment designed and built in Tasmania. Despite the strenuous efforts over many years, the company has been unable to interest the Australian Navy in this Tasmanian made product, the Australian Navy preferring to buy foreign."

Finally Robert Clifford AO wonders why some Federal politician (The Defence Industry Minister who agreed life-raft contracts in London, Nov 17) may like to explain why Tasmania continues to be shunned by Federal procurement officers. End of quote

I now realize why I never made First Sea Lord in my navy years, as I can not think of any good reasoning behind the Federal Ministers thinking or in this case, non- thinking that foreign is best.

Just a thought.

Regards

Roger Harrison SA Division

Honorary whipping Boy.

## ***LETTERS***

To whom it may concern=

I wish to remind everyone of our naval history and its clear links to Naval history with direct links to the Fleet Air Arm.

Recently I viewed a tv program on GEM TV (In Their Footsteps) which gave details of the sinking of HMAS Perth in the SUNDA STRAIT.

this Incident took place on the 1st of March 1942 by Japanese forces.

This Incident should remind us of the two Incidents of HMAS Melbourne of March 6th 1962 and 20th May 1963 in the same

Sunda Strait, not forgetting going to "Action Stations" in the Sunda Strait does not rate mentions anywhere, only in archival records.

Both these two Incidents appear to have little or no support from the naval fraternity as a whole.

Sadly there seems to be a lack of Nuts and Bolts to support my submissions where it should count.

My question is " I make this challenge to all, make contact with your reason/s for your present views on this subject" ?

Best Regards

Tas Browning

Hi Ron

Could you please put this in Slipstream.

I am attempting to compile a collection of photographs of HFV monuments and plaques of deceased HFV personnel that exist around Australia and overseas.

I hope that the collection will be comprehensive enough for it to be displayed at the FAA Museum.

If any member comes across any items in their travels I would appreciate it if they could obtain a photograph of the overall site and another of any inscription or plaque on the unit or person mentioned.

Some I have already are better than what's in the AWM. Please do not assume that I have a shot as some I have are not very good reproductions.

Thanks

Beachball

## **TELL ME THIS WILL NOT HAPPEN TO US**

An elderly Floridian called 911 on her cell phone to report that her car has been broken into. She is hysterical as she explains her situation to the dispatcher: 'They've stolen the stereo, the steering wheel, the brake pedal and even the accelerator!' she cried.. The dispatcher said, 'Stay calm... An officer is on the way.' A few minutes later, the officer radios in 'Disregard.' He says. 'She got in the back-seat by mistake.'

***TELL ME THIS WON'T HAPPEN TO US!!***

## **70 poised to lose jobs at HMAS Albatross**

The federal government is poised to cut 70 jobs from the HMAS Albatross base according to regional communities Shadow Minister Stephen Jones and Labor Gilmore candidate Fiona Phillips.

They claim there are plans for the Nowra jobs to be privatised, and carried out in Canberra.

"For the last 12 months the government has been telling anyone who will listen they're committed to decentralising jobs out of Canberra into regional areas," Mr Jones said. "And yet we learn today that 70 jobs are slated to be removed from the Albatross base in Nowra back to Canberra.

"It's jobs here, in places of high unemployment, like Nowra, that matter." They have grave concerns about the impact on the local economy – incomes of more than \$100,000 that won't be spent at local shops and businesses.

"Any cut in jobs to our local area has horrific consequences," Mrs Phillips said. The proposed cuts would affect civilian and serving defence personnel at the navy aviation systems program office, that has a workforce of 143 staff. Its primary purpose is to sustain the existing helicopter fleet, and bring in new projects.

The job cuts were recommended from the government's first principles review in 2014, carried out to ensure that defence is fit for purpose and is able to operate with the minimum resources necessary.

Mr Jones and Mrs Phillips called on Gilmore MP Ann Sudmalis and decentralisation minister Fiona Nash to intervene and prevent the job losses.

"It's up to the Member for Gilmore, does she know about this?" Mrs Phillips said. "How long has she known about this? Why hasn't she stopped this?"

### ***A reprint from Dec 2017 Where the last line was cut off***

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

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

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

# WORLD WIDE SHIPS NAMED ALBATROSS

## Merchant ships

*Albatros* (19th-century ship) – an American-owned ship which brought news of the outbreak of the War of 1812 to W. P. Hunt.

USFC *Albatross* – a fisheries research ship in service with the United States Commission of Fish and Fisheries from 1882 to 1898 and from 1898 to 1903 and with the United States Bureau of Fisheries from 1903 to 1917 and from 1919 to 1921 which saw service in the United States Navy as USS *Albatross* in 1898 and from 1917 to 1919.

*Albatros* (1899) – a ketch which was the last sailing vessel trading commercially in Europe. Now a sail training vessel.

*Albatross* (1920 schooner) – a Dutch/German sailing ship that was later used as a training ship, inspiring the film *White Squall*.

RV *Albatross II* – a fisheries research ship in service with the United States Bureau of Fisheries from 1926 to 1932 which saw service in the United States Navy as the tug USS *Patuxent* (AT-11) from 1909 to 1924.

RV *Albatross III* – a fisheries research ship built in 1926 as the trawler *Harvard*. In service with the United States National Fish and Wildlife Service from 1948 to 1959 and briefly saw service with the United States Coast Guard in 1944 as USCGC *Bellefonte*.

*Albatross* – a sailing ship used in Sweden's *Albatross expedition* of 1947–48.

TS *Albatros* – a cruise liner built in 1952, in service as *Albatros* 1981–84. Also in service as TS *Albatross* 1985–88.

SS *Albatros* (1957) – an ocean liner, in service as *Albatros* 1993–2003.

NOAAS *Albatross IV* (R 342) – a fisheries research ship in commission with the United States Fish and Wildlife Service from 1963 to 1970 and with the National Oceanic and Atmospheric Administration from 1970 to 2008.

MS *Albatros* – a cruise liner built in 1973, in service as *Albatros* since 2004

## Australia

HMAS *Albatross* (1928) – a seaplane carrier launched in 1928, which left service in 1933 and was transferred to the Royal Navy in 1938.

## Austria-Hungary

SMS *Albatross* (1873), an Austro-Hungarian gunboat involved in Pacific exploration.<sup>[1]</sup>

## Germany

SMS *Albatross* (1871), a German gunboat commissioned in 1871, stricken in 1899, and lost in 1906 while in use as a collier.

SMS *Albatross* (1907), a German minelaying cruiser commissioned in 1908 and stricken in 1921.

German torpedo boat *Albatros* (1926) – a Type 23 torpedo boat in service until wrecked on 10 April 1940.

German fast attack craft *Albatros* (S61), an *Albatros*-class fast attack craft

## Italy

Italian submarine chaser *Albatros* – a submarine chaser and torpedo boat in service 1934–41.

Italian corvette *Albatros* – an *Albatros*-class corvette in service 1955–85

## United Kingdom

HMS *Albatross* (1795) – a 16-gun *Albatross*-class brig-sloop launched in 1795 and sold in 1807.<sup>[2]</sup>

HMS *Albatross* (1826) – a survey schooner purchased in 1826 and sold in 1833



HMS *Albatross* (1842) – a 16-gun brig-sloop launched in 1842 and broken up in 1860.<sup>[4]</sup>

HMS *Albatross* – to have been a wood screw sloop. She was ordered in 1862 but was cancelled in 1863.  
HMS *Albatross* (1873) – a *Fantome*-class composite screw sloop launched in 1873 and broken up in 1889.

HMS *Albatross* (1898) – a torpedo boat destroyer launched in 1898, reclassified as a C-class destroyer in 1913 and sold in 1920.

HMS *Albatross* (1938) – a seaplane tender launched in 1928 for the Royal Australian Navy. She was transferred to the Royal Navy in 1938, and converted to a repair ship in 1942. She was sold into mercantile service in 1946 and was converted into a passenger ship and renamed “SS Hellenic Prince” and brought thousand of immigrants to Australia. After 4 years service she was used as a troopship during the Mau Mau troubles in Kenya. She was broken up in Hong Kong in 1954.

## United States

USS *Albatross* (1858) – a steam gunboat in service 1861–65.

USS *Albatross* (1882) – formerly USFC *Albatross*, in service 1898 and 1917–19.

USS *Albatross* (SP-1003) – a motor launch in service 1917–19.

USS *Albatross* (AM-71) – an *Albatross*-class minesweeper in service 1940–44.

USS *Albatross* (AM-391) – a proposed minesweeper, contract cancelled in 1945.<sup>[5]</sup>

USS *Albatross* (AMS-1) – a *YMS-1*-class minesweeper in service 1942–58. Carried the name *Albatross* from 1947.

USS *Albatross* (MSC-289) – an *Albatross*-class coastal minesweeper in service 1961–70

THREE MEN ARE SITTING STIFFLY, SIDE BY SIDE, ON A LONG COMMERCIAL FLIGHT. AFTER THEY'RE AIRBORNE AND THE PLANE HAS LEVELLED OFF, THE MAN IN THE WINDOW SEAT ABRUPTLY SAYS, DISTINCTLY AND CONFIDENTLY, IN A LOUD VOICE, "ADMIRAL, ROYAL NAVY, RETIRED. MARRIED, TWO SONS, BOTH SURGEONS."

AFTER A FEW MINUTES THE MAN IN THE AISLE SEAT STATES THROUGH A TIGHT LIPPED SMILE, "ADMIRAL, FLEET AIR ARM, RETIRED. MARRIED, TWO SONS, BOTH JUDGES."

AFTER SOME THOUGHT, THE FELLOW IN THE CENTRE SEAT DECIDES TO INTRODUCE HIMSELF. WITH A TWINKLE IN HIS EYE HE PROCLAIMS, "WARRANT OFFICER, COMMUNICATIONS BRANCH, ROYAL AUSTRALIAN NAVY, RETIRED. NEVER MARRIED, TWO SONS, BOTH ADMIRALS."

Officer: "Soldier, do you have change for \$10?"

Soldier: "Sure, mate."

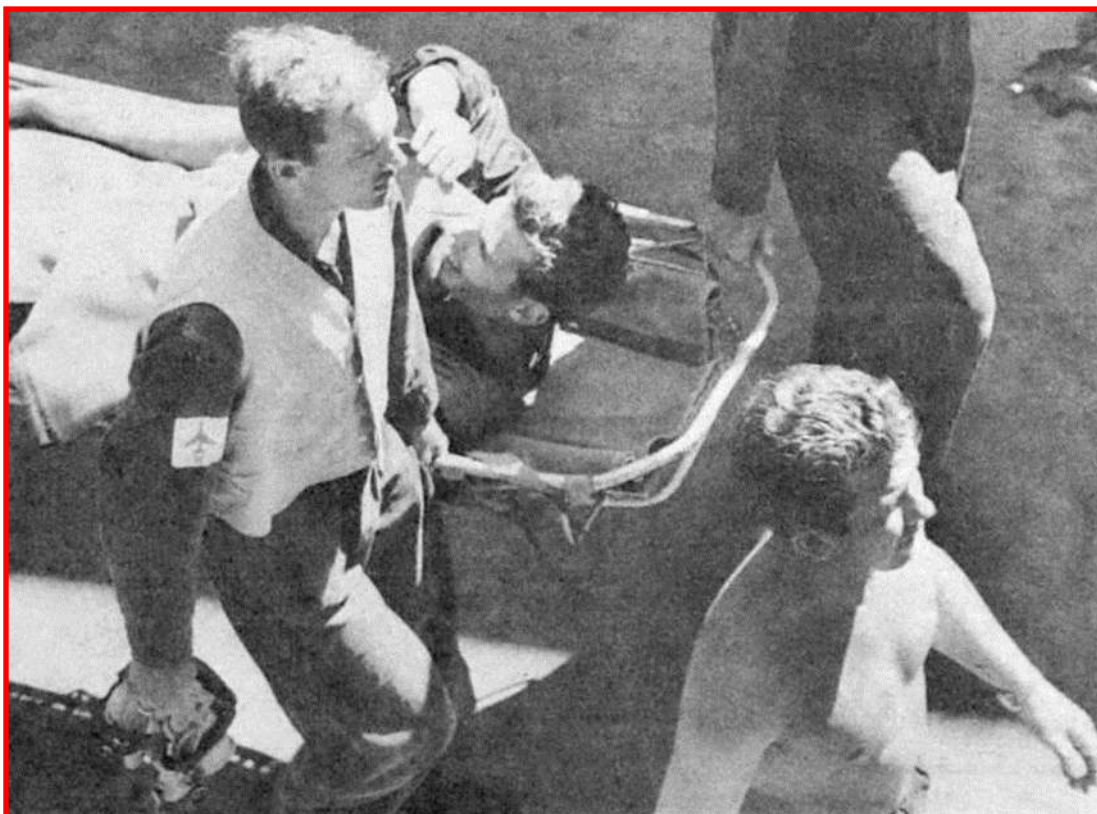
Officer: "That's no way to address an officer! Now let's try it again!"

Do you have change for \$10?"

Soldier: "No, SIR!"



# YESTERYEAR



- What happened to the sailor in the stretcher?
- What was his name?
- How his rescue was effected, and The date of the incident.

The sailor in the stretcher is **Naval Airman (Aircraft Handler) Phillip MacNevin** who had been plucked from the sea only a few minutes before the image was taken.

He had been standing near the edge of the Flight Deck of HMAS Melbourne when he fell overboard. His departure was witnessed by people on the Flight Deck as well as by LEUT Leonard Kenderdine who was on the quarterdeck. The alarm was immediately raised and a Wessex was launched to rescue him, unharmed. The Wessex was from 817 Squadron and piloted by LEUT Dave Weyland. The date was early 1970.

The correct answer to this Mystery Photo was furnished by Mike (Nipper) Doyle who now resides in the ACT and Richard Kenderdine (the son of Len) from Bowral in the Southern Highlands.

Mike Doyle reports that NAM MacNevin was working around six spot when a starter hose came adrift and he leaped out of the way, only to lose his balance and fall over the side. The pilot of the Wessex immediately launched, apparently with his engine panels still open, and effected a rescue before the ship's boat reached him. MacNevin was unhurt and after a short spell in sick bay was returned to 4C starboard mess deck.

## 816 SQUADRON TO TRANSPORT COMMONWEALTH BATON



*Commanding Officer 816 Squadron, Commander Anthony Savage (centre), Lieutenant Jordan Taylor (left) and Petty Officer Nicholas Lowe (right) will be centre stage for Navy in the Australian leg of the Commonwealth Games baton relay.*

A MH-60R Romeo helicopter from 816 Squadron is about to play its part in the Australian leg of the Commonwealth Games baton relay.

For the Kiama to Shoalhaven leg, Navy personnel will use two forms of transport and take responsibility for delivering the baton to its next bearer. The 3,800 Australian baton bearers will travel by foot, train, bicycle, horse, tram, dragon boat and, in Navy's case, helicopter and Rigid-Hulled Inflatable Boat.

Commanding Officer of 816 Squadron, Commander Anthony Savage, Lieutenant Jordan Taylor, and Petty Officer Nicholas Lowe are the crew charged with transporting HMAS *Albatross* Commanding Officer Captain Fiona Sneath and the baton between the two south coast community celebrations.

Commander Savage said he was proud the Squadron was invited to participate in such a significant occasion.

"Having the responsibility of flying the Commonwealth Games baton is a rare opportunity and will undoubtedly form a lasting memory for the men and women of 816 Squadron.

"The baton is the ultimate symbol of the Commonwealth Games and although the flight from Kiama to Shoalhaven is a relatively short one, the links created along the relay's route are immense. The baton relay is not just a celebration of sport, but a connection of communities and cultures across the Commonwealth.

"We feel particularly privileged to participate in the relay and I think being invited to do so is indicative of the contribution we make to this region and the respect for which the community of the Shoalhaven have for Navy," Commander Savage said.

Navy's leg of the relay will take place on Monday 5th February when the MH-60R will land on the banks of the Shoalhaven river at 4.20 pm.

Captain Sneath will then be escorted via Royal Australian Navy Rigid-Hulled Inflatable Boat over the river where the baton will continue its route through Nowra and onto the Shoalhaven Entertainment Centre where the celebrations will continue.

The specially designed baton bearing a message from Her Majesty the Queen is making its way around Australia after a 288 day journey through the entire Commonwealth. The baton's final destination is the opening ceremony of the 2018 Gold Coast Commonwealth Games. The Australian leg of the relay commenced on 25th January 2018 and will take place over 100 days and cover 40,000 kilometres



The relatively small number of aircraft operated by the Royal Australian Navy can be readily classified by colour scheme/markings systems as well as by type. These classifications can be sub-divided so that existing records may be interpreted to determine the period of operation. As mentioned previously, there is a paucity of information on RAN aircraft and the following notes are intended to provide a general picture of the subject. It should be noted that there have been considerable variations in detail markings on individual machines from the standard schemes described, but these variations are not considered in the following notes.

### AIRCRAFT COLOUR SCHEMES

**Training in England** The first pilots in RAN Aviation, experienced airmen who had served with the RN FAA, RAF, RAAF and RNZAF. This group of pilots formed the 20 CAG. Subsequent RAN pilots including trainees who entered and were trained as naval pilots were trained in England with RN units up to 1959. These pilots were given refresher training in England on Fairey Fireflies and Hawker Sea Furies. The machines were from the Royal Navy, on loan, and were painted in the then-current colour schemes - gloss dark grey/dark olive green upper surfaces and sky on the lower surfaces, while a small number were in the better known dark sea grey and sky. These machines used the IOO/200 series code numbers (single and two seat respectively) and the base letters JR Bru As (Eglington), As they moved on board the newly commissioned - HMAS Sydney the base letter was changed to K. In some cases the title ROYAL NAVY, located over the fuselage serial number was replaced by R.A.N. (Sea Fury VW543 K105 was an example). These machines were taken on strength in Australia only if damaged and write-off action was necessary (Sea Fury TF925 10 and Firefly VG989 are two examples).

**1949 - 1952/1953** The front line aircraft taken on charge in Australia were in a dark sea grey/sky colour scheme and had the code number marked on the fuselage aft of the roundel following the RN pattern. At that time the support aircraft were Dakota flying class-room (silver), Wirraway and Tiger Moth (both standard RAAF colour schemes) and Sea Otter (camouflaged). The base letter K (HMAS Sydney) was



only used whilst the aircraft was embarked. The individual code numbers used were in the 100/200 series for fighter and strike aircraft respectively. "

**Korea** Only RAN FAA Sea Fury aircraft were used in Korea. The Fireflies (strike aircraft) were on loan from the Royal Navy as the Australian FR.S's were being converted to A5.6 standard during the first tour of duty and this work had been completed by the second tour, but again strike aircraft were required. Both aircraft types carried the so-called "invasion stripes" (black and white bands) on the fuselage and wings during the first tour, while on the second, the aircraft used the current schemes without special identification marks. The Fireflies on loan can also be identified by their code numbers (the first tour used the small RN pattern, examples being WB351 KI2O2, while the second used larger numbers, WB370 KI23O, WB313. K/233 and WB335 KI234I and the second tour by the use of yellow spinners, upper fuselage grey on the upper half of the fin/rudder and irregular numeral style. Some of the second tour Fireflies had RAN in place of ROYAL NAVY on the fuselage.

**1952/1953 - 1956** The most notable change in this period was the application of the word NAVY on the fuselage aft of the roundel. NAVY was also marked under the right hand wing. Additional base letters Q (HMAS Vengeance) and NW (HMAS Albatross at Nowra) were introduced together with 900 series code numbers on training machines (Sea Furies, Fireflies" as well as the all-silver Austers and natural metal Sycamores. The Firefly Trainer aircraft were silver with yellow fuselage and wing bands. Vampires were silver with yellow bands on the wings and tail booms, the aircraft code number was painted on the side of the fuselage with NAVY on the tail booms.

**1956 - 1961** The second generation of front-line aircraft were introduced at the start of this period together with the aircraft carrier HMAS Melbourne (code letter Y) while HMAS Sydney and Vengeance were decommissioned. The Gannets and Sea Venoms were dark sea grey/sky, but the location of the fuselage markings changed - the Sea Venoms had the word NAVY on the nose and the code number on the tail booms while the Gannets had the code number on the nose and NAVY on the rear fuselage. 200/300 series numbers were used on the Sea Venoms/Gannets respectively until about 1958 when 8(X) series codes were introduced for all front line and some second line machines. NAVY was painted under the right wing as before. The support aircraft began to develop along different lines - Sea Furies with 805 Squadron initially continued in the sea grey/sky scheme but an increasing number were later seen in silver with red trim (VX707, VX756, WH587 to WH590 are known examples). The Firefly target tugs were silver with yellow/black under surfaces and yellow bands on the upper wing surfaces and rear fuselage; Vampires continued in their training colour scheme but the code number and NAVY were interchanged to follow the Sea Venom pattern; Gannet T'2's were in the standard colour scheme; at the end of the period the Dakota flying classrooms and the began to appear in the oxford blue/white colour scheme as did sea Fury WH589' The moving kangaroo insignia was introduced in 1956 and appeared in six positions— unlike the RAAF who used it on the fuselage only until September 16, 1965 when Air Board approval for all positions was issued. HMAS Melbourne's code letter was changed to M at the same time as the 800 series code numbers were introduced.

**1961 - 1967** In 1962 the last Sea Furies were retired and in 1966 the Firefly target tugs went out of service, their duties being completely taken over by the Delmar-equipped Sea venoms. The helicopters (Wessex, Scout and Iroquois) standardised on the oxford blue and white colour scheme seen on the last Sycamores. The Gannets (AS.1 and T.2), Vampires, Sea venoms (FAW'53) and Dakotas continued in the existing colours while several Sea Venoms were equipped with Delmar target equipment to supplement the Firefly TT.5. These Sea Venoms, TT.53, were silver with yellow/black diagonal bands on the under surfaces and yellow bands on the upper surfaces—

Between 1958 and 1966, aircraft code numbers changed frequently and some machines used three or more different numbers - Gannet AS.1 XA326 carried 8,1432, Y1311, M/853 and M/825 during its service life. In 1965 the type identification code was introduced but not all aircraft in service at that time had it applied to the fuselage marking.

**TO BE CONTINUED NEXT ISSUE OF SLIPSTREAM**



# YESTERYEAR

## 816 Squadron — KOREA HMAS Vengeance 1953 Aircraft Firefly Mark 6

*Standing On Wing*

..... Cox LEUT (P) RN

Mac Ganley LEUT (P) RN

'Gil' Gilbertson LEUT (P) RN

Sitting Rear (L to R)

'Sandy' Sandberg SBLT (O) RAN

'Dicky' Bird LEUT (O) RAN

'Mick' Streeter LEUT (P) RAN

Benny Mathews SBLT (P) RAN

'Willie' Heathcote SBLT (O) RN

Jack Suriano LEUT (O) RAN

Eric Duffen SBLT (O) RAN

Barry Eccleston SBLT (O) RAN

*Standing (L to R)*

John Mathews LEUT (E) RAN (AEO)

Tim Branson LEUT (P) RAN

'Herby' Becker LEUT (P) RAN

'Moff' Milford LCDR (O) RAN

'Hutch' Hutchinson LCDR (P) RAN (SP)

**Bill Herbert LCDR (P) RAN (CO)**

Alan MacIntosh LCDR (O) RAN (SO)

Ron Leeson LEUT (P) RAN

'Wacka' Payne LEUT (P) RAN

John Mathew LEUT (P) RAN

Don Currie LEUT (P) RN

Ted Springer SBLT (E) A/AEO

*Sitting Front (L to R)*

'Knuckles' Whitehead SBLT (O) RN

Bren Hill SBLT (O) RAN

'Hank' Fargher LEUT (O) RAN

Lenny Anderson LEUT (O) RAN

Eric Leck SBLT (L) RAN

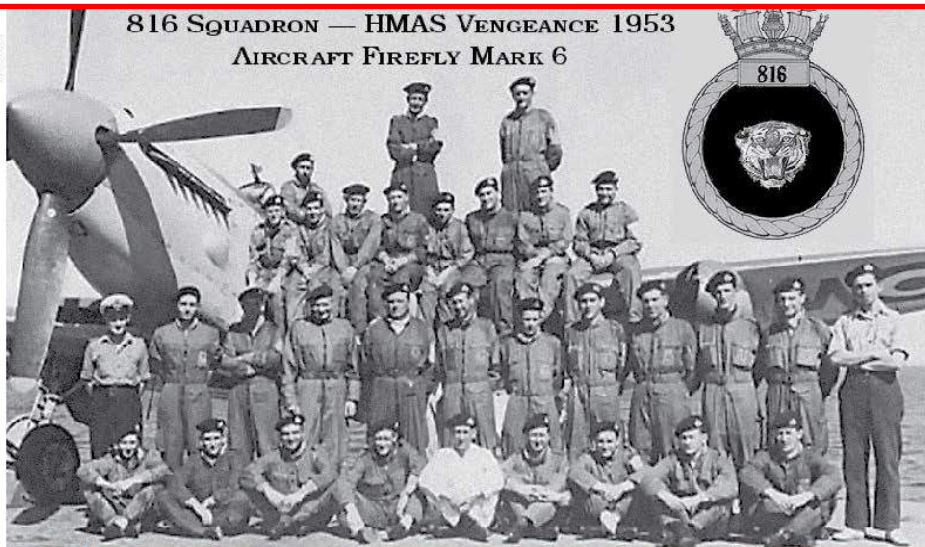
John Maby CPO (A/C) RAN

Ken Barnett LEUT (P) RAN

Tim Rawlinson LEUT (O) RN

Pat Stewart LEUT (O) RAN

## 816 Squadron — HMAS Vengeance 1953 Aircraft Firefly Mark 6



Photos from Michael Sandberg

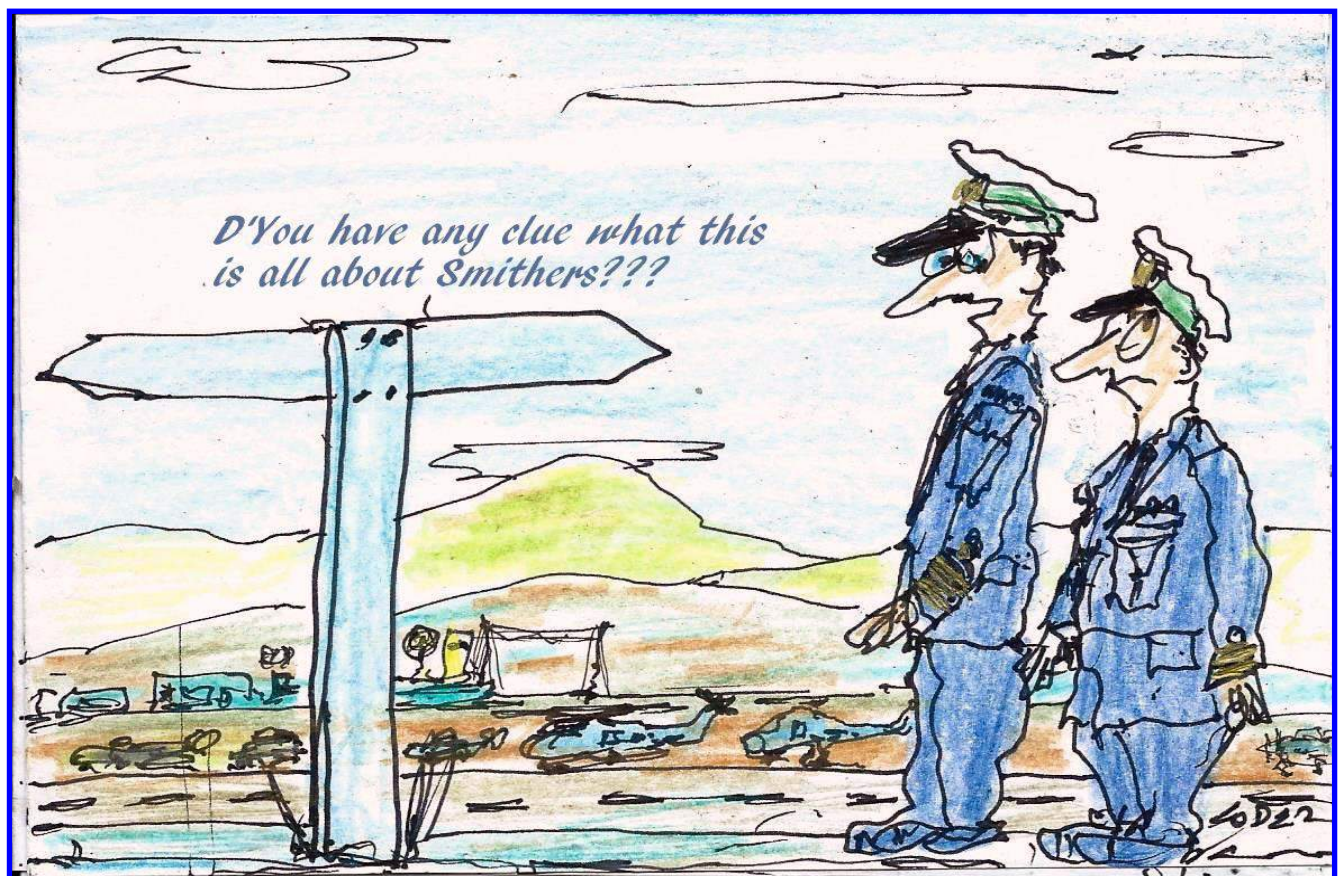


Firefly, at NAS Morris in 1950





**CARTOONS BY "CODEZ"**





Hi Ron

I write not to criticise but to commend the Editor Typesetter, I'll reserve judgement on the proof reader. There were relatively few typos in the December 2017 SLIPSTREAM. I'd like to comment on Rob Robb's critique of the "SUBMARINE HUNTER"; having submitted some material myself to author Ben Patynowski, for inclusion in the 816 Sqdn chapter. I believe his review was fair and balanced.

I recall Ron as an officer and a gentleman, and a stickler for correctness in all things. I recall Ben as a resourceful researcher and a keen photographer with a ready sense of humour.. My first comment is that 816 Sqdn records show that 'Lt. John Mathew' shown leading the Parade March Past (on page 19), has a second Christian name starting with A, which I think was Alexander, and that his surname was Matthew, with two T's.

That typo was probably my fault; I will explain the relevance later. My second comment is with regard to Ben's use of the word 'carnivorous'. His photo of the GANNET torpedo/bomb bay (on page 159) shows the space to be cavernous, with hydraulically operated doors ("Jaws"?). But for the timely action of John Harrison those 'Jaws' might well have chewed up Alec Lowe. I like to think that Ben took a bit of, 'Poetic Licence with the metaphorical syntax'.

Included in material I gave to Ben while he was compiling the book was a photo of A/LAM(E) Pilots Mate Jim Lee with Lt. (P) John Matthew. We had both joined 816 GANNET Sqdn in August 1955 and were assigned to aircraft serial No. XA 328 side No. 425, along with my ground crew mate Don Chisholm.

Many years later I retired from the RAN as a WOATA4, I joined a couple of Ex Service Organisations and got a job as casual court attendant. I had a short holiday in Norfolk Island.

I'd been told that John Matthew retired from the navy as a Commodore, probably in the same era. A history of Norfolk Island, by Merval Hoare (chapter iv), includes the words, "John A. Matthew CVO. MBE. RANEM, a former Naval Officer and member of several defence organisations was appointed Administrator Norfolk Island 1985 and served an extended term until 1988".

During my brief stay on Norfolk Island in 2004 I was unable to access the Historic Administration Building, to view any VIP photos or archives which might have confirmed that Administrator John A Matthew was indeed, the ex pilot I had strapped into our Submarine Hunter so many years ago.

I have no doubt that he would have served with distinction in many rolls. I am sure that Googlers out there will let us know.

As the late Ronnie Corbett once said in a TV comedy skit, "I know my place".

Cheers

Your computer phobic offsider

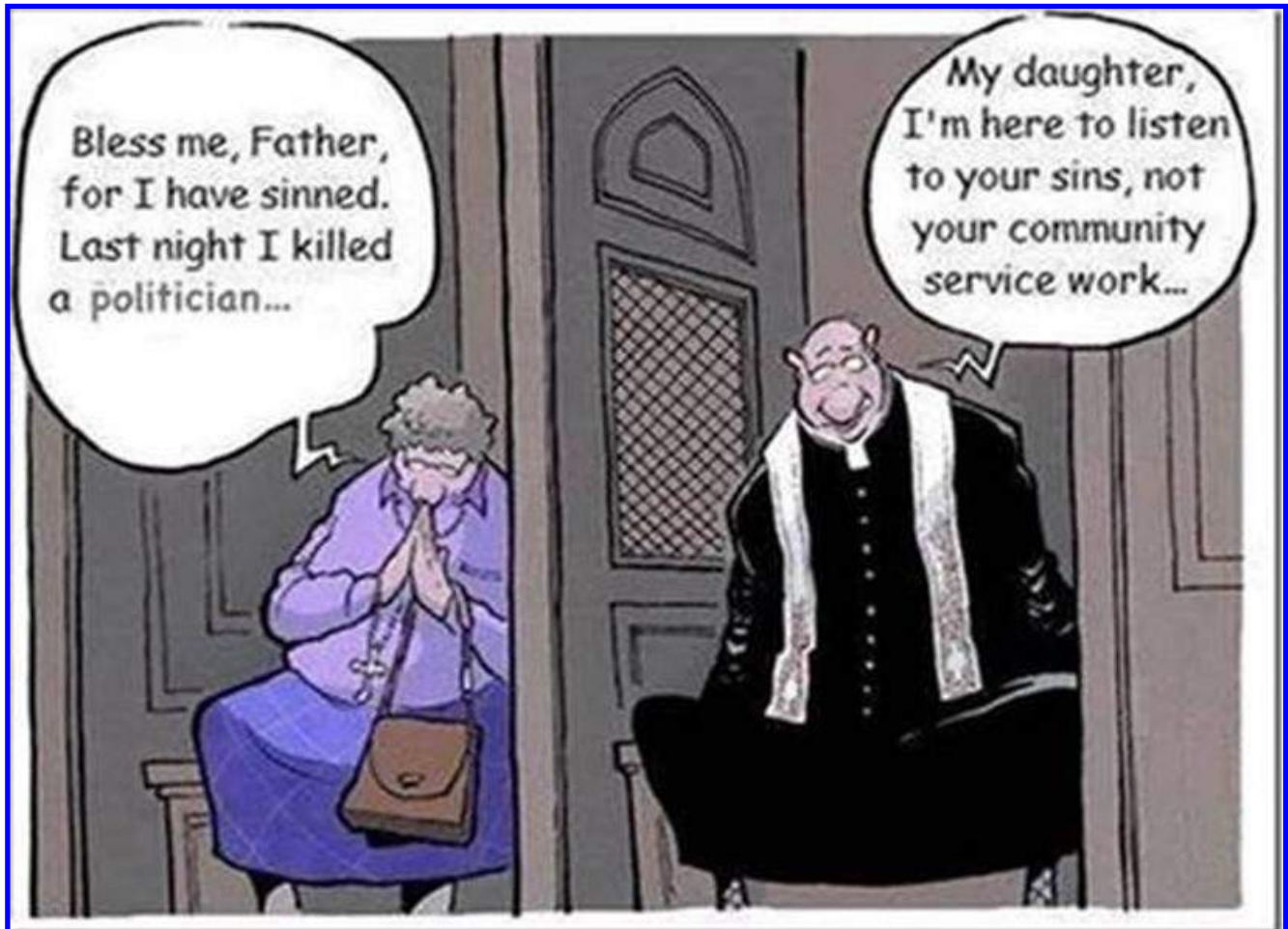
Jim Lee.



Don Chisholm, Norma and Jim Lee



Jim Lee and John Matthew



### **The Haircut...**

**Blessed are those that can give without remembering, and take without forgetting.**

**One day a florist went to a barber for a haircut. After the cut, he asked about his bill, and the barber replied, 'I cannot accept money from you, I'm doing community service this week.'**

**The florist was pleased and left the shop.**

**When the barber went to open his shop the next morning, there was a 'thank you' card and a dozen roses waiting for him at his door.**

**Later, a cop comes in for a haircut, and when he tries to pay his bill, the barber again replied, 'I cannot accept money from you, I'm doing community service this week.' The cop was happy and left the shop.**

**The next morning when the barber went to open up, there was a 'thank you' card and a dozen donuts waiting for him at his door.**

**Then a Member of Parliament came in for a haircut, and when he went to pay his bill, the barber again replied, 'I cannot accept money from you. I'm doing community service this week.' The Member of Parliament was very happy and left the shop.**

**The next morning, when the barber went to open up, there were a dozen Members of Parliament lined up waiting for a free haircut.**

**And that, my friends, illustrates the fundamental difference between the citizens of our country and the politicians who run it.**





Personnel at HMAS *Albatross* marked White Ribbon Day with a range of events highlighting their support for Defence's commitment to the campaign to end violence against women.

In the gym, more than 40 personnel from across the base, cycled for four hours raising funds and awareness.

Throughout the week personnel proudly wore a unique White Ribbon patch on their right shoulders.

Executive Officer of the Royal Australian Navy Tactical Electronic Warfare Support Section, Lieutenant Glyn Hunter, said the idea for the patches came up during a unit discussion about the horrifying statistic that one in six women in Australia would be affected by domestic violence in their lifetime.

"With a very high rate of women within the unit, it was quickly evident that we needed to assist and promote greater community awareness that the violence is unacceptable," Lieutenant Hunter said.

The idea of the patch was embraced as having all of *Albatross* wearing the same patch that reads '*In support of White Ribbon*' sends a very powerful message, as part of Navy's commitment as an accredited organisation.

"Having 1,000 sailors and officers go home with a new patch on their uniform is a useful mechanism to raise awareness and commence discussions with family and friends in the wider Shoalhaven community," Lieutenant Hunter said.

"I hope the patch reminds everyone that the violence must stop and the statistics must get better, for our women work colleagues and our loved ones.

"It also serves as a reminder to all who have worn the patch that this is a worthwhile and continuous commitment."

A morning tea held later in the week featured a thought provoking and informative range of speakers providing perspectives and experiences from women who had been victims of violence, and those working within the corrective services system with men who have committed violence and some of the strategies they are using. Lieutenant Peter Kenworthy, a White Ribbon Ambassador, said the event presented an important opportunity to reflect and recommit.

"We were also able to provide the audience with many educational tools such as Navy's Family and Domestic Violence Strategy explaining how we can all play a part in preventing men's violence against women now, and into the future," Lieutenant Kenworthy said.

"Something as simple as reflecting on our own behaviour or having a conversation about respectful behaviour in our workplaces can be very effective."

The morning tea attracted a broad cross section of personnel.

Able Seaman Aviation Technician Avionics Braedon McGuinness of 725 Squadron said he thought it was important to be there to demonstrate his support.

"White Ribbon is about much more than stopping violence against women," Able Seaman McGuinness said.

"It's about respecting women, supporting women, and making sure we uphold our duty to ensure that everyone feels safe at all times."

Commanding Officer *Albatross*, Captain Fiona Sneath, emphasised the resources available for Commanders and managers, in particular the Guide 'Responding to Family and Domestic Violence'.

"Activities such as those we have undertaken at *Albatross* this week go a long way to breaking down barriers that prevent people coming forward or speaking out to assist themselves or others," Captain Sneath said.

"Violence against women and family and domestic violence, are not just private issues as they have far reaching effects, including in the workplace.

"Taking action does not just help individuals; it assists us maintain our operational capability," she said.

The events concluded with personnel standing by 52 silhouettes of women, which represented the number of women who die each year from domestic violence, as Lieutenant Kenworthy led them in the White Ribbon oath – "I will stand up, speak out and act to prevent men's violence against women".

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

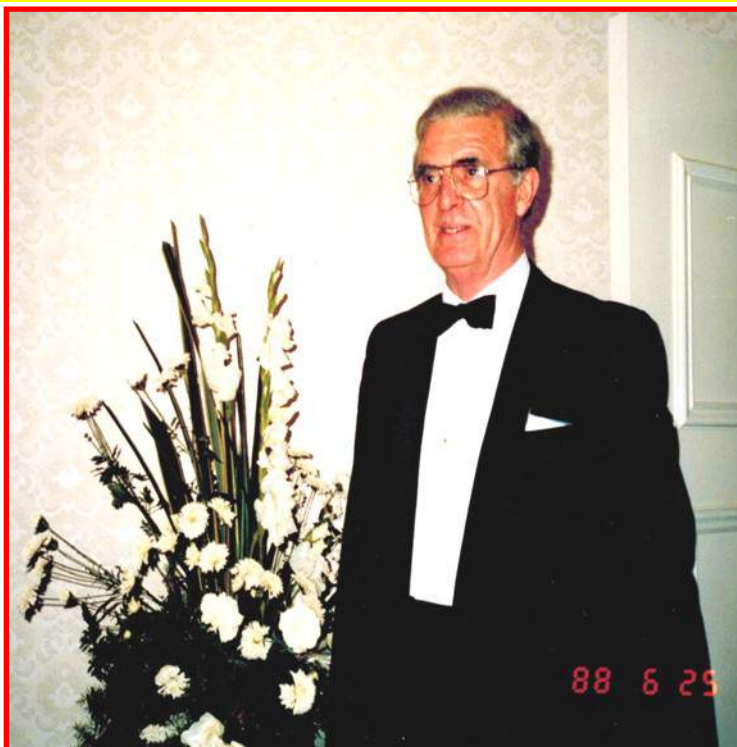
### **FRANK LARBALESTIER**

I would like to advise that my dad, Frank Larbalestier, aged 92 years, passed away on 5 December 2017.

Frank was born in Plymouth, England, in 1925 and joined the Royal Navy as an electrical apprentice in 1941 at the age of 16. In 1945 he graduated from his apprenticeship as a PO in the Fleet Air Arm and was posted to the ship *HMS Beaulieu* but VE Day came before the ship could get into action. As the war was continuing in the Pacific Theatre, the ship sailed for Singapore but VJ Day arrived. The ship then sailed to Australia, repatriating POW's, before returning to the UK. Frank returned to Australia a second time in 1948 "on loan" from the British Royal Navy to the Fleet Air Arm RAN at HMAS Albatross in its preparation for the arrival of the Australia's first aircraft carrier, *HMAS Sydney*. He met and married Shirley Daly in Sydney and took his bride back to England in 1951.

Frank was again posted "on loan" from the Royal Navy as an Electrical Instructor to Australia (HMAS Cerberus) in 1955. He retired in Sydney from the Royal Navy in 1957, and joined the Reserve of the Royal Australian Navy in 1959 as a Sub-Lieutenant. He became a Mathematics Master with the NSW Department of Education from 1959 to 1985. Frank retired from the Reserve as a Lieutenant Commander in 1977.

For many years Frank Larbalestier was "The RSL" in Hunters Hill and he will be missed by many locals from Riverview and Lane Cove. Frank is survived by his five sons, ten grandchildren and a young great grandson. His wife, Shirley, having predeceased Frank in 2012



IT IS WITH DEEP SADNESS I WRITE TO INFORM YOU OF THE PASSING OF WOATA (LEO) BURGGAFF IN CANBERRA YESTERDAY 07 FEB JUST ONE DAY AFTER HIS 76<sup>TH</sup> BIRTHDAY AFTER A LONG ILLNESS SUFFERING FROM ASBESTOSIS AND LUNG CANCER.

REGARDS

BOB BURGGAFF



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

Evening All

It is my melancholy duty to advise that NSW Member Len Bolden passed away on Friday 5th of January 2018

Len was an excellent soccer player and represented both the Navy and local representative teams.

Our condolences go out to his family and friends

Rest in Peace Len

Yours in Sympathy

Yours Aye

Dick Martin



In loving memory of

*Bernard 'Brad' Bradley*



*23 December 1941 - 23 December 2017*  
*Aged 76 years*



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

RIP Graham Bessell-Browne.

Graham passed away on 12th February.

He had a long and varied career enlisting in January 1959 in Western Australia

as a Naval Airman ( Aircrew ). He became a Midshipman A/SBLT (O) before gaining a permanent commission.

His was involved in a Fairey Gannet crash near Kiama in which all crew survived.

He spent some time at HMAS Waratah which was the RAN Administration post in Washington DC.

In later years he was CO of 816 Squadron. ( Trackers )

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



Dear Ron

It is my sad duty to inform members of the passing of John Clifford

John had been in a nursing home for several years and passed away peacefully last week-end.

He served from 1951 - 1957 and at discharge he was an A / POAF (O)

His service included time at Cerberus, Albatross, Sydney, Vengeance, Lonsdale. For some time he was attached to 851 Squadron.

John was much admired and respected by all who new him and those members who attended our ANZAC Day reunion last year will recall him arriving in his wheelchair after a marathon two train journey and several kilometre wheel.

He will be sadly missed.

I'm afraid that I can't tell you much about Graham's career as he lived at Mirboo North and rarely was able to attend meetings.

I understand he was CO of 816 Squadron ( Trackers ) from 1974 - 1976 and was an Observer.

If any member can supply me with further details it would be appreciated.

Our thoughts are with John and Graham's family and friends at this difficult time.

Yours Aye

Mal Smith





## REST IN ETERNAL PEACE

Following a "Heads-up" from CMDR Bob Simmonds, I have established the following from the (Hobart) MERCURY web-site:

Ivan John CARMICHAEL-BEAR passed away on 01FEB18. The funeral service was held on Thursday 8th February in St Georges Church of England, Battery Point, Hobart.

Ivan (Teddy) Bear was known to many "fixed-wingers" as a Night Fighter Observer in Sea Venom aircraft and as Senior Observer 805 Squadron. Later, he served as NOIC Tasmania. He was pre-deceased by his wife Lorraine.

John



Advice has been received on 12 February 2018 of the death of Bernard "Jingles" Matthews R52786, who was a member of Handlers Class 6 (11Nov57) in the RAN. Regrettably no details are available at this stage, but they will be added when known.

I was most pleased to say he was a good mate and the last time I saw him was when Jingles, his wife June and son attended John Wards funeral. He was determined to be there travelling up from Canberra.

It was sad to hear that he has passed away and from all exhandlers we extend our sympathy to June and family for their sad loss. Rest in peace old mate .

Glen

The expostie



On 8th February 2018 I was sent a photograph of the plaque on the grave of C.C. 'Blue' St.Clair, who died on 03 June 2016. As no notification of his death had been received prior to then, there was no Obituary on the FAAAA website.

Blue was a gunner in the RAN Helicopter Flight Vietnam, and was shot down on 16 September 1969 and suffered a serious wound to the head. He was repatriated to Australia and survived to the age of 67.

His grave is Wagga, NSW. He was survived by his wife, Colleen and children Michael, Rebecca and Daniel.

If anybody has further details of the life of Blue, please advise the webmaster.



Advice has been received of the death of **Brian Worthington**, from his daughter, Karen. He passed away on 27th January 2018.



Brian has been a Member of the FAAAA since 1977 but illness has seen him house bound for a long time. He moved to Australind in WA to be closer to his family a couple of years ago.

in Sympathy.



# REST IN ETERNAL PEACE



  
**CORKILL, William**  
**'Bill'**  
4th March 2018  
At Home  
Late of Nowra  
Beloved husband of Narelle (dec)  
Loving father and father-in-law to  
Paul (dec), Julie & Gregory Martin,  
Kathleen & Jason Nichols, Daniel & Maila  
Adored Grandfather to Natasha and Jacob,  
and step-grandfather to Peter,  
Bradley and Page  
**Aged 87 years**  
Bill's funeral service will be held in  
The Fleet Air Arm Museum  
489a Albatross Road, Nowra Hill on  
Monday 12th March 2018 at 12 noon  
Relatives and friends are invited to attend  
In lieu of flowers, donations can be made  
at the service for  
The Fleet Air Arm Museum  
 **MURPHY**

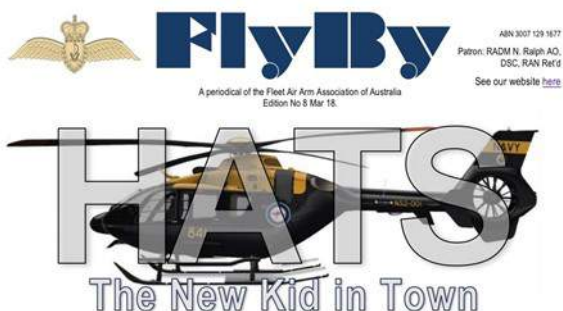


"To All

Regret to advise that J. B. Dudley (Duddles) passed away on Sunday 18<sup>th</sup> February; a raconteur/artist with a great sense of humour.

Regards, Blacky Barratt"





'FlyBy' was recently lucky enough to have a tour of 723 Squadron's HATS. It's a world-class system the like of which has never been seen in the Fleet Air Arm before, and it will revolutionise the way we train aircrew for years to come. Marcus Peake shares his impressions...

Everything about the Helicopter Aircrew Training System (or HATS) is remarkable: from the custom-built buildings that seem to stretch forever to the modules that make up this extraordinary facility; the new EC 135-T2 aircraft; the synthetic trainers for AWOs (Observers, in old speak); the Level 3 full-motion simulators for pilots; the Virtual Reality modules for Marshalls and Aircrewmen and the Multi-Role Training Vessel for just about everybody. There's the best part of a billion dollars of investment ready to go, and it's...well - impressive.

Back in the early 80s when I first served on HC723 Squadron, I reckon the total capital expenditure for the air station was about a hundred bucks a year. We lived and worked in old buildings and the aircraft sat in cold, leaky hangars. We made do with what we had, of course, but it wasn't much. The Fleet Air Arm was not the flavour of the decade and it showed - the newest aircraft on our inventory was the very old Iroquois, and the best structure was the Inflam Locker just outside my dilapidated office. And most frustrating of all - from a QH's point of view - was that training

had to fit in with all the other tasks we did, and it suffered as a result.

So fast forward forty years. Exit the old training regimes and old aircraft. Roll in billion or two for new aircraft: the Seahawk Romeo, the MRH90. Bring back the anti-submarine role, surface strikes, reconnaissance. Throw in a completely new capability using unmanned drones. Bring in new ships with wider roles, and then go figure how you can most effectively train aircrew to make best use of this wealth of new capability. The answer is HATS.

My first view of HATS actually wasn't...it was one of the two buildings that contain it. Built where the old Moonbase Alpha once sat it stretches forever and boasts not only the various parts of the training system but also modern classrooms and



The ADF's EC 135s feature the Turbomeca Arriel engines rather than the alternative Pratt & Whittneys. Fifteen aircraft were ordered and will be used purely for training purposes.

FLYBY MAGAZINE Page 1 of 8

**Are you receiving ourFlyBy 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

## 'I CAN HEAR JUST FINE!'

Three retirees, each with a hearing loss, were playing golf one fine March day. One remarked to the other, 'Windy, isn't it?' 'No,' the second man replied, 'it's Thursday.' And the third man chimed in, 'So am I. Let's have a beer.'

**TELL ME THIS WON'T HAPPEN TO US!!!!**

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**DEADLINE FOR ARTICLES  
FOR NEXT EDITION IS  
WEDNESDAY 6th JUNE 2018  
GOING TO PRINT FRIDAY 15th  
JUNE 2018**

### Airline Lunches !!!

I put my carry-on in the luggage compartment and sat down in my assigned seat.

It was going to be a long flight from Perth ..

'I'm glad I have a good book to read  
Perhaps I will get a short sleep,' I thought.

Just before take-off, a line of diggers came down the aisle and filled all the vacant seats,  
totally surrounding me.

I decided to start a conversation.  
"Where are you blokes headed?" I asked the digger seated nearest to me.

'Puckapunyal. We'll be there for two weeks for special training, and then we're being deployed to Afghanistan .

After flying for about an hour, an announcement was made that lunches were available for five dollars.

It would be several hours before we reached Melbourne , and I quickly decided a lunch would help pass the time..

As I reached for my wallet, I overheard a soldier ask his mate if he planned to buy lunch.

'No, that seems like a lot of money for just an airline lunch.

Probably wouldn't be worth five bucks. I'll wait till we get to Pucka.

His mate agreed.

I looked around at the other soldiers. None were buying lunch.

I walked to the back of the plane and handed the flight attendant a fifty dollar note.

'Take a lunch to all those soldiers.' She grabbed my arms and squeezed tightly.

Her eyes wet with tears, she thanked me.

'My young bloke was a digger in Iraq , it's almost like you are doing it for him.'

Picking up ten lunchboxes, she headed up the aisle to where the digs were seated.

She stopped at my seat and asked, 'Which do you like best - beef or chicken?'

'Chicken,' I replied, wondering why she asked.

She turned and went to the front of plane, returning a minute later with a dinner plate from first class. This is your thanks.

After we finished eating, I went again to the back of the plane, heading for the rest room.

An old bloke stopped me.

'I saw what you did.

I want to be part of it.

Here, take this.'

He handed me twenty-five dollars..

Soon after I returned to my seat,

I saw the Captain coming down the aisle, looking at the aisle numbers as he walked, I hoped he wasn't looking for me, but noticed he was looking at the numbers only on my side of the plane..

When he got to my row he stopped, smiled, held out his hand, and said, 'I want to shake your hand.'

Quickly unfastening my seat-belt I stood and took the Captain's hand.

With a booming voice he said, 'I was an army pilot a long time back..

Once someone bought me lunch.

It was an act of kindness I never forgot.'

I was embarrassed when applause was heard from all of the passengers.

Later I walked to the front of the plane so I could stretch my legs.

A kid who looked about 18 was sitting about six rows in front of me reached out his hand, wanting to shake mine.

He left another twenty-five dollars in my palm.\

When we landed I gathered my belongings and started to depart.

Waiting just inside the aeroplane door was a man who stopped me, put something in my shirt pocket, turned, and walked away without saying a word.

Another twenty-five dollars!

Upon entering the terminal, I saw the soldiers gathering for their trip to up to Puckapunyal.

I walked over to them and handed

them seventy-five dollars.

'It will take you some time to reach Pucka. It will be about time for a sandwich. God Bless You Blokes.'

en young blokes left that flight feeling the love and respect of their fellow Aussies.

As I walked briskly to my car, I whispered a prayer for their safe return. These soldiers were giving their all for our country.

I could only give them a couple of meals. It seemed so little....

T

A digger is someone who, at one point in his life, wrote a blank cheque made payable to ' AUSTRALIA ' for an amount of 'up to and including my life.'

That is Honour, and there are way too many foreigners in this country who don't understand it.'

May you have the strength and courage to pass this along to everyone on your email mates list....

I JUST DID!

## **ONE GOOD DEED LEADS TO MORE**







Australia's first submarine HMAS *AE1* has been found, ending a 103 year maritime mystery.

The fate of 800 ton *AE1* and her 35 crew members has remained one of the persistent mysteries of Australia's military history.

It was the first loss for the Royal Australian Navy and the first Allied submarine loss in World War I; a significant tragedy felt by our nation and our allies.

The Royal Australian Navy submarine was lost off Rabaul on 14 September 1914 with all personnel aboard.

An expedition to locate the submarine took place in waters off the coast of the Duke of York Island group in Papua New Guinea this week. The search vessel 'Fugro Equator' located an object of interest in over 300 metres of water. Upon further inspection, confirmed the object to be *AE1*.

The first images captured by the expedition show the vessel is remarkably well preserved and apparently in one piece.

The Royal Australian Navy teamed up with a range of search groups in this latest expedition, funded by the Commonwealth Government and the Silentworld Foundation, with assistance from the Submarine Institute of Australia, the Australian National Maritime Museum, Fugro Survey and the Papua New Guinea Government. The expedition was embarked on the survey ship Fugro Equator which is equipped with advanced search technology

Following the discovery of the submarine, a small commemorative service was held by those on-board the survey vessel to remember those officers and sailors who lost their lives 103 years ago. Efforts are being made to contact the descendants of the crew.

The Australian Government will work closely with the Papua New Guinean Government to consider a lasting commemoration and recognition of the crew of *AE1* and to preserve the site.

The information gained from this expedition and from the research to date will greatly assist in unravelling the mystery of the loss of HMAS *AE1*, and will be held by the Australian National Maritime Museum for future generations to remember.

Lest We Forget.

Underwater imagery of HMAS *AE1* site can be seen at: <http://images.navy.gov.au/S20173148>

**PHOTOS FROM 1988**  
**AUSTRALIAN BICENTERY and ROYAL AUSTRALIAN NAVY JUBILEE**









## Australian dream achieved for former US Sailor



*Commanding Officer HMAS Harman, Commander David Luck, meets with Mr John Frazier US Navy (Retd) during his visit to HMAS Harman.*

Seventy-five years after HMAS *Harman* was commissioned as a Royal Australian Navy establishment, command has hosted a United States Navy veteran who served there in World War Two.

John Frazier, now 93 years old, had a dream of showing his family where he had served abroad with the United States Navy 75 years ago. His long-held ambition was finally realised when he toured HMAS *Harman* with his son James, his grandson James junior and 18 year old great-grandson Jayden.

Mr Frazier was posted to *Harman* as a US Navy Radio Operator in 1943 when the Royal Australian Navy establishment commissioned.

From 1942 until the end of the war, the communications station at *Harman* was manned by communications personnel from the RAN Shore Wireless service, Royal Australian Naval Reserve, Royal Australian Naval Volunteer Reserve, Women's Royal Australian Naval Service and US Navy. Mr Frazier was stationed with about 30 other US Navy Radio Operators between 1943 and 1945.

Mr Frazier and his family were given a tour of Defence Communications Station - Canberra, located at HMAS *Harman* and were met by Commanding Officer HMAS *Harman*, Commander David Luck.

The US Navy veteran said that when they were stationed at *Harman*, they operated two circuits: one a duplex with US Navy Honolulu and US Navy San Francisco, and the other with Noumea.

"We were the only unit that used the Royal Australian Navy callsign VHC, and I recall that the US Flag flew at the gangway with the White Ensign while our contingent was posted here.

"It has been a fantastic opportunity to be able to show my family firsthand where I was stationed during the war as this was such a significant part of my life. To be able to contrast that with how the communicators of today operate is a real privilege" said Mr Frazier.

Commanding Officer HMAS *Harman*, Commander Luck said that it was timely that Mr Frazier's visit coincided with the 75th Anniversary of HMAS *Harman*'s Commissioning.

"This year we are undertaking a range of activities to mark the 75th anniversary, and the visit by Mr Frazier provided today's ship's company an opportunity to interact with living history from the time *Harman* commissioned as an establishment," said Commander Luck.

To commemorate the 75th Anniversary of the commissioning of HMAS *Harman*, a Winter Ball will be held in June, and a Freedom of Entry March will be conducted in Queanbeyan mid-year

G'day mates,

## LETTERS

Having served, I have long had a very positive outlook of what and the source of mateship means.

For many years I have membership of several Ex-service organisations and from there the links of many who I served with or may not have known, now the links are always so close.

Out of these links come service history, be it Incidents of many shades which gives discussion where there is merit.

Sadly in recent years I have found that there are ESOs that either do not have their constitution framed for the support of

ex-service personnel or Veterans in their seeking due process for the results of their service for our country.

I know of a prominent ESO that lacks the drive to give real support to those that have served.

The media reported last year that there were some 80 plus suicides of service personnel, this shows that there is a missing link

within the system.

on another note here in Tassie early last year there were some 80 plus veterans living on the street, this again is not a very good look at what may be in other states.

Some may see this as pushing my own cart, well so be it.

I have no doubt that there are other service related issues that were seen as relevant, but having no local links, these has fell by the wayside.

I continue to be amazed at the lack of communication from around the traps, no questions?????

Mateship is not a new vogue its been around for yonks, but sadly its sometimes sold short, which I have emphasised on in this writing.

Best Regards Mates

Tas Browning



## ***FIRST RUN.***

Oh! What excitement, well you know the score; when you're about to get ready for your first run ashore.

Silk and collar in place, then re-straighten your suit; trying hard not to look like a rawbone recruit.

Wee I got through Divisions, was a bit of a strain; but at last Blue and I are away on the train.

We started living it up, going drink for drink; a pair of Jacks? Well, what do you think?

There's talk of a party, now there's some luck; we both get a ride on the back of this truck.

The party's a ripper, there's sheilas galore; and I'm into the grog, drinking as fast as they pour.

Where's Blue, I wonder then I get the word; he's been gone for an hour, shot through with a "bird".

I feel a slight nudge, a soft voice in my ear;" Hello Sailor, can I get you a beer?"; Well OK, I say and he starts edging near. I get a bit worried, he keeps calling me dear.

Seem he's had some wild thoughts, a night of romance; when out of the blue, he asks me for a dance.

Now, I start thinking, how can I handle this chap? And the answer I get, start to look for your cap.

I was told to be wary of the odd types I'd meet; so I was out of the party and off down the street.

Now I'm lost in the suburbs, what will I do? When out of the dark, yes, here comes Blue.

Well, the first run is over, I know one thing is clear; I'll steer clear of parties if I hear the word "Dear".

R50640 LSA(S) Brian Calway

## ***MEMORIES.***

Now I wonder what your parents thought. If you look back, were they sad? When you took off to become a man. Did they miss their bright young lad? Remember Mum with her hugs and tears and old Dad, as proud as can be, when you made that big decision,

when you ran away to sea.

There were other that would miss you. You were gone, did they know the score? Your faithful old dog and your sister and the bloke who lived next door. Say, what about that sweet young girl, did she finally set you free? Or did you break her poor young heart?

When you ran away to sea.

It was all a wild adventure then, a new life had just begun. You were finding a whole new world while Mum and Dad they'd lost a son. Around the world with brand new mates. Yes, life was one long spree, you didn't know it could be this good.

When you ran away to sea.

But came the war. Oh! What a change, the whole world seemed out of whack. The blood and tears and the damage and the friends who never came back. Of course, there some bad times, you knew there had to be.

When you ran away to sea.

But, when you look back across the years, a few things make you heart sad. But, what a joy it is to remember, the mates and the good times you had. You still meet them from time to time and on one thing you all agree, it was the greatest thing you ever did.

When you ran away to sea.

R50640 LSA(S) Brian Calway.



# FLEET AIR ARM ASSOCIATION

## WALL of SERVICE ADMINISTRATOR.

### MONTHLY REPORT.

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

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

The total number of plaques on the wall now stands at 875,

Order 37 with 12 plaques is currently at the foundry, and

Order number 38 is open with nil applications.

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

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

This concludes my report.

J. BALAZIC

WoS Administrator.

15 January 2018

ORDER # 37		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
DI PIETRO AM CSC	V.E.B.	O 121024	CDRE	AUG 76 TO MAR 16	Y	Email
HINDS	D.	S 113690	WOATA	JAN 73 TO MAR 93	Y	Email
GOLDING	R.	S 113551	POATA	JAN 73 TO SEP 83	Y	Email
MASON	A.R.	R 95308	CPO	JAN 66 TO JUL 89	Y	Slipstream
COOPER	W.E.	R 43185	POATA	JAN 66 TO JAN 78	Y	Email
WYNBERG	T.	O 2356	CMDR	AUG 64 TO MAY 01	Y	Email
DRIVER	F.	R 63837	NAAH	NOV 64 TO JUN 70	N	Slipstream
CANNELL	P.J.	O 105855	CMDR	AUG 68 TO JAN 90	N	Slipstream
NICHOLAS	G.	R 106934	LS	MAY 71 TO MAY 78	Y	Slipstream
NESTOR	J.F.	R 50683	LEUT (P)	JAN 55 TO MAR 63	Y	Email
BARTELS	J.	O 114026	LEUT GLEX (OP)	JUL 73 TO MAR 85	Y	Slipstream
DAKIN	A.	O 140043	CAPT	OCT 86 TO DEC 17	Y	Email

**The Darwin Awards are out!**

**Yes, it's that magical time of year again when the Darwin Awards are bestowed, honouring the least evolved among us.**

**Here is the glorious winner:**

1. When his .38 calibre revolver failed to fire at his intended victim during a hold-up in Long Beach, California would-be robber James Elliot did something that can only inspire wonder. He peered down the barrel and tried the trigger again. This time it worked.

**And now, the honourable mentions:**

2. The chef at a hotel in Switzerland lost a finger in a meat cutting machine and after a little shopping around, submitted a claim to his insurance company. The company expecting negligence sent out one of its men to have a look for himself. He tried the machine and he also lost a finger. The chef's claim was approved.

3. A man who shovelled snow for an hour to clear a space for his car during a blizzard in Chicago returned with his vehicle to find a woman had taken the space. Understandably, he shot her.

4. After stopping for drinks at an illegal bar, a Zimbabwean bus driver found that the 20 mental patients he was supposed to be transporting from Harare to Bulawayo had escaped. Not wanting to admit his incompetence, the driver went to a nearby bus stop and offered everyone waiting there a free ride. He then delivered the passengers to the mental hospital, telling the staff that the patients were very excitable and prone to bizarre fantasies. The deception wasn't discovered for 3 days.

5. An American teenager was in the hospital recovering from serious head wounds received from an oncoming train. When asked how he received the injuries, the lad told police that he was simply trying to see how close he could get his head to a moving train before he was hit.

6. A man walked into a Louisiana Circle-K, put a \$20 bill on the counter, and asked for change. When the clerk opened the cash drawer, the man pulled a gun and asked for all the cash in the register, which the clerk promptly provided. The man took the cash from the clerk and fled, leaving the \$20 bill on the counter. The total amount of cash he got from the drawer... \$15. [If someone points a gun at you and gives you money, is a crime committed?]

7. Seems an Arkansas guy wanted some beer pretty badly. He decided that he'd just throw a cinder block through a liquor store window, grab some booze, and run. So he lifted the cinder block and heaved it over his head at the window. The cinder block bounced back and hit the would-be thief on the head, knocking him unconscious. The liquor store window was made of Plexiglas. The whole event was caught on videotape.

8. As a female shopper entered a New York convenience store, a man grabbed her purse and ran. The clerk called 911 immediately, and the woman was able to give them a detailed description of the snatcher. Within minutes, the police apprehended the snatcher. They put him in the car and drove back to the store. The thief was then taken out of the car and told to stand there for a positive ID. To which he replied, "Yes, officer, that's her. That's the lady I stole the purse from."

9. The Ann Arbor News crime column reported that a man walked into a Burger King in Ypsilanti, Michigan at 5 A.M., flashed a gun, and demanded cash. The clerk turned him down because he said he couldn't open the cash register without a food order. When the man ordered onion rings, the clerk said they weren't available for breakfast... The frustrated gunman walked away.

**[\*A 5-STAR STUPIDITY AWARD WINNER]**

10. When a man attempted to siphon gasoline from a motor home parked on a Seattle street by sucking on a hose, he got much more than he bargained for. Police arrived at the scene to find a very sick man curled up next to a motor home near spilled sewage. A police spokesman said that the man admitted to trying to steal gasoline, but he plugged his siphon hose into the motor home's sewage tank by mistake. The owner of the vehicle declined to press charges saying that it was the best laugh he'd ever had and the person had been punished enough!

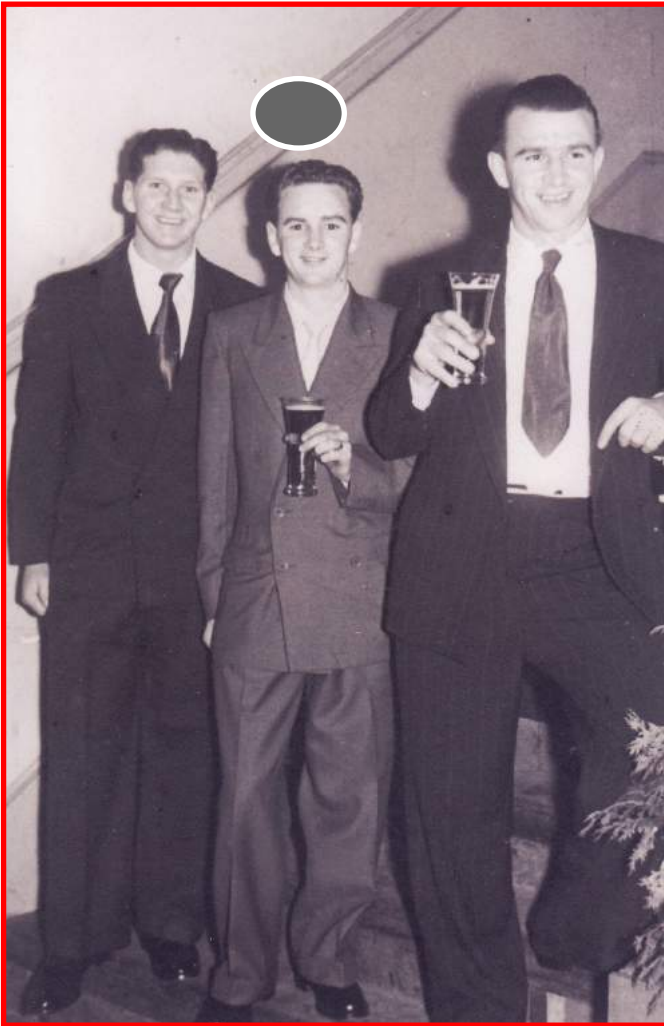
In the interest of bettering mankind, please share these with friends and family....unless of course one of these individuals by chance is a distant relative or long lost friend. In that case, be glad they are distant and hope they remain lost.

# NAVY VETERAN

WHEN I WAS YOUNG, MANY YEARS AGO  
I JOINED THE NAVY, WHY, I DON'T KNOW  
I SERVED MY TIME, WITH HONOR, AND PRIDE  
FOR THIS YOUNG BOY, IT WAS QUITE A RIDE  
I WENT TO PLACES, I'D NEVER DREAMED  
TIME WENT FAST, SO IT SEEMED  
I MET PEOPLE, I'LL NEVER FORGET  
AND SOME, I WISH I'D NEVER MET  
BUT AS I THINK BACK ON THOSE DAYS GONE BY  
MY SHIP, MY SHIPMATES, BRINGS A TEAR TO MY EYE  
I DIDN'T KNOW IT THEN, NEVER GAVE IT A THOUGHT  
BUT MY TIME IN THE NAVY, COULD NOT HAVE BEEN BOUGHT  
I GUESS WE ALL FEEL THE SAME, AFTER WE'RE OUT  
THE PRIDE WE FEEL, THAT'S WHAT IT'S ABOUT  
HAVING SERVED OUR NATION, KEEPING IT FREE  
PROTECTING OUR WAY OF LIFE, AND OUR LIBERTY  
AND THE FRIENDS I MADE, ALONG THE WAY  
WOULD I DO IT AGAIN? ANY DAY  
AND TO ALL MY SHIPMATES,                      ANCHORS, AWEIGH...







HMAS MELBOURNE  
COMMISSIONING BALL  
ULVERSTON TOWN HALL  
OCTOBER 1955

BANOW

ME - BLUEY LARTER - JOHN JEFFRIES

TREVOR BEUTCH  
FRANK LARTER  
JOHN JEFFRIES



"I figured you should have  
breakfast in bed on your  
birthday. Can you reach  
the stove okay?"



## WEBMASTER'S REPORT MARCH 2017

Greetings, everybody, and welcome to the first edition of this years 'Slipstream' - even though the year is almost a quarter gone. I'm still trying to figure out how time goes quicker as you get older...

The website has not stood still, though. We've posted a bunch of stuff since December, including detailed "Heritage" pieces on the Firefly and Sea Fury with an extensive library of photographs to go with them. By the time you read this article our History of the FAA in Korea should be close to completion. This differs from other histories you might read as it contains many insights contained in the Squadron Diaries of the time, as well as HMAS *Sydney*'s own records. I'm hoping also we can get permission to include the accounts of Fred Lane, Norman Lee and A.H. Gordon written back in 1991 which provide priceless observations of aircrew flying missions off the deck of *Sydney* throughout her Korean deployment in 51/52. Once the Korean history is published we'll be working on a more general History of the FAA from 1947 onwards.

The other popular feature on our website is the "Mystery Photo". I'm running short of suitable material so if you have any quirky or unusual photos of people, places or events please let me know. Part of the deal is I must know the answer, though, as we like to tell people the solution. If you check out our growing library of Mystery Photos on the website (under the "Posts & Fun Stuff" menu) you'll see what I mean.

Our monthly newsletter '*FlyBy*' continues to grow in size and in quality. This is sent on the first day of each month to anyone who wants to be on the (electronic) distribution. It's important to note that it is not in competition with 'Slipstream' as the two publications have a completely different role, but they complement each other. If you don't get *FlyBy* sent to you already simply go to our website and click on the grey 'subscribe' button on the RHS.

My other hat is database manager, and as I write these words over 250 members have yet to renew their 2018 subscriptions. I'm sure this is an oversight so if you haven't renewed yet please help by paying the appropriate amount. If you are not sure who or how much ask your Division Secretary (phone numbers are in this magazine) or email me at [webmaster@theFAAAA.com](mailto:webmaster@theFAAAA.com)

Until next time,

Marcus Peake  
Webmaster

## **2018 SLIPSTREAM EDITION January/February /March South Australia.**

Welcome to all Members to a new and exciting year ahead. Well new certainly, but exciting, I'm not so sure. If it's exciting to labour through 40 degree days or evenings that would freeze your tits off, then that's exciting. What I am excited about is the October National FAAA Reunion to be held at the home of our Fleet Air Arm and of course the AGM committee meeting where great minds gather to re-lash the splint, holding our rudder together and so steer us successfully through 2018.

The Divisional December Christmas Lunch was well attended and the day was recorded as a good one. Some photographs to be circulated in our local FAAA newspaper. Lunch seemed to work for us.

The SA Division cancelled out on our January Picnic in the Park meeting due to extreme weather conditions namely 36 degrees. It was President Mike Stubbo Stubbington's call and it was the correct one. Always disappointed as I rather enjoy the cheery banter and strong mate-ship that goes with the usual mob that gathers under the magnificent gums inside the Wittunga Botanic Gardens. That mob to name a few is our President Mike Stubbington, Michael Cain, John Siebert, Ian Laidler, Bob Scobie, Fred Driver, Roger Harrison, Jan Akeroyd, Gordon Gray, Graham Bailey and that mob comes with spouses and mistresses. Generally a great lunch-time spent with friends and includes that short meeting mentioned earlier somewhere. All business related to that January Meeting will be held over to the State AGM in March 2018.

Henry Young, I am holding a hard copy of "Frontline and Experimental Flying with the RN Fleet Air Arm" written by Cmdr Geoffrey Higgs. A great read and good humour as one would expect from The Senior Service, RN or RAN. John Siebert suggested you would enjoy the read. John Siebert, I am holding a hard copy of "They gave me a Seafire" written by Cmdr Mike Crosley DSC. RN. Reading this book as with the other book mentioned, I realize just how tenuous life was for both RN pilots even though they are a generation apart.

If others would like details on one or both books, then drop me an email on coroman@adam.com.au

Wonderful to read names and dates of those members who were "volunteered" for the RAN Helicopter Flight Vietnam in 1967 /68/69. As a member of 723 Squadron throughout those heady years, I can remember the 4 H's and our collective biscuit and sugar lockable metal box in our crew room. They were Hughes, Herbert, Howell and Harrison. Three of the four went to Vietnam and I missed out. Reading some of those stories I wonder now who was the lucky one. Forget the War Service Loans and fringe benefits, clean underwear is important.

Spent 10 days in early January on my boys hobby farm near Boyup Brook, WA. Our Queensland cousins wouldn't have a clue where Boyup Brook was so will have to Google it where-as the rest of us know! A big hello to Adrian Whiteman and Phil Blakemore Qld area somewhere. WA looking as dry as SA but without the accent.

Australia Day spent with friends locally here in SA and although threatening 37 degrees, I believe the temperature peeked at 34 degrees. My Australian Flag was very limp and not unlike other things more personal.

A reminder that the SA FAAA has their AGM due lunchtime Wednesday 21st of March. Everyone and their family are invited for lunch at The Windsor Hotel, Windsor Gardens starting 1130 for 1200 followed by a General Meeting and AGM. More faces the better.

A MAN never knows the value of a woman's love until he pays maintenance.

Regards from SA Division. Roger Harrison Honorary Whipping boy



## QUEENSLAND

All is quiet in the sunshine state although not much sunshine at the moment. A lot of our members have been away travelling and cruising around the world. For me with Barbara, we travelled to Nowra to see a new great grand daughter, while down that way I was able to meet up with the "spanner wankers" at the bridge hotel

We are still finding it hard to get enough people together for functions. I noted the remarks on face book from some of the N.S.W. members about holding more functions. But you need to realise we have not a large group close by as Nowra has; our closest groups are spread on about a 300 KLM distance from the Gold Coast to the Sunshine coast and most of them are getting on and unable to travel very far. We now have an excellent base to hold functions in the Pine Rivers Naval Association club rooms very central .We need more younger members to come on board Most of our committee are in their 80s including your's truly, I have been working the internet and face book to try and get more interest for our A.G.M on the 10<sup>th</sup> March. I hope at our next report we can report a new younger committee and many social functions.

To all our members in this great country of ours all of us in Queensland wish you the best and hope to see you all in Nowra come October.

As of the end of Feb. we still have approx. 40 members who have not paid their subs ;Please to assist our secretary can you pay as soon as possible. Remember no fees and we have to cancel your slipstream as a large part of your fees go to pay for slipstream

Ray Murrell President





Taken on the 19th January 1976  
 Left to right Reg Paterson, (This one's name escape me "Can you help" ED, )  
 Bob Liddcoat, John Green Jim Lee

Photo published in September issue and it has been stated that it was **Russ Jensen** Ed

## "MY MATE BLUE"

Hello Ron

*Typeset from written copy by the editor*

Since reading the item in "Slipstream" back in March 17 edition, detailing the very impressive sporting records / achievements of Ray (Blue) Stivey, I have procrastinated as to whether I should pass on my own memories following the passing of yet another of my very good friends (MATES).

I think most men were aware of "Blue" Stivey when I was sent to the same mess (living quarters) as Blue. I think it was D4, and although I had no sporting prowess we seemed to "hit it off" to the extent that we met many times on weekend leave in Sydney for drinks at a quiet hotel on the southern edge of Hyde Park and from there to the occasional Saturday night party at the homes of his various friends.

A couple of times we also rounded off the weekend at the Bondi R.S.L.....(the song RAMONA, I remember as being his favourite). Following the transfer requirements of a pilots mate from 808 squadron in February 1954, at that time on "HMAS vengeance", ( he was required as a witness in a particular court case in Nowra ) a replacement was needed and it fell to the regulating C.P.O. at Albatross to provide one.

As it turned out, my mate Blue at that time was holding a "plum" job at the regulating office and I'm reliably told ( from way back ) that in a ensuing conversation Blue came up with..... "What about Peter Greig"....."He is a Engines Rating and hasn't been to sea yet." The transfer was then made and I ended on 808 Squadron for the duration until we disembarked sometime in May 54.

**PETER GREIG**



Enjoying the ice is a simple task for Leading Seaman Aviation Technician Avionics Scott Tunnard from HMAS *Albatross*.

As one of the founders of the Australian Defence Force Ice Hockey Association and a key player in the tri-service team, he has been fortunate to represent Australia, the Australian Defence Force and Navy, both at home and overseas.

Now Leading Seaman Tunnard's representative resume is about to expand further as he prepares to depart as the sole Navy representative in the ADF STRIKE Ice Hockey Team tour of Canada.

"My Navy job is currently Trade Supervisor at 725 Squadron at *Albatross*," said Leading Seaman Tunnard.

"My Unit has been incredibly supportive, allowing me to attend events and organise 'Come and Try' days for beginners at *Albatross*.

We recently stood up the first ever Unit ice hockey team, the *Albatross Warbirds*" he said.

Leading Seaman Tunnard started playing Ice Hockey ten years ago while serving in the Royal Navy. He transferred to the RAN in 2013 and worked diligently to help establish the ADF Ice Hockey Association.

This achievement culminated in the team embarking on the first overseas trip to compete in the Armed Services Ice Hockey Tournament in Las Vegas.

This year's tour to Canada will see the team compete in many games and events throughout the tour, stopping in Toronto, Ottawa and Montreal.

"The level of competition will be the highest the ADF has faced in the four years of its existence," said Leading Seaman Tunnard.

"This tour promises to be a great learning experience for all players on the STRIKE team."





*Deputy Chief of Navy, Rear Admiral Michael Noonan, (left) and Deputy Chief of Navy - France, Vice-amiral d'escadre Denis Béraud lay wreaths during the Last Post Ceremony at the Australian War Memorial in Canberra.*

The Last Post Ceremony at the Australian War Memorial has provided a poignant reminder of the close bond between the nations of Australia and France.

Le major général de la Marine (Deputy Chief of Navy) - Vice-amiral d'escadre Denis Béraud, together with Deputy Chief of Navy Rear Admiral Mike Noonan interrupted their official meetings this week to lay a wreath at the Last Post ceremony. The ceremony is held every day of the year at 4.55 pm and is a moving tribute to Australians who have fallen in war.

The opportunity to reflect on the sacrifice of service men and women from both nations came as scheduled Navy to Navy talks were being conducted in Canberra.

Vice-amiral d'escadre Denis Béraud is no stranger to working with Australians. The Admiral was Commanding Officer (2005-2007) of the aircraft carrier, FNS *Charles de Gaulle*, participating in operational missions in the Indian Ocean, in support of coalition forces engaged in Afghanistan in the framework of International Security Assistance Force. The onboard air group performed more than 2,000 hours of operational flights.

Rear Admiral Noonan said the Royal Australian Navy consistently participates in training and operations with the French Navy, from HMAS *Success* operating with FNS *Charles de Gaulle* in 2015 in the Middle East to participation in regional security exercises such as Croix du Sud.

"The opportunity for French and Australian warships to train together presents a valuable opportunity for the region, improving security and further enhancing our level of interoperability and maritime awareness in our region."

"This Navy to Navy engagement is part of our Navy's routine regional activities in both North and South East Asia and supports regional security."

## VICTORIA DIVISION

Greetings to all members from the Victoria Division.

All has been relatively quiet since our last report as we all recover from the festive period and holidays.

We held our Annual General Meeting on Sunday 4<sup>th</sup> February at the Mission to Seafarers. At this stage it is looking likely that the MtS will become our permanent home. The new staff there have made us more than welcome and we have agreed to hold our ANZAC Day Reunion at this venue.

The newly elected committee is as follows ;

President	Chris Fealy
Vice President	Scott Myers
Secretary	Mal Smith
Treasurer	Paul Thitchener
Committee	Rob Gagnon
" "	John Fields
" "	Ron Christie
" "	Ken Pryor

Auditor John Champion

The only change from last year is that John Champion leaves to become Auditor and is replaced by Ken Pryor. Our thanks to John for all his work and a warm welcome to Ken.

We have been moved forward for the ANZAC Day March this year and will step off at about 0905. Members will be advised details shortly.

Life Member and long time committee member Alan ( Happy ) Clark has just celebrated his 90<sup>th</sup> birthday. Whilst he's not as mobile as he once was he still makes every effort to attend meetings whenever possible Congratulations Happy.

We were informed recently that this years ANZAC Day March will be led by WO Marty Grogan and his Captain son. Both are still serving and between them have something like 80 years service. A lot of members throughout the country will know Marty and these days he looks after the Museum at HMAS Cerberus. Many may not know that Marty originally joined as a member of the FAA ( Handler ) before moving to become a Writer. Congratulation to Marty and Captain Grogan.

Sad to report that two long time members have passed away in recent weeks. Graham Bessell-Browne and John Clifford. Our condolences to their family and friends.

Yours Aye  
Mal Smith





## Secretary's Slipstream Report March 2018

Near Year greetings to all members and I hope 2018 brings you good health and happiness.

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

Whilst on the subject of Slipstream it is sad to see that some members continue to complain to Editor Ron for errors in some of the articles in our magazine. Ron as editor does not change the content of these articles that are written by someone else so if some ones name or initial is wrong or some names are left out of an article please do not complain to the editor his job is time consuming as it is without having to answer this sort of .....

On a lighter note 2018 is a FAAAA Reunion year and you will find included with this issue of slipstream a Reunion registration form and a raffle book so for all of you that are attending the Reunion please book in early thus assisting the Reunion committee who are already hard at work with the organization of this event.

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 2018 when you AGM's are completed thanks.

Here at Headquarters we have had a very dry summer so the rain over the last couple of days has been most welcome but 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.

"Those who get too big for their pants will be totally exposed in the end."

Yours Aye

Pincher



**+NURSES WW1**

First Females in the RAN during New Guinea operation in WW1



## **WESTERN AUSTRALIA DIVISION**



Best wishes to all for 2018; hope it's all you wish for.

The Titanic lurched to port but did not disturb the seats of the Management Committee at our AGM; 2018 same as 2017.

Our Christmas Luncheon was a great day, Lou & Barbara Burns; Snowy Hall & son Brett & Joe Jost along with Bevan Daws and many others made it all worthwhile.

Life Membership's were awarded to Bevan Daws & Geoff Vickridge for their commitment and ongoing support for this Division. Jim Bush was awarded a Diploma of Merit for the outstanding work he has done with regard to Constitutional Matters. We also awarded Division Certificate's of Service to Winston (Fish) Ferguson; Andrew Curran & Michael Elliot for 15 years of service, unfortunately they were not in attendance to receive them. Congratulations to all.

Thanks to Owen Gardiner as his role of MC & to Bill & Barbara Atthowe; Margaret Mayo & Shirley & Owen Gardiner for all the Hampers & the work they do all year.

Again the food & the service provided by Scotty & his staff was first class. If you visit Perth don't forget to call into Rosie O'Gradys Hotel in Northbridge & let them know your part of the Fleet Air Arm family.

Unfortunately we have lost one of our older Members in Brian Worthington ; "Split-Pin" as he was known in January. I only had telephone conversations with him but he always said how he loved to receive Slipstream to see what his old mates were up to.

The round of Services have commenced again, so far Mike Keogh & my-self attended the HMAS Voyager Memorial Service at Kings Park; numbers increasing yearly. We have also attended at the The Fall of Singapore Commemoration Service which is hosted by the Malayan Volunteers in association with the Malaya Borneo Veterans, which will possibly be their last due to declining Membership.

Owen Gardiner & wife Shirley attending the HMAS Perth Regatta this year & we were well represented at the HMAS Perth-USS Houston Memorial Service in Fremantle. The RSL will be holding sunset services again, four days prior to ANZAC Day with Tuesday 24th service being Vietnam War Air Power.

Yours aye

Keith Taylor

Scribe

## **NSW Report**

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

The main event for this year is undoubtedly the '70<sup>th</sup> Reunion' in October so if you are able please make a space in your itinnery for the last weekend 25<sup>th</sup> – 28<sup>th</sup>; there is a registration form included in the magazine so please do not delay in filling it in and returning it ASAP. Sorry there is no electronic payment available but you can blame the bank for that.

We held our AGM on Wednesday 14<sup>th</sup> and almost the same Committee was returned. Many thanks go to those who served but for several reasons had to decline nominations for the ensuing year.

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

We put a lot of effort into trying to attract current serving members to join us and our attempts will be ramped up this coming year but you all must know at least one mate who is not a member and if you could all get one to join it would almost reverse the trait so please give it a go. All similar associations and groups to us are having the same problem and some are close to folding because of it.

We are spending quite a lot of effort in recruiting the new serving members of the FAA and intend to offer all the new entries a years' subscriptions and a few other bits to get them to look at us and hopefully a few will stay with the Association into the future.

Our raffle was drawn today and the following scooped the pool this time.

1 <sup>st</sup> Prize	- ticket number	- 3645	- Eric Wainman
2 <sup>nd</sup> Prize	- ticket number	- 2 334	- Staff Lowe
3 <sup>rd</sup> Prize	- ticket number	- 2575	- Kevin Duffey

All have been notified and the prizes arranged to be delivered

Thanks to Kevin who donated his winnings back to the Association.

Greg Wise

# **TASMANIA**

## **December Report**

Apologies for being late and if I have missed deadline. Too much travel I am afraid and another majority Government in Tasmania at the weekend got me excited. Powerhouse of the Nation!

Well we have had a coup in Tasmania albeit a peaceful one. Al Dickie has been overthrown as President and exiled to the "Big Island" with Dennis Hinds now the Tasmanian President. Now the truth: Al has had to reluctantly pull up stumps in Tasmania and move to Mount Beauty in Victoria. Al did a fantastic job while President and managed to navigate a small but dedicated band of ex-Birdies through some difficult times. He will be missed in our Division but has promised to visit (and buy beers). Bob Douglas will now be Vice President but all other positions remain the same which as the new President I am grateful for.

We would like to advise that one of Tassie Divisions real stalwarts, Maureen Douglas, has recently celebrated her 80<sup>th</sup> birthday with friends Ian and Florence Henderson making a surprise visit. Maureen is a great member and her humour and diligence in running the raffles is always appreciated. I hear Maureen is planning a big shin dig for her 100<sup>th</sup>!

There has been ongoing discussion around holding a meeting in "The South" (Hobart) to try and encourage more members to attend and while it was initially planned for April we have deferred this until the AGM on 29 July 2018 in an endeavour to have more members attend and actively participate in the meeting. The meeting will be held in the Hotel Soho commencing at 1100 with lunch on completion. Graham Nicholas, our Secretary, is organising a social event the evening before for those interested and staying in Hobart overnight. Just let Graham know and if and FAAAA members are visiting you would be made most welcome.

There are a couple of members looking at attending the National FAAA re-union in October so we will be moving our October meeting until November. Date and time to be advised in next article with November being a great time to visit Tasmania but you need to book early as tourism is booming and even accommodation on the West Coast is getting difficult to obtain as I found out recently when taking some ex-Navy friends around Tassie after our 42<sup>nd</sup> Junior Recruit intake reunion in Devonport. One of the highlights of the reunion was a visit to Shropshire Park in Ulverstone to the Naval Memorial. A truly outstanding Naval dedication that has been established by a group of volunteers and I recommend it to anyone that visits Tasmania.

As always, any visitors to Tassie are welcome to our functions.

Dennis



## 50th ANNIVERSARY

Fellow Demons – I am pleased to provide you all early notification of events being planned for the 50<sup>th</sup> Reunion – save the date – June Long Weekend 09 & 10 June 2018.

Saturday 09 June Afternoon – match at Tom Smith Oval (either SCAFL or Golden Oldies Slowdown Blues V Dees).

Saturday 09 June Evening – function at Bomaderry RSL.

Sunday 10 June Morning – recovery BBQ breakfast at West St.

Albatross and Vikings Facebook sites will have further information as details are confirmed.

Please pass on to others who may be interested.

Regards

**Duane Unwin**

Romeo Maintenance Operations Manager

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**Web:** [www.sikorsky.com.au](http://www.sikorsky.com.au)

## SENIOR DRIVING

As a senior citizen was driving down the freeway, his car phone rang. Answering, he heard his wife's voice urgently warning him, 'Herman, I just heard on the news that there's a car going the wrong way on Interstate 77.

Please be careful!' 'Heck,' said Herman, 'It's not just one car. It's hundreds of them!'

***TELL ME THIS WON'T HAPPEN TO US !!!!***

Hello Ron

The attached letter "Dear Auntie Dalma" is a copy of the letter sent to my mother's sister—— **My Auntie Dalma** some years ago following her repeated requests of....."What you did in the Navy? "

Auntie Dalma actually passed away some three or four years ago in her mid 90's , but of course the letter's content remains true—— even of course if sanitised (to a degree) suitable for a daughter or a Methodist minister.

My thoughts have been , and are that the six years recounted in the letter will be of interest to not only— "We of the old brigade " but also to the "Young guns".

With Sincere Regards  
Peter Greig (R45795)

**Typeset from a hand written copy by the Editor**

## Dear Aunty Dalma

The following is a fairly lengthy account of my six years in the Navy (RAN) and I daresay it answers what I did and saw during that period of my life.....(as you requested)

I enlisted in August 1951 at the age of 18 with a view to becoming a Naval Photographer. My first 3 months being spent at Flinders Naval Depot in Victoria (HMAS Cerberus) before being drafted to the Naval Air Station at Nowra NSW (HMAS Albatross)

Having received top results in the 6 months recruiting courses, I had the choice of either taking up the Phot course or any of the Naval Aviation courses. The next phot course was 9 months away and covered an intensive 12 months study period. This would of eaten up 27 months of my 6 years and with only one aircraft carrier (HMAS Sydney) at the time,

My decision then, was to take the Aircraft Engineering (Engines ) course. The next 18 months or so were taken up with study and then (including) working on Naval Aircraft——” Sea Fury’s “ and Firefly’s “ until a draft note sent me to 808 Squadron (Sea Fury’s) which at the time was stationed on board “HMAS Vengeance—— A Royal Navy aircraft carrier on loan to the RAN pending the commissioning of HMAS Melbourne in the U.K. The Vengeance had the (Happy ) task of escorting the young Queen And Prince Phillip on the then Royal Yacht “ Gothic “ around Australia. We carried this out until farewelling the Gothic just before the Coco’s Islands. From there we cruised to Manus Island, then Rabual where we put on an Anzac Day Parade for the very excited Natives, before returning to Australia per Darwin.

The squadrons——there where two others disembarked at Jervis Bay and once again I was land based at HMAS Albatross. Early in 1955 I was drafted back to “Vengeance” (a much prized sea draft) and this time it was the return voyage to U.K., which was via Singapore, Colombo, Aden, Malta and Gibraltar. After Gibraltar we encountered extremely heavy weather in the Bay of Biscay which in fact was so bad that the flight deck of the ageing carrier was split, however we made it safely to Portsmouth where the ship was mothballed. Two great weeks were then spent in London before I trained it up to Edinburgh, then a bus to Arbroath East Scotland, where I joined 18 or so classed as “Ship Company” Air Engineering from the old Vengeance at the Royal Air Station —HMS Condor.

Here we underwent intensive maintenance courses on jets and turbo props. But we the Australians only were given a day off to travel by bus to the Highland games at Braemar——attended by the Royal Family. Being a “Mc”Gregor —— Greig being a sept or sect of that clan , I fell in love with Scotland and it’s lovely August weather at that time. Returning to Barrow-in- Furness on the west coast , we embarked on the about to be commissioned HMAS Melbourne——at that time reputed to be the most modern “Light Fleet Carrier” in the world.

Following it’s commissioning in October in 1955 our first stop was the KG Dry Dock in Liverpool and from there to steaming trials in the Firth of Clyde and on to Glasgow where I stayed overnight with a Scottish couple whom I had befriended and from there it was on to Plymouth for the Spithead Naval Display which found us at Portsmouth over the Xmas period (Dec 55).

On the 16th January 56 flying trials were commenced and held over the English Channel——an announcement by the Captain having advised us that , if these trials concluded satisfactory before the forthcoming weekend we would stop over in Le Havre for a few days. Of course we finished our trials well on time whereby, being a member of the “Flight Deck Crash Party”, which gave me Special Duties , I proceeded to Paris by train with 2 of my phots mates for 3 days and nights.——oo-la-la. It was fortunate ,I guess , that when at Melbourne Boy’s High School we had a French doctor of languages teaching us French and so I found myself digging deep into the memory bank——!!

Back to Portsmouth ( I needed the rest). Shortly after I proceeded on 2 weeks leave which with another mate was spent driving a hired morris oxford from Holland thru Belgium, West Germany, Switzerland, and into France, where , in Paris my friend , having lost his remaining travellers cheques was persuaded to accompany me to the Australian Embassy to plead our plight to the Australian Ambassador.

This, fortunately proved to be no problem and after receiving an Advance on our pay, we accepted the Ambassador's invitation to join him for a drink at the Brasserie close by.

He was ex RAAF Aircrew in Europe during the war and proved to be excellent company, asking us to join him for dinner, which we had to refuse because the car had to be returned to Amsterdam within the following two days. Back at Portsmouth, where the ship was fuelled and victualled up for the maiden voyage to Australia and we left the U.K. on the 12th March 1956. First stop was Gibraltar, followed by Naples where we spent time anchored in the Bay with an impressive Vesuvius in the background.

With a good phot mate —Mal Wilson we spent the next day on a bus trip which took us to the ruins of Pompei, then the next day on because Mal had a "duty run" to Rome to take publicity photos we boarded a bus with 20 to 30 others and set off to Rome. After visiting as many "must see" sights including The Colosseum, Mussolini's Old Palace, The Pantheon. Fontana Di Trev etc we found ourselves being shown the features of St Peter's Square in the Vatican by an Australian Priest—— Father Brown. Meanwhile some 30 to 40 crewmembers of HMAS Melbourne had gathered in St Peter's Square awaiting entry to the Pope's Palace and unknown to me ——A good Methodist, the R.C. Padre on the :Melbourne had arranged an audience with the Pope (Pius 12th). Mal, being a some what casual R.C. made the decision to join the other RC crew members and after soft pleading to me I agreed to join him and the others to attend the private audience and so we all filled past the Vatican Guards and into a lavishly adorned chamber, where after addressing us for 10 minutes or so, we all knelt down for his blessing——I repeat ——and me a good Methodist.

#### A not to be forgotten experience

From Naples it was all plain sailing with back to Australia via Malta, Suez, Aden, Colombo, to arrive in Fremantle, then Melbourne and Sydney on the 12th May 56. The squadrons (crew and aircraft) disembarked at Jervis Bay and I then spent 2 weeks leave in Adelaide before rejoining the Melbourne in Sydney, and from there cruised to Hervey Bay then to Palm Island with the Squadrons working up with "Touch and Go" (landing and taking off) prior to commencing the "SEATO" cruise ——South East Asia Treaty Organisation —— a 4 month cruise from August to early December. This took us to Rabaul, Manus Island, Manila, Hong Kong Bangkok, Singapore, Darwin and then back to our home port Sydney for a short time before sailing down to Melbourne for the 56 Olympic Games. It was there that I put my hand up as a volunteer for the first and only time and this was as an Olympic Marshal which gave me access to any of the events—— another highlight of my naval 6 years.

At the Olympics conclusion, we sailed to New Zealand via Hobart and received great welcoming where ever we made port.....One thing that stands out in my mind was when we cruised into the Milford Sound and from the photos taken from our helicopter, our ship seemed dwarfed by the size of mountains surrounding the Sound——and us. From New Zealand we sailed back to Jervis Bay, where the Squadrons dis-embarked once again and where I also farewelled the "Melbourne" ——My sea time was over on the 14th March 57 when I was drafted back to HMAS Albatross at Nowra NSW.

Three month's later, which I spent on the salvage section crash party. My final draft was to HMAS Torrens——Port Adelaide for a month, prior to "paying off" on the 5th August 1957.

#### **(quad Erat Demonstratum)**

**BY Peter Greig R45795**

**Typeset from hand written copy by the Editor**





The former HMAS *Labuan* has proven to be a popular attraction and dedicated workhorse in her new role as part of the Papua New Guinea Defence Force.

*Labuan*, a Balikpapan Class Landing Craft Heavy, decommissioned from the Royal Australian Navy in November 2014 before being gifted to the Papua New Guinea Defence Force as part of the Defence Cooperation Program.

In December 2014, the vessel was renamed and commissioned into the Papua New Guinea Defence Force as HMPNGS *Lakekamu*.

Australian troops were deployed to Papua New Guinea to fight the Japanese Imperial Forces during World War II in order to prevent them from advancing in the Pacific region. During this time the people of Papua New Guinea supported and aided the Australian troops.

One of the critical locations was the Lakekamu River within the Gulf Province of Papua New Guinea. This river and its people were of vital importance to the success of the Australian troops, which was used as a supply route during World War II to provide personnel, rations and ammunition to the Bulldog Track and on to the Kokoda Track.

These days, the Royal Australian Navy also provides a Commanding Officer and a Chief of the Boat to train and mentor the officers and sailors of the Papua New Guinea Defence Force – Maritime Operations Element, as part of this ongoing agreement through the Defence Cooperation Program.

Lieutenant Commander Brenton-James Glover, says the military relationship that formed 75 years ago between Australia and Papua New Guinea, continues to grow from strength to strength.

"The training we provide helps develop the Maritime Operations Element of the Papua New Guinea Defence Force to protect their countries maritime resources," Lieutenant Commander Glover said.

"We also assist with the development and repair of military infrastructure, landing craft crew training and general governance."

On 6 December 2017, *Lakekamu* conducted the first ever Freedom of Entry Ceremony in Papua New Guinea history and sailed the ship up the Lakekamu River with the Honourable Christopher Haiveta, Governor for Gulf Province, and Colonel Siale Diro, Papua New Guinea Defence Force Chief of Force Preparation, as the guests of honour.

Chief of the Boat, Chief Petty Officer Boatswain Steve Lambert said it was a very touching and special event to witness.

"Seeing the many traditional aspects of Papua New Guinea culture and being able to witness the pride of the Gulf Province population as they saw the vessel for the first time was a special moment to experience," he said.

Over the last three years *Lakekamu* has not only fulfilled her role as a Training Ship, but also achieved and supported a number of other missions including freight deliveries, distribution of Defence assets throughout the region, support to the National Disaster Centre and Correctional Services, re-distribution of Australian Federal Police vehicles and boats from the Solomon Islands to Papua New Guinea, delivery of fuel up the Morehead River, participation in Exercise *Croix Du Sud* alongside other Pacific nations.

She has also conducted engagement with local remote communities along the mainland coast and throughout Milne Bay and the New Guinea Islands.

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



22/10/51, LEUT(P) Knapstein, RAN. Hit by flak and force landed onto a mud flat on the South bank of the HAN River.

Rescued by a boat from HMS Amethyst.



# YESTERYEAR



A moment of excitement as a Sea Fury touches down on the flight deck, losing a wheel in the process. (RAN)  
Read more at <http://www.australianflying.com.au/news/warbirds-the-royal-australian-navy-s-fleet-air-arm->





# ***BATTLESHIP USS MISSOURI IN AUSTRALIAN WATERS***

