

SLIPSTREAM

Rank milestone celebrated



Warrant Officer – Navy Deb Butterworth with two men who were promoted to warrant officer 50 years ago when the rank was reintroduced, Alfred 'Rusty' Marquis, left, and Robert Brown, at the anniversary event. Photo: Leading Seaman Kylie Jagiello

CONGRATULATIONS TO TWO OF THE FINEST GENTLEMEN OF THE FAAA

STORY PAGE 3



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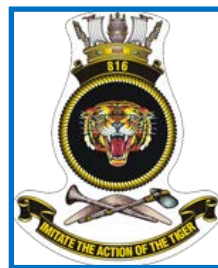
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WARRANT OFFICER MILESTONE

The 50th anniversary of the re-establishment of the rank of warrant officer in the Navy was marked with a ceremony held by the Keith Payne VC Veterans' Benefit Group on December 17, 2021 in Nowra, NSW.

Along with members of the veterans' group, Warrant Officer – Navy Deb Butterworth and 14 current serving warrant officers attended, in company with two of the original warrant officers.

On December 17, 1971, 87 chief petty officers across the Navy were promoted to the rank, bringing the Navy in line with the Army and Air Force.

Former warrant officer and president of the veterans' group, Fred Campbell, officiated the event and said it was a special milestone in the Navy's long and illustrious history.

"The rank of warrant officer has come a long way since being reinstated in 1971," Mr Campbell said.

The rank was used in the Australian Commonwealth Naval Forces from 1901, but was abolished in 1949.

Chief petty officers who achieved high levels of proficiency in their chosen specialisation were then re-titled commissioned or senior commissioned officers.

Of the 87 promoted to warrant officer in 1971, six were from HMAS *Albatross*.

The two still alive – Robert 'Bob' Brown and Alfred 'Rusty' Marquis – attended the anniversary event.

Mr Brown, who last month celebrated the 70th anniversary of him joining the Navy, recalled being notified of his promotion.

"It certainly doesn't seem that long ago we were being called into the captain's office and told we were being promoted," Mr Brown said.

"They made us up but didn't know what to do with us."

Introduction of the rank was announced by signal in August 1971 and, excluding allowance, the salary was in the range of \$6829 to \$7179.

The principle function of the rank was managerial: to plan, allocate and control work within their particular specialisation.

Originally from Western Australia, Mr Marquis enlisted during WWII and had already served 28 years by the time he was made a warrant officer.

He said the big change to his job was ceasing working on aircraft.

"I went to sea a few weeks later on HMAS *Melbourne* and my main role was looking after the electrical workshop," he said.

"I was also made the beer bosun – issuing the beer – and permanent loans' officer at one stage."

Agnes 'Lennie' Maiden became the first female promoted to warrant officer in 1972 and, 47 years later, Warrant Officer Butterworth became the first female Warrant Officer – Navy.

"The rank of warrant officer represents the head mark for a sailor career," Warrant Officer - Navy Butterworth said.

"Those chosen share a responsibility to employ expertise and authority to better the service and those who serve.

"What hasn't changed in the past 50 years is all warrant officers help shape the Navy to meet demands of naval service, now and in the future."

The names of all personnel promoted to warrant officer since 1977 are noted in the WO Book held by Navy People Career Management Agency at Brindabella Park.

In the past 50 years, more than 2000 warrant officer promotions have been issued, with Warrant Officer Aviation Technician Avionics Royce De Strang the last.

"I hadn't realised I was the last one promoted before this anniversary, but feel privileged for the honour," he said.

"The work and dedication in the space of the past 50 years is what has brought us to where we are today."

A Look Back On Queen Elizabeth's Visits To Australia Over The Years

Visited 16 times

1954

Queen Elizabeth II's first visit to Australia was in 1954 with her husband, **Prince Philip**. She is the first British monarch to ever step foot on Australian soil. , they're pictured in Tasmania.



1973

The Queen opened the Sydney Opera House

1974

The Queen, the Duke of Edinburgh are joined by The Princess Anne, Mrs Mark Phillips and Captain Mark Phillips.

1963

Queen Elizabeth II & Prince Philip returned in 1963 for their second Australian tour. Here, the Queen is pictured with former Australian Prime Minister, **Robert Menzies**.



1977

The Queen at Lindsay Park Racing Stable in Adelaide.



1970

Queen Elizabeth II is shown some Koalas in Brisbane during her 1970 tour of Australia. She is there in connection with the bicentenary of Captain Cook's 1770 expedition to Australia.

1981

The Queen greets Australians in Melbourne.

1982

Queen Elizabeth II visits Brisbane.



1988

The Queen opens World Expo '88 in Brisbane and tours the exhibition.



1986

The Queen attends a show by children during a floral procession and floral dance at Adelaide Show-grounds.



1992

The Queen receives flowers outside Town Hall in Sydney



2000

Queen Elizabeth II and The Duke of Edinburgh receive a welcome from the residents of the outback town of Bourke, NSW



2006

The Queen visits the Melbourne Aquatic Centre and meets Australian swim team members Ian Thorpe and Kylie Palmer



2002

The Queen attends a People's Reception in Roma Street Parklands in Brisbane.



2011

Queen Elizabeth II walks alongside Australian Prime Minister Julia Gillard,



REST IN PEACE MADAM

Unmanned Vehicles



LEFT

Designers of the Critical Incident Response Vehicle, Chief Petty Officer Electronics Technician Allan Winning, Defence civilian Bruce Fox and Petty Officer Electronics Technician Ben Kemp, at HMAS Cerberus, Victoria.

BOTTOM

Lieutenant Harry Hubbert with an unmanned surface vehicle at the centre for innovation, HMAS Waterhen.



Unmanned Vessel

An Australian Army soldier launches the MARTAC MANTAS T12 unmanned vessel to conduct speed and handling demonstrations during Exercise Autonomous Warrior 2022 in the waters of Jervis Bay Territory.



Autonomous Warrior 22 (AW22) is a Navy-led Operational Experimentation (OPEX) activity conducted over the period 16-27 May 2022 in the vicinity of Jervis Bay and from several remote sites in Australia and overseas. Conducted against an overarching theme of Remote and Autonomous Systems and Artificial Intelligence (RAS-AI), Autonomous Warrior is the largest unmanned systems OPEX conducted in Australia. In 2022 it provided Australian and international military and industry partners opportunities to demonstrate innovations in autonomous and uncrewed systems and related technologies for use in the maritime and littoral domains, including operations in complex, congested and contested environments



Unmanned Ground Vehicle

Hunter Wolf (HUM-T) a Heavy Unmanned Ground Vehicle used during Exercise GENESIS as part of Autonomous Warrior 2020-4.



Robotic Autonomous Systems and Artificial intelligence (RASAI) conducted Autonomous Warrior 2020-4 dubbed Exercise GENESIS at HMAS Moreton, Brisbane. Exercise GENESIS included a Humanitarian Assistance Disaster Relief (HADR) scenario utilising remotely operated vehicles (ROV) and drones to scan the area and identify evacuees and safe surface and air approaches. The Exercise highlights the Navy's commitment and ability to work innovatively to boost capability whilst strengthening industry engagement.



Lieutenant Commander Jeffrey Dalgliesh

Edited by John Perryman



Jeffrey William Dalgliesh was born in 1947 at Tara Queensland, the third of six children to Doris and Jack Dalgliesh. A few years after Jeff's birth the Dalgliesh family moved to the Brigalow district in Queensland where they had bought a property farming cattle, sheep, pigs and crops.

Jeff completed the Queensland Scholarship Examination at Wychie State School in 1960 before boarding at Gatton Agricultural College for two years completing the Queensland Junior Public Examination in late 1962.

At the end of the school year he returned to Brigalow pondering whether to further his education at Gatton or Chinchilla High School or work on the family property with a view to purchasing one of his own. At just 15 and-a-half those aspirations and responsibilities seemed insurmountable and when a third option presented itself, and somewhat to his parent's dismay, Jeff elected to join the Royal Australian Navy (RAN).

After applying and being accepted into the RAN as a Junior Recruit, Jeff joined HMAS *Cerberus*, Victoria on 15 March 1963. During the remainder of 1963 he achieved passes in the RAN Higher Education Test and was assessed as being suitable to undertake training as an officer. In January 1964 he was subsequently posted to HMAS *Leeuwin*, Western Australia as a Topman (officer candidate).

After completing the Western Australian Matriculation Examination in 1964 Jeff was promoted Midshipman (Supplementary List) on 1 February 1965 and selected for aircrew training. Together with fellow Midshipmen Ray Godfrey, Victor Battese and Charlie Russel he returned to HMAS *Cerberus* as a member of Basic Aircrew Training Course (BATC) No.1 Modified.

On completion of BATC Jeff joined 57 RAAF Pilots Course at No. 1 Basic Flying Training School (BFTS) Point Cook, flying CAC Winjeel aircraft. Having attained hard-won 'suitable' standards, Jeff and the remaining RAAF and RAN course members were posted to No.1 Advanced Flying Training School (AFTS) at RAAF Pearce, WA, for further training on Vampire Mk. 35 jet aircraft.



Left: Jeff beside the cockpit of an RAAF Vampire trainer at RAAF Pearce. Right: Vampires on the flight line at RAAF Pearce, WA.

On completion of post-Pilots Course leave, Jeff joined HMAS *Albatross*, for 723 Squadron, on 8 May 1966 as a member of No. 3 Helicopter Conversion Course. There he learnt to fly UH-1B Iroquois helicopters, an aircraft he was to develop a close association with in the not too distant future. Joining him on the course was Lieutenant Stafford Lowe and Acting Sub Lieutenants Tony Casadio and Ray Godfrey. All facets of operating the UH-1B 'Huey', Day and Night, were covered and this training was to stand each of the pilots in good stead as they were all destined to become members of the 1st Contingent, Royal Australian Navy Helicopter Flight Vietnam (RANHFV) 15 months later.

Mastering the idiosyncrasies of rotary wing aircraft, and in particular hovering, at first proved challenging for Jeff but this was soon overcome with the assistance of Lieutenant Pat Vickers, from 725 Squadron, who was another who was destined to join the RANHFV.



With their Iroquois conversion training completed in early July 1966, the four fledgling helicopter pilots were posted to 725 Squadron to master Wessex 31A anti-submarine helicopters. As members of No. 9 Operational Flying School (OFS) their training began on 10 July 1966 and was to continue through to 2 December 1966 finishing in time for Jeff to take Christmas leave prior to joining 817 Squadron. A shore-based workup began in the new year and was to continue in the aircraft carrier HMAS *Melbourne* when 817 Squadron embarked in her on 6 April 1967. Steaming north into the Coral Sea saw the Wessex squadron further hone its skills and on 28 April 1967 Jeff was promoted Sub Lieutenant.

On 5 May Jeff was rostered for plane guard duty in Wessex 831 with a crew comprising Sub Lieutenant Mick Bayliss and Leading Aircrewman 'Stoney' Burke. This was the fourth Search and Rescue (SAR) sortie for the day and the third without Lieutenant Commander Pat Vickers supervising - Jeff had by then been checked 'Safe Solo SAR' and this particular flight was covering the launch of an 816 B Flight Sea Venom.

Following the successful Sea Venom launch, and while moving aft to land on board *Melbourne*, the Wessex suddenly lost engine power. Jeff's observer warned that they were "getting very close to the water" and Jeff's reply, inter alia, is said to have confirmed that. Despite all possible actions by Jeff the helicopter was forced to make a water landing on the port quarter of the carrier. Fortunately all floatation devices activated allowing the crew time to escape the aircraft without injury.



The remainder of the deployment continued with port visits to Manus Island, Manila, Subic Bay, Hong Kong, Yokohama, Hiroshima and Singapore. Most of July was taken up participating in SEATO Exercise SEADOG, conducted with a multi-national Task Force in the Eastern South China Sea between Hong Kong and Singapore. Further west were the carriers and support units of the United States Navy (USN) 7th Fleet conducting strike missions over Vietnam.

During May 1967 while enjoying a visit to Hong Kong Jeff and a number of other 816 and 817 Squadron aircrew and maintainers were informed that they were to leave HMAS *Melbourne* in Singapore and return to NAS Nowra to form the 1st Flight of the RANHFV that would deploy to South Vietnam for active service in October 1967.

The RANHFV was to be integrated with the US Army's 135th Assault Helicopter Company (AHC) operating and maintaining UH-1H Slicks (troop lift) and UH-1C Gunships in support of US led air mobile operations. With this move in mind the remainder of the spare time on board was taken up with nominated personnel learning as much as possible about the new role that would see 817 and 816 Squadron personnel take on the full spectrum of land based assault helicopter operations in just a few short weeks.

The transition was led by Lieutenant Commander Pat Vickers who was designated as the Senior Pilot (SP) of the RANHFV 1st Flight and the Carrier Borne Ground Liaison Officer (CBGLO) Major Frank Crowe. His input was to prove invaluable as he had already completed a tour of duty in Vietnam with the Australian Army. After a short time in Singapore the nominated personnel left for Australia on 31 July 1967 to take up the new role - Jeff was still 19 years old. By the end of August 1967 Jeff was again on the strength of 723 Squadron but now as a qualified helicopter pilot with the newly formed RANHFV. Re-familiarisation on 'Hueys' followed as did training in as many facets of the forthcoming deployment to South Vietnam as were possible with limited time and resources. All too quickly the work-up was completed and following a week of pre-deployment leave Jeff departed with the first group by Qantas 707B on a regular passenger service from Sydney to Manila. After an overnight stay, a PAN AM military charter carried the Australians the remainder of the way to Tan Son Nhut Airport, Saigon

After being transported to Vung Tau by Chinook helicopter Jeff and his fellow airmen briefly took up residence in a French Villa where the 135th AHC crews were billeted. Five days later he joined the 187th AHC at Tay Ninh for two weeks in-country training on UH-1D Hueys and an introduction into US Army air-mobile assault operations. On completion, Jeff returned to Vung Tau on 20 October 1967 and the 135th AHC, which by then had been dubbed an Experimental Military Unit (EMU) and fittingly nicknamed the 'Emus'. A check flight on the new UH-1H Huey 'slicks' followed and he was soon certified ready for combat operations which commenced in November 1967.

Reflecting on his 12 month tour of duty, Jeff recalls that as he was single, a Sub Lieutenant and just 20 years old he probably had a different perspective on life and the war to that of his RAN colleagues who were mostly married and older. During his time with the RANHFV Jeff flew UH-1H 'Slick' troop carrying helicopters as an Aircraft Commander amassing 1250 hours flight time. In the latter months of his tour this included flying especially modified Slicks capable of laying smoke to obscure incoming flights from enemy fire directed from Nipa Palm and tree lines during combat assaults. In this role Jeff became one of the primary aircraft commanders involving a single aircraft operating at high speed after fighter-bombers and helicopter gunships had prepped the area prior to the Slicks inserting the troops..

The dangers faced by the RAN aircrews were brought home by the loss of Lieutenant Commander Pat Vickers to hostile fire on 22 February 1968, and the deaths of Lieutenant Tony Casadio and Petty Officer 'Darky' Phillips on 21st August 1968. Tony Casadio and Jeff were of similar ages and firm friends who had been on sequential pilots' courses and who had undertaken Iroquois and Wessex conversion training together as well as deploying with 817 Squadron in HMAS *Melbourne*. On that fateful day Jeff was airborne with another Slick heading to Nai Bai at the same time that Tony Casadio was heading for Nui Dat as part of a 'Taipan' Gunship Team. The Taipan wingman was overheard on the radio to call "Leader Down" and Jeff immediately reacted returning to land as close as possible to the crash site to ascertain the condition of the crew. The aircraft had received an RPG round in its tailpipe and although it did not explode it caused the engine to fail and the aircraft to subsequently crash. Although Jeff's aircraft quickly arrived on the scene the crashed aircraft was soon alight with live ammunition and ordnance exploding. Sadly none of the four aircrew survived and it proved a bitter personal blow to Jeff.

Jeff departed South Vietnam on 10 September 1968. In recognition of his service with the RANHFV he was Mentioned in Dispatches. His citation reading:

Sub Lieutenant Jeffrey William Dalgliesh, Royal Australian Navy, distinguished himself by displaying sustained courage and fine leadership during combat flying operations while serving as an aircraft commander in the 135th Assault Helicopter Company.

Sub Lieutenant Dalgliesh participated in combat operations against the enemy almost daily from November 1967 to September 1968 and at all times exhibited outstanding qualities of courage and leadership. On many occasions, he volunteered for re-supply missions to ground troops in action against the enemy at considerable risk to and safely, allowing immediate return of both aircraft and crew to operational status.

By his exceptional devotion to duty and sustained acts of courage, Sub Lieutenant Dalgliesh acted in the highest traditions of the Service and brought great credit upon himself, his unit and the Royal Australian Navy.

In early 1969 Jeff also began flying as a co-pilot in S2E Trackers but this relatively easy life style was short-lived, for on 19 March 1969 he joined No. 2 Tracker Operational Flying School (OFS) along with 7 other pilots including Lieutenant Ray Godfrey who had also flown with the RANHFV. The OFS concentrated on teaching pilots to fly from the right-hand seat as both Pilot and Tactical Coordinator (Tacco). Midway through the OFS Jeff was promoted Lieutenant on 20 August 1969, his 22nd birthday - the course ended 16 October 1969.

Jeff remained on VC851 following completion of OFS continuing to fly both Trackers and Dakotas. Later that year he successfully completed Tracker Day Deck Landing qualifications in HMAS *Melbourne* during a VS816 Squadron workup in November 1969.

In March 1970 Jeff attained Dakota command after which he continued flying both types of aircraft across the full spectrum of tasks from NAS Nowra. During that time he accepted a Permanent Commission in the RAN on the Supplementary List before joining VS816 Squadron on 31 August 1970.

On VS816 squadron Jeff qualified for carrier night deck-landings in Trackers before the squadron joined HMAS *Melbourne* to participate in Exercise SWAN LAKE which was to include port visits to Fremantle, Hobart and Adelaide. On completion the ship returned to Sydney and the air group disembarked to NAS Nowra for Christmas leave.



Jeff with other veterans of the RANHFV on the occasion of the award of a Unit Citation for Gallantry in recognition of the Flight's service during the Vietnam War.

TO BE CONTINUED

Demise of Korean War Veteran WD833



WELL DONE SIMON



CPO Simon Stevens was awarded a Certificate of Appreciation for his exceptional meritorious service while serving as DFPRM in support of the Multinational Force and Observers, Sinai, Egypt over the period 14/01/2022 to 04/08/2022.

Simon is the son of Pat and Alex



Simon (far right) with members of the Multinational Force and Observers Team

Sycamore 902 Accident



Sycamore 902 from 723 Squadron came to grief on cliffs near Coffs Harbour in July 1958. On survey duties from HMAS Warrego (five injured, nil fatalities)

Photos on loan from Alex Stevens

Sycamore 848 from 723 Squadron



Sycamore 848 came to grief on Numbaa Road Nowra on 10th September 1958.
Fire Chief Wray Owen making observations to Sub Lt Henry Hall



Sycamore 848 10th September 1958. Chief R.E.L. (Air) Peck with specks left

Australian Naval Institute & Fleet Air Arm Association Fleet Air Arm Seminar - 21 October 2022



I would like to open by quoting the Chief of Navy Vice Admiral Mark Hammond's words from his speech at the Indian Ocean Conference this year where he said:

The deterioration of the maritime security environment is now the catalyst for a re-evaluation of our Nation's ability to assure the operation of our trading system, to protect the vital instruments of our economic well-being, and to deter contemplation of threats to it.

He went on to welcome the Defence Strategic Review as a way to "collectively contemplate" what it is we need our service men and woman to do.

Plotting a new course for the Navy [and FAA] involves making choicesIt is therefore, necessary to maintain a careful balance between the clear needs of the immediate future and preparations and adaptations needed to meet the uncertainty of longer term threats

These contemplations will result in a Force Structure with novel capabilities and altered modernization plans, Australian Naval Institute & Fleet Air Arm Association Fleet Air Arm Seminar - 21 October 2022 scenarios to accurately predict what the next war will demand of the Fleet Air Arm. Therefore, adaptation will be vital to ensuring the Fleet Air Arm remains a valued, in demand Force

Although, it is important to remember that flexibility and breadth will come at the cost of specialization and depth. So while predicting the future may well be futile, preparing for it never is.

The technologies I will outline here may not alone prove decisive, but they will require new approaches and new approaches will require cultural change as much as they'll require changes to the institution.

In this sense, while this brief is focused on technologies, it will be the intellectual edge of the Fleet Air Arm Officers and Sailors that will give us a competitive advantage and create the agility that can embrace change and adapt to war's evolving character.

The Fleet Air Arm got it right when it purchased Seahawk Romeo. However, it wasn't enough to just fly the same type of aircraft as the USN, we had done this before. We wanted to be interchangeable by design. This means the Fleet Air Arm sought system alignment with the USN, which meant convincing the USN to accept the Fleet Air Arm into a Cooperative Logistics Supply Support Arrangement (CLSSA).

A CLSSA is an arrangement between the USN and RAN that provides spares support at the same level as that provided to the US Navy. In essence, Australia has become a partner in the USN supply system. This equivalency has numerous operational and strategic advantages for both countries. For Australia, we benefit from the scale the USN operate on, there are nearly 300

Romeos in service today. For the USN, it gets supply chain resilience and access to a world class facility to conduct maintenance, repair and overhauls - should it need to - when deployed into the region.

Our vision for platforms flown by the Fleet Air Arm is for comprehensive Situational Awareness, developed passively; therefore, an aircraft must be able to detect or receive data on multiple physical signal types. This will allow aircrew to improve discrimination and provide resilience and redundancy to the Joint Force's array of sensors. We are watching the development in new ultra small, thin and efficient sensors



In addition, we are interested in developments in computing, energy and battery technology that will see us pushing processing to “the edge.” For our surface warfare mission, Australia continues to seek an understanding of new technologies in the Electronic Warfare arena with an eye to what systems may be complementary to our configuration, role and environment.

The same can be said for the ASW mission. Australia acted quickly after CAE showed demonstrable improvements in their flagship Magnetic Anomaly Detector - the MAD-XR. Familiar with the legacy Integrated MAD or iMAD from our days operating the S-70B-2, where it weighed in at a hefty 27kg.

The CAE MAD-XR, a digital version of the iMAD, weighs in at around 2.7kg and the performance gains are even more impressive. With the support of our USN partners, we are finalizing the integration and expecting fleet ready systems in our 2024 software.

I think it is fair to say developments in Fleet Air Arm effectors have remained largely evolutionary. Fleet Air Arm aircrew have always needed a range of affordable, scalable effects for use in all Australia's Strategic Areas of Interest.

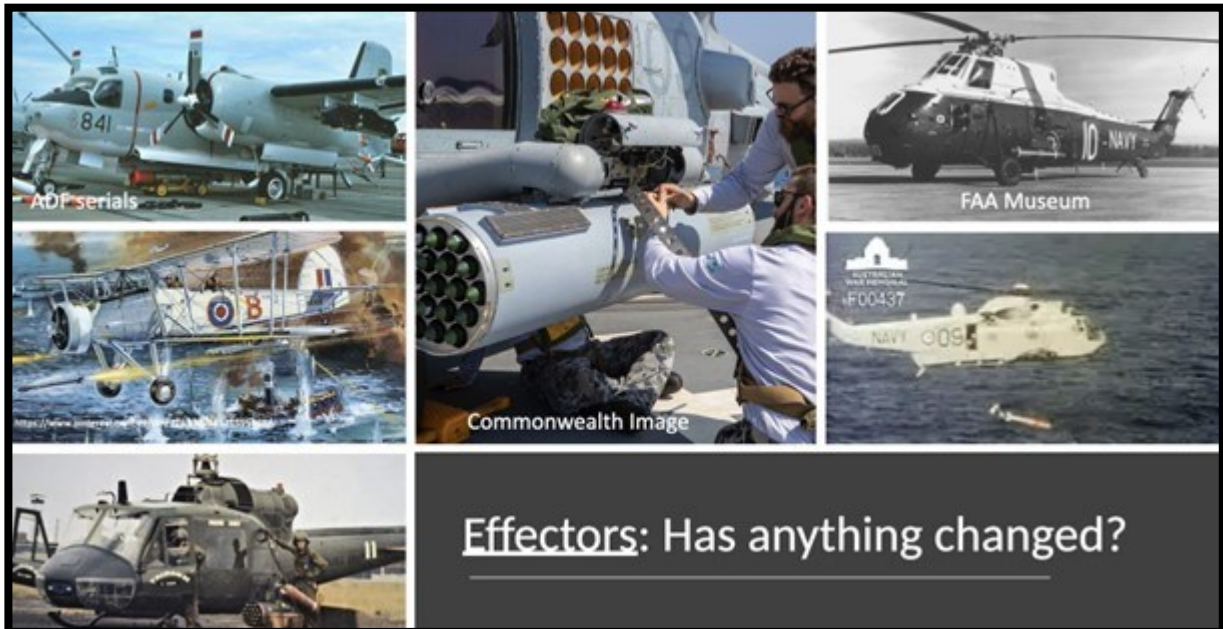
These requirements have remained largely unchanged, but the targets have not. The submarine has grown into the apex predator of Maritime Warfare. It is difficult enough to find a submarine in our region, so aircrew need to maximize those fleeting opportunities. Therefore, having a meaningful weapon that can hold these beasts at risk, is a must for the Fleet Air Arm.

To do this, Australia purchased the Mark 54 Mod 0 torpedo at the same time it purchased Romeo. However, we are not resting on our laurels. Australia has become a co-operative partner in the development of the Mark 54 Mod 2 torpedo and will be looking to field this system as quickly as possible. The Mark 54 Mod 2 will have a new propulsion system and new warhead.

With the weapons envelopes of Cruisers, Destroyers, Frigates, and Corvettes expanding rapidly; helicopter launched missiles have had to keep pace with increases in range and lethality, which have meant a corresponding increase in missile size. This increase in size subsequently limits the number of weapons a helicopter can carry. Like all things rotary wing, additional size and weight comes with compromises in range and endurance.

The point I am trying to make is integrating missiles costs a lot in time and money, so it our mission engineering must be robust enough to identify what link in the kill chain is the Fleet Air Arm being asked to close so we put our efforts into ensuring the right weapons are available at the right time.

What is becoming clear is sophisticated remote and autonomous systems will soon be able to swarm at scale, limiting the ability of Fleets to manoeuvre. The Fleet Air Arm will continue to need options for dealing with complex multi vector threats, so the Romeo's APKWS rockets and Hellfire missiles will continue for a little while yet, although the development of the loitering munitions within the Air Launch Effects family of systems will certainly offer aircrew new options.



Furthermore, countering the UAS threat is an emerging area that the Fleet Air Arm is looking to understand better. Counter UAS technologies beyond the GAU-21 machine gun are innovating rapidly with three categories. The most common systems use jammers to block radio frequencies, others use LASER neutralisers, while more substantial systems deliver wide area coverage to provide continuous protection. Through necessity, we may see some of these effectors available to Fleet Air Arm platforms.

Teaming for F2T2EA:

- a. ISR
- b. EW/EA
- c. Loitering Munitions

Family of Systems:

- 1. Small - Hand Launch
- 2. Internal - 'A' Class SLC
- 3. External - External Pylon
- 4. Ship Hosted - Off board


War is a result of its age. The character of war evolves in company with technology, and this trend is continuing. Remote and autonomous systems are the new tools and will characterize and distinguish this era from previous ones. Teaming remote and autonomous systems with Maritime Helicopters will be crucial if the Fleet Air Arm is to remain effective in the next war.

Those growing standoff ranges mentioned earlier are the nemesis to our operations and it's the Fleet Air Arm's job to find or create a gap and negate this protection. Therefore, to prevail we must penetrate at an acceptable level of risk and then exploit the freedom to manoeuvre.

Air Launch Effects or ALE represents an asymmetric approach. The US Army have been developing these small, air launched remote and autonomous aircraft as part of the Future Vertical Lift program and it's only a matter of time before these systems are fielded on Navy helicopters.

Using ALE to conduct some, if not all, of the kill chain will soon become an important part of warfare in the Maritime Domain. This is because Navy Helicopters are well placed to exploit this technology. Firstly, they are generally network enabled and mission system centric. Second, the Maritime Helicopter will be able to carry large numbers of ALE. If we were to separate ALE into four categories, we quickly find that the Romeo becomes something of an ALE truck.

Take for instance the Altius 600, pictured here, just one type of ALE on the market. The Altius 600 is fired from a common launch tube, that is loaded onto a derivative of the launcher used for the Hellfire missile. The claimed range of the Altius 600 is 440km or 237nm. This is a meaningful option to Fleet Air Arm aircrew looking to maintain an acceptable level of risk.



Networks:

Navy Problem

- seamlessly connect remote, autonomous and crewed systems.
- enable swarming
- deliver synchronized lethal and non-lethal effects from near or far, every axis, every domain.

Network Challenge

- find innovative technologies that enable efficient low overhead routing of application packets to maximise the utility of Naval networks which are characterized by sparsely connected nodes, multi-hops, low kbs links, dynamic and unpredictable connectivity.

https://www.ndia.edu/wp-content/uploads/briefs/Pat2021/Coyote/150510NE_ANTXBR13.pdf

Raytheon's Coyote ALE is launched from an A class sonobuoy cannister and can fly for up to an hour. Combine these options and a Romeo is now carrying 23 or 29 ALE – depending on configuration - without even having to resort to hand launched systems dropped from the cabin door. All this without demanding one single precious bunk from the host Frigate or Destroyer.

Let's put this in an operational context, say a major Fleet unit is transiting a littoral waterway with a threat from Fast Inshore Attack Craft. A Romeo gets airborne and launches a swarm of ALE. These ALE enable faster positive ID and the ability to neutralize the multiple attack vectors instantly. Kill Chain broken. No waiting for the aircraft to re-position for weapons release and a lot less risk to our precious people. These technologies are not unique to the US. Defence is working with industry right now to develop indigenous ALE.

History has, at times, seen militaries pioneering the development of technology and its application. The jet engine is a case in point. Not so today. Rapid advances in information technology are being driven by societies demand to be connected and the power of data analytics. To exploit technologies like remote and autonomous systems, we need networks. To provide a shared situational awareness and enable synchronized operations, we need networks.

Networks are important, but not ends in themselves, rather they are means to closing the kill chain inside the information cycle of the threat. However, these networks must be resilient to attack by having multiple bearers and pathways.

This demand is not easy in a Domain characterized by sparsely connected nodes with dynamic and unpredictable connectivity.



What's in a name? The Future Vertical Lift program is a research and development effort dedicated to discovering, investigating and refining the technologies that will be the basis of aircraft going into the 2030s.

The Maritime Strike aspect of FVL is looking to leverage from the technologies being developed for the US Army and will seek to deliver a family of systems to bridge "capability gaps due to the increasingly sophisticated adversary."

Unique to Navy, however, is the requirement, for the preferred platform to fit into the legacy surface combatant hangar.

Australia is carefully watching the USN on how it moves forward with Future Vertical Lift - Maritime Strike as later this decade, Australia will start to consider what level of co-operation it might like to enter in to. Early collaboration ensures Australia has the opportunity to access the information necessary to deliver on our strategy of system alignment. I am not suggesting Australia is seeking to be a leading customer, but by sharing information we can evolve the technology quicker. So to summarise, I would like to circle back to the point that the technologies discussed here won't define the Fleet Air Arm of tomorrow, what will is how our people adapt and exploit these technologies that will be the story.



Therefore, we should be looking at taking this time to prepare. We must look at those decisive elements such as our training, structures, and culture. New technologies mean new skill sets and new thinking, the enemy will be a dogma or business-as-usual approach.

FROM THE OLD PHOTO ALBUM



Vietnam War, in a replenishment at sea with HMAS Supply, and HMAS Duchess



Members of the 3rd contingent RAN HFV prior to their departure for service in South Vietnam

AROUND AND ABOUT WITH RON



(L-R) Commanding Officer HMAS Creswell Captain Dugald Clelland CSC, RAN, Shoalhaven City Council Chief Executive Officer Stephen Dunshea, Commander Fleet Air Arm Commodore David Frost, RAN, Shoalhaven City Council Mayor Amanda Findley and Commanding Officer HMAS Albatross Captain Robyn Phillips, RAN came together for the signing of the certificate to allow entry to the city of the Shoalhaven, at Shoalhaven Council chambers, Nowra

Question asked by John Barnes

I have never seen that particular uniform before which the female officer is wearing ?I left RAN [HMAS Albatross] in 2016. Could someone explain ?



Tickford racecar driver Thomas Randle with personnel from 723 Squadron before a 'hot lap' in an EC-135 helicopter at Mount Panorama during the Bathurst 1000.



Ship's company of HMAS Glenelg stand at attention on the upper decks during a decommissioning ceremony held at HMAS Coonawarra, Darwin in the Northern Territory.

The Australian Defence Force Drone Racing Team at the 2022 Wings Over Illawarra Airshow.



Australian Defence Force personnel supported Wings Over Illawarra 2022, Shellharbour Airport, Albion Park NSW, from 12-13 November 2022 with a range of ground and thrilling flying displays and flypasts.

Aerial displays included the F/A-18F Super Hornet, Air Force Roulettes flying Pilatus PC-21 aircraft from the Central Flying School at RAAF Base East Sale, and Number 100 Squadron historic aircraft including aircraft based at Temora Aviation Museum: Hudson, Canberra, Spitfire, Boomerang, as well as Point Cook based T6, Winjeel and a CT



HMAS Castlemaine's 80th Anniversary coincides with Navy Day Vic 2022, Williamstown, Victoria

FORMER ROYAL AUSTRALIAN NAVY (RAN) – FLEET AIR ARM (FAA) GRUMMAN S-2E/G TRACKERS

Compiled by Phil Buckley and Graham Slingsby. Photos by Graham Slingsby.

West Sale aerodrome, located in the idyllic Gippsland region of Eastern Victoria, Australia; sits the remains of the once former active fleet of Royal Australian Navy -Fleet Air Arm (FAA) aircraft carrier based Grumman S-2E/G Trackers.



Sadly, for passionate warbird enthusiasts; 11 of these 1950's era anti-submarine warfare aircraft, are left exposed and languishing in outside storage, at the mercy of the elements. These unsung heroes of the RAN aviation fleet, operated from the 1960s up unto 1984, when the then Australia Labor Government, de-commissioned the fixed-wing element of the RAN (FAA). All Grumman S-2E/G Trackers, A-4G Skyhawks, HS-748's and MB-326H Macchis were subsequently withdrawn from active FAA service.



Hookway Aerospace purchased 11 of these decommissioned S-2E/G Tracker aircraft from the RAN as a lot, in the early 1990s and flew them down to West Sale Aerodrome from Nowra Naval Air Station (HMAS Albatross). The flying was conducted using a system of 2-4 active Wright R-1820-82WA radial engines available at the time. The system employed, was this: Hookway Aviation would ferry one aircraft down to West Sale Aerodrome; remove the radial engines, truck them back to Nowra by road, re-install the engines on next aircraft and fly back to West Sale Aerodrome.

The process was repeated until all Grumman S-2E/G Trackers were relocated to West Sale Aerodrome. Hookway Aviation's theory (in principle), was to procure these versatile aircraft, in the hope that others in Australia may

Over the last few years, Wellington Shire Council acquired/requisitioned the aircraft after Hookway Aerospace allegedly failed to pay the appropriate Council aerodrome lease fees. Wellington Shire Council is reported to have sold these airframes (via Grays Online Auctions) in October 2013, to a consortium of U.S.A based investors, whose intent was to utilize the airframes for potential spare parts (on existing U.S. "Fire Bomber" Grumman Trackers) or for general re-sale. The fate of the former Aussie Tracker fleet, is now firmly in the hands of these fortuitous investors.



Of recent note over the month of February 2016, is that all of the former RAN (FAA) Grumman S-2E/G Trackers, have been re-positioned from their long term hangar facility, out onto the main apron at West Sale Aerodrome. It is believed that representatives from the U.S.A are about to descend upon West Sale Aerodrome in early March 2016. An astute observer might assume that this may signify the 'coup de grâce' for these airframes? It is noted that most – if not all of the aircraft – are in various states of serious dis-repair and corroded condition. This is not to be unexpected, after nearly 32 years of neglect – with all aircraft parked on an unprotected apron and exposed to the weathering effects of: extreme heat, volumous rain and salt air. It is expected that once all of these aircraft have had various components removed; they will be on-sold to a Melbourne based, scrap metal merchant, for complete destruction

One of the more fortunate Grumman S-2G Tracker aircraft (Tracker "854" – S/N: N12-153566), was gifted 'on loan' to the Gippsland Armed Forces Museum, which is itself, co-located at West Sale Aerodrome. WarbirdNews has spoken to aircraft heritage supporter; Graham Slingsby, and learnt that he has initiated certain diplomatic (and collaborative) negotiations, which will hopefully see "Tracker 854" permanently located and preserved for all time, at the Gippsland Armed Forces Museum

It is hoped that "Tracker 854" will be retained in its original condition, as a tribute to the RAN (FAA) aircrew and ground crews, who operated these machines upon both HMAS Melbourne and HMAS Albatross. Discussions regarding the future of "Tracker 854" are continuing. We hope to report a positive outcome, in due course.



TRACKER MODEL DONATED TO MUSEUM



Glen Doré and Ailsa Chittick admire the 1/12th scale model Grumman Tracker donated to the Fleet Air Arm Museum in November. The model was built and flown by Glen and, having flown it once, Glen decided that the best place for the Tracker was the Fleet Air Arm Museum. Glen was appointed the first Curator of the Museum in 1974, by then-Commodore Andrew Robertson, DSC, RAN and the second image shows the Museum as it was in 'D' Hangar in 1975.

Commodore John Raymond Da Costa



John Raymond Da Costa was born in Alberton, South Australia. He enlisted in the Royal Australian Navy from Flinders Park, South Australia, on 2 April 1955 for an initial period of six years as a non-commissioned Naval Airman (Aircrew), undertaking his initial training at HMAS *Cerberus*, Westernport, Victoria. Prior to enlistment, he had already obtained his Private Pilot's Licence while completing six months National Service training in the Royal Australian Air Force (RAAF) at Laverton, Victoria.

From 11 July 1955 until 24 August 1956, John was seconded to RAAF Bases Uranquinty and Point Cook to undertake military flying training on Tiger Moth and Wirraway aircraft, earning his wings at RAAF Point Cook on 22 August 1956. On that date he was also appointed an Acting Sub Lieutenant, accepting a seven year Short Service Commission (Supplementary List) in the Permanent Naval Forces.

Following completion of the Short Service Officers Course, including a brief stint in the Tribal Class destroyer HMAS *Warramunga*, John undertook further training at HMAS *Albatross*, Naval Air Station Nowra in NSW, the home of the Australian Fleet Air Arm. There, on 26 November 1956, he joined 851 Squadron for conversion to the Fairey Firefly Trainer and AS Mk6 aircraft before joining 805 Squadron on 1 February 1957 for Operational Flying School (OFS) on the Hawker Sea Fury FB Mk11.

A series of postings over the next two years saw him flying Sea Furies (ashore) on 805 Squadron, followed by a posting to 724 Squadron, the fixed wing training and conversion squadron, for a jet aircraft conversion course on the de Havilland Vampire Mk T34 and T22 trainers. This was followed by a Night Fighter OFS on the de Havilland all-weather Sea Venom FAW Mk53.

Promoted Lieutenant on 23 July 1958, he joined the Front Line 805 Squadron, then re-formed with Sea Venoms, on 1 December 1958 and embarked in the Majestic Class Light Fleet Carrier HMAS *Melbourne* between 10 February and 8 December 1959. He continued flying Sea Venoms on the Second Line 724 Squadron until 20 June 1960.

On 25 July 1960, Lieutenant Da Costa joined 723 Squadron and commenced helicopter pilot conversion training to fly utility helicopters, chiefly in a search and rescue (SAR) role. The RAN helicopters in service at that time were Bristol Sycamore HR 50 and 51s. Once qualified, his 723 Squadron postings over the next two years fluctuated between NAS Nowra and the SAR Helicopter Flight in HMAS *Melbourne* when the fixed-wing Squadrons embarked for operational deployments.

723 Squadron also flew Firefly Mk 6 aircraft, converted to the Target-towing role for Fleet gunnery practice. As part of the Navy's development programme for the Ikara anti-submarine missile, a scale model of the missile-body was attached to a Firefly. 723 Squadron pilots, including Lieutenant Da Costa, flew the aircraft from Avalon airfield in Victoria for trials of the torpedo release mechanism over Port Philip Bay.

On 2 January 1963, John accepted a permanent commission in the RAN and during the year completed a number of Squadron Command qualification courses, having rejoined 724 Squadron in July 1963. In furtherance of the Ikara development programme, a full-scale replica of the Ikara body was attached to a Sea Venom wing. Lieutenant Da Costa flew this aircraft to and from the Woomera Range in South Australia for final torpedo release trials.

In mid-1964, he travelled to the United Kingdom to undertake a Royal Navy Air Warfare Instructor's Course for fighter pilots on 764 Squadron at the Royal Naval Air Station at Lossiemouth, Scotland.

On returning to Australia at the end of November 1964, Lieutenant Da Costa initially returned to 724 Squadron before joining 816 (Gannet) Squadron in 1965 as the Officer-in-Charge of its B Flight of Sea Venoms. This appointment saw him embark in HMAS *Melbourne* from time to time over the next 18 months. On 28 April 1966, he was involved in a tragic accident when landing on HMAS *Melbourne*. Piloting Sea Venom 866 (WZ 900) and having successfully "trapped", the arrestor gear parted during the pull-out, resulting in the aircraft having neither adequate speed to regain flight or to come to a halt by applying the aircraft's brakes. Realising the aircraft would ditch the order to eject was given by the pilot. Although John survived the accident, unfortunately his Observer, Lieutenant Ted Kennell RAN, did not.

In January 2002, in an email to the Editor of Slipstream magazine, he recalled:

Of course I had no idea what was going on behind me; all that I knew was that the aircraft was no longer decelerating and that there was insufficient deck remaining to stop by use of brakes, so I instinctively hit the throttle wide open.

With respect to ejecting and being in the water, he wrote:

As the aircraft struck the water, I ejected. After a violent tumbling ride, I entered the water, very hard, and more by training instinct than anything, inflated my Mae West and separated myself from the parachute harness...My next trauma was when the SAR [helicopter] came to hover overhead to winch me up. The down-wash inflated my parachute canopy which began to drag me, semi-submerged, away from the helicopter. Apparently I was still entangled with a parachute shroud line which, fortunately, I was able to lift it over my head and come to the 'Ho' again, as did the SAR chopper. Once I was in the rescue stop, I released my dinghy pack, and was winched up.



Temporarily unfit to fly after the Sea Venom ditching, Lieutenant Da Costa was posted additional to HMAS *Penguin* for treatment of his fractured ankle. Promoted Lieutenant Commander on 23 July 1966, he returned to HMAS *Albatross* as Staff Officer to Commander (Air) on 1 August before returning to 724 Squadron on 14 November as Senior Pilot.

For the first five months of 1967 John and fellow pilot Lieutenant Graeme

'Dusty' King were attached to the US Navy's VA125 Attack Squadron located at NAS Lemoore, California, where they trained on Douglas A4 Skyhawk jets. Their flying training culminated with day and night deck-landing qualifications on the Carrier USS *Kearsage* off the Californian coast. The RAN had selected the Douglas A4G variant to replace the aging Sea Venoms, placing an initial order for 10 with delivery expected the following year.

John found that the US Navy training syllabus entirely met the RAN's needs. He also commented on the cultural shock of being in a squadron of 100 aircraft commanded by a Captain as opposed to an RAN squadron comprising just 6-10 aircraft and being commanded by a Lieutenant Commander. However, the openness and support with which the two pilots, and other RAN technical personnel, were treated by USN personnel ensured that they were not 'short-changed' in any way during their attachment.

Upon returning to Australia in July, John re-joined 724 Squadron as the Senior Pilot before taking up a short term appointment in Navy Office on 31 July within the Directorate of Naval Aviation Policy. There he helped oversee the introduction of the A4Gs that were delivered later that year. On 16 October he re-joined HMAS *Albatross* as part of the advance party for the re-formation of 805 Squadron and as its Commanding Officer designate.

805 Squadron recommissioned on 10 January 1968 as the RAN Skyhawk OFS. Despite the enthusiasm of all concerned, the first course, comprising six pilots, took longer than anticipated due to a lack of spare parts necessary to sustain A4 operations, an aspect the RAN had underestimated in establishing an adequate logistics pipeline. The training was further hampered by ongoing modifications to HMAS *Melbourne* that prevented her from being available for flight deck operations. This aspect of the course was completed in late October by using the deck of HMS *Hermes* that was in Australia for a combined exercise with the RAN and RAAF. Consequently, Lieutenant Commander Da Costa, as the OFS Commanding Officer, had the distinction of being the first RAN Skyhawk pilot to complete an A4 deck landing in Australian waters.

On 2 December 1968, Lieutenant Commander Da Costa was reposted as CO 724 Squadron (without changing his office) which then continued responsibility for Skyhawk OFS training. He remained there for a further seven months before again being appointed in command of 805 Squadron on 28 July 1969 which by then was the front line operational A4 Squadron.

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The following year John joined HMAS *Queenborough* on 24 July 1970 where he attained his Bridge Watchkeeping and Ocean Navigation Certificates that were necessary for future promotion and command appointments. For a period he also served as the ship's Navigating Officer.

Promoted Commander on 30 June 1971, John embarked in HMAS *Melbourne* as the Air Group Commander of 805, 816 and 817 Squadrons. Due to a medical 'grounding', at the beginning of March 1973 he was posted to the Staff of the Flag Officer Commanding East Australia Area, remaining in that position for 33 months as, variously, the Command Personal Services Officer, Deputy Chief Staff Officer (Admin) and Command Aviation Officer. A posting to HMAS *Albatross* followed on 2 January 1975 as Commander (Air) followed by HMAS *Melbourne* on 9 February 1976 as Commander (Air) and Fleet Aviation Officer. In January 1978, Commander Da Costa was posted as a Staff Officer in the Service Laboratories and Trials Division of the Defence Science and Technology Organisation in Canberra where he remained for the next 13 months. After leave he assumed command of HMAS *Kuttabul* on 28 November 1980 before "walking across the waters of Sydney Harbour" to command HMAS *Penguin* on 30 June 1981 on promotion to Captain

At the beginning of 1984, Captain Da Costa was posted to Navy Office as the Director Naval Personal Services. On 30 June that year John was invited to accompany the last CO of 805 Squadron, Lieutenant Commander John Hamilton, to fly in Skyhawk Trainer 880 on its last flight in the RAN before being transferred to the Royal New Zealand Air Force. The flight was of special significance to Captain Da Costa as he had been at the controls of the same aircraft when, on 13 December 1967, it became the first A4 to be flown in Australia.

Promoted Acting Commodore on 13 January 1986 John was appointed Director General Naval Personal Services and confirmed in that rank two years later. In his final Canberra postings, Commodore Da Costa served the entire period in the Naval Personal Services Branch. On 6 July 1989, after 34 years full time service, he retired from the permanent Navy and transferred to the Emergency List (Reserves).

In retirement, John served for 10 years as a member of the Veterans Review Board, a statutory authority established to consider appeals submitted to the Department of Veterans Affairs' in connection with Veterans and War Widows pension decisions. Since retirement, John also served as the Vice-President of the Naval Officers Club for some 15 years.

John is remembered by many as one of several naval aviators who was instrumental in training future generations of RAN frontline A4G fighter-bomber pilots.



In 1964 Lieutenant Da Costa was selected to undertake a Royal Navy Air Warfare Instructor course at RNAS Lossiemouth, UK.
L-R: Lieutenant Alan Hickling, RN (later RAN), Lieutenant Tom Cridland, RN, Lieutenant Adrian Tuck, RN and Lieutenant John Da Costa.



18 November 2022 **RSL NSW secures telehealth services for veterans**

Dear Members

Veterans can continue to access exclusive telehealth services from allied health providers as a result of the RSL NSW Veteran Services and Policy Committee (VSPC) advocating for the Department of Veterans' Affairs (DVA) to maintain telehealth-only treatment cycles.

Introduced on 1 July 2022, changes to telehealth arrangements for allied health providers treating Veteran Card holders mandated that the first session of every treatment cycle must be face-to-face. The changes also mandated that extended consultations could not take place via telehealth. This was a significant deviation from the introduction of permanent telehealth arrangements during the COVID-19 pandemic.

This change had the potential to negatively impact many veterans, including those veterans who are only comfortable receiving treatment via telehealth, rural and regional veterans who can only access Allied Health providers remotely, and veterans already in telehealth care whose treatment cycles would be interrupted or stopped. The mandated changes would have increased the already large barriers to Allied Health providers providing services for veterans.

After [Veterans Psychology](#) brought the issue to the attention of the VSPC, RSL NSW advocated for a reversal of the changes directly with the DVA. Following constructive engagement with the DVA Health Policy team, the changes were overturned for general psychologists, clinical psychologists, mental health social workers, and mental health occupational therapists.

This means that [from 1 November 2022](#), Veteran Card holders can access fully funded allied mental health services via video telehealth, without the need for initial consultations to be held in person. This change means that eligible patients can receive ongoing mental health treatment remotely and helps strengthen access to services for veterans across Australia.

RSL NSW will continue to advocate to the Government and other stakeholders on issues of importance to veterans, their families, and the Defence community. If there is a policy issue you believe should be considered, please raise it through your RSL sub-Branch and District Council for consideration.

If you have any questions regarding this information, please contact support@rslnsw.org.au or 1300 679 775.

VALE



Doug Anstee passed away on 29th October 2022

He joined the Navy in April 1953 and after the usual lead-up training, graduated from the Number 14 Pilots course in 1954, one of the six navy graduates in a course of nine.

Operationally he flew gannets until 1962/63 when, along with other, he was offered early retirement due to uncertainty surrounding the future of fixed wing flying in the Navy and he joined QANTAS.

On retiring from the airline, Doug settled to the west of Sydney



Kenneth John Vote, LCDR RAN (retired) passed away Saturday, 22 Oct 2022, in Orange Base Hospital, NSW, Australia, after a long illness.

Ken worked as a clerk for Sydney Water Board before joining BATC 2/66 at HMAS CERBERUS in March 1966. He was one of the first batch of Midshipmen to travel to Pensacola, Florida USA to undertake pilot training with the United States Navy (USN) and flew both the T34B Mentor and T28 Trojan aircraft including carrier qualifying aboard the *USS Lexington* before commencing rotary-wing training.

On return to Australia, Ken completed an Iroquois conversion in 723 Squadron and was posted to No.5 Squadron RAAF (Canberra ACT) for operational training and then served as a UH-1H pilot attached to 9 Squadron, RAAF, at Vung Tau, Vietnam in 1968-69. During this time, he spent time with the 135th Aviation

Company (EMUs) made up of personnel from the US Army and Royal Australian Navy.

On return he served in both HT725 and HS817 flying Wessex 31B including time embarked in HMAS MELBOURNE. He married Mary in early 1971 and was selected for the QHI course in the UK. Back in Australia, he was posted to No.5 Squadron as SNO. This time Ken instructed ab-initio helicopter conversions for RAN/RAAF fixed-wing pilots freshly out of No2 FTS.

When the Sea King flight returned from the UK Ken was posted to HS817 as an Instructor and during this period he became Senior Pilot HS 817 on the Queen's Silver Jubilee Cruise. Whilst in the UK he categorized as an A2 QHI. HC 723 as Senior Pilot for Operation *Bursa* in Bass Strait was followed by two years in Navy Office, Canberra and his final posting was as a QHI with 5 Squadron RAAF.

After 20 years of service Ken's first civilian flying was with the media helicopters in Sydney. He then began a long stint as a rescue/medevac pilot with Care Flight, finishing up in Orange, NSW where he met and married Jan.

He also had a short period of "semi-military" flying when sent to Darwin to train Army pilots in the finer points of multi engines, autopilots, and IF.

Ken was a true character who achieved his lifelong dream of flying for a living or, perhaps really, flying for fun! He certainly was one of the good guys and will be sadly missed



We have been advised by his son that **Lindsay McDonald**, ex PO Handler, passed away in Queensland on the night of 5 October 2022, from illness. He was 85 years old. The funeral was held at Griegson & Weight Funerals in Caloundra at **1500 on Thursday 13th October**.

VALE

Warrant Officer Robert "Tubby" Gilmour passed away in Perth on the 3rd October 2022.

"Tubby" was a member of the Fourth Contingent of the RAN Helicopter Flight—Vietnam 1970—1971 and for his service as NCO in charge of the Battalion Centre he was 'mentioned in dispatches'

Neville Livingstone

15 Nirimba Court

Hillvue NSW 2340

Passed away 1st September 2022

Terence Edward Thornett

Service No. R51577

Rank Petty Officer

Date of Entry 05 January 1956

Date Of Discharge 28 June 1979

Terry joined at the age of 19 and trained as EM (Air) at Cerberus and Albatross and rated LEM (Air) in 1966. Confirmed as PO Electrician Air Weapons on 4 August 1968. Terry served in MELBOURNE 'FESR' March to May 1959 and served in MORESBY Flight from March 1967 to July 1969 and he was a keen sportsman and cyclist.



Keith George "Bags" Baker

1st November 2022

Passed away peacefully surrounded by Family

Late of Nowra

Beloved husband of Anneli

Much loved father to Michelle, Tony, Jennie and Eton

Adored Poppy to his 4 grandchildren Oscar, Heith, Eamon and Soli

Aged 79 years

Aerospatiale AS350B Squirrel

The first of six Aerospatiale AS 350BA Squirrels arrived at HMAS *Albatross* for naval service on 14 May 1984. The Squirrels were initially acquired to provide an interim embarked capability for the RAN's Adelaide Class guided missile frigates until the introduction of the Sikorsky S-70B-2 Seahawks. The Squirrels proved to be a reliable, durable and relatively inexpensive embarked aircraft and continued to supplement embarked operations even after the introduction of the Seahawks. They also performed light utility and training duties.



The Squirrels underwent a number of modifications and improvements during their service including the installation of MAG 58 General Support Machine Gun (GSMG) Mounts arming them to perform an important role during the first Gulf War and later operations. Four Squirrels deployed to the Gulf War in 1991. **The Squirrels' later training role included the conversion of RAN pilots to rotary wing flying and preparation of aircrew for operational flying. The aircraft also provided training support for ships' flight deck teams.**

The 723 Squadron Helicopter Display Team proved a popular and familiar attraction at many

public events over the years performing aerobatic displays in Squirrel helicopters. The 723 Squadron Helicopter Display team has performed at many major air shows and open days throughout Australia since its inception, including the Australian International Air Show at Avalon, Australia Day displays, Skyfire in Canberra, Temora Aviation Museum open days, RAAF/ADF airshows and HMAS *Albatross* open days to name a few.

The Squirrels' RAN service came to an end in 2017, replaced by the Airbus EC-135 T2+.



HMAS Sydney's embarked flight beside their aircraft during the First Gulf War.



Secretary's
Newsletter
November 22

Queensland Div'n

Pretty uneventful year past, so the big gig for the year would've been the remembrance day B/BQue. at Caloundra. But owing to late info, cancellations that built up against us, the committee voted for joining in with the Caloundra RSL ceremony. Held in their grounds this year with the attendance of 816 Squadron The Squadron being in the city for their Freedom of Entry ceremony " Caloundra being their home port " the following day. The committee also passed the donation of \$ 2000. To the HARS Air museum towards the operations of the exhibition Tracker and ongoing work on the naval aircraft held in their custody.

The march through their car parks was thankfully short. It was quite a hot day! The march finished in the remembrance park in the bottom corner of the grounds which is a good setup. It has an Iroquois helicopter on pole behind a wall of remembrance, a cenotaph, a roofed area and plenty of shade trees. Speech's were promoted and a wreath from our div'n joined 16 others.

In lieu of the barbeque at the museum we opted to join the RSL in their sub branch rooms where a good spread was put on. A knock on the door was required to gain entry to inner sanctum! After which we gathered in the main bistro area where we were put aside in the VC area and had lunch. That night we were again accommodated in the same area for dinner at the bistro.

Caloundra RSL club is a substantial size, plenty of parking, can accommodate quite a large crowd. A military museum. Memorial gardens. Try out the club if you are travelling through or staying.

The following day, Sat. Freedom of Entry to the city of Caloundra. For 816 Squadron. Key to the City, Proclamation. A short march around the Kings Beach area The navy band was there to keep us in step onto the park and fall in front of auditorium. Speeches from dignitaries. Again a warm day but those white uniforms stood out. After which we made our own way off. Those who participated were enthusiastic over proceedings. The Pres did a great job picking up the Banner bag in Bris and erecting same with a crew of helpers, but when all else fails read the directions! Now they should be well drilled for next Anzac Day

Future issues might be resolved by Zoom meetings for those wishing to join in. The president likens to hold these bi monthly as committee meetings and general get togethers. He will promulgate the time and key to Zoom in prior to the evening. Committee would like to see more faces on screen. This would be ideal as we are such a scattered organisation from Ray in the West to Wes Cooper out on Norfolk Island Singa., HK. Nth of Cairns to Tweed Heads. That's a distance of 1800 Kms.

From our committee wishing you all the best for Xmas and New Year,. Stay upright!

John Stewart sec



Fall in



March off



The Banner a Darcy Doyle presentation to the Div;n
Our stout Banner men James Bond, Peter Delgado, Stephen Huxtable



The pres's. Stephen Huxtable and Ray Murrell



Caloundra cenotaph

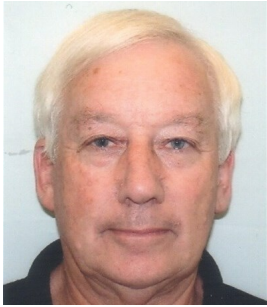


Catafalque Guard



Florence & Ian Henderson enjoying shade

SOUTH AUSTRALIAN ASSOCIATION



From the South Australian Division, we wish you all an excellent and sometimes exhausting, Christmas Festive Season. Don't get caught up in the act of over consumption like you would have done 50 years ago. Surprisingly, we have all aged, not unlike that good Port you keep aside for friends visiting. Here I can thank Leon Brown, Cambewarra, for that Navy Port, which I'll share with no one.

So, a Merry Christmas to you all with an excellent 2023 New Year to follow. Our FAAA General Meetings have defaulted from the Keswick Barracks to the Windsor Hotel until further notice. Some sort of issue at the Barracks Café which has cut out the lunch but still serving coffees. This may resort back as before. TBA.

The Divisional Christmas Lunch will be held at The Windsor on Sunday, December 18th starting around 1130 for 1200 and will be booked indoors. No dogs or Stokers. The Kapunda RSL Remembrance Day is a GO. Meet up on the Thursday 10th November after 5pm at the Kapunda Caravan Park, to brief for Friday's wreath laying with the RSL group. President John Siebert will do the honours. The rest of us will act as support and translators. Hold the duelling banjos.

Treasurer, Ian McBeath, and The Whipping Boy attended the Naval Seminar on Friday at HMAS Albatross, to hear the guest speaker, COMFAA Commodore David Frost RAN, discuss the future direction of naval aviation within the modern FAA. Typical military acronyms scattered through-out, and I wish I had taken notes. Happy to say that Ian McBeath couldn't keep up either. All in all, it sounds rosy for the FAA, although I got the sense that manpower will always be a problem as was retention. Friday evening saw naval troops from both Creswell and Albatross do the Freedom of Entry thing, down the Main Street of Nowra, and it was magnificent. Hundreds of Officers and sailors in their white uniforms with pomp and ceremony oozing everywhere. Small White Ensigns on a stick were handed out to the kids.

Saturday's Federal Council Meeting was scheduled on completion of the Air Show where HARS flew in the flying Tracker S2G and UH-1B Iroquois helicopter. A great turn-out of naval troops loitering around parked helicopters as well as the civilian masses braving the dodgy weather. Spoke to a young Commander leaning on a fence near the hard standing and thought that in my day, Commanders were all old and crusty, but not this chap who was friendly and pleasant. I have haemorrhoids older than him.

Driving to the Federal Council Meeting was a nightmare as the Eastern States are mostly underwater. Something to do with a septic tank back flushing in Queensland, and you know that all sorts of things run downhill. Northern Victoria and southern NSW country roads need serious repair due to the heavy vehicle detours and wash aways, not to mention the hundreds of cattle, free ranging along the road near Tooleybuc, on the Mallee Highway. Tricky driving dodging large pot holes, cows with attitude and glistening cow pats. So, I should arrive in Nowra with a bonnet covered in suicidal insects, and the sides covered in mud and splattered cow pats. Delightful! Blistered past the RAAF Base at Wagga Wagga where I thought their static display out front, looked more like modern jets parked up ready for action. Pity about the retired Navy UH-1B Iroquois stuck on a pole at south Nowra. Hoping Jeff Dalglish is chasing this up with the local council in Nowra.

While still on the Federal Council thing, I must mention how delighted it was to meet the Federal Executive members, Mark Campbell, Terry Hetherington, Jock Caldwell, Marcus Peake and Paul Norris as well as State Delegates including Greg Kelson, Jeff Dalgliesh and retired National Secretary, Pincher Martin. Interestingly, on approach to the Museum on the Air Show morning, Leon Brown driving in front of me, was directed by the RPO to park in the mud, where I was directed to the hard standing alongside the Museum. I had that First Sea Lord look about me, plus SA rego plates, while Leon did not. He never stopped moaning all weekend.

In November, President John Siebert and I will travel to Murray Bridge to visit Michael Stubbington, who has been our past President over several years, and is currently battling health issues. I have always liked Stubbo from the early days in C11 Mess, where one evening, he and I sat on a feisty Barry Beck who wanted to take on the Mess after his torrid session at the wet canteen. Unfortunately, John and I have had to postpone the trip as Mike is currently unwell

For now, time to stop and forward this article to the Editor, and here I am not sure who is Duty Watch on the Slipstream desk, so we will wait and see. OK, it is Ron Batchelor on Duty Watch for the present. Thank you, Ron.

Merry Christmas from the SA Division.

Hon. Whipping Boy.

Roger Harrison. SA.

Unusual Offences of Port Arthur Convicts

Henry Jones Batchelor (no relation) No504. Arrived in V.D.L. on the *Richmond* in 1822. At age 24 Henry arrived in the colony after having been tried in Somerset for forgery and received a Life sentence. An attorney by profession, he came to Port Arthur in 1834 and 1837 for misconduct.

20/2/1824 *“Immoral conduct in seducing Sarah Howell and refusing to marry her according to promise” Henry was confined to the Prisoner’s Barracks.*

30/1/1827 *Whilst a clerk in the Police Office, altering in a register the date of the year that a convict was sentenced to transportation for 7 years with intent to benefit the convict to make it appear he had arrived earlier. He was sent to Maria Island for 3 years.*

2/4/1842 *When in the watch house, “Misconduct, inciting the men not to work” A further 12 months hard labour in chains was added to his term.*

Poor Bloke God rest his Soul

VICTORIA DIVISION REPORT

Greetings to all members from the Victoria Division.

I was reminded last week that summer was almost upon us. The weather most of the country has been experiencing recently makes this hard to believe. Our thoughts are with those in flooded areas.

Since our last report we have been busy, with COVID restrictions being lifted and some semblance of normality returning.

It was good to finally have a Federal Council Meeting in person and catch up with some old friends. The National Executive and those involved from the Fleet Air Arm are to be congratulated for organising the Freedom of Entry Parade in Nowra and the Open Day at Albatross. The attendance at both events was excellent and all involved should be justifiably proud. Details of the FCM will no doubt be mentioned elsewhere but from my point of view it ran smoothly. Our President Chris Fealy came down with COVID just prior to the meeting and had to cancel his trip. We were able to see his smiling countenance via zoom so he was still able to contribute. Committeeman Rob Gagnon stood in for Chris and I thank him for his support.



We recently had a weekend at the Navy Ski Lodge in Mt Buller and this was a great success. Jeremy (Harry) Butler was the driving force behind this and we thank him. This was a first for us and a Mess Dinner with Naval Traditions was well received. I forwarded some photos for the recent edition of FLYBY and there are a few more following this report. I am currently working on our next years calendar and another trip to Mt Buller is pencilled in.

I attended Cerberus recently to watch the Annual Navy Engineering Challenge. This involves groups coming together from all over the country, being set various tasks and having to build and maintain a variety of equipment. Heavy Engineering, Robotics, Drones, Jet Engines to name a few. Bringing this all together is a mammoth task and takes many months. Those who win the various categories are well rewarded and the competition is fierce. Our President, Captain Chris Fealy, who is still serving is in charge of this competition and having seen the work he puts in no wonder he is exhausted and relieved when it is over. He works in closely with Rear Admiral Kath Richards the Engineering Chief of the Navy. Rear Admiral Richards was the Commanding Officer of HMAS Cerberus before her promotion and move to Canberra. She was a regular at our Annual Memorial Service. Admired and liked by those of the FAAAA who came in contact with her. I was delighted to catch up with her and she fondly remembers our services. Most of the work I saw was way too technical for my old brain to absorb and clearly a lot on the technical side has changed in recent years. I am delighted to report one thing that has not changed is the Navy's ability to put on a good BBQ lunch.

Yours Aye

Mal Smith



WESTERN AUSTRALIAN ASSOCIATION



Hello everyone,

I don't know what to say about 2022, except perhaps that it's good to see the end of it! While fires and floods have ravaged the Eastern states, here in the West our losses will be felt when Christmas lunch is served, and there are empty seats at the table.

Bob (Robert/Tubby) Gilmour is our latest member to cross the bar. Although Bob wasn't often able to attend our meetings, he and Shirley were a very welcome addition to our Christmas party each year. Bob will be sadly missed and always remembered.

Our membership continues to enjoy our meetings and our social get-togethers, with attendance at both remaining high. Last weekend saw us head to Toodyay, a town that dates back to 1860, 85km North-East of Perth. It's a charming old town and home to a large store, stocked to the brim with all things Christmas. Lunch at one of the local pubs was a merry affair, and the markets and cafés were a hit with our members. A lovely day, enjoyed by members and family. It was lovely to see Ann and Greg Kelson back on their feet after being felled by Covid, and Keith (Squizzy) Taylor and Doris after his health scare. I'm very pleased to report that Keith is recovering well after a heart attack and surgery, thanks to Doris for her attentive nursing. Keith is stepping down as our secretary (Jim Bush is stepping into that demanding position) and I'm sure that I speak for all our members when I say that Keith has done an outstanding job and his contribution will never be forgotten.

We recently received a visit from Commodore David Frost, who brought us up to date with the latest news from the FAA. It was a very informative and interesting address and we look forward to welcoming him to the West again soon. Many thanks Dave, it was a very enjoyable afternoon.

In the photo are: Dennis Nixon, Brett Dowsing, Jim Bush, Bill Atthowe, David Frost, John Wellar, Jack Suriano (back) Sharron Spargo, Mike Keogh, and Shirley Suriano (front)

Photos from our day out in Toodyay.

Until next year, the West Australian members wish you all a very safe and happy Christmas and a much better 2023.

Sharron.

Scribe.



NSW Secretaries Report for December 2022 Slipstream

By Jeff Dalgliesh



There has been little change in the NSW Division during the reporting period.

Membership for the Division is 371. Member Todd Glynn has been appointed to the General Committee. Member Neville Livingstone passed away

01 September and Member Ken Vote passed away after a long illness on 22nd September - several NSW and ACT Members attended his funeral in Orange. Keith Baker who was a Leading Seaman with the 3rd RANHFV contingent and NSW Division member passed on 1st November 2022 - the funeral was held in Nowra on 10th November 2022.

The postponed FAA 75th Anniversary weekend on 21st & 22nd October was completed as planned with threatened inclement weather being avoided. Also, on this weekend there was a Naval Institute Seminar "The Future of the Fleet Air Arm" which was followed by the launch of the new volume to the classic 'Flying Stations'. An "Informal Evening" function on Friday 21st October was held after the FAA Friday activities with several NSW Division

Members and Partners attending in addition to Delegates from other Divisions in Nowra for the Federal Council AGM.

The FAAAA Federal Council AGM was conducted after further FAA 75th activities on Saturday 22nd October. Several NSW Members and nominated Delegates from all Divisions were present- some via electronic means.

Committee:

President: Phil Carey

Vice President & MLO: Keith Boundy

Secretary: Jeff Dalgliesh

Treasurer: Ron Batchelor

General Committee:

WoS Administrator: John Balazic

Howard McCallum

Dick Martin

Todd Glynn

Slipstream Editor

Ron Batchelor with the help of Terry Hetherington have edited both the September Slipstream and the current edition but this situation will not continue into 2023 as Ron will concentrate on his primary role as NSW Division Treasurer. A new editor for Slipstream must be found or this important Members Publication will cease to exist.

Have had a request from 1963 entry HMAS Cerberus Junior Recruit Bill (Squizzy) Taylor, a long retired "Birdie Greenie" from Queensland who is trying to locate Peter Knauth who joined in the same intake as Bill and completed the same initial Technical Course around 1965 at NAS Nowra. The 1963 JRs are planning a Reunion in March 2023.

Requesting that anyone who has information about Peter to please pass it onto myself, and I will forward to Bill.

This being the last Slipstream for 2022 NSW Division Members would like to extend Xmas Greetings and Best Wishes for the New Year of 2023 to all FAAAA Members Australia wide.

Jeff Dalgliesh

Secretary

FAAA NSW Division.



HARS RECEIVES FAA ASSOCIATION SUPPORT

In the lead-up to the very successful 'Wings Over Illawarra' airshow in November 2022, the Historical Aircraft Restoration Society (HARS) was pleased to accept donations to keep their ex-NAVY aircraft flying.

The National Executive, NSW Division and Queensland Division made substantial donations towards maintaining Tracker 844 and Iroquois 898 in airworthy condition and to cover hull insurance premiums. HARS President, Mr Bob De La Hunty said; "Without this generous support, we would be unable to keep these aircraft flying. In order to help reduce overheads we only activate hull insurance for the aircraft when they are scheduled to fly. The support from the Fleet Air Arm Association of Australia is greatly appreciated."



Ray Murrell, VP of Queensland Division hands over a cheque to Mr Bob De La Hunty OAM, HARS President and Chief Pilot, watched on by Professor Michael Hough AM, RFD, ED, Chairman of the HARS Navy Heritage Flight.



Tracker 844 and Iroquois 898 both attended the FAA 75th anniversary Open Day at HMAS Albatross on Saturday 22nd October, seen here drawing plenty of attention outside 'B' Hangar.

What was the top speed of a B-29 Superfortress during World War II?

About 357 mph, but the Air Corps wanted her to do 400 mph so that no fighter would be able to catch it. Although she could reach a ceiling of 31,850 ft and avoid most fighters that way...except because of the jet stream (that the B-29 helped discover) she couldn't hit anything that high, so Le May brought her down to medium altitudes. But there was a big problem with her engines...



You had to be very easy/careful with the B-29's Wright-Curtiss R-3350 radial engine's revs to avoid overheating them which, unfortunately, was easy to do, and the engine casings were partially made of highly flammable magnesium, the LAST time magnesium was ever used on an aircraft engine again

The grim jest among the B-29 crews was that they were being killed more by Curtiss-Wright, the makers of the B-29's big R-3350 radial engines, the highest-displacement production engine in the world at the time, than by the Japanese.



Except it wasn't a joke.



...and when they went up like shooting stars, they could quickly burn right through a wing spar.



(Above: Wright was under time pressure to cut weight and saved some of that weight in the engine's light-weight crankcase of the R-3350 by making it out of very flammable magnesium crankcase, and when they went up like shooting stars, they could quickly burn right through a wing spar. What their thinking was, I have no idea.) And while magnesium is light and very strong, it's also highly flammable, and once on fire, almost impossible to extinguish.

In 87% of B-29 engine fires, the onboard extinguishers were unable to cope, couldn't douse magnesium fires, and the fire would burn out the whole engine and eat through the wing. The loss stats speak for themselves – of 414 B-29 losses in WWII, 147 of them were to flak and Japanese fighters, 267 to engine fires.



And the magnesium was also incredibly brittle; reports often describe engines starting and shaking themselves to pieces while still taking off on the runway, and they didn't handle damage well.



As a matter of fact the second XB-29 (Serial Number 41-0003) that first flew on December 30, 1942. Shortly after noon on February 18, 1943, crashed, killing test pilot Eddie Allen and his crew. They were flight testing the second XB-29 when an engine fire developed, an almost daily event on a B-29. The magnesium engine parts (yes) caught fire and the white-hot magnesium burned right through the port wing spar, and collapsed the entire wing...



...sending the huge bomber crashing into the Frye Meat Packing Plant three miles from Boeing Field. All eleven men aboard the plane and 18 in the plant were killed instantly.



The military wanted the B-29, NOW, Period. “We need it for this war, not the next one,” USAAF General Henry H. “Hap” Arnold said, and the Curtiss-Wright company was pressured to hurry up the R-3350 radial engine, pushing them to do the engine development in just two years that typically took five. Not that Curtiss Wright needed any help making bad engines, as it was later revealed that Wright company officials had conspired with civilian technical advisers and Army inspection officers to approve substandard or defective aircraft engines for military use. Arthur Miller’s tragic play, ‘All my Sons’ was taken directly from this huge scandal.

Possibly never in US history has as flawed and expensive a major weapons system—(arguably the ultimate weapons system of the entire PTO)—been knowingly deployed in as incomplete and imperfect a state of development as the B-29 bomber, THE US weapon that was the most expensive, costing *more* than the ‘Manhattan Project’s’ atom bomb. “There were scores of defects (with the B-29) – either readily apparent – or worse-appearing when an aircraft was actually at work and at altitude”.-General Curtis Le May, commanding officer in charge of the B-29s

The B-29 was hurried too fast to production and then combat and General Le May called it: “technological immaturity.” “As much of the Superfortress’s equipment had not been perfected, or even tested in many cases, it was decided to bring aircraft leaving the production line to modification centres, so that they could be brought up to combat ready standard, without stopping the assembly lines to introduce modifications and equipment by delaying production. This programme was itself delayed by the need to work in the open air in inclement weather, due to the B-29’s size problems in obtaining sufficient tools and support equipment, and the A.A.F.’s limited experience with the aircraft.”-WWII-Wiki.

One of the B-29’s Wright R-3350’s seemingly insoluble problems was constant, premature failures of the reduction gears that slowed B-29 propellers down to very efficient low-rpm speeds Finally, somebody actually measured tolerances in a production gear set and found that an automated gang drill press at the New Jersey factory that simultaneously bored the holes for a dozen planetary-gear carrier shafts was...incredibly out of whack. A team of experienced machinists was put to work around the clock redrilling the holes, and the reduction-gear problem vanished

It was Oil fires, not Fuel fires, that most often created B-29 engine blazes, though the R-3350’s numerous large magnesium components unfortunately fed the flames. A literally white-hot, wind-whipped magnesium fire quickly burned through a B-29’s ineffectual firewall—crewmen called them “tin pans”—and then melted the aluminum wing spar close behind the nacelle. On a B-29 flying over the ocean...catastrophe. Backfires due to poor mixture distribution were another cause of engine fires, when a super-lean cylinder would “burp” (its technical) flames back into the intake manifold. If this ignited fuel that had pooled in the frankly poorly designed induction system, it could set off the magnesium supercharger case.

...but since active defensive gunning occupied only a small slice of time during each mission, the gunners were given a different primary duty: Watch the engines like a hawk and report sudden oil leaks and fires. To my knowledge no other bomber in WW2 history, on any side, actually carried on-board fire marshals. The B-29’s R-3350s were lucky to survive for an average of 265 hours before being literally thrown away. A few were overhauled, but most were just junked, since Wright was cranking out plenty of replacements. Small mountains of trashed R-3350 radials were standard features of B-29 bases in the PTO. BTW, those magnesium Wright-Curtiss R-3350’s cost \$89,000 apiece.

IT HAPPENS TO US ALL



TO ALL THE ASSOCIATION MEMBERS

DRINK LITTLE

EAT LESS

AND ENJOY LIFE TO THE FULLEST

MERRY CHRISTMAS AND A HAPPY NEW YEAR

FROM

THE NATIONAL ASSOCIATION EXECUTIVE