



Adopt a Hero

There are 89 names on the RAN Aviation Roll of Honour on our website, and I've started to build a page linked to each name to tell something of who they were and how they lost their lives in the Service of his country. For example, **SBLT Leslie Norton**, whose Seafire broke up during a display because the aircraft suffered from aileron reversal. Or **Peter Wyatt**, whose Sea Venom crashed into a caravan park near Yeovil in poor weather. Each of the 89 names was a young man or woman filled with hopes and dreams - and providing a little information about how they lived and died is the least we can do in their memories.

So far I've only done 27 names so it's a huge job, and I could really do with some help.

If you are interested in researching even just one of the remaining names, it would be of great assistance. Why not have a look at the [Roll of Honour](#) with its associated links, which will give you an idea of the sort of information I'm looking for. If you are then willing to assist all you have to do is let me know by clicking [here](#).

Staying Connected

Regrettably about one third of the emails to the Handlers community have 'bounced', so I've had to remove those names from our database. If you have any email contacts for your old mates why not pass them to me? I'll drop them a friendly line to see if they want to join our on-line community. Just let me know who they are.

Did You Know?

There's a Company called **APOD Defence Discounts** that advertises itself as Australia's largest directory of Military and Defence Discounts. Basically, joining APOD gives you the opportunity to enjoy a range of benefits from a wide number of selected providers. These vary from holiday and cruise ship companies to suppliers of food, jewelry, entertainment or many other goods.

If you are a serving or ex-member of the FAA you can sign up as a Free APOD Member, which costs nothing for selected online discounts, or as a Card Holder (for \$25.00 pa) which offers unlimited access to all in-store and online discounts plus Travel Reward dollars and a donation to Legacy.

You can read all about it [here](#). Please note that the FAAA has no affiliation with APOD and any dealing you may have with it is strictly between you and them.

For the Greater Good (adapted from an article by Kel Ryan)

The complex nature of the Australian Defence Community (ADC) today, with its increasing number of Ex-Service



A reminder of the reunions coming up:

SEQ Birdies Reunion

When: Friday 27 October from 1300 (drop in)

Where: The Victory Hotel, 127 Edward St, Brisbane Bar:

Cost: No cover charge – just pay your own way.

Contact: Wayne Avery ex-CPOATV Ph: 0478-677-722 email: waavery@gmail.com

A regular event that's getting bigger by the year. Attendees are from all over Australia so come along and spin a story or two and enjoy quality fellowship. Click [here](#) to see more.

General/Handlers Reunion

When: 3-4 November 2017

Where: Cleveland RSL

Cost: Own drinks

Contact: Glen Hartig: pincher6372@gmail.com

In the past this was mostly for Handlers, but all FAA past & present are welcome. Great company and door prizes to boot! Friday is meet and greet and Saturday is the reunion. More details [here](#).

Organisations (ESOs) and Veteran Support Organisations (VSOs), requires that we together rethink the way we approach policy formulation and advocacy. The ADC though its representative ESOs must establish a mechanism through which the views of multiple organisations are identified, heard and considered, and are then wrapped into agreed solutions. These must then be advocated for the greater good. This will only be achieved through collaboration and the management of issues for the ADC as a National entity.

The development of the **Alliance of Defence Service Organisations (ADSOs**, of which the Fleet Air Arm Association is one) under the leadership of the Defence Force Welfare Association is a positive move in the establishment of common ground and the greater good. But

the work of collaboration should not stop, as there remains a need to improve the unity of this group as well as identify a more permanent approach to the issues of the broader ADC.

You can assist by becoming either a 'Virtual Member' of the Defence Force Welfare Association, which will cost you nothing but adds your voice towards a critical mass of veterans, or (better still) by becoming a full member which gives them financial support. See their website [here](#) for details.

50+ Years Ago



Last edition's 'Fifty+ Years Ago' image showed a CSIRO experiment designed for launching in a satellite, to measure the presence of VLF radio waves. It's reported that the equipment, built in 1962, cost £500 for material alone! Nowra was used for testing the device, using the Met Section's weather balloons to a height of 200,000 feet. Nowra was also chosen because of the lack of radio noise, particularly when the 'Pundit' was turned off and there was no night flying.



Here's an easier mystery, mostly because it is in living memory of most of us older folk. What is the aerial on the top of that Wessex for? Answer in next edition.

Federal Council Meeting

The Federal Council Meeting (FCM) is the Association's premier forum, which is held in October each year. It's the only occasion when most or all Divisions sit down together to discuss the years past and present, and formulate any changes to policy in accordance with our Constitution. The next FCM is only a few days away and I will report on any major outcomes in the next edition of FlyBy.

The Krantz Dictum – True Then, True Today

Those readers familiar with the movie *Apollo 13* will remember the character of Gene Krantz (portrayed by Ed Harris), who was the Mission Controller for that ill-fated flight.



Krantz was just 31 when he was appointed a NASA Flight Director in 1964. He quickly showed that he had the exact qualities required: the ability to get the best out of his team, trust their skills and judgement, and harness them in times of crisis. He could also synthesize available information into a solution, a skill that was to prove vital in the safe recovery of the crippled Apollo 13 spacecraft nearly six years later.

In January 1967 astronauts Grissom, White and Chaffee died in a fire aboard Apollo 1 during a training exercise. The subsequent investigation was to expose significant design faults leading to a major overhaul in engineering and equipment.

The day after the accident Krantz addressed his team and gave what was subsequently known as 'The Krantz Dictum'. Although directed at the members of Mission Control, his words transcend that audience. They are particularly relevant to anyone involved in aviation - even today - where complacency or apathy can rapidly spiral into a tragedy. I urge you to read them.

"Spaceflight will never tolerate carelessness, incapacity, and neglect. Somewhere, somehow, we screwed up. It could have been in design, build or test. Whatever it was, we should have caught it. We were too gung-ho about the schedule and we locked out the problems we saw each day in our work. Every element of the program was in trouble and so were we. The simulators were not working, Mission Control was behind in virtually every area, and the flight and test procedures changed daily. Nothing we did had any shelf life. Not one of us stood up and said, 'Dammit, stop!'."

I don't know what Thompson's committee will find as the cause, but I know what I find. We are the cause! We were not ready! We did not do our job. We were rolling the dice, hoping that things would come together by launch day, when in our hearts we knew it would take a miracle. We were pushing the schedule and betting that the Cape would slip before we did.

From this day forward, Flight Control will be known by two words: 'Tough' and 'Competent'. 'Tough' means we are forever accountable for what we do or what we fail to do. We will never again compromise our responsibilities. Every time we walk into Mission Control we will know what we stand for. 'Competent' means we will never take anything for granted. We will never be found short in our knowledge and in our skills. Mission Control will be perfect. When you leave this meeting today you will go to your office and the first thing you will do there is to write 'Tough and Competent' on your blackboards. It will never be erased. Each day when you enter the room these words will remind you of the price paid by Grissom, White, and Chaffee. These words are the price of admission to the ranks of Mission Control."

Kranz continued as a Flight Director through Apollo 17, when he worked his last shift overseeing the mission liftoff. He was then promoted to Deputy Director of NASA Mission Operations in 1974, becoming Director in 1983. He was in Mission Control during the loss of Space Shuttle Challenger. He retired from NASA in 1994.

Every month, we strike a few people off the distribution list because their email 'bounces'. Please remember to tell us if you are about to change your address so we can amend your details. You can get us through the 'Contact Us' form on any page of our website.

Messages from Readers

On the afternoon of Fri. 15th September 1972 (c.1600) a CH53E from Marine Helo Squadron HMH-464 landed on HMAS Melbourne after the last of the RIMPAC exercises and a week prior to the Ship leaving for Japan. The Sea Stallion loaded a group of HS817 Aircrew who were proceeding to MCAS Kaneohe Bay for a weekend of "liaison duties". Does anybody have, or know of the existence of, a photograph of this landing. Contact Bomber Brown [here](#) if you can help.

Hi, with my continued effort to get due recognition for RAN ships companies of HMA ships Melbourne, Voyager, Yarra and Supply for the periods of 6/3/1962 and 20/5/1963, I am seeking interested men from those periods who have not been awarded the AASM (Australian Active Service Medal) for their service. I seek to place a comprehensive submission to the Defence Honours and Awards appeals Tribunal to address this omission. Contact Tas Browning [here](#) for further information.

My name is Jackie Dent and I'm a Sydney-based journalist working on a documentary to be aired next year about the relationship between Australia and the US. It is about how the two countries have fought together in every major conflict over the last 100 years, and how the bonds forged in war were deepened by arts, business, sport, science and romance. I'm interested in talking to Australian EMU servicemen who maintain friendships with veterans in the United States.

Any leads would be much appreciated. I can be contacted at jackie.dent@wildbear.tv

Wanted



I'd like any information on this Sea King (which I assume is British) and the names of the people in front of it. Can anybody help?

REST IN PEACE

We have become aware of the loss of the following shipmates (not necessarily FAAA members) since the last edition of FlyBy: **Jim (Seamus) O'Farrell, Peter Welsh, Alan Parrish, Ray O'Keefe, Keith Staff, Ross Tattum and Ross Hewitt.** You can read of these sad events on our Obituary page [here](#).

Squirrel 864 To The War Memorial



RAN Squirrel 864 has been transported to the Australian War Memorial where it will eventually become an exhibit. The move marks the imminent retirement of the AS350, which is shortly to be replaced by the Eurocopter EC135 training system. Pictured above are CAPTs Steve Elms and Andrew Whittaker, who flew this particular aircraft during the Gulf War. It is understood that a Seahawk S70B has already been given to the AWM.

Missing Folk

If anyone knows the whereabouts of the following ex-FAA people please can they contact the [webmaster](#):

Riley, Albert (34 pilot's course)

Hawkins, Raymond Basil (RANHFV Flight 2)
Homer, Raymond Harold (RANHFV Flight 1)
Jones, Raymond Marshall (RANHFV Flight 1)
Lambert, John Gibb (RANHFV Flight 2)
Malcolm, Peter Robert (RANHFV Flight 4)
Mills, Francis John (RANHFV Flight 3)
Montgomery, James Henry (RANHFV Flight 3)
Morris, Garrie David (RANHFV Flight 3)
Oppenhuis, Willem Wessell (RANHFV Flight 1)
Terrell, Graham Victor (RANHFV Flight 3)
Varley, David Nelson (RANHFV Flight 1)

Who the...?



Not a single person ventured an opinion on Mystery Photo No 34 on our website, which asked readers to identify the infant on the left, who is now a notable RAN aviator.

The answer of course is Vice Admiral **Tim Barrett** Chief of Navy.

The website Mystery Photos section is growing into a great collection of historical trivia and I always try to give as much information as I can when the answer is published. It contains little gems like explaining the connection between the FAA and Marilyn Monroe (tenuous!); or the remarkable story of the Vought Kingfisher embarked in *HMAS Wyatt Earp*, which must surely rank as one of the most ill-conceived ventures in the FAA's history. Why not take a look at the collection [here](#).

Subscriptions

Annual subscriptions for FAAAA members will fall due at the end of the year (not far away!) but you can help us out by avoiding the rush and paying a bit early. Our membership numbers have been dwindling year by year and as we rely on our membership fees to keep us going, please assist by continuing your support for the very modest renewal charge. Contact your local Secretary here for payment details. Those readers who are not members might consider joining

Editor: Marcus Peake 0413 250 969

You have received this newsletter because you are on the FAAA database distribution list. To unsubscribe, contact the webmaster at webmaster@theFAAAA.com