



FLYBY

ABN 3007 129 1677

See our website [here](#)

A periodical of the Fleet Air Arm Association of Australia
Edition No.28 December 2019.



The Venerable Wirraway!

The Wirraway can't lay claim to being the most visually exciting of the RAN's aircraft, but it has special historical interest for two reasons: firstly, it was the first mass-produced aircraft ever built in Australia, and second, it came on line at the very beginning of our Fleet Air Arm.

*See our new Wirraway
Heritage Article on the
website [here](#)!*

It was the first machine manufactured by the Commonwealth Aircraft Corporation (CAC), a conglomeration of miscellaneous companies brought together by circumstance and the threat of an impending war. Up until then Australia had no capacity to build aircraft at all.

CAC was a consortium of companies that included such names as BHP, General Motors Holden, Imperial Chemical Industries and the Orient Steamship Company, which worked together to form the company in 1936, in anticipation of a war in Europe. Its purpose was to boost manufacturing capabilities, and in particular to bolster aircraft production in the event they would not be available from 'traditional' sources should conflict arise.

By September 1937 a factory had been completed in Port Melbourne. By then a small team had been overseas to select a modern aircraft type to produce under licence. It was the North American NA-33, and it went

into production as the CAC Wirraway – with the first aircraft rolling off the new assembly line in March 1939, just six months the production line in March 1939, just before the outbreak of WW2.



Wirraways under construction in Melbourne.



'901', the first RAN -badged Wirraway, outside "D" hangar circa 1949.

For its time, it was a fairly advanced design for a training aircraft, with a 600HP Pratt & Whitney Wasp engine giving it good performance: a service ceiling of 23,000 ft, maximum speed of 191 knots and a range of over 700 miles.

CAC was to go on to manufacture other aircraft types, including the Wackett, Woomera, Winjeel, Aermacchi MB-326 and The Bell Kiowa. It also manufactured engines including the Rolls-Royce Merlin, Avon and Bristol Siddeley Viper. To supplement revenue and retain skilled sheet metal workers, the company also produced buses built on a Bedford Chassis! In 1985 it became a fully owned subsidiary of Hawker de Havilland, before being purchased by Boeing Australia in 2000.

The RAN Wirraways

The RAN Wirraways were all ex-RAAF surplus to requirements. They were designated CA-20s, but this was an administrative nomenclature as they were transferred directly to the RAN out

of storage without any additional work by CAC.

Received in three tranches, no less than 16 Wirraways passed through RAN hands over the years. When they arrived at NAS Nowra in 1948/9 their main role was aircrew training. With the influx of ex-RN, RANVR and other pilots who had transferred to the RAN FAA, the Wirraways would refresh flying skills before they converted to the Hawker Sea Fury or Fairey Firefly. Observers, prior to joining a Firefly squadron, utilised the Wirraways' rear cockpit to perform Radio, RT and navigation training. In 1954, at the behest of 723 Squadron's CO, some Observers gained experience using the Wirraways' dual controls.

The Wirraways were finally disposed of in 1957, being replaced by the De Havilland Vampire trainer. None of the original RAN airframes remain, but examples of type can be found at various museums around the country.

You can read the full story of the Wirraway in our website [here](#), including a 'History in Photographs' section. If any reader has photographs or stories of this venerable aircraft they would be most welcome. ✈

You can read the full story of the Wirraway in our website [here](#), including a 'History in Photographs' section. If any reader has photographs or stories of this venerable aircraft they would be most welcome. ✈

Wall of Service Update

Order No 43 plaques with the following names were fixed to the Wall in early November: LCDR **M.R. O'Leary**; LEUT **N.G. Forbes**; NAM(O) **K.A. Bellert**; WOATA **F. Siska**; ABMTD **M. Ruysenaers**; SGTNP **R.M. Rae**; LEUT **W. Stone**, CMDR **N. Gunn**; LEUT(O) **D. J. Turner**, SBLT SLEX **W. Spee**; LCDR GLEX (P) **G. Vidal**; CPO **G. Willmott**; WOMED **A.G. Hutchings**.

You can see which Wall/Row your plaque is affixed to by visiting our website. Go to the 'FAAAA' menu, then 'Wall of Service', then 'Where is my name?' If you want to have a quick look now, simply click [here](#), and then type your name into the little search box.

Order No 44 is now open with one name so far (NA W.K. Jones), so get your application in now if you wish to get your name into the next batch. You can find information on what the Wall of Service is [here](#). ✈

FAAAA Subscriptions Now Due

Most member's subscriptions run out at the end of December so unless you've paid for 2020 in advance, it would be really helpful to settle your account now.

Subscriptions are our only source of income, so early payment would be much appreciated.

You can see how to pay (and how much) by checking on the final page of this newsletter. If you are not sure or have any questions, contact the database manager [here](#). ✈

† REST IN PEACE †

Since the last edition of 'FlyBy' we have become aware of the loss of **Noel Morgan**.

You can read a little more of this sad event on our Obituary pages [here](#), and, if you are a member of the Association, you can leave a comment there if you wish. ✈



Readers might be interested to know that Wessex 826 (N7-216), which had been on display at the National Maritime Museum for many years, has been removed and replaced by an S70B-2 of 816 Squadron (N24-006). You can find out more on our website [here](#), including a short and entertaining Time-lapse video of the change-over being effected. The Wessex has been returned to the Australian War Memorial and is stored in the Treloar Resource Centre in Mitchell. ✈

Has Anyone Flown a QGH Approach?

During the month we were looking at the details of how CMDR D. Buchanan died in a Vampire accident on 08 October 1956. He was conducting a solo night flight out of Nowra and had decided to do a speechless QGH approach to the airfield. Radio comms were lost at about 2220 and a search that night failed to find any trace of the aircraft.

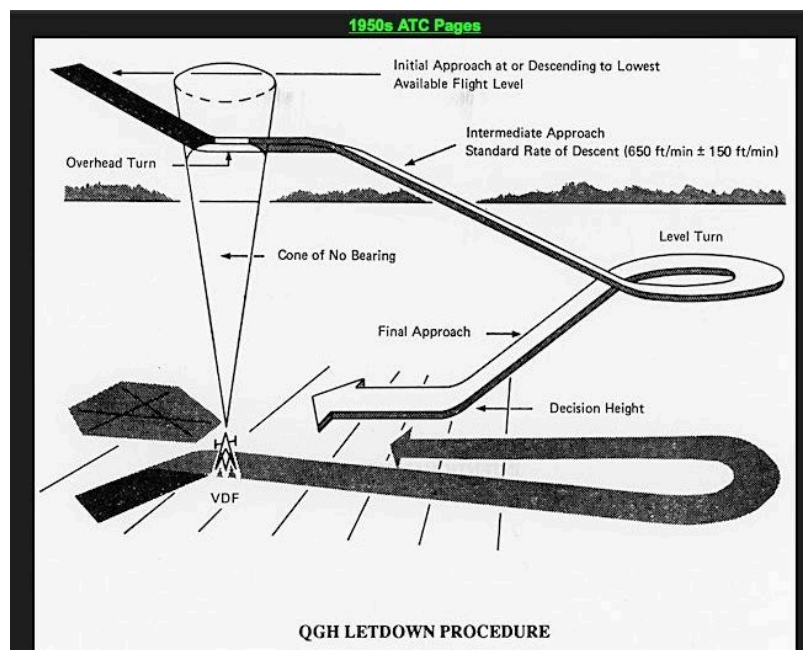
It was subsequently reported that the Vampire had struck the sea about 3nm east of Crookwell Point light. No trace of the aircraft was found, however, and CMDR Buchanan, who was serving as Commander Air at the time, was declared missing, presumed dead.

The wreckage of the Vampire was discovered many years later when pieces of it were trawled up in a fisherman's net.

A QGH approach is one flown to a Direction Finding Beacon, such as a VDF – but unlike more recent NDB approaches which have published approach profiles the pilot follows, the QGH relies on heading and height instructions from Air Traffic control.

We'd be interested to hear from any aircrew or ATC officers who were familiar with this type of

approach. Was it the only non-precision approach of the day, or were the more modern NDB procedures also in place? What were the pitfalls of the QGH? Typically, how accurate was it? To what extent, if any, could ATC monitor the heights and headings of the aircraft under their control? Any info to the Editor [here](#). ✈



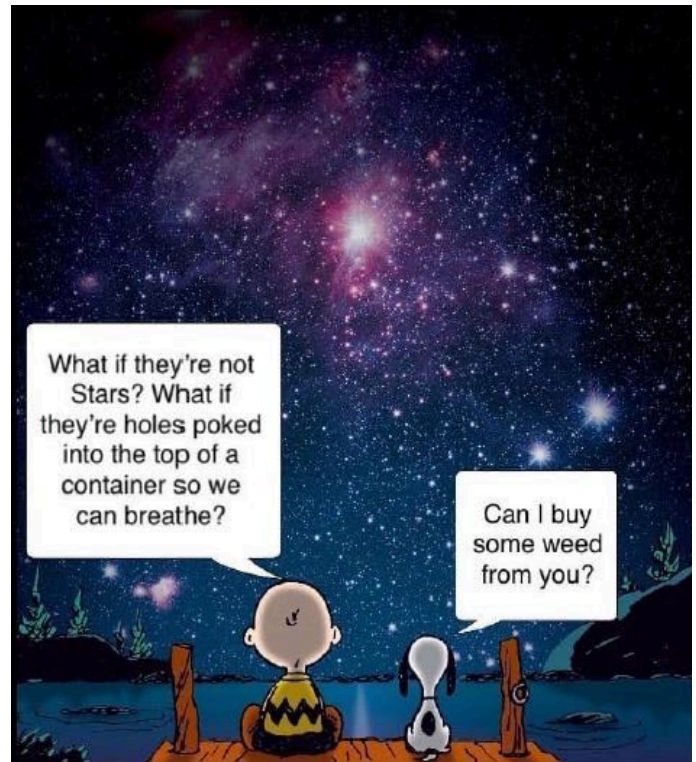
FAAAA Accident Database Upgraded



Many readers may not be aware that the FAAAA administers a database of significant RAN aircraft accidents and incidents, and that it is available to members for perusal on our website.

The database had its genesis in the work of the late **Bob 'Windy' Geale** of the FAAM, and **John Crawley** RAN (Retired) who spent many years working in the Directorate of Air Force Safety. They were aware that the RAN did not keep a lasting record of such events and set about establishing one.

Cris George also had significant input by further refining it and adding additional entries, where appropriate.



RU OK?

YOU'VE GOT WHAT IT TAKES

SIMPLE STEPS THAT COULD CHANGE A LIFE

Christmas will be upon us soon and although it is a joyous occasion for most people, it can be desperately lonely time for others.

So, if you are aware of someone who's on their own, or seems out of sorts or isn't behaving as they normally would, it's time to start a conversation. The four simple steps are:



1. Ask



2. Listen



3. Encourage
action



4. Check in

There's an amazing website [here](#) that gives lots of information about what to look for, how to start the conversation and who can help. So don't wait until it's too late...ask if they are OK now! ✨

Up to now the database has been available on the website as a PDF file, which, whilst imparting the necessary information, was not interactive and was time consuming to administer. It has now been replaced by a Table that allows interactive searches and the insertion of links to reference other material. Searches may be made in any field to give a variety of results: for example, by aircraft serial number or type, date, squadron, pilot etc.

The links provide a bridge to the significant number of other articles and photographs on the website, to better understand the circumstances of the event. They also link to the relevant page in our Roll of Honour wherever the accident resulted in a fatality.

So, for example, it is easy to now do a search for (say) WZ900 to find the accident/incident entries for that aircraft, and to quickly jump to separate articles describing the causes of the accident that ensued and honouring the observer who was lost.

The database is a continual work in motion, with new links and information being added as time permits.

We know it is not complete, and that some details may be missing. To that end, if you consider anything has been omitted or needs correction, please contact the webmaster using the 'Contact Us' box at the foot of the database page.

You can see the database [here](#), but please note that you must be logged onto our website (i.e. with a Username and Password) to access it. ✈

HARS Snippet



Those readers keeping an eye/ear open for news of John Travolta's Boeing 707 arrival will be pleased to know that it is progressing.

John (centre of the photo) has gifted his 707, still in QANTAS livery, to HARS. He was here at the beginning of November to chat with **Bob De La Hunty** (HARS President) and **Maureen Massey** (Boeing 707 project organiser), and to have a ride in the Society's Super Constellation. All being well the 707 should arrive at Albion Park in the first half of 2020. *Photo courtesy of The Illawarra Mercury, 05Nov19.* ✈



The Editor wishes all our Readers a Very Happy Christmas and safe & healthy 2019

In Case You Missed It...



One of our regular contributors found a little gem on YouTube the other day...a four minute piece on Life Aboard HMAS Adelaide. It focuses on the people on board rather than the hardware, and presents a good picture of the ship. Worth a look!

You can watch it [here](#). ✈

VEHICLE GST EXEMPTION FOR ELIGIBLE VETERANS and UNLAWFUL PRACTICES

We heard from the DFWA of a person who recently phoned the ATO after an eligible veteran had difficulty obtaining a GST exemption on car parts; in this case a car battery. Several places flat out refused an exemption for various reasons including their claim that their goods were of a low enough price and so the veteran didn't need a GST exemption (a couple of hundred dollars is not cheap to some veterans). Another stated he would not do it because he needed to get advice from his accountant and that would cost him too much, so no exemption. Some businesses offered some form of discount in lieu of a GST exemption.

After several hours he did finally get a car battery for this veteran today GST-exempt thanks to Beaurepairs. Not only did their manager keep blank ATO exemption forms in the store, but when this veteran arrived at the store he was offered a quality brand-name battery, was given a generous discount (without asking for it), and then had the GST removed from the total bill.

WHAT THE ATO HAD TO SAY

Being concerned that other veterans might be unfairly treated, especially by the likes of the businesses that flat out refused to provide a GST-exemption, the person phoned the ATO on the number printed on the ATO declaration form for advice. He stated what had occurred with all of the businesses today in detail. The ATO transferred him to their GST Business Section in Dandenong, Victoria where a Senior Taxation Officer (name withheld) who administers this area of the GST legislation stated all of the incidents above, except for the pleasant experience with Beaurepairs, were unlawful and that we should

(Continued on page 7)



Ahoy 748 Fans!

Martin Edwards, from the [ADF Serials](#) group, reports that ex-RAN HS748 N15-709 was chopped up at Bankstown in October. Apparently it was to go to the Wanaka Transport Museum in New Zealand but they lacked the resources to move it.

The aircraft first flew in January 1973 and was delivered to the RAN a few months later, arriving in Nowra early June of that year. It was fitted with specialised electronic equipment between 1978 and 1980 and subsequently used for electronic countermeasures training.

Over its operational life, 709 flew over 11,000 hours before retiring in June of 2000, 27 years after its arrival.

Subsequently sold to TAG aviation, the HS748 was registered

as 3C-QQP and sent to Norwich, UK. It was then sold to Horizon Airlines Pty Ltd and flown back to Bankstown via Rome/Ciampino, Cairo, Jeddah, Djibouti, Mombasa, Mahé, Male, Colombo, Medan, Denpasar, Darwin and Mount Isa.

It was scheduled for fitment of large rear freight door from an aircraft of the Tanzanian Peoples Defence Force but before that could happen Horizon Airlines was placed in administration and later ceased operations. The HS748 was then fitted with dummy engines and props and located at the Australian Aviation Museum at Bankstown.

With the closure of the museum there was talk of it going to the Wanaka Transport Museum in New Zealand, as did a number of other museum aircraft. The logistics of moving such a large airframe proved too much, however.

709 was also offered to Navy Heritage for the Fleet Air Arm Museum, at quite short notice. Unfortunately the museum did not have room for a complete HS748, not to mention the logistics of moving a complete aircraft at short notice, so only the forward fuselage was acquired (the rest went to scrap). The picture left is 709 returning to HMAS ALBATROSS after 19 years absence (arriving on 23 October 2019). The museum is now developing a plan for her display. ✈

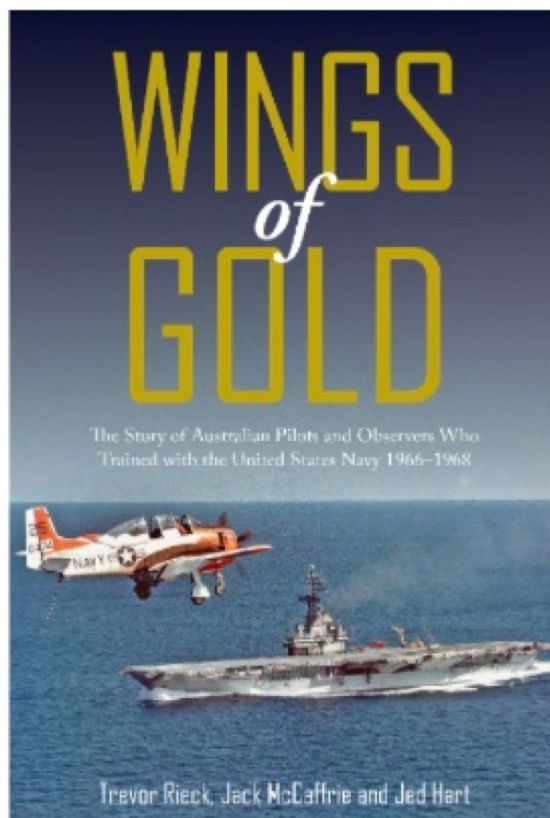


Image: Stu Harwood

Caption Competition



Think of a witty caption for this classic photo and send it to the webmaster [here](#).
(Image courtesy of IWM).



Forthcoming Book on FAA History

Flying from an aircraft carrier is one of the most difficult things to do in all of aviation. This is the story of a group of young Australians who joined the Royal Australian Navy to take up the challenge in the mid-1960s. Their story is unique because, unlike those who went before them and those that followed, they were sent to the USA to undertake their flying training, with the United States Navy. So began an unusual chapter in the story of the Australian Navy. 'The Pensacola experiment'. As it was called, was an outstanding success.

This book follows the young men's initial and sometimes almost accidental encounter with the Navy recruiting office to their arrival as fully fledged naval aviators at the Naval Air Station, NSW, ready to join their first squadrons.

A mix of narrative and often hilarious personal anecdotes takes you along for the ride with the group as they land at the US Naval Air Station Pensacola, meet their host families, and learn to adapt to the American culture in a huge training system that turned out thousands of naval aviators each year, many of them destined for the war in Vietnam at the time.

Readers will share in the growing senses of excitement and satisfaction as these young aviators work towards their initial carrier qualifications and ultimately gain their converted 'Wings of Gold'. ✈

Wings of Gold

Advance orders can be placed [here](#) with Big Sky Publishing
Release date: 11 Feb 2020. \$34.99

More About the DVA Veteran Card



Veteran Card

The Veteran Card is a redesign of the DVA health cards (Gold, White or Orange), which provide access to treatment for service-related conditions or injuries that DVA has approved, and access to DVA-funded mental health treatment, if required.

There are no changes to entitlements or the services you can access with these cards, but the

Government has introduced a new scheme whereby any participating business can offer Veterans (i.e. anyone who is serving or has served in the ADF) discounts on their products.

You are eligible for a Veteran Card if you:

- have an existing Gold, White or Orange card as a veteran, or
- are the dependant of a veteran and you have your own Gold Card, or
- are a current or former member of the Australian Defence Force (ADF), including reservists who have at least one day of continuous full-time service (CFTS), or
- are a reservist who can gain access to free mental health care, or
- are a reservist with an accepted service-related injury or condition that DVA has approved.

By The Way

If you are an ex-ADF member and haven't yet applied for your 'White Card', you should consider doing so before you read another word in this newsheet. It will automatically cover you for cancer and/or mental health issues and you don't have to prove ADF service contributed to them.

What the Discount Scheme Offers

Aside from the DVA Health Benefits that you may be eligible for (depending on the colour of your card), participating businesses and community organisations may give you discounts and other benefits. It is up to each business or organisation to decide what concessions and benefits they will give you.

How Do You Access These Discounts?

It would have been nice to simply present your DVA card to obtain your discounts, where applicable, but the system is just a bit more convoluted.

DVA has chosen a mob called Australian Partners of Defence (APOD), whose website is [here](#). This company previously offered a range of discounts but you had to be an APOD member to access them, at a cost of \$4.95 per month. You still have to be a member, but can now join for nothing if you have a DVA File Number (which is printed on your DVA card).

Once you have signed up to APOD, you can see the range of participating companies and the discounts that each one offer, and you can apply for them by clicking on the offer link. To give you an idea, these vary from a relatively modest 2.0% (as with The Good Guys, for example), though to some real deals such

Vehicle GST Exemption and Unlawful Practices

(continued from page 5)

report these businesses to the 'ATO Tax Evasion Referral Centre (TERC).

The ATO advised we should pass this reporting procedure on to other veterans who may encounter similar situations. Reports may be made to the ATO's Tax Evasion Referral Centre as follows: **Online:** Click [here](#). **Phone:** 1800 060 062. **Fax:** 1800 804 544. **Mail:** Australian Taxation Office, Tax Evasion Referral Centre, Locked Bag 6050, Dandenong VIC 3175. Please include the business name & address, ABN, manager's name, date & time of the incident and a full description of the incident.

By Editor. I asked our new Welfare Officer who was an 'eligible Veteran' and he provided the following advice:

"An eligible veteran for the purpose of the GST exemptions is an "eligible disabled veteran", of which there are a number of eligibility criteria, including TPI/Special Rate Disability Pension recipients. You can read the DVA Factsheet (DP79) relating to this [here](#). Also included is the Overview of DVA Cards which includes links to related Factsheets.

Also in each State or Territory, veterans (general term encompassing those who have rendered ADF service) are able to receive concessions on a variety of government and business charges. The concessions are administered by each State and Territory; information regarding to the concessions is available on DVA Factsheets, CON01-CON08 Concessions in States and Territory.

When purchasing a car or parts, an "eligible disabled veteran" needs to complete the "Declaration for Exemption Form", NAT3418 (see link [here](#)). ✈

as 20% off Ghost Wines, a supplier who bottles other winemakers' products under his own label with an already significant saving (he's ex ADF member, too).

Other deals that caught the Editor's eye are Trade Price on 'Rhino' Roof Racks and Accessories; 30% off 'Yes I Fish Like a Girl' fishing accessories; a \$1000 discount off a new Titan Caravan purchase...and so on. Actually there are too many to mention.

So, in this day of high prices and 'nothing is for nothing' mentality, check this discount system out. One thing is for sure – if none of us use it, it will wither on the vine – but if we all get behind it more companies will support the scheme which can only be good for us. ✈

844 Comes to HARS



By Owen Nicholls

Photo: 'Friends of the RAN Tracker' Facebook page

On Saturday 14 September 2019, Grumman Tracker 844 (civilian registration VH-NVX) arrived at Albion Park after an uneventful flight from the Naval Air Station, Nowra. This short flight was the culmination of years of hard work by an army of volunteers to see this aircraft fly again, after its last flight on 26 January 1998.

But the story of 844 starts a long time before this, on the 25 January 1965 when it was completed as a new aircraft built by the Grumman Aircraft Corporation for the United States Navy and assigned the Bureau Number 152333. During its service in the USN it is known to have flown with VS-38 Squadron and operated from the aircraft carrier USS *Bennington*.

As the Trackers entered their twilight years in the USN, a number of S-2D and S-2E Trackers had a significant equipment upgrade (particularly the sonar acoustic processing system) pending the arrival of the jet powered S-3 Viking into US service. These aircraft were designated as S-2Gs. 152333 was the development aircraft for this upgrade program and so for a period of time was designated as the (one and only) YS-2G.

After retirement from USN service in 1975 the aircraft was placed into storage at the Davis Montham Air Base

(colloquially known as "The Boneyard" or "Graveyard") in the Arizona desert.

RAN Trackers

While all this was going on, Australia had purchased the last fourteen Trackers built by Grumman. Delivered to Australia in late 1977, these brand-new S-2Es operated from Naval Air Station Nowra (HMAS Albatross) and the aircraft carrier HMAS Melbourne. Only one was lost in a flying accident at sea after failing to successfully land on the carrier on an extremely dark night in February 1975 (for an analysis of this accident, click [here](#)).

Ten aircraft were destroyed in a deliberately lit hangar fire at Nowra in December 1976. This left the RAN with only one Tracker intact (undergoing major periodic overhaul at Hawker



Above: A badly damaged Tracker outside "H" hangar, 5th December 1976. Photo: Owen Nicholls. Click on the image to read "Out of the Ashes" – the extraordinary story of how the Tracker capability was rebuilt in just four months.



Above: Not one of the airframes bought by the RAN, but a sister ship. The image gives a good idea of what confronted the Team when they arrived at Davis-Monthan Air Force Base in Arizona, looking for aircraft to replace the RAN Trackers lost in the fire. (Image: JetPhotos.net © Dutch)



Above: Wingfold Jack removed.

de Havilland, Bankstown, and two fire damaged but ultimately repairable aircraft at Nowra. Replacements for the lost aircraft were urgently required!

A team of RAN personnel visited the US in early 1977 and sixteen S-2Gs, including 152333, were selected from aircraft available at Davis-Monthan Air Base. These aircraft, together with the three surviving S-2Es continued operating until 12 August 1984 when all RAN Trackers were withdrawn from RAN service.

Following retirement, S-2G 844 was transferred to the RAN Historic flight and continued flying at air shows and ceremonial occasions until 26 January 1998 when the Historic Flight ceased flying for many years.

While 844 quietly “slept”, awaiting a return to the air, an army of volunteers took on the massive task of a full overhaul (like those carried out in service by Hawker de Havilland) on a part-time basis. When completed the aircraft was in good shape to resume flying, but this was not to be. Undaunted, the aircraft received basic husbandry and minor maintenance over the years awaiting better times.

Disposal to HARS

HARS had been negotiating with the RAN for approximately fifteen years for a partnership solution with the RAN to enable flyable Historic Flight aircraft to return to the air. This culminated in late 2018, with HARS becoming the new owner of a collection which included 844. A requirement of the disposal process was for the aircraft to be removed from HMAS Albatross. This was facilitated by the generous support of **Chris Sievers**, the owner of Air Affairs Pty Ltd who operate Learjet and Kingair aircraft from the Aviation Technology Park adjacent to Albatross. 844 left Albatross under tow via airfield runways and taxiways through the aircraft access gate to its temporary home at Air Affairs.

The Road to Recovery

At Air Affairs the aircraft underwent a 100 hourly inspection by volunteers under the supervision of HARS engineer Bill Smith. It then received weekly engine runs while awaiting approval to

fly to Wollongong. Then some problems arose (also called “challenges” or even “opportunities”). The first was a perplexing electrical problem that was not a routine fault. It was eventually traced to a failed relay which required replacement – a difficult job of soldering multiple connections in a dark, confined space. This was accomplished by **Keith Boundy** and **Hayden King**. Then, a few weeks later we had a somewhat spectacular hydraulic leak from the port outboard wingfold jack. This was removed, overhauled and replaced. Bit by bit things came together with further inspections and, as can be expected, a mountain of documentation and paperwork. Then came some low speed taxiing and more paper work.

Back in the Air

Finally on Saturday 14 September 2019 after some final work and documentation the maintenance release was signed and the aircraft could fly. Pilots **Owen Nicholls** & **Steve McMahon** boarded the aircraft for another taxi check and final full power runs on the engines before flight. Fuel was then added and after re-starting the engines a high speed taxi test to 80 knots was carried out down Nowra's runway 08. After backtracking to the runway intersection, the aircraft lined up for take-off on runway 03. With both pilot's agreeing that the aircraft was ready, the take-off roll commenced. The sound of the Tracker,



Above: Pilots Owen Nicholls and Steve McMahon



Above: Tracker 844 takes to the skies for its ferry flight to Albion Park (HARS image)

also known as the “Grey Grumbly Grumman”, had at last returned to the skies of Nowra. This sound has also been described as that of “The Harley of the Skies”. Just after lift-off came the only surprise of the flight – twenty plus years of accumulated dust and dirt blew out of the instrument panel glareshield. Once this dissipated the rest of the flight was very routine.

Departure Over the Museum at Nowra

We held overhead the airfield at Nowra for a few minutes to make sure everything was ok. We then set off for Albion Park; out to the coast via Comerong Island, then north along the coast past Gerringong and Kiama to abeam Lake Illawarra. Weather for our arrival was fine with a light easterly wind but a lot of smoke haze due to a nearby scrub fire.

Not having flown a Tracker for over 21 years, I decided to fly one approach down to about one hundred feet and then carry out a missed approach for a second circuit and full stop landing. This gave onlookers the chance to hear the engines at high power on climb out from the missed approach.

Looking down I could see a mass of yellow fluorescent vests on the HARS tarmac in front of Hangar One. Landing off the second approach was a most satisfying experience and the taxi in to HARS, with wing fold selected right in front of the crowd to complete the flight. On shutdown we were met by HARS President, Bob De La Huntley who welcomed us to HARS, a most fitting conclusion to a truly memorable flight.

Conclusion & Acknowledgement

Getting 844 to Albion Park for its new long term home with HARS would not have been possible without the hard work of a very large number of people over the period since the aircraft retired from RAN service in 1984. The following table lists the

names of those known to have participated in preserving this aircraft. The list is no doubt incomplete – apologies to those not named, and also, apologies for any names mis-spelled.

Ken Alderman, Geoff Arnold, Alan Bird, Keith Boundy, James Caldwell, Bill Callingham, Dave Chiverton, Colin Cook, Peter Croser, Bill Crowley, John Csucy, Peter Dickinson, Paul Ellis, Garth Evans, Geoff Field, Tony Groenveld, Dion Harmer, Graeme Hawkins, Terry Hetherington, Gary Hollaway, Don Howell, Michael Huxtable, Paul James, Bob Johnson, Mike Killingsworth, Hayden King, Richard Lalor, Jim Leuwellin, Larry Mills, Greg Neasbey, Steve McMahon, Rob McNeill, Greg Morris, “Yogi” Neaseby, Owen Nicholls, “Ocker” O’Connell, Rob Partington (RIP), Peter Pringshambler, Doug Purvis, Kevin Rasmus, Mick Rendal, Paul Rosewarne, Eric Saltor (RIP), Dave Shiverton, Bill Smith, Bruce Stevenson, Graham Tyrell, Mark Wallace, Darryl Ward.

In addition, the following personnel not individually named: Commanders Fleet Air Arm, Commanding Officers HMAS ALBATROSS, members of the HMAS ALBATROSS RAN Historic Flight Duty Watch.

By Editor. You can read the full story of the RAN’s Trackers [here](#), with dozens of photos and a mountain of other information. ✈

INTRODUCING OUR NEW NATIONAL WELFARE OFFICER



Dave ‘Snappa’ McKean

G’day to all members of the FAAAA. My name is **David McKean** and I am your newly appointed National Welfare Officer. I would like to express my gratitude to the President, **RADM Mark Campbell** and the other members of the Federal Council for accepting my nomination,

and subsequent appointment to this role. I am excited by the opportunities to expand the services offered to members and families and look forward to responding to your enquiries and supporting you.

Some of you may remember me as “Snappa”, a graduate of 103 Pilots’ Course. I served on VS816, VC851, HS817, HC723 and VC724 Squadrons, at RAAF 38 Squadron (Caribous) and also worked at the Defence Academy and Brisbane Recruiting prior to resigning in 1995. I had the good fortune to embark with VS816 Squadron onboard HMAS Melbourne for her 1981 deployments and as it turned out, her last voyages. My “claim to fame” is that on 2 November, 1981, I piloted Tracker 852 to the last arrested landing onboard HMAS Melbourne with our “Tiger 2” crew (see photo).



From the left, Mal Hume, Andrew Whittaker, Myself and Neale Coulich (although Neale did not fly with us that day)

After leaving the RAN, a period of University study followed and I gained employment as a Health and Physical Education and Mathematics teacher. I held various roles in my 21 years of teaching, with my most rewarding experiences as a House Co-ordinator, Senior Years Coordinator and Careers Counsellor (Somewhat like a Divisional Officer on steroids!). Working with young people and supporting them through those, at times, challenging teenage years, has now resulted in me embarking on another career change in my twilight years, studying Psychology and Counselling.

As the National Welfare Officer, what am I going to do? The Executive of the FAAAA envisages an expanding and more prominent role for the National Welfare Officer. Basically, we need to become an organisation that can provide a meaningful service to signed-up members in matters such as DVA advocacy, advice, wellbeing and support, particularly as we transition from Navy and as a Navy Veteran. From my own experiences after Navy and through the DVA claims process, I had to seek out agencies and individuals to provide advice and support when FAAAA did not have same.

In very broad terms, the duties of the National Welfare Officer will, in concert with any Division's Welfare Officer, include the following:

- Assist veterans, Defence and ex-Defence members and their dependents in their dealings with the Department of Veterans' Affairs and any other agency as required;
- Be able to understand and interpret relevant laws and regulations; and
- Liaise with the member and any others who may assist in the member's needs for Wellbeing Support.

These duties are those that are outlined in the *Advocacy Training and Development Program (ATDP) Well-Being Officer Handbook*. It is the intention of the Executive to make our organisation more supportive for members and to align with DVA pathways that provide training to enable a more 'professional'

approach to Welfare (in DVA speak, Well-Being and Advocacy).

The first step in that process is for the FAAAA to be an acknowledged (with DVA) as an Ex Service Organisation (ESO). This occurred on 6 November. The next is for me to undertake formal training within the ATDP to become a registered Well-Being Advocate. This commences in the new year.

From now, I am at your service. Given my own experiences and knowledge I am able to provide you with advice of a general nature pertaining to DVA claims: rights and responsibilities, information to gather, who to see and where to go.

More importantly though, I am someone that you can call or email to have a chat. Please be assured that all information is confidential. I know from my own experiences after I left the Navy and later during the DVA process, I would have welcomed

speaking with someone who understood me and my background. We Fleet Air Arm types are unique and I still get that annoying "so you were in the RAAF" comment.

I look forward to speaking with you and am excited about the future for you and our very special Fleet Air Arm Association of Australia. You have to be special to do or have done what we do!

Merry Christmas and a Happy New Year to you and your family.

Take care.

Snappa

Email: ok3yr@outlook.com Mobile: 0417 646 629 ✈

Missing Banner



John 'Mac' Macartney, who has been tireless in his interest in the RAN Helicopter Flight Vietnam and the people who served on it, is asking if anybody knows of the history of the HFV banner in the picture below and, perhaps more importantly, what happened to it.

Any information please email him [here](#). ✈

Subscription payment details for members:

NSW:

Renewal \$35.00 pa for members who receive 'Slipstream' by hard copy or, \$25.00 for Softcopy.

Account Name: FAAAA

BSB: 637 000

Account: 7168 19 388

Reference: Membership Number or your surname+initial

Cheques: The Treasurer FAAAA NSW Division, PO Box 28, NOWRA 2541.

ACT:

New Subscription Rates: \$30.00 for those who have hardcopy Slipstream. \$20.00 for softcopy recipients.

(Joining fee for eligible new members has been reduced from \$15.00 to \$10.00)

Account Name: FAAAA

BSB: 032 719

Account: 374 093.

Reference: Membership Number or your surname+initial

Cheques: The President FAAAA Act Division, 41 Noarlunga Crescent, BONYTHON 2905.

VIC:

Renewal \$45.00 pa for Full Members, or \$10 for Associates.

Account Name: Fleet Air Arm Association of Australia Inc

BSB: 083 961

Account: 3108 23774.

Reference: Membership Number or your surname+initial

Cheques: The Treasurer FAAAA VIC Division, PO Box 2179 RMH Post Office, PARKVILLE 3050.

TAS:

Renewal \$30.00 pa.

Account Name: FAAAA

BSB: 037 013

Account: 13 3119.

Reference: Membership Number or your surname+initial

Cheques: The Treasurer FAAAA TAS Division, 7 Danbury Drive, LEGANA 7277.

SA:

Renewal \$45.00 pa.

Banking Details: **BSB:** 065 118 **Account:** 009 05 668. **Refer-**

ence: Membership Number or your surname+initial

Cheques: The Treasurer FAAAA SA Division, 460/1075 Grand Junction, HOPE VALLEY 5090.

QLD:

Renewal \$30.00 pa.

Account Name: FAA QLD Div.

BSB: 034 611

Account: 171 277.

Reference: Membership Number or your surname+initial.

Please note subs would be appreciated no later than end Jan20.

Cheques: The Treasurer FAAA QLD Divn, 6/74 Mattocks Rd., Varsity Lakes, QLD 4227. Ensure you put your full name on the back!

If you need some advice/help

You can make a payment as per the instructions on the left, but if you need to contact your Secretary you can do so using the links below, or you can contact Rocky Norris [here](#), who can provide advice.

[NSW – Terry Hetherington](#)

[ACT – George Sydney](#)

[VIC – Mal Smith](#)

[SA – Jan Akeroyd](#)

[TAS – Graham Nicholas](#)

[WA – Keith Taylor](#)

[QLD – John Stewart](#)

WA:

WA Division has declined to publish its payment details. If you have any queries please contact the Secretary.

FlyBy is a periodical of the Fleet Air Arm Association of Australia. Editing and typesetting by Marcus Peake.

This publication works in concert with 'Slipstream' Magazine. We are always on the lookout for interesting articles, photos or stories so if you think you can help please contact the Editors [here](#).