

MARCH
2023

Slipstream

VOLUME
34
NO 1

Australia Day Honours 2023



Among the twenty-seven recipients of Australia Day Honours and Awards from the RAN, five Fleet Air Arm members have been recognised for outstanding and exemplary service.

Read their stories on pages 6 and 7.

Published by the Fleet Air Arm Association of Australia Inc

Print Post Approved - PP100002097



FAAAA

Fleet Air Arm Association of Australia

NATIONAL PRESIDENT
Vacant

IMMEDIATE PAST PRESIDENT
RADM Mark Campbell AM, CSC, RANR

NATIONAL SECRETARY & EDITOR
Terry Hetherington
PO Box 7115, Naval PO, Nowra Hill
NSW 2540
Email: skytrain48@outlook.com

WEBMASTER
Marcus Peake
Email: webmaster@theFAAAA.com

ACT
President
John Schonberger
Secretary
George Sydney

NEW SOUTH WALES
President
Phil Carey
Secretary
Jeff Dalgliesh
Email: jeffd.secnsw@yahoo.com

QUEENSLAND
President
Stephen Huxtable
Secretary/Treasurer
John Stewart

SOUTH AUSTRALIA
President
John Siebert
V/President & Secretary
Roger Harrison

TASMANIA
President
Michael Kus
Secretary
Graham Nicholas

VICTORIA
President
Chris Fealy
Secretary
Malcolm Smith

WESTERN AUSTRALIA
President
John Gregory Kelson
Secretary
James Bush



EDITOR'S CORNER

In this issue we greet the new Commanding Officer of HMAS ALBATROSS, Captain Scott Palmer RAN, and we have a Foreword from Scott talking about the importance of service and commitment in the Navy of the 21st century. Scott and I first met when he was playing soccer for the ADFA team in the ACT competition in the mid-1990's. It is a delight to have him as the CO of Albatross, and a rare privilege to include his Foreword in this edition.

This year's Australia Day Honours listing recognised twenty-seven RAN members. We take a look at them plus a closer focus on the five Fleet Air Arm members who received awards.

There is a wrap of the first Australian International Airshow to be held since 2019 at Avalon, Victoria, and I try to keep up with the AUKUS submarine developments both here and overseas.

Features that you are familiar with include historical snippets, news and views from the naval aviation scene here and around the world, and your local news from the State Divisions.

In March this year I proposed to the National Executive that the format of the magazine change from the previous 48 pages to 36, and that these be printed in full colour. This was agreed but will be subject to immediate review in the event that: (a) the Editor changes, or (b) the Association's financial situation changes to the point where Slipstream production costs must be reviewed.

STOP PRESS 25 March 2023

Ten soldiers plucked from sea after Army helicopter crash in Jervis Bay



Two of the Taipan helicopter crew suffered minor injuries in crash off NSW during a counter-terror exercise.

Australian Defence Force personnel have been rescued after an Army helicopter crashed into the ocean off the New South Wales south coast during a routine counter-terrorism training exercise.

The 10 soldiers were plucked from the water after the Army MRH90 Taipan multi-role helicopter ditched into the water inside Jervis Bay on Wednesday night, 22nd March 2023.

Two of the crew sustained minor injuries from the crash that occurred just after 9pm on Wednesday.

"All 10 Australian Defence Force personnel on board the aircraft have been recovered and accounted for and are being assessed by medical personnel at HMAS *Creswell*, south of Nowra, NSW," an ADF statement said.

The Chief of Army, Lt Gen Simon Stuart, thanked emergency responders for their quick action.

"Tonight quick responses from ADF

personnel and emergency services and well drilled teams prevented a potential tragedy," Stuart said.

"We will conduct a thorough investigation into this incident to determine the cause and ensure the platform remains safe to operate."

The ADF has temporarily paused the training activity and will ground the MRH90 Taipan fleet while the cause of the incident is investigated.

The Howard government-era acquisition of 47 MRH90 Taipan helicopters have been plagued by successive problems, with the entire fleet previously grounded in 2019 to fix the tail rotor blades.

At the end of 2021 the then-Defence Minister, Peter Dutton, said the Taipans had been found to be "unreliable" and announced plans to bring forward their retirement and buy up to 40 Black Hawks from the US.

No contracts were signed by the time of the change of government but the Albanese government confirmed in January this year it will buy Black Hawks at a likely cost of about \$3bn.

The incident site is being contained by Australian Federal Police and port ser-

vices personnel.

The Defence Minister, Richard Marles, said the two minor injuries came from one person hitting their head and another person "took on some sea water".

Marles said the fact that the 10 crew aboard, a mixture of Army and Navy special forces, were "able to walk away without any serious injury represents an incredible achievement on the part of the crew".

At a press conference, Commander Aviation Command, Major General Stephen Jobson would not be drawn on where exactly the chopper went down, how high it was flying, whether it went under water, or the cause of the crash.

Major General Jobson also refused to comment on the future of the MRH90 Taipan helicopters. "It's important we ensure that we refrain from speculations and focus on supporting the team that is going to undertake the investigation and point us into the direction to ensure that we can safely operate this aircraft system into the future," he said. He said this particular exercise would be paused until the safety investigation by the Defence Flight Safety Bureau had been completed.

"This style of training is extremely important to ensure the readiness of Australia's counterterrorism forces and we can expect these exercises to continue beyond these current exercises," he said.

He said the chopper was likely to remain on the beach while it was examined by engineers with the Defence Flight Safety Bureau.

Source: Natasha May and Australian Associated Press





INTRODUCING

CAPTAIN SCOTT PALMER RAN

COMMANDING OFFICER HMAS ALBATROSS



Captain Scott Palmer joined the Royal Australian Navy on 25 January 1993 and graduated from the Australian Defence Force Academy in December 1995.

“Winged” in April 1997, throughout his subsequent flying career he has deployed operationally in HMAS Tobruk for Operation STABILISE in East Timor (SK50), to Sydney for Operation GOLD (SK50), in HMAS *Manoora* for Operation RELEX in the northern approaches (SK50), in Tobruk again for Operation TREK in the Solomon Islands (SK50), to Townsville for Operation LARRY ASSIST (S-70B-2) in Tobruk for a third time for Operation PERINGATAN on Nias Island (S-70B-2), and in HMAS *Warramunga* for Operation CATALYST in the North Arabian Gulf (S-70B-2).

Captain Palmer was the Australian exchange officer at Helicopter Anti-Submarine Squadron (Light) Forty-One with the United States Navy in San Diego, California between February 2002 and November 2004. Here he undertook Instructor Pilot training and taught American pilots to fly the SH-60B Seahawk helicopter.

Captain Palmer returned to 817 Squadron and the Sea King as the Squadron’s Executive Officer from December 2008 to December 2011. One of the highlights of his flying career was the Squadron’s involvement in the 2011 Queensland Flood crisis, which included the crew of SHARK 21 conducting the winch rescue of a man clinging to a tree in the swollen Laidley Creek. For this rescue, the crew

were awarded a Group Bravery Citation. He was awarded a CJOPS Silver Commendation for his role as the Aircraft Captain. At the end of 2011, he was part of the small group of dedicated professionals that decommissioned 817 Squadron and retired the Sea King from Australian service.

After a number of postings to non-flying roles, Captain Palmer returned to active military flying in May 2017, commencing his MRH90 conversion course at the School of Army Aviation in Oakey prior to Commanding 808 Squadron from December 2017 to December 2019.

His non-flying roles include: Staff Officer – Aviation at the Directorate of Navy Officers Postings (2007-08), Staff Officer Seaworthiness and Integrated Risk Management in the Rizzo Reform Program (2012), as a student on Australian Command and Staff Course (2013), as Deputy Director Safety Assurance at the Airworthiness Coordination and Policy Agency (2014-16) and as a Deputy Director in Career Management – Navy (2020-21).



He was promoted to the rank of Captain and posted as the Royal Australian Navy Liaison Officer to the Department of Foreign Affairs and Trade in January 2022 and was selected by the Chief of Navy to take Command of HMAS Albatross the Naval Air Station from December 2022.

NHIndustries MRH90 of 808 SQUADRON

FOREWORD TO SLIPSTREAM VOL 34 NUMBER 1

BY CAPTAIN SCOTT PALMER RAN



Welcome to my first foreword. Many of you may already be aware of how hard it is to say no to Mr Hetherington when he asks for something. Thanks, Terry. The deadline for submission fell on my 100th day in Command of the Naval Air Station. Maybe I'm biased, and I'm happy to be corrected, but I don't think I've seen the Station ever look as good as it does today. My first visit to NAS Nowra was in 1993. It might be a story for another time but I was lucky enough to go for a flight in the RAN Historic Flight's Tracker during that visit.

My strongest memory of that flight is of the painful hot spot that the ill-fitting ALPHA helmet Jock Caldwell had thrown at me as we walked gave me. It wasn't enough to stop me smiling though. I was in my second year at the Australian Defence Force Academy and still a number of years away from joining the Fleet Air Arm. The first flight in my logbook in a Navy aircraft wasn't until 2 March 1998.

Commander Fleet Air Arm, CDRE David Frost presented me with the third clasp to my Defence Long Service Medal a couple of weeks ago. Marking 30 years of service gave me a good opportunity to pause. It is funny: the things you remember. One was the change of the plain language

address for the Station changing from NAS Nowra to HMAS Albatross.

I didn't like it at the time and I will admit that I still don't. But I've grown up a bit since that happened back in the late 90s and there are bigger fish to fry. CO NAS now (as it has for some time) sits on the fringes of the FAA, which makes this opportunity to open this edition of Slipstream that much more special for me on a personal level.

In this edition your attention will be called to those members of the FAA who received well deserved recognition in the recent Australia Day Honours list. What strikes me about these individuals is their commitment to their service. We all join the Navy for our own reasons. As a 17 year old, I had no idea that one day I would sit in Command of the Naval Air Station. All I wanted to do was fly. I actually didn't even care what colour uniform I wore, I just wanted to fly. I found my commitment to service at sea, in a Sea King helicopter embarked in HMAS Tobruk supporting the International Force East Timor in 1999.

Without the commitment to service of individuals, the Navy would not exist. The theme of this edition is the importance of service and commitment in the Navy of the 21st century. I hope you enjoy it.



NAVY AUSTRALIA DAY HONOURS 2023

Going above and beyond

Navy personnel awarded Australia Day honours for their distinguished service and outstanding devotion to duty.

OFFICER IN THE MILITARY DIVISION OF THE ORDER OF AUSTRALIA (AO)

RADM Peter Quinn
For distinguished service to the RAN and the Australian Department of Defence.

MEMBER IN THE MILITARY DIVISION OF THE ORDER OF AUSTRALIA (AM)

CMDR Deb Butterworth
For exceptional service to the RAN in the field of Navy people leadership and management.

RADM Stephen Hughes
For exceptional service to the ADF in senior command and staff roles.

CAPT James Levay
For exceptional service in the field of career management and leadership development of Navy people.

RADM (ret'd) Nigel Perry
For exceptional service to the RAN in senior command and management roles.

RADM Christopher Smith
For exceptional service to the RAN in senior command and management roles.

MEDAL IN THE MILITARY DIVISION OF THE ORDER OF AUSTRALIA (OAM)

CPO Nathan Byast
For meritorious service in the field of marine engineering and training.

WO Richard Dorey
For meritorious service to the Navy as an aircraft technician and as the course facilitator of the CPO and WO promotion courses.

WO Michael Madigan
For meritorious service in the field of maritime logistics.

CAPT P
For meritorious service in the delivery of weapons and technical intelligence within Defence.

CONSPICUOUS SERVICE CROSS (CSC)

CAPT Anne Andrews
For outstanding achievement in the field of Navy human resource management.

CMDR Cindy Jenkins
For outstanding achievement as the CO RAN Recruit School.

WO Andrew Jocusmen
For outstanding devotion to duty in the field of Defence people development.

LCDR Makaila Lasalo
For outstanding achievement as the RAN maritime-surveillance adviser to Tonga.

CAPT Richard Lindsey
For outstanding achievement in senior submarine training roles in the RAN.

CMDR Andrew Newman
For outstanding achievement as the MH-60R Seahawk 'Romeo' Capability Assurance Program co-lead from December 2019 to December 2021.

LCDR Simone Paterson
For outstanding devotion to duty as CO HMAS *Childers*.

BAR TO THE CONSPICUOUS SERVICE MEDAL (CSM and Bar)

CMDR Kathryn Ford
For meritorious achievement in the field of Navy training.

CONSPICUOUS SERVICE MEDAL (CSM)

CPO Christopher Bell
For meritorious devotion to duty in the field of Navy people management.

LCDR Tristan Colclough
For meritorious achievement as the 808 Squadron aviation engineering officer.

CMDR Samuel Dale
For meritorious devotion to duty as future operations coordinator at maritime operations in the planning of all ADF maritime operations.

CPO Garry Danaher
For meritorious achievement as the RAN technical adviser to Tonga.

PO Justin Macey
For meritorious devotion to duty as the catering manager in HMAS *Brisbane*.

CMDR Christopher McGregor
For meritorious devotion to duty in the field of Navy guided weapons and explosive ordnance sustainment.

LS Darryl Malone
For meritorious achievement in the field of Navy remotely piloted aerial system operations.

WO Benjamin Reid
For meritorious devotion to duty as the ship manager HMAS *Sinus*.

WO Cherie Theyers
For meritorious achievement in training development and remediation of the intelligence sailor workforce in the RAN.



MESSAGE FROM THE GOVERNOR-GENERAL

"Congratulations to the outstanding Australians recognised in today's Honours List. The recipients have had a significant impact at the local, national and international level and are, quite simply, inspiring," the Governor-General said.

"They go above and beyond, are from all over the country, and contribute every day in every way imaginable. These are the people who see us through good times and bad. They're the first to show up and the last to leave.

"They're almost always humble to a fault but I urge recipients, for today, to put aside that humility - it's important they know how much they are valued."

There are 736 awards in the General Division of the Order of Australia, with 48 per cent for women and 45 per cent for service to local communities.

"It is encouraging to see an increase in diversity in the Order of Australia. Each recipient has something in common - someone nominated them. The Order belongs to each of us and we each have a part to play. The only way a person can be recognised is for someone to nominate them."

FLEET AIR ARM AUSTRALIA DAY HONOURS 2023

Warrant Officer Richard John DOREY

ORDER OF AUSTRALIA MEDAL

For meritorious service to the Navy as an aircraft technician and as the Course Facilitator of the Chief Petty Officer and Warrant Officer Promotion Courses.

Warrant Officer Dorey demonstrated outstanding professionalism, leadership and dedication in his professional support of the Fleet Air Arm capability and the training of Navy People. His professional commitment and understanding of contemporary Defence strategic direction and culture enabled him to re-design and re-develop the Chief Petty Officer and Warrant Officer Promotion Courses which will have a positive influence on a generation of future Senior Sailors.



Commander Andrew Robert NEWMAN RAN

CONSPICUOUS SERVICE CROSS

For outstanding achievement as the MH-60R Seahawk 'Romeo' Helicopter Capability Assurance Program Co-lead from December 2019 to December 2021.

Commander Newman demonstrated exceptional dedication and provided superb service as the MH-60R Seahawk 'Romeo' Helicopter Capability Assurance Program Co-lead based in the United States of America. His leadership of numerous vital helicopter capability enhancement activities, and devotion to pursuing opportunities in Australia for the maintenance, repair and overhaul of global aircraft, was remarkable. Commander Newman's efforts will directly result in great opportunities for Australian industry from mid-2022 with the arrival of the first aircraft.



Commander Samuel Rod DALE RAN

CONSPICUOUS SERVICE MEDAL

For meritorious devotion to duty as Future Operations Coordinator at Maritime Operations in the planning of all Australian Defence Force maritime operations.

Commander Dale has been instrumental in leading the planning and execution of complex surface ship deployments throughout the Indo-Pacific. His pivotal role in the formation of a supporting joint task force to deliver a highly successful, deployment program has significantly enhanced Australia's contribution to the region and improved interoperability with our allies. Commander Dale's exceptional skill and leadership in driving the conduct of a regional deployment program has assured the effective employment of surface ships to our region.



Lieutenant Commander Tristan Lawrence COLCLOUGH RAN CONSPICUOUS SERVICE MEDAL

For meritorious achievement as the 808 Squadron Aviation Engineering Officer.

Lieutenant Commander Colclough, as the 808 Squadron Aviation Engineering Officer, demonstrated exceptional leadership to produce outstanding results. His foresight in the management of unit morale underpinned 808 Squadron's constructive culture and facilitated a productive and cohesive workforce despite significant uncertainty surrounding the Navy's MRH90 aircraft. Lieutenant Commander Colclough leadership of the Squadron's Engineering Department was pivotal in increasing output with resultant availability outcomes being sustained higher than normal.



Leading Seaman Darryl James MALONE

CONSPICUOUS SERVICE MEDAL

For meritorious achievement in the field of Navy Remotely Piloted Aerial System operations.

Leading Seaman Malone demonstrated initiative and innovation in maintenance planning, logistics management, flight planning, training, and embarked on operations during the S-100 Camcopter test and evaluation program. His performance and contributions, which went above and beyond his core role and rank, led to new or improved processes, systems and software tools that enabled the evolving capability to become more efficient and effective. His contribution to Navy's capability will have long-lasting benefits and greatly assist to inform future acquisitions and capabilities.



NEWS FROM THE DIVISIONS

News from New South Wales Division

NSW Division AGM on 11th March 2023 was attended by nine Members with five Apologies recorded. The 12 months since the 2022 AGM has progressed from being freed from COVID 19 thru continued conflict between Ukraine and Russia, increasing Inflation and Interest rates, cost of living increases and very recently the release of the Defence Review. All of us have been affected by all or some of these factors.

Correspondence since the previous Slipstream in the main has concerned Subscription payment and issues evolving from that process. As I do not have direct access to the NSW Division Mailbox Dick (Pincher) Martin has monitored Memberships and Mail and I would like to thank Dick for doing that onerous task. Dick has retired from the NSW Committee after many years of loyal service having been both National and NSW Division Secretary and a Member of the General Committee. Thank you, Dick (Pincher) Martin from the NSW Division, for many years of service.

A high percentage of administrative effort continues to be focused on correcting Subscription issues with the principal problem being members not being aware if their Membership is based on Hardcopy or Electronic (Softcopy) Slipstream and sending in the incorrect amount. Please remember if you are a NSW Member and have elected to receive Hardcopy Slipstream then you pay \$40.00, if you have elected to receive the electronic version you pay \$30.00. If you wish to change from Hard to Soft and help the environment, save postage and handling it is a simple process – just let

the NSW Division Secretary or Paul Norris know and it will happen.

The National Database Manager, Paul Norris continues to be very efficient in updating our membership records even though he has changed allegiances to the Queensland Division.

During the previous 8 months NSW Division has trialled bimonthly Committee Meetings and a Motion to make this arrangement permanent was Tabled and Carried at the AGM.

Post AGM Executive and Committee for NSW are:

Executive

President: Phil Carey.

Vice President and Museum Liaison Officer: Keith Boundy.

Secretary: Jeff Dalgliesh.

Treasurer: Ron Batchelor.

General Committee:

John Balazic - Wall of Service Administrator.

Todd Glynn.

Howard McCallum (re-election to General Committee deferred to May Committee Meeting).

Membership for NSW Division is 368. This can be further broken down to show: 335 Ordinary Members, 10 Life Members, 9 Lifetime (Perpetual) Members, 13 Associates, and 1 Honorary Member. There are still a high percentage of unfinancial Full Members and Associates. Welcome to the NSW latest member - Associate Anthony Morgan from Sydney.

While the passing of a Shipmate is always a sad event for all concerned, I would like to make a special mention of a very recent passing in Canberra. I refer to LCDR James Buchanan (P) DFC RAN (Ret'd) who was a member of the 4th Contingent RANHFV. Jim was a genuine "bloke" who was remembered on 1st March 2023 at a well-attended service by Family, RSL representatives, RAN uniformed serving personnel and FAAAA Members.

Editor's Comments: The previous edition of Slipstream featured Part 1 of an online article of the career of **NSW Secretary Jeff Dalgliesh**.



To read the full article please go to:
<https://www.navy.gov.au/biography/lieutenant-commander-jeffrey-dalgliesh>

I recently had the pleasure of visiting former NSW President Max Altham.

A surprise visitor to Nowra was Queensland Division Vice President Ray Murrell, so Ray and I spent a few hours over morning tea reminiscing with Max about our days together on the Tracker squadrons, 816 and 851. Max was very influential in setting my early Navy career on a steady course and I am forever grateful to him.



NEWS FROM THE DIVISIONS

News from

West Australia Division

The Western Australian Division held its Annual General Meeting at Johnny Fox's Hotel on Sunday 12 February 2023. A By-Election for the Management Committee Office Bearer Positions for the Senior Vice President and Committee Member were held, and Bill Atthowe was elected as the Senior Vice President and Dennis Nixon was elected as the Committee Member.

Keith Taylor gave notice and stood down as Division Secretary after an enduring and distinguished period of long-term service to the Division and the Association. Jim Bush was appointed Division Secretary to fill the remaining 12 months term of office period.

The Tasmanian President Dennis Hinds and his colleague David Suffolk attended the Annual General Meeting and were introduced and welcomed by the President Gregory Kelson.

The HMAS Melbourne/HMAS Voyager memorial service was held at the Voyager Memorial Seat in Perth's Kings Park on Friday 10 February 2023. This was well attended and our Division members Gregory Kelson, Jim Bush, Mike Keogh, Ross Sarti and Keith Taylor and his wife Doris Taylor attended the service.

Thanks to our incoming Secretary, Jim Bush, for the update on our Management Committee and Office Bearer Positions.

Photos on the next page show that our members awarded retiring Secretary Keith Taylor, a Certificate of Appreciation for all he has done for our Association. The award was presented to him by President Greg Kelson, at our Christmas lunch in December. I would like to acknowledge Doris Taylor also, for all her support over the many years of Keith's tenure. She has been there beside Keith at countless meetings and memorial services, and together they made a great team, and we wish them a happy retire-

ment.

The Association continues to be well represented on all occasions throughout the year, with many more members stepping up to show the FAA flag. The longstanding Memorial Service for HMAS Perth and USS Houston, hosted by the Anglican Parish of Fremantle, this upcoming Sunday, will be no exception.

Ours is a tight-knit bunch who are well supported by their wives, partners, and families, which is very evident in the number of volunteers we get for our yearly fundraiser; that Aussie rite of passage, the Bunnings sausage sizzle! It's always a very long and tiring day, but we have a lot of fun and although some snags don't quite make the grade, it's always a great success. The funds raised go towards making Anzac Day commemorations welcoming for members, family, and visitors alike and this April; will be no exception. On Sunday, 26 February 2023, some of our members attended the memorial service commemorating the 81st Anniversary of the sinking of HMAS Perth and the USS Houston, In the Anglican Parish in Fremantle. Pictured above are; Ross Sarti, Sharron Spargo, Doris Taylor, Ann Kelson, Meryl Brown, Greg Kelson, Keith Taylor and John Brown. We went on to lunch at a local venue.

Greg and I hosted a BBQ in January which was well attended, with our two newest members and their wives, joining us for the first time. It was a typical Perth summer day, (damn hot!) but we all managed to have a good time and survived even without the Freo Doctor putting in an appearance. I won the Pusser's Rum raffle at the Christmas lunch in 2021 and last year I took home a very large bottle of whisky, both of which were on offer, but, there were no takers on the day and they await the next opportunity.



Defence Force Welfare Association (WA) luncheon 2022

Jennie (wife) and LCDR Fiona (daughter) family of the late LCDR David Simmonds. David a former Range Commander Jervis Bay Missile Range. With Skinhead Kelson (also formerly of JBMR 1977 - 1994).



TAS Div former President, Denis Hinds with David Suffolk at WA Div AGM / General Meeting, 12 February 2023.

NEWS FROM THE DIVISIONS

News from West Australia Division (cont)

There were more brands of 0% alcohol beers to be seen than the other variety, which is great to see. We look forward to doing it again soon.

Coming up in March is our second sojourn to the Dunsborough area for a few days of wine tours, shopping, good food, and great company. Once again, we have Mike and Lynn Keogh to thank for all the arrangements so all we have to do is relax and enjoy. I doubt there will be too much trouble in doing that, especially as the numbers have grown now that word has gotten out.

We look forward to another wonderful trip, and I hope the weather is warm enough to take the few metres walk across the white sandy beach to take a dip in the lovely Indian ocean. I've got my fingers crossed that the sun will shine and Greg and I will be able to dust off the Harley for a well-needed run.

Either way, we look forward to sun, sand, and surf, long conversations over a few cold drinks and good food, which makes for relaxation and lots of fun.

Take care everyone and keep safe.

Sharron Spargo

Scribe.

HMAS Voyager Memorial Service, Kings Park, Perth, 10 February 2023. Ships Company D04 with R21. Commander Christopher Watson, (Keynote speaker) HMAS Stirling.

Retiring WA Secretary Keith Taylor receiving his Certificate of Appreciation.



Doris Taylor, Merrill Brown & Heather Hinds.



Jim Bush, Doris & Keith Taylor, Ross Sarti.



NEWS FROM THE DIVISIONS

News from South Australia Division

Well, away we go again with a Happy New Year to you all and here I graciously include Queensland Members. May we all enjoy the simple pleasures of 2023.

Just a thought, but is South Australia the only State who can claim they retain the oldest and youngest Members of any Division? Henry Young (99) being the oldest, and more of Henry later, and youngest is Kalell Kemp (17yrs) and about to join the Navy in February. The SA Division will keep close contact with Kalell and follow his progress towards a FAA helicopter pilot endorsement. We wish him every success.

Secondly, enough of the "Crossed the Bar" already. What's the connection between growing older gracefully (stand fast Adrian Whiteman, Qld) and the requirement to fade away. Enough already! People I have spent years tripping over in my Naval career and who I have become fond of, have just faded away. I despair at the thought of good friends no longer present other than with the use of an expensive qualified charlatan. Enough already.

Our Christmas lunch at The Windsor on the 18th of December, was a success with 21 members and wives/girlfriends attending a Christmas lunch with funny hats and Bon Bons supplied in a feeble attempt to make us all look simple and in need of stronger medication. Overall, very enjoyable with lots of chatter and clowning around by at least two members, and Gerry Dowling was, in fact, both of them.

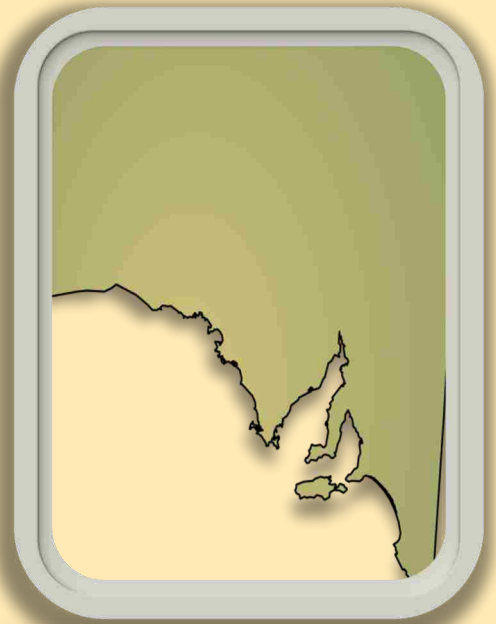
The January 15th General Meeting Picnic in the Park, Blackwood, was a scaled down picnic compared to other

years with 13 recorded apologies for various reasons. President John Siebert kept the shortened Meeting under control. Our Member Barry Lord applied "The tyranny of distance" card again stating that North Queensland was too far from the meeting location. Could we relocate closer to him? Gordon Gray is recovering from spinal surgery, Jan Akeroyd was required at a funeral service, and the Commander's Coulson, Mt Gambier, would have the Murray River floods to navigate through. We all dodged a bullet as Saturday was 41 degrees, Sunday's picnic was 26 degrees, and the Monday was 38 degrees. Unfortunately, the Botanic Park bylaws bans Stokers, dogs, and small children.

March 15th has the Division locked in for their General Meeting and Annual General Meeting at the Windsor Hotel, 1130 for 1200 lunch followed by the Meetings. You are all invited to attend to witness what it is that the committee members get up to in your absence. A Flash Message will be forwarded in due course.

April 25th will see the Division gather on North Terrace at 0930 for the ANZAC Day March and more details will be forwarded to you all when the RSL ANZAC Day Committee get into action. Look for the Banner and FAAA Flag or recognize a familiar face, although some may look more like a shipping hazard.

Our very own Henry Young will be a feature interest in this ANZAC Day as not only does he lay a wreath at the Dawn Service Cenotaph, gather with us at 0930 for the Parade, join the Division at the ANZAC lunch, he is almost 100 years old and still plays competitive tennis. His life story was in the June 2022 Slipstream, and a good read. These stories inside the Slipstream edition do keep us all connected nationally. The ABC will send a camera crew to



**Roger Harrison, your SA Division
Secretary and Correspondent.**

interview him on his long life. For myself, I will do ANZAC Day in London as my daughter has been kind enough to fly me over for a family catch up. I am not British, but my daughter married one, and having a son living near Boyup Brook, (WA), Barry Lord's "Tyranny of Distance" leaps to mind.

Our very own Paul Shiels is lobbying various Ex-Service Organizations for support in the re-naming of our new Naval Establishment situated near Osborne, Port Adelaide, as HMAS Todd after the only ever SA RANR sailor killed on SA soil by

NEWS FROM THE DIVISIONS

News from SA (cont)

enemy action, along with AB William Danswan. Considering the Navy establishments have had three name changes already, Paul's argument suggests yet another change and closer to home as AB Thomas Todd lived nearby. We wish him every success in this important venture.

The ever-reliable Terry Hetherington has volunteered to compile and edit the current Slipstream Magazine. Possibly another job he doesn't need right now. On behalf of the Members who care, Terry. Thank you very much, and if you need someone for me to volunteer to assist you, just call.

I always enjoy reading Marcus Peake's FlyBy editions. Full of

FAA subject matter and current information on all things Aviation Navy.

Tonight (Saturday 21/01/23) off to a dinner celebrating the Chinese New Year. Getting in favour with our new Chinese neighbours as they sabre-rattle in the Pacific. In my day, we celebrated the burning of a Catholic. Bring marshmallows.

Word count 881 already, so time to stop and post this Report off to the man with a red pen who needs to edit, alter, and Politically Correct the language for it to be less offensive to the delicate reader in either Hard or Soft copy form.

Regards to you all. Stay safe and well.

Roger Harrison - Hon. Whipping Boy. SA.



South Australia Division's Christmas lunch at "The Windsor" on the 18th of December 2022.

NEWS FROM THE DIVISIONS

News from

Tasmania Division

As a result of the AGM we had on Sunday 26th February we now have a new President. The new President is Michael Kus, email michaelkus@avionics2000.com.au I can't give you his phone number as I don't have it.

We also had a visit from Titch Thacker of the ACT Division who has now moved down to Tasmania and, in his words, intends to transfer from ACT to TAS in the future.

Other than that there is no change as the committee elections are next year.

Kind regards,

Graham Nicholas

Secretary FAAAA (Tasmanian Division)



Right: Then AB Thacker (L, walking towards camera) on HMAS Melbourne's deck with Grumman S-2 Trackers aboard during an Indian Ocean deployment in 1980.



NEWS FROM THE DIVISIONS

News from Tasmania Division (cont)



Then CPL Colin Thacker (R) and CPL Dave Thurston doing maintenance checks on a P-3C Orion at RMAF Base Butterworth in 1994.

44 years, no regrets

CPL Veronica O'Hara spoke to WOFF Colin 'Titch' Thacker about his decades spent keeping our planes flying.

Below: WOFF Thacker at Sydney's Government House in 2016 to receive his Conspicuous Service Cross.

WOFF Colin 'Titch' Thacker's love of maintaining aircraft hasn't diminished during more than 44 years in Navy and Air Force.

"Every day has been an incredible day, with no regrets whatsoever," the 61-year-old said.

His semi-retirement to Tasmania with his wife Michelle and kelpie Jack was delayed by a 12-month extension and recently, a health scare.

WOFF Thacker's career began in 1978 with the Navy as an aircraft technician, or "birdie", maintaining the anti-submarine warfare Grumman S-2 Tracker aircraft on HMAS *Melbourne*.

As a 19-year-old, he found it thrilling to work on an aircraft carrier as he participated in the ship's final three deployments.



AIR FORCE

March 16, 2023

NEWS FROM THE DIVISIONS

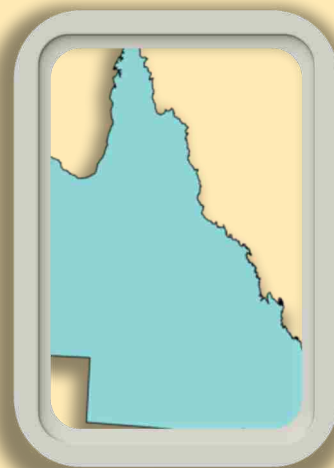
News from Queensland Division

Paul Norris, our Membership Database Manager has sent a report from his recent attendance on 19th March at the Queensland Division AGM for 2023. Paul relocated from Queanbeyan last year to the Gold Coast and is now a member on the Queensland Division general committee.

There were no other changes on the executive, with Stephen Huxtable re-elected President, Ray Murrell Vice President and John Stewart Secretary/Treasurer. General Committee is now Paul Norris, Alan Arnell, Ian

Henderson and Graham Quick.

Life member and Queensland Vice President Ray Murrell has done a lot of overseas and interstate travel in the recent years. Despite turning 89 on his next birthday Ray keeps defying his family's warnings about venturing off yet again and he recently stopped in Nowra to visit grandchildren and to call on his long time friend Max Altham. Ray and your Editor enjoyed Max's company at his home for a very pleasant morning tea.



Max Altham and Ray Murrell pictured together in Nowra recently. Both men served in Tracker squadrons during the 1970's and are stalwarts of the Fleet Air Arm Association of Australia.

RAN'S FIRST CENTENARIAN ADMIRAL

On 1 March, the RAN's 122nd birthday, Rear Admiral Guy Griffiths AO, DSO, DSC, RAN Rtd, celebrated his 100th birthday.

He is the first RAN Flag Officer to achieve this milestone. Rear Admiral Griffiths was honoured in a birthday party at HMAS *Watson*.

The Chief of Navy Vice Admiral Mark Hammond AM,

RAN, presented Rear Admiral Griffiths with congratulatory letters from His Majesty King Charles III and His Excellency, General the Honourable David Hurley AC DSC (Retd), on this special day.

Rear Admiral Griffiths served in RN and RAN ships in World War II, the Korean War and the Vietnam War. He commanded the aircraft carrier HMAS *Melbourne* in 1973 to 1975.



IN MEMORIAM

LIEUTENANT COMMANDER (P) JAMES COLLIER BUCHANAN DFC, RAN (Rtd)

Jim Buchanan wore a brooch on his jacket, shirt or jumper; depending on the weather. It wasn't a pin from some former Alma Mater; nor was it fashioned in some heraldic design denoting his family lineage. No, Jim's brooch consisted of two coins, a10c and a 5c piece, soldered to a large safety pin. When asked, and that happened more often than not, Jim delighted in explaining that it represented the Government allowance he received, per diem, for being the recipient of the Distinguished Flying Cross. This obituary appeared in the Sydney Morning Herald of 28th February 2023. Artwork © Fleet Air Arm Museum.

JAMES BUCHANAN 1943-2023

Vietnam pilot saved boat under fire

On December 4, 1970, during service with the Royal Australian Navy in Vietnam, Lieutenant Jim Buchanan was engaged in the medical evacuation of a wounded crew member from a South Vietnamese government patrol boat when the vessel came under heavy attack from enemy forces. Buchanan, serving with the RAN Helicopter Flight Vietnam fourth contingent, realised that a second patrol boat on which he was operating was disabled and drifting towards the enemy-held shore.

The record states: "When the two patrol boats were located the evacuation began while the second boat stood off. Lieutenant Buchanan began the extraction of the crewman. Suddenly, the group came under heavy enemy attack.

"Lieutenant Buchanan pressed the skids of his helicopter onto the deck of the vessel and pushed the boat to safety. All the while, his aircraft was receiving heavy automatic weapons and 82mm mortar fire."

For his coolness, determination and courage under fire in the face of a determined enemy, Buchanan was awarded the Distinguished Flying Cross, presented to him by the Queen at Buckingham Palace.

His daughter Emily said that the original DFC citation was incorrect. "It said he hooked the skids of his helicopter under the rim of the boat and towed it to safety. What he did, he landed on the deck of the ship and then realised the ship wasn't functioning properly and was drifting into the fire from onshore. He spun his helicopter blades faster and tilted them and basically drove the ship away from the shore back into the ocean."

James "Jim" Collier Buchanan was born on August 7, 1943 in Collie, south of Perth in Western Australia to James Buchanan, a coal miner, and Eva (nee Macaleair). He was one of six boys. He joined the RAN in October 1962 as a midshipman aircrew officer and having completed his basic aircrew training at HMAS Cerberus, he became a member of Number 49 RAAF pilots course training at RAAF Point Cook. On completion, he was posted to 723 Squadron for helicopter conversion training. He was the last student to do this training on the Bristol Sycamore rescue and training helicopter.

This was followed by Wessex Operational Flying School with 725 Squadron and then postings at sea with HMAS Melbourne and ashore at HMAS Albatross with 817 Squadron and included time as mirror control officer, (the mirror



An oil painting of James Buchanan's ship rescue, for which he was awarded the Distinguished Flying Cross; Buchanan with the RAN; Buchanan with his service medals last year; Buchanan and Virginia on HMAS Melbourne.



was part of an aircraft carrier's landing aid for pilots), on HMAS Melbourne.

He met his future wife, Virginia, when he was based at HMAS Albatross in Nowra and she was working at a motor service station.

Emily said: "After seeing him she went home and said: 'I have met the man I am going to marry'. Every time he drove into the car

yard she would go out and water the flowers, just to be visible. They had their wedding in 1967 with the reception aboard HMAS Melbourne, which nobody ever did.

"When the commanding officer found out about it before the wedding he said, 'You can't do it. Are you crazy?'

"But dad said: 'It's all organised, everyone is coming'. The CO said



the only time it would ever be possible was if one of the couple was an orphan, and it turned out my mother was an orphan so it was able to go ahead because of that loophole."

In June 1969, two years after the wedding, Buchanan was involved in a rescue operation after the aircraft carrier HMAS Melbourne was in collision with the destroyer

USS Frank E. Evans of the US Navy. The two ships were participating in SEATO exercise Sea Spirit in the South China Sea. Evans sailed under Melbourne's bow, where she was cut in two, resulting in the loss of 74 of Evans' crew. For assisting in retrieving sailors out of the water, Buchanan was awarded the Commendation Medal by the US Navy.

In November 1969, he was selected for service in the RAN Helicopter Flight Vietnam 4th contingent. He arrived in the Republic of Vietnam in October 1970. Once in the country, he became the platoon commander of the Second Lift Platoon flying the Iroquois UH-1H "Huey" helicopter. He served in theatre between September 1970 and June of 1971. Buchanan flew 840 hours in Vietnam and had his helicopter damaged on several occasions before completing his tour of duty.

He rarely talked of his service in Vietnam until the past 10 years, when he would openly discuss it. In an attempt at his memoirs he wrote: "In October 1970 I found myself in Vietnam, deputy commanding officer of the RANHFV 4th contingent. Wow! At that time if you combined the total command time of my commander, a newly promoted lieutenant commander, and me, who had once had a couple of months as a squadron senior pilot, our combined total command time would have been less than the command time of any one of the senior officers from the 1st, 2nd or 3rd contingents. And here we were bravely leading our innocents into battle from Dong Tam.

"In retrospect I don't think that either of us fully realised that the fact that the RAAF would not land at Dong Tam, because it was insecure, implied Dong Tam was in the battlefield!"

After service in the RAN for 27 years, he was with DFAT for 17 years. He was involved with the Regional Assistance Mission to the Solomon Islands, in which Australia in 2008 at the request of the island's government helped lay the foundations for long-term stability, security and prosperity.

James Buchanan spoke several languages as a translator. In 1976, he was made a member of Mensa after completing a test that found his intelligence quotient was in the top 2 per cent of the population.

He divorced Virginia and remarried in the mid-1990s to Chongchit (Boom) with whom he had a daughter.

He is survived by daughters Katherine, Serena, Emily, and by Jamie from the second marriage. A son, Simon, died at the age of five.

Tim Barlass
THE HERALD



RECORD NUMBERS WRAP UP AVALON 2023



With record trade visitor numbers, exhibition space at capacity and both Saturday and Sunday public airshow tickets sold out, AVALON 2023 will be remembered as the largest, and many say the best, since the event's inception.



The ADF contingent featured 725 Squadron's Sikorsky MH-60R 'Gauntlet 24' flying the flag to open each day.



IN MEMORIAM

CAPTAIN (O) ROBERT GEORGE RAY, MBE, RAN (Rtd)

As this issue was about to go to print, the sad news was received that Bob Ray had passed away following a long struggle with health issues. Bob was visiting family in WA with his devoted wife Bev when he was admitted to the Fiona Stanley Hospital in Perth where he passed away on 25 March 2023, the day after his 83rd birthday.

Bob Ray and Max Speedy co-wrote and published 'A Bloody Job Well Done'. They served together in RANHFV 2 and Max has penned this outline of some of the highlights of Bob Ray's service in the RAN.

Bob joined the Navy in July 1956 as an Apprentice (Aircraft Artificer) in the very first intake at HMAS NIRIMBA and in 1959 when the government of the day announced the demise of the Fleet Air Arm, Bob was able to transfer with entitlements to QANTAS and to work for them completing his apprenticeship, eventually becoming qualified on their Electra and other aircraft for a few years.

With the rejuvenation of the FAA in 1961/62, Bob was able, at QANTAS's loss, to join (with no gap in service) No. 2/1962 Basic Aircrew Training Course at CERBERUS in October 1962 and while hoping for Pilot's Wings, failed and was sent to HMS FALCON, (RNAS CUL-DROSE) and Malta, where he passed his Observer's Course.

Fast forward to May 1968 and he is a member of Second Contingent RANHFV, when he was flown out to the rifle range on Beecroft Peninsula by Peter Ward and others in a 723 Squadron Iroquois aircraft. He and the other passengers were dropped off in very strong Westerly winds. Ward took off to the West in a steep climb, did a torque turn and with the wind astern flew East-ish over Bob's head (by just a couple of feet!) coastward, trying to recover from the tail wind and never being high enough at the top of the climb anyway, then hit the butts very hard and Ward and his two crewmen, with the aircraft on fire, went over the edge and into the sea below. Their bodies and the aircraft were recovered some days later.

In Vietnam, Bob did some hours as a Gunner in the Slicks (as all non-aircrew did in 2nd Contingent) but was mainly involved as the sailors' DO as well as doing some very good work (over a few months – maybe total of 3 or 4 all up) in Battalion and Group OPS Officer work at the Combat Aviation Battalions and the 12th Combat Aviation Group. We were attached to a number of Battalions, 222nd, 214th and 145th at various



times and I don't recall the date orders but the Company move from Blackhorse to Bear Cat in late-Nov 1968 was one battalion change – numbers aren't important and the mission didn't change anyway in this exercise! This led to his award of the MBE.

Bob's greatest chagrin was to have designed and overseen the "purchase" (a very euphemistic use of the word and no one (US or Aussie alike) ever purchased any item required in Vietnam, signatures being an anathema and a time-consuming waste of good time anyway!) and then the construction of a



huge bunker in the open space in front of our officers' quarters. The bunker was definitely needed – we had one week in which 98 rockets and big mortars landed very close by and rarely did a week go by without some "in-coming." So

that part of the plan was excellent. Said bunker was constructed and worked beautifully until it rained. Our living quarters had no gutters and every drop of the first monsoonal downpour did it worse and the bunker became a swimming pool in an hour or so and the next day collapsed.

Fast forward again! Bob was Duty Officer at Nowra on the night of the "H" Hangar fire. Long story short, in Mess Undress with the fire going well, a fire hose in hand and a team behind, he got into the hangar via a side entrance but with the roof about to collapse, the single hose had no chance and staying there would have imperilled his group, so they retired. (You will recall fire hydrant(s) had been turned off by the culprit.) Bob was awarded the Queen's Commendation for Brave Conduct.

Around Melbourne Cup week 1976, HMAS MELBOURNE was in that fair city. A call came for the possibility of a helicopter rescue of a para-glider person who had hit the side of one of the many precipitous cliffs in the Grampians and was hanging partly by his harness and his leg jammed into a branch. So, pilot LCDR Bob Waldron (Air Force Cross – Queens Jubilee Honours 1977) and Bob as observer/navigator (Naval Board Commendation) for going down on the wire to extract the injured Para-glider person.

The Commanding Officer of 817 Squadron at the time was the late-Commander Eddy Bell and the Sea King will have had (at least should have had, knowing ES Bell, *WGHP!) a crew of two pilots for certain and I expect a Crewman who could have gone out on the wire but was probably better operating the winch itself so Bob went out on the wire. He says he was at full extremity of the wire. By all accounts, a well flown and coordinated rescue.

***(World's Greatest Helicopter Pilot)**

IN MEMORIAM

The Fleet Air Arm Association of Australia extends our deepest sympathies to the families, friends and colleagues on the recent passing of these former FAA members. More comprehensive details of their lives may be found on the FAA Association webpage at the following link:

<https://www.faaaa.asn.au/heritage-general/obituaries-name/>



Douglas George MORRIS
Air Mechanic II of Strathalbyn SA
11th March 1929-24 November 2022

Robert Henry WAITES
Lieutenant (P) of Melbourne VIC
22 August 1923-26 December 2022

Richard (Dick) Clavin PARRY
Aircraft Handler III of Oakey Qld
21 Sept 1933-21 November 2022

Leslie John KUBE
Naval Air Mechanic AE of Hobart TAS
13 May 1940-05 January 2023

Ronald Harold GENT
Lieutenant (O) RN of Perth WA
01 April 1934-30 November 2022

(Aivars) Peter BERZINS
Lieutenant Commander (O) of Central Coast NSW
04 January 1938-04 January 2023

William (Bill) James LINDEN
Aircraft Handler III of Bomaderry NSW
05 September 1934-26 November 2022

Leslie MEAKIN
Leading Air Mechanic (Airframes) of UK
December 1923-26 December 2022

Robert (Bob) William BRYCE
CPO Writer of Currumbin Waters Qld
18 March 1929-03 December 2022

John Raymond AHERN
Naval Air Mechanic-Engines of Townsville QLD
20 November 1932-September 2022

Harold Ranelagh HURREN
EM I (Air) of Kilmore VIC
01 September 1932-04 December 2022

James Collier BUCHANAN
Lieutenant Commander (P) of Canberra ACT
07 August 1943-17 February 2023

Robert George RAY
Captain (O) of Queanbeyan NSW
24 March 1940-25 March 2023

NATIONAL WELFARE UPDATE

In response to an approach from the National Executive, NSW member John Macartney has taken on the Welfare Officer's role. John served with the RANHFV 2nd Contingent (1968-1969) and he has been active in veterans' support for many years. Here is John's story.

I retired from full time work after having a heart attack while employed at an underground coal mine in central west QLD. Sue and I moved to Apple Tree Creek near Childers in QLD because 87.5 hour weeks of night shifts were getting beyond me.

I had previously submitted a hearing claim on DVA thanks to the assistance of the Pension Officers at VVAA in Bundaberg and I put my hand up to become a Welfare Officer with them. This led to further courses to become a Pension Officer, Case Officer and finally a Level 3 Advocate. I also worked at the Bundy and Isis RSL's for about seven years.

When I was a Welfare Officer I also did my training to be a Men's Health Peer Education (MHPE) volunteer with DVA. I went on to become the North QLD State volunteers' representative to be a part of the National team.

In 2013 I defected to NSW where I requalified as a Level 3 Advocate and eventually became the NSW/ACT MHPE State Rep. I'm still in that role and we, as a National team, are re-vamping the Men's Health program.

I'm no longer qualified as an advocate but have remained current with things like Mental Health First Aid.

I put my hand up to become involved with our Association in a "welfare" role. My intentions are to be there to provide directions of where members can obtain assistance to navigate their way through the claims process. I will not do your claim but point you to somebody who can assist.

Also be a point of contact where I can try to arrange for members to have home or hospital visits should they require them.

I'm also here to provide information on health and lifestyle matters so you can make an informed choice about your own health and lifestyle.

I can arrange information sessions on various health/lifestyle topics if required. For example if a group wants to do a Mental Health First Aid course I can arrange Open Arms to make a course available.

My contact details:

John Macartney
14 Joel Drive
Old Bar NSW 2430
0427 787 296
jrmaca@bigpond.com



723 SQUADRON & RANHFV NEWS

Greetings Everybody,

This is just a heads up of a couple events of interest coming up this year.

First off there's a group of young 723 people who are getting together to mark about 20 years anniversary. They are called the "Fighting 723rd 20-ish Year Reunion" and they would love to have some of the older members of 723 to come along and tell them just how hard we had back in the good old days.

The event will be held on 29 April at the Worrigee Sports Club at a cost of around \$40 per person for finger food, tea, coffee and some drinks as well as some great company.

So if you are interested please contact Dave Freeman-Smith on 0404 063 161 or davidfreemansmith@bigpond.com

More details will be published in FlyBy.

The other one is Vietnam Veterans' Day at Old Bar.

Last year COMFAA came up along with an EC135 and support crew and they were treated like rock stars by the kids and with luck they will come again this year to show us what a modern helicopter looks like.

I have been in contact with HARS and at this early stage it is looking promising to have 898 visit us for a couple days. The vast majority of us will have had contact with this old bird so lots of tears of nostalgia. I'll keep you posted on this.

The Old Bar Public School has applied for a grant to mount a polished black granite memorial in the school grounds which will be an obelisk 1500 high and 400 square at the base. If DVA comes good with \$9350 I will invite the US Ambassador and the US Military Attaché to come up and do the honours.

As usual it will be 16 August Meet and Greet, 17 August a lunch and the dinner that night with brunch on 18 August followed by the service at the school. A final get together for a meal that night and those still around a farewell breakfast on the 19th.

I've also been in contact with the FAAAA and have invited them to join us and make it a FAA Reunion because it has been a long time for many of us to see our old mates we served with way back then.

Any questions etc please give me a yell.

Cheers

John Macartney

14 Joel Drive

Old Bar NSW 2430

NEWS, VIEWS AND REVIEWS FROM AROUND THE CORNER AND ACROSS THE GLOBE



Reveille magazine RSL NSW March 2023

NOWRA VETERAN WELLBEING CENTRE

OPEN

The state-of-the-art Nowra Veteran Wellbeing Centre was officially opened on 5 December 2022, after operating from a temporary location in 2022.

From the custom-built facility, RSL LifeCare and its partners are providing a range of health and wellbeing services for veterans, current serving Australian Defence Force members and their families.

A team from the centre also travels regularly to Goulburn, helping veterans throughout the region access wellbeing support.

Together with RSL LifeCare, RSL NSW is committed to expanding its network of Veterans' and Families' Hubs working with local communities and other ex-service organisations to offer support and services to veterans and their families, which is a key initiative of the RSL NSW Strategic Plan 2021-26.

The centre has received funding from the Australian Government's \$43.2 million investment in a network of Veterans' and Families' Hubs, formerly known as Veteran Wellbeing Centres.

RSL NSW and RSL LifeCare are in the process

of applying for further funding from the Australian Government to establish four more hubs, one each in Queanbeyan, the Hunter Region, the Hawkesbury Region and Tweed/Far North Coast.

These hubs will provide localised support and services to the community, working in conjunction with other local ESOs such as Soldier On and Open Arms, while also acting as a hub for a wider network of support. All RSL sub-Branches will be able to access services, call in for assistance, and refer veterans to the hubs regardless of their location.

TAKE A VIRTUAL TOUR.
Use the QR code to explore the custom-built Nowra facility for veterans and their families.



The Minister for Veterans' Affairs Matt Keogh, RSL NSW President Ray James and RSL LifeCare CEO Janet Muir were among those who attended the centre's opening.



rslnsw.org.au

NEWS, VIEWS AND REVIEWS FROM AROUND THE CORNER AND ACROSS THE GLOBE



March 16, 2023

defence.gov.au/news/navynews



Watch the video at:
youtu.be/TM-Y-Ca5eIs



▲ LSAVN Alyssa Clark marshals a US Army AH-64E Apache on the deck of HMAS Canberra while the ship is alongside at FBE. Photos: POIS Helen Frank

Thanks for stopping by



POIS Helen Frank

A VISITING US Army AH-64E Apache stopped by to say “howdy” to HMAS Canberra in Sydney recently, taking the opportunity to conduct a series of deck-based training activities.

The US Apache was in transit to the Australian International Airshow 2023 in Avalon, Victoria, presenting Army and Navy personnel with an ideal training opportunity ahead of the arrival of Australia’s AH-64E Apache fleet in 2025.

MAJ Daniel Tidd from Army Aviation’s Command Battlefield Aviation Program was on board to witness the training after months of coordination.

“The activity has given our joint force the opportunity to learn about how to operate the Apache in a barracks environment as well as

an at-sea environment,” he said.

“This opportunity is the result of extensive bilateral engagement and joint force planning over many months.”

The sight of the US Apache was a rare treat for the crew remaining on board while Canberra was alongside at FBE.

Canberra’s Commander Air, CMDR Roy Watson, was excited to see the aircraft arrive.

“Seeing the aircraft land has been the result of months of work from many different agencies,” CMDR Watson said.

“For myself, it comes with great personal satisfaction to see it actually come to fruition.”

Meanwhile, viewing Sydney Harbour from the air was a delight for the US Apache aircrew. Chief WO Fourth Class Chris Duquet said it was an enjoyable mission.

“It’s great working with the

Australians and I’ve really enjoyed the partnership,” Chief WO Duquet said.

“You’ve got a beautiful countryside. It was great getting to see some of that and overall, it’s just been a great experience.”

Training included a landing and take-off serial, general deck handling, refuelling serials and Navy and Army future integration opportunities.

“We’re really excited about the outcomes of this training, it represents a significant milestone in developing our knowledge and interoperability as we progress towards Army’s operational Apache fleet in 2025,” MAJ Tidd said.

The US Apache continued its transit to the air show, where it joined a US Army UH-60M Black, and an Australian Army MRH90 Taipan, ARH Tiger and CH-47F Chinook in a static display.



▲ Pilot LEUT Nicholas Wright chats to a member of the public at the MH-60R static display during the 2023 Australian International Airshow. Photos: CPL David Cotton

**NEWS, VIEWS AND REVIEWS
FROM AROUND THE CORNER
AND ACROSS THE GLOBE**



**RAAF 9
SQUADRON
GAINS
MQ-4C
TRITON UAS**



Note the fin badge. It was adapted from the ship's badge of HMAS Albatross (I) from which 101 Flight operated in the early 1930's. 101 Flight was the genesis of 9 Squadron RAAF.

The RAAF has until now been secretive about which unit will operate its Tritons. It was announced at the Australian International Airshow that Number 9 Squadron RAAF will operate seven MQ-4C Tritons commencing from 2024.

No.9 Squadron previously flew the Sikorsky S-70A-9 Black Hawk helicopter, until the RAAF transferred its rotary wing fleet to the Army in 1989. The unit has a strong maritime tradition, being formed in January 1939 as a Fleet Cooperation squadron, flying Supermarine Seagull aircraft from the Royal Australian Navy's capital warships to provide a surveillance and anti-submarine warfare capability during World War Two.

Early in 1966 the Australian Government decided to in-

crease the Royal Australian Air Force's (RAAF) active commitment in Vietnam. Later that year on 12 June, No. 9 Squadron RAAF arrived in Vung Tau equipped with eight Iroquois UH-1B helicopters. In the later part of 1967, the RAAF began to replace 9 Squadron's UH-1B aircraft with the larger and more powerful UH-1H variant. At the same time the squadron's strength was to be doubled from eight to sixteen helicopters. Due to the RAAF's other commitments in Vietnam, Malaysia and within Australia, this decision resulted in a severe shortage of air force pilots and the Royal Australian Navy (RAN) was asked to fill the gap temporarily. Consequently eight RAN Fleet Air Arm pilots were assigned for duties with 9 Squadron in

1968.

No.9 Squadron will join the RAAF's two existing maritime Intelligence Surveillance and Reconnaissance (ISR) units, 10 and 11 Squadrons, which fly the Boeing P-8A Poseidon maritime patrol aircraft and the Lockheed AP-3C(EW) Orion electronic intelligence gathering aircraft respectively. No 10 Squadron is due to relinquish its AP-3Cs in favour of the new Gulfstream MC-55A Peregrine aircraft being converted to the Intelligence, Surveillance, Reconnaissance and Electronic Warfare (ISREW) role by L3 Harris in the United States. Seven Tritons will be based at RAAF Base Edinburgh and will operate alongside the P-8A Poseidon to replace the AP-3C Orions. The endurance of the Triton means that it can stay airborne for longer

than a traditional aircraft where the pilot is inside. The Triton will be flown by qualified Air Force pilots from a ground station, supported by a co-pilot.

The Triton MQ-4C UAS is 14.5 metres long with a wingspan of 39.9 metres and weighing in at 14.6 tonnes. With a duration in excess of 24 hours it can cruise at 50,000 feet with a maximum speed of 330 knots.



NEWS, VIEWS AND REVIEWS FROM AROUND THE CORNER AND ACROSS THE GLOBE



OPPORTUNITY TO REACH FOR THE STARS

While it heavily relies on satellites, Navy has the smallest representation within Defence Space Command.

Of about 200 personnel in the command, only three are Navy.

Lieutenant Commander Benjamin Piggott is one of those people. He is posted as the staff officer for a protected satellite communications project, and says the command needs more Navy people to help meet Navy's unique space needs.

"Submarines and ships operate a long way from home for a long time. We need satellite communications, GPS and space-based ISR to do our jobs properly and maximise our resilience and lethality," he said.

"We only get out what we put in, and what Navy can bring to Space Command is the unique understanding of those requirements."

Lieutenant Commander Piggott completed a masters in Space Operations when he was a submariner, and his determination to work in the space domain led to postings in Navy HQ as staff officer for Space Policy, then Deputy Director for Space.

This year Space Command is working to track all space expertise in Defence and form career paths for people looking to work there.

"We need people who are creative,

open-minded and want a new and interesting challenge," Lieutenant Commander Piggott said.

In July last year, Defence sent a team of six from Space Command to Vandenberg Space Force Base in California to participate in Exercise Global Sentinel.

It was an international space operations exercise led by the United States Space Force, designed to strengthen international partnerships, improve operational collaboration and promote responsible behaviour in the Space Domain.

Australia partnered with New Zealand and South Korea to form an Indo-Pacific Regional Space Operation Centre to analyse space events like anti-satellite weapon launches, on-orbit satellite interceptions and satellite re-entries.

The team was led by Lieutenant Commander Piggott, who said being able to experiment with different command and control models and work with experts from other countries led to good outcomes.

"The Koreans had some really strong analysts, who were amazing on their software, and we had one who was excellent on different software, so cross-pollinating the teams meant we could spread our expertise around," he said.

"We ended up having twice as much capacity as the other centres just because we re-organised ourselves."

Developing the space workforce, not only in Navy but all of Defence, is a priority for Space Command.

"Navy's under a lot of workforce pressure, but we need to contribute to Space Command to make sure it has the maritime expertise to support the joint force," Lieutenant Commander Piggott said.

"The exact pace and scope of the command's growth over the next few years isn't certain yet, but it will definitely grow and create opportunities for people who are interested in the space domain." **DEFENCE NEWS 14 FEB 2023**

JETS LAND ONBOARD HMS QUEEN ELIZABETH FOR TRAINING

F-35B Lightning aircraft from RAF 207 Squadron departed from RAF Marham.

Once the F-35B Lightning aircraft arrived on board the carrier, they proceeded to engage in a series of Carrier Qualifications, which are essential training exercises for naval aviators designed to ensure that they possess the necessary skills to operate effectively in the demanding and often perilous environment of carrier-based aviation.

During the cruise, the crew will have the opportunity to work with highly advanced F-35 fighter jets, an experience that will further enhance their skills and knowledge.



UK DEFENCE JOURNAL 16 FEB 2023

NEWS, VIEWS AND REVIEWS FROM AROUND THE CORNER AND ACROSS THE GLOBE



PENTAGON: RUSSIA UNLIKELY TO RECOVER ANYTHING HELPFUL FROM DOWNED DRONE

It's unlikely Russia will recover anything useful from a downed U.S. drone, the Pentagon press secretary said on 16 March.

Russia is likely looking to recover a U.S. MQ-9 drone that fell into the Black Sea after a Russian aircraft hit it, damaging its propeller. The U.S. decided to shoot the drone down after it was deemed uncontrollable due to the damage.

In taking down the drone, the U.S. took steps to protect it, said Pentagon Press Secretary Brig. Gen. Patrick Ryder, although he declined to go into any additional details. The drone also fell into deep water, making recovery efforts more difficult.

"Well the key point here is this is U.S. property, and it's an intelligence, surveillance reconnaissance asset," Ryder told reporters. "And so again, we have capabilities and means at our disposal to protect and safeguard information, which we have taken, but I just have to leave it there."

Secretary of the Security Council of the Russian Federation Nikolai Patrushev told a Russian TV station that Russia would try to recover the drone, although it was not clear if the country will be successful, according to Russian state media site TASS.

Brig. Gen. Ryder acknowledged reports that claim Russia has already recovered some parts of the drone, but he could not corroborate them. "It's probably about maybe 4,000 or 5,000 feet of water, something like that. So, any recovery operation is very difficult at that depth by anyone."

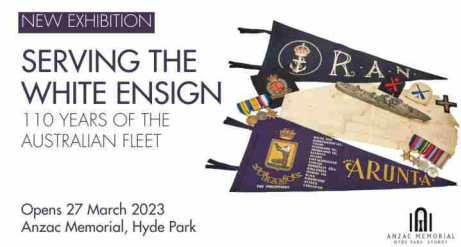
U.S. European Command released declassified video of the Russian Su-27 hitting the MQ-9 unmanned aerial vehicle Thursday.



The video also shows the Russian aircraft releasing fuel in front of the MQ-9 ahead of the hit.

 16 March 2023

NEW FEATURE EXHIBITION AT THE ANZAC MEMORIAL, SYDNEY OPENING 27 MARCH 2023.



In 1913 the Royal Australian Navy's brand-new fleet sailed through the Heads and into Sydney Harbour. Since then the RAN has served on all the world's oceans in times of peace and war. During the Second World War, the RAN reached its maximum strength. Approximately 37,000 men and women wore a RAN uniform. The war inflicted a heavy toll on ships and personnel. Thirty-eight cruisers, destroyers, sloops and smaller vessels were sunk and almost 2,200 sailors died on active service.

Since the end of the Second World War, the RAN's fortunes have fluctuated dramatically between lavish acquisitions and slashed defence budgets. The RAN has sent ships and service personnel to war in Korea, Vietnam and

the Persian Gulf. The service has participated in peacekeeping and humanitarian operations all over the globe, at sea, on remote islands and in tri-service deployments. It has played a vital role in protecting our borders and interrupting the international drug trade.

Today the RAN is a highly technical force of state-of-the-art equipment staffed by skilled and dedicated people serving the white ensign in the best traditions of Francis Drake and Horatio Nelson.

To recognise the generations of Australians who have gone to war on great waters the Anzac Memorial will open a year-long exhibition on the Royal Australian Navy on the anniversary of the Battle of Cape Mattapan, 27 March 2023.

FROM VINDICTIVE TO DAINTY THE EXTREMES OF ROYAL NAVY SHIP NAMES

The British Royal Navy is steeped in tradition and history. Its mighty fleets were the envy of the world and enabled Great Britain to run a global empire for centuries. Its ships sailed the oceans with striking names that projected qualities to inspire crews and intimidate enemies—names such as *Vengeance*, *Fearless*, *Vindictive*, *Repulse*, and *Spiteful*. What young sailor would not be proud to serve on ships named *Battlaxe* or *Gladiator*?

The revolutionary *Dreadnought* had a bold name that was so effective it was used to refer to all similar battleships that were modelled after her. Royal Navy ship names had such an air of confidence that they could be perceived as arrogant—so much so that there was actually a class of *Arrogant* cruisers.

However, for every *Warspite* or *Iron Duke*, numerous other Royal Navy ships had names decidedly less fierce.

NEWS, VIEWS AND REVIEWS FROM AROUND THE CORNER AND ACROSS THE GLOBE



FROM VINDICTIVE TO DAINTY (CONT)

HMS *Fairy*, *Tickler*, *Delight*, *Frolic*, *Dainty*, and *Pansy* do not bear names that give the impression that they are prepared for a heated battle—though enemy sailors might wonder about what fate might befall them after engaging HMS *Spanker* or *Cockchafer* (the *Spanker* was named for a type of sail, while the *Cockchafer* was an *Insect*-class gunboat named for a type of beetle).

In 1998, sailors on board HMS *Brave* wrote a rather facetious letter to Navy News to complain that their ship was the “only frigate in the Fleet to remotely have a hard-as-nails name.” They believed that names in the Royal Navy were trending toward “the inoffensive, soft and cuddly and occasionally downright dull,” which was bad for morale. They claimed ships named after places or “fluffy animals” such as HMS *Beaver*, did not make a strong impression on other nations.

In the selection of Royal Navy ship names, the service has been free to put to sea several ships with names that could be categorized as curious, creative, or just ill-advised.



THE MENIN GATE: WHAT YOU NEED TO KNOW ABOUT THIS AMAZING PROJECT

The Menin Gate is one of our most iconic memorials to the missing, standing proudly over one of the key routes Allied troops took to reach the battlefields of the Ypres Salient during World War One.

The city of Ypres and its infamous ‘salient’ was the scene of some of the war’s bloodiest battles. No less than four major battles were fought in the countryside around the city, including the huge five-month clash, the Third Battle of Ypres in 1917 - known to many now by the name of one of the final villages to be captured: Passchendaele. Ypres was an important strategic prize, with its road and rail links and it stood in the way of the German Army’s advance towards the Channel ports in 1914. As the war progressed the town maintained this crucial strategic position and took on a more sentimental status as the last town in Belgium not

to have fallen into German hands. Hundreds of thousands of men fought on Ypres’ battlefields. By 1918, more than 200,000 British Imperial, Belgian, and French troops had died in the defence of Ypres.

To mark their enormous sacrifice, Ypres was chosen to host a spectacular memorial dedicated to commemorating those who fell fighting in the Ypres Salient but who have no known grave.

Our memorials are not static objects. They are living memorials to the missing that require careful monitoring and maintenance. Sometimes new names must be added, or names removed if missing casualties are discovered and identified. We want to ensure that the gate continues its role for another 100 years so that the sacrifice of the men it commemorates is never forgotten, and therefore, the Menin Gate will undergo a full-scale restoration.

|||||
COMMONWEALTH
WAR GRAVES
|||||

NEWS, VIEWS AND REVIEWS FROM AROUND THE CORNER AND ACROSS THE GLOBE



Over the past 18 months, Australia, the United Kingdom and the United States have worked together to determine the Optimal Pathway for Australia to acquire SSNs. All three AUKUS partners have dedicated significant effort and resources to this work. A Joint Steering Group made up of senior officials from all three countries met 12 times between December 2021 and February 2023. The Joint Steering Group examined the full suite of options for Australia's SSN acquisition, assessing the opportunities, risks and requirements of each.

Based on the work of the Joint Steering Group, AUKUS partners have identified a phased Pathway that delivers a sovereign Australian SSN capability as early as the early 2030s. The Pathway will see the construction and delivery of SSN-AUKUS as an enduring SSN capability for Australia and the UK – incorporating technology from all three nations, including cutting edge US submarine technologies.

This Pathway includes:

- Beginning in 2023, Australian military and civilian personnel will embed with the UK Royal Navy, the US Navy and – subject to any necessary arrangements – with UK and US submarine industrial bases.
- Beginning in 2023 and 2026 respectively, the US and UK will increase SSN port visits to Australia.
- As early as 2027, UK and US SSNs plan to establish a rotational presence in Western Australia.
- Pending US Congressional approval, from the early 2030s the US intends to sell Australia three Virginia class submarines, with the potential to sell up to two more if needed. This will ensure there is no capability gap during the retirement of Australia's existing diesel-electric submarine fleet. Importantly, the Pathway includes milestones for Australia to establish the capabili-

ties to safely operate and steward SSNs. The UK and the US will use their extensive experience in safely constructing, operating, maintaining and disposing of SSNs to assist Australia in achieving those milestones.

The Pathway will develop Australia's capacity to achieve the 'sovereign ready' milestone to safely and responsibly own, operate, maintain and regulate a sovereign SSN capability. The phases of the Pathway will enhance trilateral undersea presence in the region in the near term, and will build this 'sovereign ready' capability over time. Ultimately, the Pathway will provide Australia with the capacity to build and deliver its enduring nuclear-powered submarine capability – the SSN-AUKUS. SSN-AUKUS will be the future submarine for both Australia and the UK, with the technology developed from and integrated into this platform benefiting all AUKUS partners. Australia and the UK will begin to build SSN-AUKUS in their domestic shipyards before the end of this decade. The UK intends to deliver its first SSN-AUKUS as early as the late 2030s. Australia plans to deliver the first Australian-built SSN-AUKUS in the early 2040s.





VIRGINIA CLASS SUBMARINES

The United States intends to sell Australia 3 Virginia Class SSNs (nuclear-powered submarines) from as soon as the early 2030s, subject to US Congressional approval. There will also be the potential to sell up to 2 more if needed. The SSN Virginia Class will provide Australia a nuclear-powered submarine capability as early as possible.

This acquisition will eliminate any capability gap and increase the 3 nations (Australia, UK and US) ability to deter aggression and contribute to peace and stability in the Indo-Pacific.



SSN-AUKUS

Australia's nuclear-powered submarines - SSN-AUKUS - will be based on the UK's next generation design that incorporates technology from all 3 nations, including cutting edge US submarine technologies. The combination of technology from all 3 partners will deliver a world-class submarine that meets Australia's long-term defence needs while bolstering trilateral industrial cooperation.

SSN-AUKUS will incorporate US technology, such as propulsion plant systems and components, a common vertical launch system and weapons. The AUKUS partners will also

develop a joint combat system as an expansion of the US-Australia combat system.

The UK will commence construction of its first SSN-AUKUS in Barrow-in-Furness UK, as early as the late 2020s. The UK intends to deliver its first SSN-AUKUS to the UK Royal Navy in the late 2030s.

Australia will begin building its first SSN-AUKUS in Adelaide South Australia, by the end of this decade. Australia plans to deliver the first Australian-built SSN-AUKUS to the Royal Australian Navy in the early 2040s.

Australia will begin enabling works this year at the future submarine construction yard in Osborne South Australia.

As a trilateral endeavour, SSN-AUKUS provides maximum interoperability among AUKUS partners.



It will elevate all 3 nations' industrial capacity to produce and sustain advanced and interoperable SSNs for decades to come.

SSN-AUKUS will be operated by both the UK and Australian Navies, and will be equipped for intelligence, surveillance, under-sea warfare and strike missions.

SSN-AUKUS will be a state-of-the-art platform designed to leverage the best submarine technology of all 3 AUKUS partners. It will enhance the ability of our 3 nations to deter aggression and contribute to stability in the Indo-Pacific and globally.

THE PERENNIAL DEBATE CONTINUES



Will ‘impactful projection’ see the return of the fixed-wing Naval Air Arm?



Australia’s pursuit of “impactful projection” marks a major step change in the nation’s strategic direction and capabilities — as part of this shift, will we see a return in some capacity to Australian fixed-wing naval aviation?

(Defence Connect March 2023)

Throughout the history of naval warfare, platforms, doctrine, and the very concept of maritime-based power projection and sea control have evolved as the ambitions and interests of nations did.

Beginning with the Second World War, aircraft carriers, advanced guided-missile cruisers, destroyers, frigates, and, increasingly, conventional and nuclear-powered submarines emerged as the pinnacle of maritime prestige and power projection.

Unlike their predecessor, the battleship, aircraft carriers in themselves, are relatively benign actors, relying heavily on their attached carrier air wings and supporting escort fleets of cruisers, destroyers, and submarines to screen them from hostile action.

In recent years, nations throughout the Indo-Pacific have begun a series of naval expansion and modernisation programs with traditional aircraft carriers and large-deck, amphibious warfare ships serving as the core of their respective shift towards greater maritime power projection.

Driving this change is an unprecedented period of Chinese assertiveness in the South China Sea and the growing capabilities of the People’s Liberation Army Navy (PLAN).

As part of this, China has begun fielding or preparing to field a range of power projection capabilities, including aircraft carriers and supporting strike groups, fifth-generation combat aircraft, modernised land forces, area-access denial, and strategic nuclear forces, combined with growing political and financial influence throughout the region.

Building on this, the long-term threat from North Korea has prompted South Korea to embark on a series of land, air, and sea acquisition programs that support the Republic of Korea’s transition towards developing a robust, deployable, conventional power projection and deterrence-focused force.

Not to be outdone by rising powers, many traditional “great powers”, namely European nations like the UK and increasingly France, have sought to flex their muscle in the Indo-Pacific, recognising the region as the epicentre of 21st

Will 'impactful projection' see the return of the fixed-wing Naval Air Arm?

century economic, political and strategic power — and at the heart of that is the aircraft carrier, and for smaller, but still potent powers like Japan, South Korea, and Australia, the large amphibious warfare ships.

While some question the survivability of these potent power projection platforms, consideration of a fixed-wing naval aviation capability comes at a time of increased commentary from across the defence and strategic policy community and points to a growing recognition by Australia that it will need a range of platforms across the joint force particularly those in the maritime and aerial domains.

Adding further to this now long-recognised capability gap is the glaring loss of maritime strike capability, particularly following the retirement of the final Perth Class guided missile destroyer in 2006 and critically for operating independently in the Indo-Pacific, the end of Australia's fixed-wing, fleet air arm with the retirement of the HMAS *Sydney* and HMAS *Melbourne* aircraft carriers without replacement in the 1980s, something highlighted in a recent piece for ASPI's *Strategist* by Vice Admiral (ret'd) and former Chief of Navy, David Shackleton, who said: "By 2006, when the RAN's final Anzac frigate, HMAS *Perth*, was commissioned, the class had 64 cells, but the ESSMs they contained were to be used for self-defence. In the interim, two of six older Perry Class ships were decommissioned to provide funds to upgrade the remaining four, including adding eight VLS cells. That gave each ship 48 cells, and an improved capability with the longer-range SM-2. After modernisation, the Perry Class went from six ships to four, but the total number of cells went from 240 to 192."

With the Albanese Government's growing emphasis on developing 'Impactful Projection' and extending the nation's capacity to engage more directly across the Indo-Pacific, does a return to fixed-wing naval aviation provide Australia, and its allies with a much needed strategic and tactical force multiplier?

There is no doubt that Australia's position and responsibilities in the Indo-Pacific region will depend on the nation's ability to sustain itself economically, strategically and politically in the face of rising regional and global competition.

Despite the nation's virtually unrivalled wealth of natural resources, agricultural and industrial potential, there is a lack of a cohesive national security strategy integrating the development of individual, yet complementary public policy strategies to support a more robust Australian role in the region.

While contemporary Australia has been far removed from the harsh realities of conflict, with many generations never enduring the reality of rationing for food, energy, medical supplies or luxury goods, and even fewer within modern Australia understanding the socio-political and economic impact such rationing would have on the now world-leading Australian standard of living.

Enhancing Australia's capacity to act as an independent power, incorporating great power-style strategic economic, diplomatic and military capability serves as a powerful symbol of Australia's sovereignty and evolving responsibilities in supporting and enhancing the security and prosperity of Indo-Pacific Asia, this is particularly well explained by Peter Zeihan, who explains:

"A deglobalised world doesn't simply have a different economic geography, it has thousands of different and separate geographies. Economically speaking, the whole was stronger for the inclusion of all its parts. It is where we have gotten our wealth and pace of improvement and speed. Now the parts will be weaker for their separation."

Accordingly, shifting the public discussion and debate away from the default Australian position of "it is all a little too difficult, so let's not bother" will provide unprecedented economic, diplomatic, political and strategic opportunities for the nation.

As events continue to unfold throughout the region and China continues to throw its economic, political and strategic weight around, can Australia afford to remain a secondary power, or does it need to embrace a larger, more independent role in an era of increasing great power competition?

USS America (LHA-6) 2018

Type	Landing helicopter assault (LHA)
Displacement	44,971 long tons (45,693t) full load
Length	844 ft (257m)
Beam	106 ft (32m)
Propulsion	Two gas turbines, two shafts, with 70,000 bhp (52,000 kW) total; Two 5,000 hp (3,700 kW) auxiliary propulsion engines
Speed	Over 20 knots (37 km/h; 23 mph)
Complement	65 officers, 994 enlisted 1,687 Marines



LIEUTENANT COMMANDER PALGRAVE (“PALLY”) EBDEN CARR, DFC, RAN WORLD WAR TWO PRISONER OF WAR AND THE RAN’S FIRST RECIPIENT OF THE DISTINGUISHED FLYING CROSS

In November 2022 your Editor was invited to give the annual Arthur Butler Lecture to the Aviation Historical Society of Australia - NSW Branch. The lecture was titled THE TRIUMPHAL TRIO and it was an examination of the lives and exploits of three notable Australian Naval Aviators: Lieutenant Commander Palgrave Ebden CARR, DFC, RAN, Captain Fred Theophilus SHERBORNE, RAN and Flight Commander Robert Alexander LITTLE, DSO*, DSC*, C de G, RNAS.

Over the next three issues of Slipstream biographies of each of those personalities will be featured. In this issue we look at “Pally” Carr.

Palgrave Ebden Carr was born in Melbourne in 1908, the son of Robert Palgrave Reynolds Carr and Rachel Amy Carr, nee Glennie. His father was born in Jamaica but came to Sydney when a young man, becoming a plantation owner in Fiji through connections with the Colonial Sugar Refineries (CSR).

Pally was educated at Geelong Grammar School and at the age of 13 he was accepted for entry into the RAN College at Jervis Bay on 1st January 1922. He excelled academically and on the sporting field and became the

Chief Cadet Captain in 1924. He was awarded the Governor General’s Cup for the Best Individual All Round Sportsman and he became the King’s Medallist on graduation in December 1925.

He spent the next four years at sea in Australian waters and on further qualification and promotion courses with the Royal Navy. On return from the UK he spent seven months in the heavy cruiser HMAS *Australia* and then a further fourteen months in the seaplane carrier HMAS *Albatross*.

During the years 1932 to 1935, and in the rank of Lieutenant RAN he underwent pilot training followed by service flying with RAAF at Point Cook, Victoria. Even though the RAAF operated seaplanes from HMAS *Albatross*, “Pally” was prevented from flying in that ship, as only RAN Observers were appointed for flying duties in RAAF aircraft.

Then followed a year in the heavy cruiser HMAS *Canberra* leading up to a further UK posting to complete the Royal Navy Observer’s course and a Meteorological course. Between 1937 and 1939 “Pally” served successively in the RN aircraft carriers *Furious*, *Courageous* and *Ark Royal*, then posting to the light cruiser HMS *Amphion* in anticipation of her transfer to the RAN and renaming as HMAS *Perth*. Now promoted to Lieutenant Commander (Observer) “Pally” Carr flew from RN carriers and RAN cruisers as observer on *Walrus*, *Sea Gull V* and *Seafox* aircraft.

He was Senior Observer in HMAS *Australia* at the Battle of Guadalcanal in August 1942 on the occasion of the sinking of her sister-ship, HMAS *Canberra*. Given his vast experience in aircraft carriers and cruisers, “Pally” was seconded to the RAAF following the Solomons Campaign to advise on torpedo dropping and mine laying from the RAAF’s fleet of American Catalina flying-boats.



At Pilot’s Course 1932 Point Cook, Victoria

LIEUTENANT COMMANDER PALGRAVE ('PALLY') EBDEN CARR, DFC, RAN

"Pally" was then posted to RAAF Command at Allied HQ in Brisbane. He initiated, in conjunction with the USN, the highly-secret offensive minelaying campaign of 11 and 20 Squadrons, working out of Cairns and Darwin. Unfortunately, on the night of 30th September



David Marshall artwork © Fleet Air Arm Museum

1943, the Catalina in which "Pally" was flying was shot down off Pomala, in the Celebes. His mission at this time was testing, under operational conditions, a new American torpedo. The torpedo had a problem in that when its engine was fired, a great flash occurred, lighting up the aircraft, which could be seen for miles. It was because of this problem with a torpedo that "Pally's" Catalina was shot down.

Although he was a lone survivor, he did rescue one other member of the Catalina's crew who died within 36 hours of being brought ashore. Unluckily, he was captured by the Japanese, being left in solitary confinement for six weeks in Surabaya before being flown to Japan. He was then held prisoner of war in the infamous Naval Interrogation Camp at Ofuna, inland from Yokosuka.

The torture inflicted on him by the Japanese was of the cruellest kind, but never once did he tell them what work he was in. Air Commodore "Bull" Garing, when giving "Pally's" valediction stated, *"I doubt if many servicemen could have endured the pain to which this unbelievably brave man was subjected"*. In this hell hole, "Pally" was to endure eight months of his two years as a prisoner of the Japanese.

After Japan was defeated he was repatriated to Australia. He took advantage of re-

tirement open to ex-P.O.W.s, shortly after his return. "Pally" settled with his wife and family at Palm Beach and he ran a boatshed on the Pittwater. His bravery and devotion to duty was recognised when he became the first, and only RAN member in World War 2 to be awarded the Distinguished Flying Cross.

He retired in 1971 from his position as an Information Officer at the Sydney Bureau of Meteorology and he passed away in 1990 aged 82.



"Pally's" story did not end there however. He was a prolific writer and record keeper and his family generously donated "Pally's" collection of archival documents and artefacts to the Navy Heritage Collection. Much of that material went on display at the RAN College and at the Fleet Air Arm Museum.

The HMAS Albatross Redevelopment Project valued at over \$500 million dollars saw new aircraft hangars and a new headquarters building for the Fleet Air Arm. The then COMFAA, Commodore Chris Smallhorn approached the FAA museum to advise on a suitable navy aviation veteran after whom the boardroom in the HQ building should be named.

It was decided that the honour would fall to "Pally" Carr. In the presence of then Chief of Navy, Vice Admiral Tim Barrett, AO, CSC, RAN, the dedication of the "Pally" Carr Boardroom took place on 26th August 2016 witnessed by his two sons Richard and Robert and their extended families.





LOOKING FOR A GOOD HOLIDAY READ ?

When Toz Dadswell retired from the RAN he stated that he had two aims left in life. One was to find gold and the other to author a book. Gold nuggets were hard to find so the book became the focus. In 2015 he published *“The Two Days in Your Life”*.

This was a novel based on the WW1 diaries kept by his father. The story followed the life of a signaller in the trenches of the Western Front. It is a moving story of bravery, mateship, loyalty, and love together with treachery and vindictiveness. In the final chapter, the two villains in the story are killed at the Army Headquarters in Corbie, France, on 11th November 1918. Why?

This ending left the reader in the dark as to who was responsible for the deaths. After much prompting Toz agreed to write the sequel and reveal what did happen at Army Headquarters that day.

Originally it was intended that the sequel would be a standalone book, but the publishers advised that as it was only a short account and followed very closely on the previous story the sequel should be incorporated into the original book and published as one, *“Justice in a Hurry”*. So if you want to read an absorbing account of the trials and tribulations of a young man serving on the Western Front during WW1, *“Justice in a Hurry”* is available in both print and eBook. **Go to ‘www.tozdadswell.com’ and follow the prompts.**



SHIRT \$10

SHIRT (CHILDREN SIZE—Large only) \$5



ASSOCIATION TIE \$25



CAP \$5



Final clearance on caps & ladies polos \$5 ea. New cap stocks coming soon with King's Crown on FAA logo. Beat the price rise.

Please contact Jock Caldwell via email flynavy@shoal.net.au or phone/text to 0411 755 397, with your request, and address details. He will then get back to you with pricing and payment details (payment either via EFT or cheque)

Postage approximately \$10 — \$15