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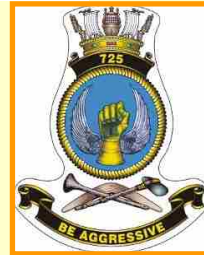
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THE EDITOR'S PIECE

Welcome to the Coronation Special edition of Slipstream for June 2023. As a young child I assembled with 45,000 other school children from all over the Hunter Valley District to be part of the welcome to Her Majesty Queen Elizabeth II and Prince Phillip at the Newcastle Number 1 Sportsground.



The Royal Couple arrived in a most immaculate khaki Land-Rover and did a lap of the grounds to tumultuous cheers.

They then transferred to a much more regal Daimler landaulette for the ferry ride across the Hunter River towards the RAAF Base at Williamtown, to fly off for their next major engagement. Many well-wishers stood on the verges of Fullerton Road between Stockton and Williamtown, hopeful for a glimpse or a wave from inside the brilliant black Daimler as it sped towards the airbase. One of those Stockton residents, a young girl, stood, with hand outstretched grasping a posy of fresh-cut flowers. Neither the girl nor flowers were acknowledged by the Daimler's occupants as it passed. That forlorn young lady, my future wife, was inconsolable that her gift to the new Queen could not be delivered. With the accession of King Charles III, I stand by the allegiance that I swore to the Crown in 1966 and my wish for the King and Queen is that they have a long and prosperous future as our monarchs.

For this edition I have featured some images and stories from the 1953 Coronation cruise of HMAS *Sydney*, and of the massed flypast that included eight Fairey Firefly aircraft of 817 Squadron. I have been very fortunate to obtain an exclusive interview with Keith Payne VC, AM, KSJ who travelled to London with his grandson as special guests of King Charles and Queen Camilla. For over a decade Keith Payne and Mrs Florence Payne OAM have been visitors to Nowra, firstly as guests of Nowra RSL Sub-branch to attend World War 1 Centenary commemorations and then to support the KEITH PAYNE VC VETERAN'S GROUP at their annual Digger Day rugby matches. That Group is managed by two former Fleet

Air Arm engineers, WOATA Fred Campbell OAM and CPOATA Rick Meehan OAM and they have initiated many programs in support of local veterans.

It has been very encouraging to receive messages from readers commenting on the March edition of Slipstream. One writer even suggested that I should relinquish the National Secretary's role and concentrate exclusively on the magazine. (*Thanks Skinhead*). It is sometimes hard finding somebody to prepare a foreword for the magazine and I thank my colleague of many years Captain Scott Palmer for his input in March. In this issue Professor Michael Hough has presented a very thought-provoking opinion piece on the future of the Association and of Ex-Services Organisations (ESO's) in general. My connections with Michael go back to the early 1980's and we have shared many professional, academic and social experiences since that time.

What is also encouraging has been the input from Divisions with their reports and photographs. This issue covers Anzac Day, not only in Australia, but also includes two images from past-President Geoff Ledger and his wife Bethany from Finland. On the Centenary of Anzac in 2015 I had the privilege of participating in the commemorations arranged by the United States armed forces and Australian and New Zealand service personnel based in Hawaii. My son is there again on his second exchange posting with the US Air Force so I have included a couple of images from this year's impressive commemoration services. This Anzac Day I had the very rare privilege of manning the HARS Grumman Tracker for a flypast over the Sydney march, in company with a Caribou and Dakota; with other HARS aircraft including Iroquois 898 overflying services in Kangaroo Valley, Kiama, Shellharbour and Wollongong.

Readers' feedback is always welcome and I am open to any suggestions from members on what YOU wish to see in Slipstream. Better still, submissions covering any subjects relating to the Fleet Air Arm, defence matters or any appropriate topics will be given priority for publication.

In closing, I wish to thank this issue's writers, who answered the call that I put out for early submissions. The National Executive team and other NSW Division volunteers will be distributing the magazine; I shall be in Hawaii until 30th June!





HARS
AVIATION
MUSEUM
www.hars.org.au

INTRODUCING

PROF. MICHAEL HOUGH AM, RFD, ED, JP

HARS NAVY HERITAGE FLIGHT

LIEUTENANT COLONEL Michael Hough AM RFD ED JP (Ret'd)

Michael is a senior member of the Historical Aircraft Restoration society (HARS) and led the extensive negotiations by HARS with the RAN, which concluded with the allocation of ex-RANFAA airframes to HARS following an open tender process. Michael is now the Project Leader of the HARS Navy Heritage Flight.

Michael held the rank of Lieutenant Colonel on retiring from the Army after 33 years of service. He had previously served in the Air Force Cadets as a Cadet Pilot Officer.

He served with the Armoured Corps in South Vietnam in 1969, is a qualified military parachutist, and has commanded 8/13 Victorian Mounted Rifles - a Centurion Tank Regiment; and the University of NSW Regiment – an officer training unit.

He has served with both the Georgia National Guard and the Texas National Guard whilst living in the USA, where he was a Visiting Professor to the University of Georgia and the University of Texas.

He is a Professorial FELLOW at the University of Wollongong's Sydney Business School.

Professor Hough was Wollongong's Citizen of the Year in 2004. This was followed by his appointment as a Member of the Order of Australia (General Division) in 2006, partly as recognition of being the National President of a Professional Association and an active member of the Illawarra region business community.

He is a member of Corrimal RSL Sub-Branch, and President of The Corrimal RSL Club. Michael's son Andrew is a Commander in the Royal Australian Navy, and is the Commanding Officer of our newest Air Warfare Destroyer HMAS SYDNEY V.

He is currently President of the Royal United Services Institute NSW located at the Anzac Memorial Hyde Park Sydney, and is a long serving Rotarian and Life Member of the Rotary Club of Wollongong.



Michael Hough has been a mechanical engineer, school teacher, university professor and military officer.

Those experiences do not absolve him from ordinary tasks like washing HARS Tracker 844, which he claims is good therapy and a welcome change from board meetings.



FOREWORD TO SLIPSTREAM VOL 34 NUMBER 2

By **PROFESSOR MICHAEL HOUGH**

Project Leader HARS Navy Heritage Flight

I am honoured to be asked to write this foreword, and in so doing I will use the opportunity to provide some strategic observations and suggestions as to the possible future roles and activities of the FAA Association.

In so doing I gently remind all readers of the truisms contained in the following catchphrases:

"Friends tell you the truth, enemies tell you everything is OK".

"If you are not careful, you will end up where you are going".

"If you don't have a destination in mind, then any wind is a fair wind."

These observations are meant to support that my conclusion - even at a time of very heightened awareness of Defence issues in Australia, the current FAA Associations' purposes, activities and structures are NOT reaching or attracting younger members - especially those currently serving in the FAA; and nor are they influencing those decision makers, making the new policies affecting naval aviation.

I also observe that even with the existing memberships, key positions are either difficult to fill OR are only being filled by the rotation of a few key and older members.

Accordingly, I want to outline the characteristics of what some key commentators call a PREFERRED FUTURE, which, if it were to be adopted and implemented, would appeal to those who currently choose not to join OR are unaffected by any FAAA views when making decisions.

So, as a friend, I offer the following glimpse of a preferred future for the FAA Association:

** It creates and offers different value packages for RAN FAA members at different life stages of their careers - both whilst still serving and then when retired. (This may mean mentoring, scholarships and prizes are the FAAA priorities to engage early career sailors).*

** It accepts that active ADF Members cannot attend traditional FAAA activities scheduled during working hours. (This probably means lots of online activities as alternates)*

** It has different success measures for the FAAA servicing the needs of members at different stages of their career. (This may mean not expecting them to pay membership fees or attend face to face activities.)*

** It does NOT rely on traditional membership fees as its means of existing administratively. (This may mean bequests and wills and/ or sponsorships or grants to pay for the base FAAA services provided to members.)*

** It has an active professional role of providing advice and influence to the decision-makers of current or future Defence policies in Naval Aviation. (This may mean that senior retiring FAA officers see the FAAA membership as an attractive way to retain influence over Naval aviation matters.)*

** It offers professional update advice to FAA active or retired. (This may involve Slipstream type publications growing in scope and range employing professional editorial staff.)*

** It actively supports and sponsors Naval aviation heritage activities. (This may involve the FAAA seeking a Board role on the FAA Museum and an advisory role for the HARS Navy Heritage Flight.)*

I hope that this glimpse of one person's views on an FAAA's "Preferred Future" has stirred your thinking. One reason for stating this is to say that the same commentator, sadly, does NOT see a very promising LIKELY FUTURE if nothing much changes.

An ageing existing membership, and the non-engagement of younger and serving members, means that the FAAA will, in all likelihood, continue to shrink in size and influence.

I hope that the above ideas will stimulate real debate leading to actions as to what improvements could be, and I finish by reminding us all of the Confucian Curse:

"May You Live In Interesting Times"

LT.COL MICHAEL HOUGH & CMDR ANDREW HOUGH



NEWS FROM THE DIVISIONS



News from NSW Division with Jeff Dalgliesh

The period since the last Slipstream was released has been relatively quiet with no committee meetings held as the NSW Division now meet on a bi-monthly basis with the next scheduled meeting to be held on 17th May 2023. The main thrust of the Secretary activities has been focused on attempting to convince the unfinancial Full and Associate Members to pay 2023 Membership.

Several strategies have been employed and include reminders, renewal notices and requests for payment of 2023 renewals being published in Slipstream and monthly FlyBy publications. Many phone calls have been made to unfinancials, they have been approached at social functions and recently Phil Carey the President has written to "Snail

Mail" unfinancials, and the Secretary has emailed all unfinancial with email addresses. We have had some response reducing our unfinancials from approximately 100 to approximately 50. This edition of Slipstream will notify all NSW Division non-financials that they will become inactive on 31st May 2023 and will no longer receive Slipstream or FlyBy after that date.

NSW Division has gained three new members since the AGM in March, one transferral from the ACT and has three members either leaving the NSW Division or transferring to other Divisions as they have moved interstate. The new members are CDRE David Frost COMFAA Honorary Member, Greg Nathan ex-CPOATA Full Member and Anthony Morgan Associate Member. Anthony (Tassie) Mason ex-Tracker and Helicopter Aircrew has transferred into NSW from the ACT Division.

Membership for NSW Division is 364. This can be broken down to show: 331 Ordinary Members, 10 Life Members, 9 Lifetime (Perpetual) Members, 13 Associates, and 1 Honorary Member. On the 1st May there were 49 unfinancial Full and Associate Members in the NSW Division.

The National Database Manager,



Paul Norris continues to be very helpful and does an admirable job in updating our membership records and keeping us informed of changes.

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.

NSW FAAAA Member Everet Jenkins passed away 31st March 2023 aged 94 years, NSW Member Don Gunn passed away on 08th April 2023, past NSW Member Bevin Hardy on 12th April 2023, and two well-known Aircrew Officers Captain Robert (Bob) Ray (O) MBE RAN Ret'd and Captain Ronald (Ron) McKenzie (P) RAN Ret'd both

NEWS FROM THE DIVISIONS

passed away on 25th March 2023. Captain Ray was a member of the 2nd Contingent RANHFV and Captain McKenzie was CO of VS816 when the Squadron reformed with S-2E Trackers. Both Officers were present or past Members of the ACT Division.

ANZAC Day Activities

Greenwell Point

The NSW Division President Mr Phillip Carey attended and marched in the contingent at the Greenwell Point Dawn Service and reported a very good attendance of serving personnel, ex-servicemen and women and civilians. He laid a wreath on behalf of the FAAAA NSW Division.

Nowra

On completion of the Dawn Service Phil returned to Nowra for the Shoalhaven City Service and laid a wreath on behalf of the FAAAA NSW Division at the Nowra Showgrounds Cenotaph. This Service was also well attended by serving personnel, ex-servicemen and women and civilians.

Sydney

The NSW Division Secretary, Jeff Dalgliesh had a busy few days attending the Mosman Sunday Service on 23rd April and then the Georges Heights Dawn Service on ANZAC Day. He laid

wreaths at both services which were very well attended by service personnel, ex-servicemen and women, dignitaries and local families.

The march in the Sydney CBD followed, where the FAAAA contingent fell in with the HMAS Melbourne Association led by that Association's President Mr Greg Hooley. The FAAAA was represented by NSW Members Guy Beange, Murray Smythe, Guy Cooper and Jeff Dalgliesh. WO1 David Smythe ARA was deemed an Honorary Member

**MURRAY SMYTHE AND JEFF DALGLIESH
IN FRONT OF THE HMAS MELBOURNE
ASSOCIATION BANNER.**



and marched with the contingent. Bill Barlow of the Victorian Division joined Murray, David, Guy and Jeff later at the Edinburgh Castle for post march refreshments. Fortunately, as Navy

led the March the contingent was established in the Edinburgh Castle Hotel before the mob for refreshments and the obligatory 'Two-Up'.

Unfortunately, due to advanced tactical discussions including arm waving the fly-past of the HARS DC3, Caribou and S-2G Tracker 844 was missed but others reported it as being impressive. All retired to respective residences at an early hour due to advancing years.

In all a very good day with intention of being under the FAAAA Banner in 2024 which Murray Smythe is organising

NEWS FROM THE DIVISIONS

PRESIDENT'S REPORT WITH PHIL CAREY

Anzac Day in Nowra was, as is the standard, organised by the local RSL. On behalf of the Association wreathes were laid at the dawn service at Greenwell Point and at Nowra. The numbers of veterans marching seemed a little down on previous years. The crowd however was larger than last year. The reverence and ceremony of Anzac Day does not seem to have diminished.



Australia Day on the other hand has been given a bit of black eye from a certain section of our elected representatives and supported or more properly "championed" by a particular media organisation.

"Invasion Day" has become the mantra of the proponents of cancel culture. But not all of the population see that as progressive.

Former US President **Barack Obama** warned against social

media call-out culture, saying: *"People who do really good stuff have flaws. People who you are fighting may love their kids and, you know, share certain things with you."*

Pope Francis said that cancel culture is *"a form of ideological colonization, one that leaves no room for freedom of expression"*, saying that it *"ends up cancelling all sense of identity"*.

One example of extreme cancel culture is the movement in the UK to remove the images of sailing ships from the logos of both Manchester City and Manchester United the reason - sailing ships carried slaves. It did not matter that the Manchester City Football Club was not formed till 1894 well after the slave trade had ended.

POLITICAL OBSERVATIONS

How fast the geopolitical landscape has evolved in the last 12 months. We as a nation are in a war with Russia, albeit indirectly. We supply vehicles, weapons and ammunition to Ukraine and have an agreement with France to jointly produce 155mm artillery consumables. Australia to date has provided \$217,600,000 in military aid and we are the 9th largest contributor of the 18 countries that have provided direct military and humanitarian aid the Ukraine. Putin refers to his war as a war against the Nazis. He has overlooked the fact that the President of Ukraine **Volodymyr Zelenskyy** is of the Jewish faith. Ukraine was in the thick of the land war in WW2. Ukraine's human and material



losses during that period were enormous. Some 5 to 7 million people perished. Even with the return of evacuees from the east and the repatriation of forced labourers from Germany, Ukraine's estimated population of 36 million in 1947 was almost 5 million less than before the war. More than 700 cities and towns and 28,000 villages had been destroyed which left 10 million people homeless.

Added to that we have the expansionist intentions of China quickly materialising in the Indo Pacific region. New defence alliances have been negotiated and countries large and small are looking to shore up allies and identify those nations that are most likely not to be allies. Not the least of which is recent Australian defence cooperation and initiatives which have raised the ire of the Chinese. In particular we have reached defence agreements with India, Japan and the United States generally referred to as the Quad.

The **AUKUS (Australia UK US)** agreement has introduced into the ADF a new propulsion system based on modular nuclear reactors that power the Virginia class submarines. Each boat has one>>

NEWS FROM THE DIVISIONS

PRESIDENTS REPORT WITH PHIL CAREY Cont

S9G reactor producing 280,000 horsepower. The fuel supply in each boat is intended to give in excess of 30 years' service. Our boats are initially anticipated to be the Block V boats that are 140 metres long and with a displacement of 10,200 tons. (Collins boats are 3,400 tons and 78 metres long) with a follow on of a unique vessel designated as SSN-AUKUS that will be conventionally armed and incorporate technology from US, UK and Australian industries. Sounds good but don't forget that a camel was a horse designed by a committee. We will be one of only seven nations with nuclear propulsion drive our boats. But uniquely we will be the only one of those seven that has no domestic nuclear power generation. Defence and defence related matters are the forefront of most news programmes and will continue to be for the next few years. Very interesting times ahead for the world particularly when compared to almost doldrums like world view of the period of my service from the late 60's to the early 90's.

THE ASSOCIATION

As an Association our demographic is one of an aging membership. Membership numbers are slowly on the decline, and we are becoming less relevant to ex-Fleet Air Arms personnel. We joined the Navy with the magic number of 20 years in our sights. The current Defence members join with much less of a view of

the future and most will leave the service after 7 to 10 years.

The Old Bar Reunion will be held 16-18 August 2023. It is 50 years since Australian forces withdrew from Vietnam. I encourage as many members as possible to attend. The event is being held under the auspices of the Fleet Air Arm Association and is advertised elsewhere in this issue as the FAA Reunion Old Bar NSW.



**JOHNATHAN ROGERS GC CENTRE
NOWRA**

NOWRA VETERANS WELLBEING CENTRE

RSL Life Care have completed the construction of their building at East Nowra in the Jonathan Rogers GC complex.

I have in the course of my job had contact with the Wellbeing Centre and I am pleased to say those contacts have been quite positive. The original model was that the Commonwealth would provide initial funding for construction and seed finance but after a time the centre was intended be self-funding. I have no information on the progress of that aspect.

COMMITTEE MEETINGS

It has been the practice in recent past of the Division committee to meet bi-monthly.



It is intended that the bi-monthly meetings will continue and any business that is outside of that will be dealt with by means of emails and phone calls etc.

CONCLUSION

We are a diverse and fairly loose Association of ex members. The thing that we have in common is that we have all served. Some for longer than others and some for a very short period indeed but we all served. We all entered as volunteers without any real knowledge of that would lay ahead for each of us in our service careers. We are now no longer serving members. We do however have a shared experience, and a shared knowledge of what it takes to serve. The coming months we will see a new world order emerging from the chaos that is the war in Europe and the rise of an Asian beast. The posturing of nation states with expansionist views is troubling.

Cherish your friendships and your families and do whatever is needed to support the folk in uniform that have followed us.

Thank you

P J Carey

President, NSW DIVISION

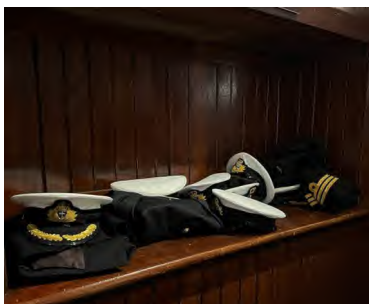
NEWS FROM THE DIVISIONS



News from Victorian Division with Mal Smith

We have just had what most of us think was one of our best ever ANZAC Days. The weather was perfect (this is not something we can say very often at this time of the year in Melbourne) and excellent crowds lined St Kilda Road for the march. Our marching numbers were down slightly on previous years as some of our older members now have difficulty making the annual trek. Prior to the day I had quite a few members contact me saying that they could not march but I'm sure they watched on television and were with us in spirit.

Following the march our reunion/lunch was a great success with the biggest crowd we have had attend for many years. The LHD HMAS Adelaide was in Melbourne and through our vice president Rob Gagnon who has contacts onboard we invited twenty members of the ships company to join us. As you will see from the photographs, they were a mix of ranks/ratings, and all enjoyed themselves. I suspect that our venue, the Mission to Seafarers has never dispensed so much rum. They were a great group and made our day all the more special. The only complaint I heard was that they won most of the raffle prizes. As a



member commented to me, "The outfit is in good hands with this calibre of young sailors/airmen".

Since the last issue of Slipstream our immediate past president Ron Christie has been awarded his Order of Australia medal at a Government House ceremony. From all reports this went well with the ceremony attended by family.

how much value the FAAAA will derive from this exercise it is good to show the flag and hopefully we will pick up some members down the track.



I mentioned last issue that we would be participating in the HMAS Cerberus Open Day in early April. A large crowd was in attendance and all the visitors seemed to enjoy the day. Whilst I am unsure

Many of the older members will know former committeeman and life member John Ikin. John served in the 1950's. Over the past several years I have been asked about him but have been unable to assist as we lost track of him. He sold his home and moved into an aged care facility and then moved several more times. I'm pleased to advise that I finally made contact with his son who lives in Tasmania, and he has given me his current address. I understand that John and Sylvia are both doing fine.

It is my sad duty to announce the passing of long term member and former committeeman Peter Barnes. Peter joined as a Junior Recruit and served from 1964 to 1970. Upon leaving the service his rating was Electrical Mechanic Air Communications (EMAC).

The majority of his service was spent between Albatross and Melbourne. He was my predecessor as Secretary of the FAAAA (Vic) and was a great help to me when I took over the position. He was a great servant of the Division and nothing was ever too much trouble.

Peter moved from Melbourne to Gulmarrad outside of Maclean in Northern NSW several years ago but remained a member of the Victoria Division.

I spent quite some time with Peter and along with John Champion and George Self we had regular lunches usually at the Cranbourne RSL.

One of the great passions of Peter was his love of the Collingwood AFL Football Club.

Peter's wife Millie was also a long time associate member of the Victoria Division and we extend our sympathies to her and the family.

NEWS FROM THE DIVISIONS

CREW MEMBERS OF HMAS ADELAIDE
WITH VICTORIA SECRETARY MAL SMITH



MELBOURNE TURNED ON PERFECT ANZAC DAY

News from Tasmanian Division with Graham Nicholas

We didn't have anything really to report as we all did our own thing on ANZAC DAY. I was asked by my local RSL Sub-Branch to lay flowers on behalf of the Fleet Air Arm, which I did. I hope you got good reports from the other Divisions. I am attaching a photo to show what our skies looked like prior to the Dawn Service.



NEWS FROM THE DIVISIONS



News from WA Division by Sharron Spargo

Hello again everyone,

Another Anzac Day has come and gone, and while our West Australian Division was again well represented, those who have crossed the bar continue to be missed, as do those who are now too weary to attend.

As we have done for many years now, my husband and I attended the Dawn Service in Kings Park which was very well attended, although the crowds were down on pre-covid days. I know that many people in Perth continue to embrace the 'driveway service' which was so popular during the pandemic, perhaps encouraged by the threat of rain. Although there was some light drizzle towards the end of the service, and the cloud obscured the sunrise, it was a beautiful

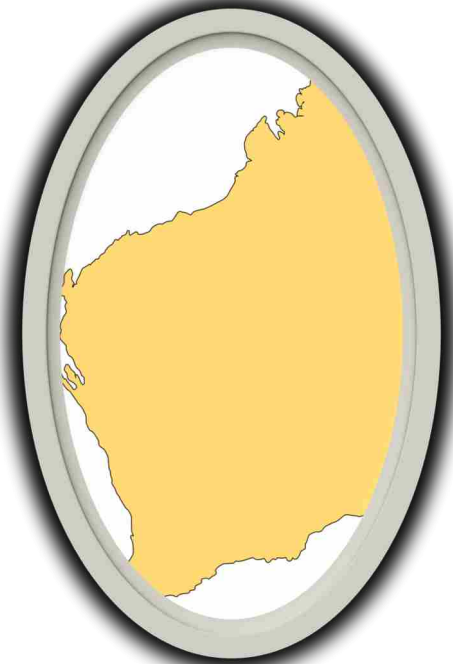
and moving service.

At the invitation of the West Australian RSL, State Treasurer, Mike Keogh, laid a wreath on behalf of all members of the Fleet Air Arm Association of Australia, on the steps of the state War Memorial.

The gunfire breakfast was, as usual, held in Government House Gardens, where the Rotary Club of Perth, once again, fed the multitude with bacon and egg burgers, all washed down with lashings of coffee. I didn't hear any complaints!

The rain continued to hold off while the members mustered in St George's Terrace for a 9am start. There was a good crowd thronging the route and they made their appreciation heard, all the way to Langley Park where the march ended.

For the past few years, we've been lucky to have a local bus charter company meet the members of the FAAA, the Naval Association, and the WRANS Association, after the march, to take them to the various venues around the city. For the FAA members, it was off to 43Below (The Down Under Bar) for some light refreshment, while the bus did another trip around the city centre. It was a noisier bunch we



picked up again!

Their last stop was Jonny Fox's in Northbridge, where everyone relaxed and thoroughly enjoyed the rest of the afternoon. I don't think anyone even noticed the heavens opening after that.

Two bottles of Pussers Rum (thank you Mike Keogh) were raffled and won by two young pilots from Pearce RAAF Air Base. I still have the one I won last year, as yet unopened. The beer, both black and brown, flowed well and I'm happy to report that a great time was had by all, and everyone made it home safely.

Jim Bush received a letter of thanks from one of our invited guests who joined us on Anzac Day, which I share with you here:

NEWS FROM THE DIVISIONS

News from West Australia Division (cont)

Hi Jim,

Thanks again for having us on ANZAC Day.

I would like to make a comment about the day and what it means to me. Catching up with members of the FAAA-WA on Anzac Day is a highlight of my day as I can't but help get a sense of the family that the association is. Even though I am separated by many years of age and service with most of the members, we are all connected through our service in the FAA. At one time or another we have all lived in and around Nowra, we have shared similar experiences, know the same people and can talk happily of our times at the Squadrons, time away on deployments and of our time on the South Coast. It is always a great pleasure listening to the stories of those that have come before me and sharing some new stories to those who can relate in ways that only those who have served in the FAA can do so.

Many thanks,
CPOA



Paul McGuckin Senior Naval Officer's Assistant.

The West Australian Executive has been invited to attend the Graduation of No 269 PC-21 ADF Pilots Course. Navy Pilots will graduate with the course at RAAF Base Pearce on May 26, and Bill and Barbara Atthowe, Mike and Lyn Keogh, and Jim and Jan Bush will be attending as the representatives of the Fleet Air Arm Association of Australia. I look forward to sharing the photos of that event in the next Slipstream.

Until then, take care,

Sharron.



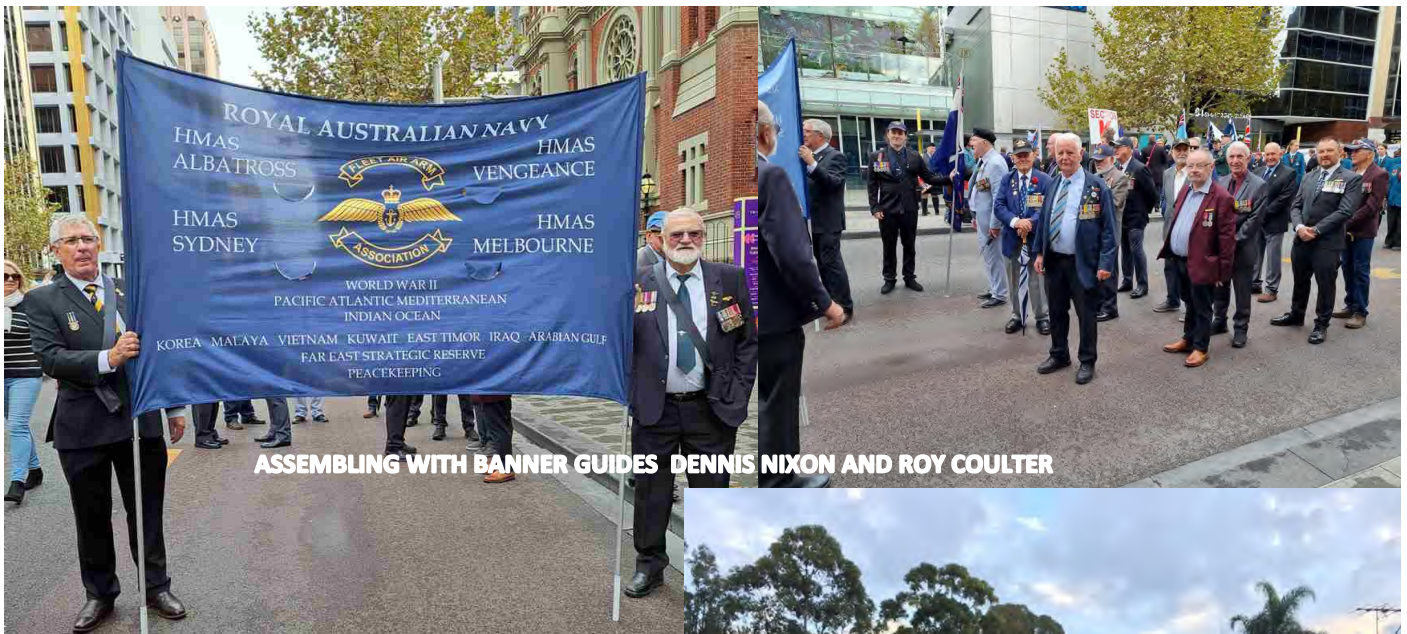
**POA MATHEW JOSE, LEUT JARED BURTON
AND CPOA PAUL MCGUCKIN ANZAC DAY 2023**



JAKE HORSTING, OUR VERY PROUD AND LONG-STANDING FLAG BEARER, IS PICTURED WITH W.A. SECRETARY, JIM BUSH. JAKE IS THE GRANDSON OF PETER BRITTON-KIPPER (DEC) AND THE GREAT-NEPHEW OF BARRIE DUNBAR.

NEWS FROM THE DIVISIONS

News from West Australia Division (cont)



ASSEMBLING WITH BANNER GUIDES DENNIS NIXON AND ROY COULTER



'CHEZ KELSON'



HMAS STRILING PARADES



DAWN SERVICE ROTTNESST ISLAND

NEWS FROM THE DIVISIONS



News from SA Division with Roger Harrison

I am writing this section of my report in my daughter's home in Saffron Walden UK. The house is a trifling warm for me, but step outside and the temperature drops 20 degrees. Freeze your t**s off. Will not be sorry to get back to some Aussie warmth.

At our March AGM, it was more of the same as we jostled for senior positions on the committee believing that the pay rate would improve, sadly, no change.

Elected State President remains John Siebert. Elected State Vice President is Gerry Dowling. Not sure if he was totally aware of that. Elected State Secretary is me, Roger Harrison. Elected State Treasurer remains Ian McBeath.

We elected 5 Committee members to complete the State Con-

stitution requirements.

The April 25th Anzac Day March through the warm Adelaide streets was well represented with CMDR John Siebert leading the Division in front of the Association Flag carried by CPO Ian "Locko" Lockett and the banner carried by two spotty naval cadets. Behind this you can see Paul Shiels in his mobile scooter, alongside Paul marches our Senior Man at 99+ Henry Young in grey. Cannot see who the Right Hand Marker is but traditionally it is someone with a booming voice to repeat John Siebert's "Eyes Right" at the saluting dais. A voice that startles small children and aged pensioners. Couldn't see Gordon Gray marching this year which is unusual. Pleased to see the Divisional Members in step and facing the right direction. After the Divisional halt and dismiss, we usually scatter to the Queens Head Hotel or the Torrens Parade Grounds for the traditional pint. Lunch at the Windsor Hotel around 1300 where we gather and tell stories.

I had a taken few pictures in London on Anzac Day but due to the approaching Coronation, there were barriers set up everywhere not to mention so many foreigners cluttering up the footpaths.



Trying hard to remember that I was one of them.

Visited the Imperial War Museum at Duxford on a normal Sunday to be shocked to see three Spitfires and a Hurricane flying around the airfield, sometimes in formation but more often single flight. To hear the Merlins again was amazing. Ordinary Sunday?

My question is, "Why can't we have vintage aircraft roaring overhead at our Navy Air Days"? Even the Tracker would be a delight to see it do a low run across the airfield. I can hear the organisers saying it's too risky, insurance too crippling, no one wishes to sign the pink slip to allow a rare vintage aircraft into the air. Pity all the same.

May the 17th will see the Division at the Keswick Barracks for our May General Meeting.

NEWS FROM THE DIVISIONS

News from South Australia (cont)

Some of our State Members are finding life a bit of a struggle at the moment as they battle through illness and ailments. Here I can include the wider family of this FAAA.

So, I am sending a general shout out to all those Members on the "Excused Duties List" and hope they recover back to a certain measure of elevated incoherence.

While I am shouting out, I will say hello to Phil Blakemore (Qld), Greg Kelson (WA), Leon Brown (NSW), Adrian Whiteman (Qld), Dick Martin (NSW) and our FAAA Senior Sailor, Henry Young and also Stubbo Stubbington (SA), and to everyone else, stay fit and well please.

Now off to the Editor for compiling along with photos John Siebert has sent him covering our Anzac Day activities. Note this contribution to the May Slipstream has not slagged off Queensland at all, very proud of that and a well-earned reprieve for the Banana Benders up north.

Regards

Honorary Whipping Boy

Roger Harrison (SA)

ANZAC DAY 2023 ADELAIDE

A light Northerly wind ensured a very comfortable morning for the Dawn Service in Adelaide. As in past years, our most senior member, former Sea Fury pilot, Henry Young, laid the wreath on behalf of the Fleet Air Arm Association of Australia South Australian Division. After the Dawn Service Henry was interviewed by ABC television. He has become something of a celebrity after his much publicised meeting with a Ukrainian Masters Tennis player at the Australian Open earlier in the year. Indeed, after the Anzac Day March, the ABC broadcast a

pre-recorded interview with Henry about his World War II days and his later exploits in the RAN Fleet Air Arm.

Ian "Wolfman" Lockett, in rig, carried our banner during the March. We were very fortunate to have a band playing immediately astern so there was no excuse for not being "in step". I estimate that our squad was about 35 strong. This year, for the first time, we had a high-tech electric gopher piloted by Paul Shiels as our right hand marker. It worked well and Henry fell in abeam Paul. I am told that the team looked in good shape as we passed the various saluting positions, thus avoiding an "around again" order from the Governor's dais!

After the march we repaired to the Queen's Head for a cool drink; the temperature was climbing through 25degC at this stage. The photographs show Don Parkinson (sitting, visiting from Nowra), Brenton Gill, Barry Todd (visiting from Perth), Allan Clarke (sitting), Locko, Duane Unwin, Greg Perry (sitting), Russel Anderson, Adam Harris, Max Davies and John Siebert. As an aside, few would know that Greg "GP" Perry has had a very tough time on the medical front over the last few years. He completed the march on his new artificial leg. A fantastic effort.

The more senior cohort lunched at the Windsor Hotel where we caught up with Moira Saywell, Junice Cooper, Gordon and Eve Gray as well as family members. All together, a very good turnout to commemorate Anzac Day.

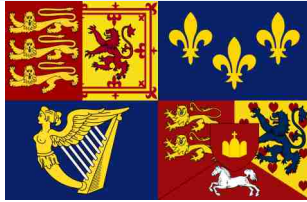
John Siebert

SA Division President

NEWS FROM THE DIVISIONS

News from South Australia (cont)





THE CORONATION IN REVIEW





THE YOUNG PRINCE OF WALES NAVAL OFFICER & FLEET AIR ARM PILOT





THE CORONATION IN REVIEW

To 'Royal Watchers' and aviation enthusiasts alike, the Coronation Flypast promised to be one of the greatest spectacles over Buckingham Palace in recent years.

The British military aviation force, consisting of Navy, Army and Air Force fixed-wing jet and prop aircraft and helicopters also has the added attraction of a publicly-supported and revered Battle of Britain Memorial Flight and Fly Navy Heritage Trust.

Sadly, the weather was unsuitable for the Flypast to occur with safety and the much scaled-down event featured only helicopters and the highly successful RAF Red Arrows flying the BAE Hawk T1 jet trainer.

CORONATION FLYPAST
AIRCRAFT TO LOOK OUT FOR

    	<p>AEROPLANES</p> <ul style="list-style-type: none"> Red Arrows Hawk T1 Supermarine Spitfire P-8A Poseidon Envoy IV CC1 F-35B Lightning Lancaster bomber Phenom T1 Texan T1 Voyager RC-135 C-130 Hercules A400M C-17 Globemaster III 	    
 	<p>HELICOPTERS</p> <ul style="list-style-type: none"> Juno HT1 Puma Chinook Wildcat HMA2 Wildcat AH1 Apache Merlin HM 	 

EXPRESS ROYAL



Even for King Charles III, himself a former Fleet Air Arm helicopter pilot and RAF jet pilot, his regal domain does not include majesty over the skies. The weather is the weather!

Prince William trained with the RAF and became a Search and Rescue pilot, later serving with the East Anglia Air Ambulance.

Prince Harry qualified as an Apache helicopter commander and served in Afghanistan as a co-pilot gunner - sharing flying duties and weapons control of the two-man Apache.



The 1953 Coronation of Queen Elizabeth II A Fleet Air Arm Retrospective



HMAS Sydney sailed for Queen Elizabeth II's Coronation Fleet Review in England in March 1953 with 817 Squadron, commanded by Lieutenant Commander AL Oakley, DFC, embarked. Flying opportunities were limited on the trip though the Squadron did participate in exercises with the Mediterranean Fleet and with Canadian warships in the Atlantic Ocean on the voyage back to Australia. The Fleet featured some 229 ships from around the world and the flypast, which included the eight Fireflies of 817 Squadron, was made up of over 300 aircraft from 37 squadrons. *Sydney* returned to Australia in August and visited Canada, the United States, the West Indies, Panama and New Zealand on her voyage home.

The Coronation Flypast 15th June 1953

This never-before-seen image (right) from a private collection shows in excess of fifty Fairey Firefly, Marks FR-1, AS-5, AS-6 and T.Mk7's, ranged at RNAS Lee-on-Solent HMS Daedalus. In addition to those visible would have been the eight AS-6 Fireflies of 817 Squadron RAN Fleet Air Arm, from HMAS *Sydney*.

The Royal Fleet Review following the Coronation of Queen Elizabeth II took place at Spithead on 15th June 1953. Prior to the actual event, an open day was held at RNAS Lee-on-Solent. As part of the open day, spectators were treated to the last rehearsal of the mass flypast.

Many of the aircraft that took part in the flypast flew from Lee-on-Solent. In addition, formations of mainly RNVR aircraft came from Culham and jet types from Ford.

A D-H Sea Vampire F20, flown by the Flag Officer Naval Air Command was the lead aircraft followed twelve Sikorsky Dragonflies of 705 Squadron. USS *Baltimore's* Piasecki HUP-2 was joined by a Sikorsky S-55 helicopter of HMCS *Magnificent*.



NEWS FROM THE DIVISIONS



News from Queensland Division with John Stewart

Pretty uneventful to start this year off. Managed to get through this year's AGM without the hiccups of past years. At the AGM we welcomed two members to the Board of Directors. Good to see Graham Quick and Paul Norris raise their hands. The main discussion of the meeting was the organising of our Anzac Day March. This took a bit of a twist this year owing to the massive drillings being plotted underground throughout the city. The concern was the number of markers embedded in the road surface indicating where above ground constructions were going to be carried out. However, we managed to dance over all those without injuries! Then there was the issue of erecting the Banner. Sorry Ray Guest, after all your work, modifying and marking the individual parts and drawing up directions. Somebody else thought up something different, but not modifying the directions, left the group thinning out their hairdo's. The group achieved the

remarkable, all good fitters they be, got it together. Darcy Doyle's excellent work on the banner is still in good nick.

As for the march itself, our Division was well back in the pack this year, so a late kick off. We had a Navy Band close, and they all managed to keep in step, bar me. I was in a Jeep following, suffering a crook back. Twenty of us made the kick off - whoops the march off. In good sunny weather all morning, we left our brolleys behind. We should have known better! Halfway along, the skies grew ominous and in the last hundred yards we copped a deluge! Shades of last



year when it was a constant drizzle. Sent the crowd scattering for cover to whatever awnings available, with our lot on their heels. The Bureau had forecast showers! After dismantling our structure and securing it, a few of us adjourned to the Victory Hotel. It has been a favourite drinking hole of servicemen for Yonks. I believe this ancient drinking hole is up for demolition. It's another



drinking hole we've lost out on. Seems we are always looking for new haunts to meet after the march. After a couple of beers and stories, mostly compered by Graham Quick, "an interesting life," we dismissed and quietly sauntered off.

For the rest of year we haven't much on the go at all. The spring get together barbeque has lost its appeal, and unless Committee comes up with something, it will be our Remembrance Day service and barbeque at Caloundra Air Museum where we will next meet up.

Congratulations from our committee to W A past Secretary Keith Taylor on a job well done.

That's it from me. That's it from him! Gee that rings a bell.

The scribbler,

John Stewart

RANHFV REUNION NEWS

FAA Reunion Old Bar NSW 16-18 AUG 2023

You are invited to join us for a FAA reunion which will include a Vietnam Veterans' Day commemorative service hosted by the Old Bar Public School to mark 50 years since Australia withdrawal from Vietnam.

Our base will be Club Old Bar where we have been invited to play barefoot bowls and/or mini-golf for \$10 per person. Come along and enjoy the company of old mates as well as meeting some new ones.

ENQUIRIES:

John Macartney

Ph.: 02 6557 4165

M: 0427 787 296

E: hfvemu67@gmail.com

DVA REQUEST

My name is Dr Liana Markovich, I am a historian for the Department of Veterans' Affairs in the Commemorations Branch located in Canberra.

I am writing to you regarding a documentary that will be produced this year to mark the 50th anniversary of the withdrawal of Australian troops from Vietnam.

The Department of Veterans' Affairs is conducting a variety of activities to commemorate the anniversary. One of the commemorative projects being planned is an audio-visual documentary focusing on the experiences of Australians serving in the Vietnam War, as seen through the lens of the photographer and war correspondent Denis Gibbons.

Mr Gibbons spent some time with 135th Assault Helicopter Company during 1969 in Vietnam. The Department of Veterans' Affairs is hoping to get in touch with Australian veterans from 135th Assault Helicopter Company.

We would like to record and film an interview with one or two veterans about their experience. I would be grateful if you might ask your associations' members if a veteran or veterans might be prepared get in touch with me at Liana.Markovich@dva.gov.au or on my mobile 0414927323.

Thank you very much
Dr Liana Markovich
Historian | Community Engagement Team
Commemorations Branch | Commemorations
Commemorations Division
Department of Veterans' Affairs
Ph: 02 62891150
www.dva.gov.au

ANZAC DAY ROUNDUP ACROSS THE WORLD



WO1 DAVID SMYTHE, GUY COOPER AND BILL BARLOW IN THE EDINBURGH CASTLE ON COMPLETION OF SYDNEY MARCH



BETHANY LEDGER IN FINLAND



JOHN MACARTNEY AT OLD BAR



DAWN SERVICE OLD BAR



ANZAC DAY
LEST WE FORGET



GEOFF LEDGER IN FINLAND

ANZAC DAY ROUNDUP ACROSS THE WORLD

KING'S PARK PERTH



THE CONSULS-GENERAL OF AUSTRALIA AND NEW ZEALAND LAY WREATHS AT THE PACIFIC WAR CEMETERY HONOLULU



AMERICAN, AUSTRALIAN AND NEW ZEALAND SERVICEMEN AND WOMEN ATTEND DAWN SERVICE AT DIAMOND HEAD OAHU



725 SQUADRON PERSONNEL ATTENDED THE COFFS HARBOUR CITY ANZAC DAY SERVICE

IN MEMORIAM LEONARD JOHN (LEN) SEYFFER



Len Seyffer was a prominent Nowra businessman and renowned citizen, known to many members of the Fleet Air Arm for his involvement in RSL, Legacy and other veteran support pursuits. As a tribute, we reproduce here the eulogy given at Len's funeral by Major Darryl Kelly OAM, Ret'd.

Leonard John Seyffer enlisted in the Australian Army's Citizens' Military Forces on the 27th of June 1941, a mere 3 days after his 18th birthday. He was allocated to a local unit – the 7th Light Horse Regiment. Their mission was to patrol the area stretching from Yass in the west, Bombala in the south and Gerringong in the north. Len's 'A' Squadron had the area covering Braidwood, Kangaroo Valley and Nowra. With the vital protection of the strategic Nowra bridge being of prime importance.

Following Japan's entry into the war and potential threat to Australia, elements of the Citizens' Military Forces, including Len's, were placed on full time service.

With the onslaught of the Japanese pushing to-

wards Australia, Len's unit was redesignated as the 7th Motor Regiment (Australian Horse) and additionally tasked to watch and report on sightings and possible landings from Japanese submarines, now operating along the South Coast. In December 1942, the Unit was again redesignated as the 5th Motor Regiment.

As the direct threat to Australia eased in early 1943, younger and fitter troops were needed to be retrained and redesignated as infantry and be prepared to take over offensive operations and relieve the Australian Imperial Force. This marked the beginning of Len's training and preparation for front-line service.

July 1943 found him assigned to the New Guinea Force - Advanced Reception Depot, followed by a range of assignments to ready him and his comrades for Jungle Warfare. Every step made him and his mates better trained, better equipped and better prepared for battle. Finally on 4th March 1944, he marched in to the 22nd Infantry Battalion. He'd finally reached the front lines.

Allocated as a regimental signalman, his job was to maintain the vital communication between the Units and over some of the roughest terrain on the planet - but he was also expected to fight as an infantryman, as all soldiers are trained to do. The mud, insects, rot and constant wet of jungle fighting took its toll on all and Len was no exception. But he knew he could lean on mates for support, as they knew they could lean on him.

In early 1945, the battalion was redeployed to New Britain, as part of a larger but still understrength Australian force, to advance and maintain the pressure on the beleaguered Japanese garrison, numbering approximately 110,000 in Rabaul. With the capitulation of the Japanese in September 1945, Len was part of the Rabaul occupying force, until he was rotated back to Australia on the 6th of March 1946 for final discharge on the 27th of May.

For his service to his country Len was awarded the 1939-45 Star, Pacific Star, War Medal, Australian Service Medal 1939-45, Australian Service Medal 1945-75 with clasp PNG, and The Returned from Active Service Badge. But he had so many more accolades and achievements in his later life within the wider veteran community.

He had been a member of the Nowra RSL Sub branch since 1952 – a staggering 71 years of membership, including the presentation of his 50-year membership certificate. He was a founding director of the Nowra White Ensign Club in 1953. Len also had a strong interest in the Keith Payne VC Group, where he has many long-term mates. >>>

IN MEMORIAM LEONARD JOHN (LEN) SEYFFER

He was a strong advocate amongst the local schools, especially St. Michael's Catholic School Nowra, in promoting and maintaining the famed Anzac spirit amongst children. He did this by presence, words and deeds, especially in the presentation of handmade memorabilia and awards.

Len joined Nowra Legacy in 1954, where he was its longest serving member, having served an incredible 69 years. He has been Legacy's patron since 2004.

But his most valued accolade may be the fact that he was likely the only surviving member of the Australian Light Horse. Which is, in its purest essence – the end of an era. Len passed away on Anzac eve, the 24th of April 2023, 68 days short of his 100th birthday.

It would be most fitting to use the term *soldier* as we speak about Len, and not only as we reflect on

his service career and his mates, but also his interaction and commitment within the veterans' and wider community here in the Shoalhaven.



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/](https://www.faaaa.asn.au/heritage-general/obituaries-name/)

Ronald McKENZIE

Captain (P) RAN (Ret'd) of Canberra ACT

14 May 1934 – 25 March 2023

Arthur Eric Donald GUNN

Lieutenant EN (AE) of Sydney NSW

28 August 1932— 8 April 2023

Bevin HARDY

Leading Air Mechanic (AE) of Bomaderry NSW

4 August 1941 –12 April 2023

Errol Desmond SHELLEY

CPOATA of Rubyvale QLD

4 June 1944— 10 May 2023

Richard John HOLMES

Commander (O) RAN (Ret'd) of Sydney NSW

17 June 1939 – 25 April 2023

Peter Edward BARNES

EMAC of Gulmarrad NSW

9 June 1948— May 2023

Everett JENKINS

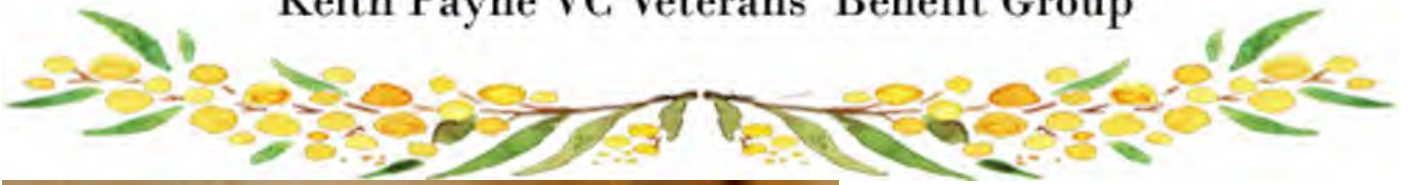
CPO Air Mechanic (AE) of Nowra NSW

20 August 1928– 31 March 2023





Keith Payne VC Veterans' Benefit Group



around the park adjacent to the Shoalhaven Entertainment Centre, followed by hot brews and plenty of stories.

We have close affiliations with both Navy bases, HMAS Albatross and HMAS Creswell, as well as the Army Parachute Training School (PTS).

The Keith Payne Group hold an annual **Digger Day Rugby** game at the Shoalhaven Rugby Club, where the day is dedicated to all our servicemen and women. These days include a visit by

many of our Victoria Cross, George Cross and Cross of Valour recipients from around Australia and the world, who are flown into the ground by Fleet Air Arm squadron helicopters and CHC Helicopters, one of the Groups principal sponsors. A themed Digger Day jersey is produced each year, with these player jerseys being auctioned off to raise money for our veterans.

The **Keith Payne VC Veterans Benefit Group** (KPVCVBG) was established in 2018, at the request and guidance of Australia's oldest Victoria Cross recipient, Mr Keith Payne VC, AM, DSC (US), SS (US); to carry on with the many years of work and advocacy he has done for veterans and serving members at the strategic level, with Federal Ministers and government agencies.

Whilst the **Keith Payne Group** is located in the Shoalhaven, the benefits and reach of the Group is Australia wide. It is made up of veterans of all forces, trades, ages, sexes and campaigns, which makes for a dynamic and experience-filled mix. Keith Payne VC has been coming to Nowra regularly for the last fifteen years and is a well-known identity in the Shoalhaven. Over those many years he has personally supported activities within the Fleet Air Arm, and he enjoys the willingness of sailors to engage with him. As an Old Soldier, he is very supportive of our organisations.

On a local level, they Group holds a bi-weekly 'walk to talk' session on Mondays and Fridays, which enables veterans, along with family and friends, to mix with like people. These sessions involve walking

We are heavily involved in **NAIDOC Week** commemorating of local indigenous servicemen. In addition, we have added the sinking of **HMAS Voyager and USS Frank E Evans** commemorative ceremonies to our extensive list of activities. A number of our Fleet Air Arm members were on HMAS Melbourne during one or both of these sad events, the commemorations are very fitting and moving.

On a more strategic level, as well as engaging with many other Ex Service Organisations, our Group engages with various ministers and government officials throughout the year, once again for the betterment of all veterans. Please reach out to our Group for any veteran matters or to simply be involved in any or all of our activities.



Keith Payne VC Veterans' Benefit Group



IN AN EXCLUSIVE FOR SLIPSTREAM MAGAZINE, YOUR EDITOR INTERVIEWED MR KEITH PAYNE VC, AM TO DISCUSS HIS RECENT JOURNEYS TO THE UK. KEITH ATTENDED THE FUNERAL OF HER LATE MAJESTY, QUEEN ELIZABETH II LAST YEAR.

IN MAY, KEITH AND HIS GRANDSON FELIX, WERE OFFICIAL GUESTS AT THE CORONATION OF KING CHARLES III AND QUEEN CAMILLA.

When was the first occasion you met the late Queen Elizabeth and other members of the Royal Family?

I had met the late Queen many times over the years, and King Charles many times as Prince Charles. The last time I met Prince Charles we sat down together and had a great chat. The first occasion I met the Queen was in 1963, and she was a gracious and caring young lady who remained the same throughout her journey of life. Our first real opportunity to converse was at the investiture of my Victoria Cross on board the Royal Yacht *Britannia* in Brisbane in 1970. After that I had the pleasure to meet with the Queen approximately twenty-six times when invited to attend the Victoria Cross and George Cross Association receptions at Buckingham Palace every two years. The last time was in 2019. It was quite funny that when I was being introduced to the Queen by the Queen's Courtier, Her Majesty spoke up and said, 'Oh Mr. Payne and I need no introduction.' That is the kind of lady she was, absolutely remarkable.

I have read that you were prepared for the passing of Her Majesty, but it still must have saddened you. How did you feel though when you were invited to attend the funeral?

I was deeply saddened at the loss of Her Majesty, who, during her reign has covered and endured many worldly problems with grace and dignity.



Why was it important to you that you attend?

People would find it hard to believe that our friendship was compounded over the many years we knew each other. We endured a long friendship of over fifty years. That is a long time; time to really



Keith Payne VC Veterans' Benefit Group



know each other. Her Majesty gave me and my family the same respect equal to what I had shown to her.

How would you describe being among your fellow VCs and GCs at the funeral?

The feeling of sorrow was amongst all members of the VC and GC Association, primarily as Her Majesty was our Patron over those many years, and always welcomed us to The Palace and other places wherein she chose to hold the reunion.

Can you please explain your emotions at being present for King Charles's? Coronation

It was quite a moving ceremony and I, like all the other guests that attended the service, were extremely happy that Charles was crowned King.

How did you feel meeting the other VC recipients again at the Coronation?

It was always a bloody pleasure to catch up with them. We all get along so well together; one would think that we were all born from the same mother, but its not so. We are family in many respects.



KEITH PAYNE VC, AM WITH PRIME MINISTER ANTHONY ALBANESE AT THE PALACE



KEITH PAYNE VC, AM AND HIS GRANDSON FELIX IN THE GROUNDS OF BUCKINGHAM PALACE



**CAPTAIN LIMBU VC, MVO OF THE BRITISH GURKHA RIFLES
Sadly, Captain Limbu of Nepal passed away just before the Coronation**



Keith Payne VC Veterans' Benefit Group



What was your relationship with Limbu?

When Limbu VC performed the action for which he was to receive the Victoria Cross in Borneo, I was serving in Malaya. So, when he came out of Malaya with the Gurkha Battalion, I had the pleasure to meet with him then. At that stage, his Victoria Cross had not been announced and it was not until I received mine and attended my first VC and GC Association, soon after my investiture, that I had the pleasure to catch up with him again. From that stage we become really good friends and got along really well together for the next 50 years



CAPTAIN LIMBU VC CELEBRATES HIS 84th BIRTHDAY. IN NEPALESE CULTURE IT SIGNIFIES THAT YOU HAVE WITNESSED A THOUSAND MOONS.

Were you looked after well with all the travel and accommodation, and at the ceremonies that you attended?

Everything went really well. DVA were amazing in coordinating all our travel arrangements to the UK. The Union Jack Club (UJC) was as usual fantastic in supplying family size rooms for myself and grandson Felix, who was listed as my 'carer' and support person. We as a family have stayed their many times over the years when attending the VC & GC

reunions. The UJC management at all times made themselves available to support us and cater to our needs throughout our stay, ensuring that I made all the ceremonial practice obligations prior to the Coronation and the Coronation itself.

Finally, how proud are you of the work being done by the Keith Payne VC Veterans Group?

I am extremely proud; they are covering all the bases as much as possible and looking after the veterans. In addition, they are performing similar duties in representation of the Nation, this was more evident at the recent funeral of Captain Rambahadur Limbu VC in Nepal. A big thank you must go to Rick Meehan OAM and Fred Campbell OAM for their diligence and hard work. I only hope that DVA and the Federal Government appreciate the fact that they did represent Australia at the funeral of Captain Limbu VC.



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



Australia buying Second-Hand Norwegian Vessel ADV Guidance



The Australian Government is continuing to deliver enhanced maritime capability to the Australian Defence Force (ADF) with the procurement of a dedicated Undersea Support Vessel.

Deputy Secretary Naval Shipbuilding and Sustainment Tony Dalton said the new acquisition would be used to further advance a range of trials and activities leveraging new technologies in the undersea domain.

“Defence is demonstrating its commitment to providing a cutting-edge capability, which will expand the ADF’s ability to deliver multiple undersea project outcomes,” Mr Dalton said.

After a selection process led by an independent broker, the Norwegian flagged MV Normand Jarl has been procured for \$110 million and is currently undergoing inspection and certification activities in Singapore before sailing to Australia under an Australian flag later this year. The ship will be renamed **Australian Defence Vessel (ADV) Guidance**.

The primary role of **ADV Guidance** will be to support undersea surveillance systems trials, including the ability to deploy undersea crewed and uncrewed vehicles, and robotic and autonomous systems.

At 107 metres long, 22 metres wide and displacing 7400 tonnes, **ADV Guidance** will be able to sustain a range of Defence activities due to its modular mission systems, allowing specialist Defence teams and load-outs to be embarked to meet various system trial requirements.

“ADV Guidance will be instrumental in developing and testing robotic and autonomous underwater systems, ensuring Defence can compete and succeed in a wide variety of complex undersea environments,” Mr Dalton said.

BRINGING HOME THE SILVERWARE

The Officers and Senior Sailors Mess of HMAS ALBATROSS recently decided to dispose of some items of mess silverware and glassware that was deemed surplus to requirements by offering them to the members of the mess.

As a number of items were engraved with the names of the donors, it was decided that they should be given the opportunity to reclaim them first and this was advertised through the FAAAA.

CAPT Theo Burdorf, Retd., was among the first to respond and accept the offer, so after a thorough application of Silvo and elbow-grease, mess committee member LCDR Howard McCallum took the silver bowl donated by CAPT Burdorf to his home

in Berry, where he and his lovely wife Kate were delighted to accept it into their home.

CAPT Burdorf, despite being afflicted by MS, retains a strong interest in the Navy and the FAA in particular.



FRED SHERBORNE WW2 FLEET AIR ARM FIGHTER PILOT AND AN ACCIDENTAL HERO

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 three issues of Slipstream, biographies of each of those personalities will be featured. In this issue we look at Captain (P) Fred Sherborne RAN.

The story of Fred Sherborne's wartime exploits were covered in Slipstream Vol 33, Issue 1 of March 2022. It is a fascinating tale of achievement and survival of a young man who joined the RAN in 1939 as an Ordinary Seaman, qualified as a Naval Aviator with the US Navy, was shot down over Southern France in 1944, and then rose through the ranks in the RAN Fleet Air Arm finally retiring as a Captain in 1969

In 2015, whilst I was Director of the Fleet Air Arm Museum, I spoke with a married couple as they were just leaving the museum. The gentleman told me"that his father used to be the 'Boss' here in the 1950's." The 'Boss' was then-Commander Air Fred Sherborne, and the more I spoke with his son Guy, the more I became enthralled with his father's story. That conversation started a series of events that were almost as remarkable as the man himself, Fred Sherborne.

Through connections that Guy had established in Chateau-Renard, the French village where his father was harboured, the Fleet Air Arm Museum was presented with relics from the Grumman Wildcat in which Fred was shot down.

Guy was inspired to write a book—'An Accidental Hero', relating his father's exploits, and the series of coincidences that led Guy and his family to return to Chateaufrenard as guests of the Mayor and council for a re-enactment of the 1944 Liberation Parade.

That book was launched in conjunction with an exhibition in the Fleet Air Arm Museum in October 2017. Present at the book launch were relatives of Fred's saviours in 1944 and members of the village's historical society.



GUY SHERBORNE AND HIS SISTER ADMIRE THEIR FATHER'S PORTRAIT AT THE LAUNCH OF 'AN ACCIDENTAL HERO'

Here then, is Fred Sherborne's personal day-by-day account of the shooting-down of his Wildcat, and the danger he and his saviours faced from the German troops for the next nine days up until the final liberation of Southern France and the region around the city of Avignon.

The invasion of France was going on apace with four losses on our part and an orderly retreat by the Germans. The assault carrier force to which I was attached had carried out numerous sorties. Beach heads were covered, tactical and armed recce's were flown off and dive-bombing and strafing were a daily feature in the life of pilot in No's 7 and 3 Fighter Wings of the Assault Carrier Force.

Although the flak put up was accurate, there was not much of it and to our group who had just left the very heavily guarded and armed convoys and installations of Norway, it was all a very easy piece of work. It was reckoned to be such a 'piece of cake' that one looked upon it all more as training than actual warfare, and D plus 4 we had all been lulled into a false sense of security and took to the air with a rather condescending blasé air.

Day plus 4 marked the change. On that day four aircraft were shot down of which I was one. The other had not the luck, two being killed and the other being taken P of W. All four were shot down within ten miles of one another and some fifty miles inside the German lines.

My flight had just dropped bombs on and near gun posts just outside Orange in the face of light AA - not intense. I received one 20 mm in my stbd wing, which made little difference, and carried down on the deck for my get away. Once out of range, I climbed up to four thousand feet to carry out a strafing attack on two aircraft which I had noticed on an airfield earlier in the recce.

As we entered the dive for the high-speed strafe, the 40mm and lighter stuff started coming up and just as I was about to fire my guns, my machine, a Wildcat V, was hit by several 20mm. One hit the cockpit, luckily on the armoured glass directly in front of my face. This stopped the main force of the shell, but I received a big piece on my forehead and smaller pieces round my eyes and nose. Just about this time 'the whizzer' stopped turning and there was quiet all round. All of this time I was jinking both to avoid more shells and to make the Jerry think I had not been hit. All of this was at treetops and below.

AN ACCIDENTAL HERO

There was of course no hope of baling out nor was there a chance of picking a suitable field for a landing as it would have given my position away completely had I attempted to zoom. I therefore tightened my harness, opened the hood, switched off all the switches and trusted to luck and the hardiness of the machine.

This takes some time to relate but it all happened in seconds – luckily as the speed dropped off, I sensed rather than saw, blood over my eyes made it fairly difficult to see properly, a small field surrounded by bamboos. Straight-away I pushed the nose into those on the near side of the field, hoping that they would slow me down sufficiently, which they did, and I found myself stopped on the ground right side up.

My crack on the head by the shell together with the crash-landing makes my next hour or two hazy but it helps show how one will work out lightning moves under great stress.

There was of course no hope of baling out nor was there a chance of picking a suitable field for a landing as it would have given my position away.

Firstly, I took my parachute out of the cockpit and hid it. My reason for doing that is now rather obscure but I hoped the Jerry might think they had the wrong machine and that the pilot of this one had bailed out. I next hurried – I couldn't run as my leg had been twisted on landing – away from the aircraft as fast as I could. Very shortly I came upon a small creek and decided to walk up it even though it was at right angles to my track so that my scent would not be followed by the dogs which we had been told they possessed. After some time of this I decided I felt with spirits at a very low ebb and therefore decided to try my luck with a French peasant should I come across one. The land all round was a glory to behold, small, well-kept patches of land growing all types of stone fruits and which shortly I was going to curse good and roundly. In a peach field I saw a man, whom I hoped was a Frenchman and a partisan, and waited in my creek until he worked down close to me. I approached him with caution, trying to remain concealed as much as possible. When he saw me, he

was most voluble but realizing I was 'Je suis Aviator Anglais,' he hurried me away to his tool shed where he locked me in and carried on with his work. His colloquial French was a little too much for me who knew little French anyway, so that I was not quite certain of his intentions. However, he seemed a decent type, so I just sat and waited albeit a little frightened.

FRED ON THE DAY OF HIS RELEASE FROM HIDING



My watch, an issue one, was still working and I observed that it was time to be hungry, being about four o'clock in the afternoon. I thought it best not to open my emergency rations in case I should need them at a later date and so just continued to sit and become stiff and sore and sorry for myself. Simone, that proved to be my guardians name, arrived by at dusk and with him a girl Marie and another young man. Marie proceeded to wash the blood off my face and to carefully bathe my very sore eyes. When she had completed this to her satisfaction, out came a bottle from Simone's haversack. He poured me a stiff tot of this clear liquid which proved to be Kir, a potent drink made by the locals – I think out of pears. Once I'd consumed my drink, Marie poured more of it into a bowl and bathed my forehead with it. Fairly neat alcohol on an open wound is not the sort of thing one would use if there were any other antiseptic about but as things turned out and probably owing to my youth and good health, my forehead healed fairly quickly.

That night I slept in the tool-shed, waking at the slightest sound, and most annoyed with the mice, who delight in scampering around. The four empty sacks in the shed made the ground a little less hard but it was almost impossible to keep warm so that I was glad when the first signs of dawn approached. My clothing was very light, having on only a pair of shorts and American summer weight flying overalls. I had kept my Mae West and that provided quite a lot of warmth.

Simeon came along around about 7 o'clock and pulled my breakfast out of his haversack. It consisted of a very hard type of meat roll, somewhat similar to Boucan and a roll of dry bread. Being quite hungry, I hopped into these, hacking pieces off with a very sharp dagger-cum-knife which I always carried. Eating proved to be a major operation as I found my teeth jagged and broken, by now also my eyes had both closed up completely and all-round things were pretty grim.

FRED'S WILDCAT WAS EVENTUALLY STRIPPED DOWN BY THE VILLAGERS



AN ACCIDENTAL HERO

However, Simone left some luscious peaches and a bottle of wine with me and started his day's toil – wine eventually became my bugbear, my guardians couldn't get the idea that I wished to have some drinking water.



SECTIONS OF THE GRUMMAN WILDCAT DONATED BY THE PEOPLE OF CHATEAURENARD TO THE FLEET AIR ARM MUSEUM

The day passed uneventfully into the night and about nine o'clock I heard footsteps and slunk into the darkest corner behind some sacks in case it was the unfriendlys. It proved to be Simeon who had now arranged to transport me back to a house where I was to hide up. He double-dinked me over some pretty rough tracks until we arrived at his place where his wife had a salad supper waiting and more wine. Although it was rather odd-tasting, I did justice to the meal and washed it down with more wine – their speech was quite unintelligible to me, but we got on together very well. After the meal I was shown to my hide-out where I was doomed to remain for another 7 days. This was a loft above the fowl run, but for my stay the fowls were induced to keep out of my part. They disliked me intensely for doing them out of their nice loft and I in time couldn't have cared less, as the days went by, if I never saw a chook again in my whole life.

The days passed fairly quietly, I saw Germans prying about on my second day in the fowl run but eventually they just gathered some grapes and pushed off – much to my relief. My meals were provided by separate branches of the family. Simeon's wife providing breakfast, Marie, whose husband was a POW at Leipzig, luncheon and supper. They all provided red wine and Marie whose favourite I seemed to be, gave me anything I desired plus a white wine rather like a heavy hock. She also bathed my eyes and head several times a day and looked after my general health. After about four days, I developed a heavy fever, (a

type of malaria which I was prone to get) and became very restless and had a terrific temperature. Malou then showed their sterling qualities, one of them was continually with me until the fever started to wear off. By this time, we understood each other fairly well and it took me a great deal of pleading to stop them getting in a doctor. I wanted to get as few people as possible know that I was about for fear of reprisals.

Every night I heard tanks firing and manoeuvrings and as the days went by so the firing came nearer and nearer until finally, I was told that the Germans were evacuating the Avignon area. This of course caused me great excitement; I could visualise days and weeks going by without having to see or hear a chook and the prospect was most pleasing.

On the ninth night of my internment, still feeling weak from my bout of fever, I was taken out of my hutch and allowed to dine in state with the family. Halfway through dinner we heard footsteps, so my place was cleared away and I was relegated to a position under the stairs. It proved to be friends on a visit, so I was brought forth and



paraded like a champion bull at the show. One of the lasses of the party was

noticed to dash off after a while but she returned later with numerous other friends all carrying bottles of wine and so the party started. Unfortunately, in my weakened state I could not indulge too freely and in fact 'pushed off' to my coop after a very short time.

The party however continued for quite some time.



FRED SHERBORNE PARADED THROUGH CHATEAURENARD IN THE VILLAGE'S VICTORY PARADE AUGUST 1944



Fleet Air Arm Museum

A new exhibition is being planned for the Museum and the Curator needs **YOUR HELP**

The exhibition will focus on the RAN Nursing Category, and they need nurses uniforms from any era

If you can help please contact
Ailsa Chittick, Collections Curator
ailsa.chittick@defence.gov.au
or phone 0418 146 945



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