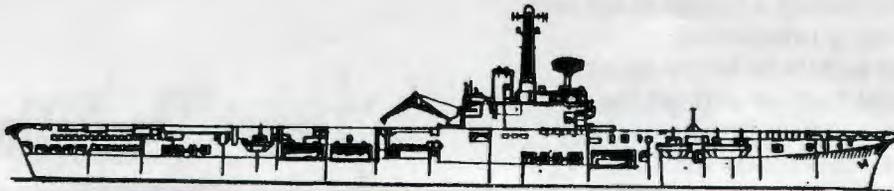


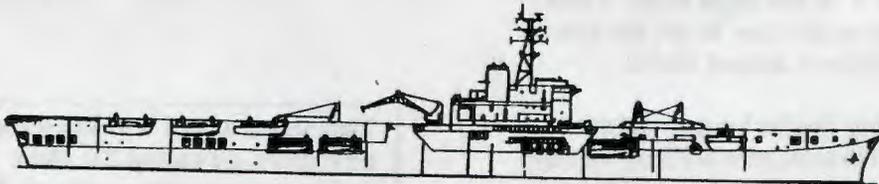
**FLEET AIR ARM ASSOCIATION
of AUSTRALIA
(NEW SOUTH WALES) INC.**



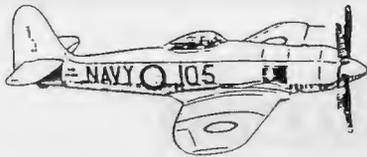
Newsletter



MELBOURNE



SYDNEY



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EDITORS NOTE



Here we go again, only seems like yesterday I finished the last one. First, I apologise to those that got page 9 upside down in the last issue, we will try to rectify that problem in this one. Actually I'm not sure whether a stubbie or two got in the way of the last print run on that page. Thanks to Ray Larson we managed to make the deadline with the printing.

I have received a few letters as a result of the last Newsletter giving some very interesting information. It will take awhile to follow up on some of the info, so I doubt that we will get the benefit of it in this issue.

The get-together at the Museum turned into a fairly productive day. I was a little disappointed with the turn up of members though. There are a lot more than 20 members in the local area. Come on, the Museum needs our expertise to get the static display aircraft back to being a decent static display.

In this issue we are going to start a new column called "SPIN US A DIT". This column will not get off the ground without your help, so, put pen to paper and relate some of those interesting and usually funny "Dits". The first one we tell in this issue was

submitted by John Arnold.

I went out to the Museum on Friday the 11th of May, to see whether anything had been done about moving the static display A/C which are going to be worked on. Thanks to Chris George, I'm happy to say that they have been moved to the hangars so now the 'fun' starts.

A couple of us are trying to get all the information we possibly can on our S2E/G Trackers, from the time of purchase up to this time. We will then try to put it all together to give you the full story from beginning to the fiasco of the end. To do this we need any, doesn't matter how trivial, information you may be able to supply. Some of the info that you give us may lead us to something that we have over looked. Once again we ask for good original photographs, which will be returned or donated to the Museum if you so desire. This story is going to take us a while to compile as there are quite a few people we have to talk to and a lot of records to go through. One of the area's that we need filled in is the Broome and Darwin era. Lets hear from some ex 851/816 people that were connected with that time. Remember that you can fax info to us on 044 210048.

I would ask the Sectary's of Vic, SA and WA to pass on this request to their members.

Next item we are looking for, is the side numbers of aircraft used in the RAN Fleet Air Arm. Further on in the news letter I will give a list of aircraft serial numbers and the type of aircraft. These numbers must be authenticated by a photo, but this time a photo copy of the photo will suffice. Please look through your old albums and if you can identify any, let us know.

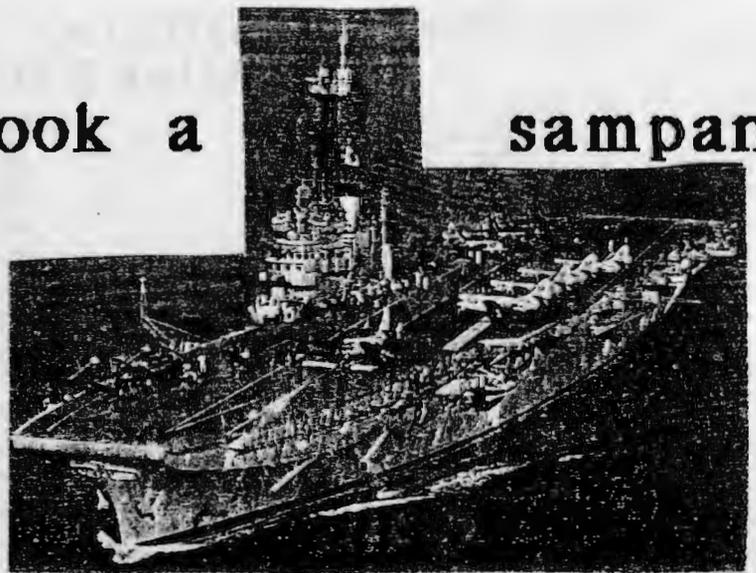


FAIREY FIREFLY

The views and opinions expressed in articles printed in this journal do not necessarily reflect the views and opinions of the Association or the Committee of management.

When the Navy took a sampan salute

THE stately 14,000-ton bulk of H.M.A.S. Melbourne lay peacefully at anchor in sunlit Hongkong harbor



Into the mighty shadow of the pride of the Royal Australian Navy crept a dishevelled vessel of those waters known as a sampan.

As the sampan passed 'Melbourne', a Bosun's Pipe twittered a ceremonial salute from its deck. The carrier returned the courtesy. The Navy's no snob. Every sailor in sight from the crustiest of gold braid to the humblest ordinary seamen, faced about and stood to attention. It happened not once but several times during 'Melbourne's' stay at Hongkong.

The explanation of this phenomenon concerns a member of 'Melbourne's' crew a man of agile and inventive wit. Because it is a true story we shall call him Leading Seaman X.

Leading Seaman X decided to make his leave in Hongkong memorable. He hired a crew consisting of a mama-san and several daughter-san. Then lord and master of the sampan, he cruised back and forth, to and fro, saluting 'Melbourne' with a borrowed Bosun's Pipe.

One day a typhoon warning sent 'Melbourne' out to sea. But Leading Seaman X saw the storm out on his sampan in harbor. When the typhoon spun away, 'Melbourne' returned and the fun was over. All aboard, came divisions, 'Melbourne's' skipper (Captain V.A.T. Smith) swept the lines with an eagle eye. It lighted on Leading Seaman X. Said Captain Smith "Tell me, captain- as one captain to another- how did you weather the typhoon?"

The above story happened early part of 1961, anyone got any clues as to who Leading Seaman X is?



PILOTS LAST S/VENOM FLIGHT

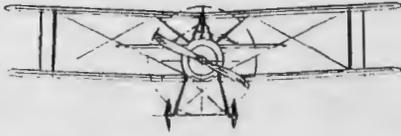
In the last issue of the Newsletter we mentioned a Sea Venom located in Caloundra QLD thanks to Roly Rowsell. A past Senior Pilot of 724 Squadron, Ben Mathews thought that the serial number rang a bell, so he looked up his log book and found that he flew that particular aeroplane just once and that it

was his very last Sea Venom flight.

The flight was on 24th November 1958 (31 1/2 years ago) and was a one hour formation practice flight.

Thanks for the info Ben.

DEVELOPMENT OF BRITISH NAVAL AVIATION AND THE AUSTRALIAN FLEET AIR ARM



PART 1 IN THE BEGINNING

For Britain and subsequently Australia, both being island nations with close historical ties, it was inevitable that aviation development with Maritime interest would lead to the birth of Naval Aviation. This happened just prior to the outbreak of World War 1.

Training of British Naval Airmen commenced on the first of March 1911 when three Royal Navy Officers and one Royal Marine Officer undertook a six month course with the Eastchurch Aero Club to gain certificates of competency. Prior to the outbreak of WW1

Naval pilots served as members of the Naval Wing of the Royal Flying Corps. Some gained experience in operating Seaplanes from water take offs. Experiments in flying off launching platforms built on the decks of warships were taking place.

The first flight from a British warship took place on 10th January 1912 when Lt. C.R. Sampson RN took off in a Short biplane from a one hundred feet long staging erected on board HMS Africa.

The first flight from a ship underway took place in May that year when Lt. Sampson flew the Short 'pusher' aircraft fitted with floats from an improvised flight deck on HMS Hibernia whilst the ship was steaming at 10.5 knots.

In 1913 the light cruiser HMS Hermes was fitted to carry two Seaplanes and later that year the Admiralty converted a merchant

ship under construction as the first British Seaplane carrier. She was launched in September 1914 as HMS Ark Royal accomodating 10 Seaplanes which were launched on trolleys from a platform built over her bows.

On 1st July 1914 the Naval Wing was separated from the RFC and the Royal Naval Air Service (RNAS) was formed. At the outbreak of WW1, 101 Officers and 39 other ranks of the Royal Navy qualified as pilots were serving with the RNAS.

In late 1915 experiments were carried out with the aim of adapting Seaplanes for anti Zeppelin operations by fitting wheels under the floats. Thus fitted, the light fast Sopwith was just able to become airbourne with the carrier steaming into wind at 12 knots.

These, and later experiments using heavier machines and longer flight decks, led to the end of the Seaplanes as a Naval aircraft. In 1917 the RNAS concentrated on the problems of launching, and landing landplanes from a

ship at sea. A platform was fitted to the cruiser HMS Yermouth and in June 1917 a Sopwith 'Pup' was successfully flown off. On 21 August 1917, Flight Sub Lt. B.A. Smart piloted a Sopwith 'Pup' from the Yermouth to 7000 feet and attacked a Zeppelin which was brought down in flames. This successful operation

induced the Admiralty to fit aircraft launch platforms on the weather decks of several light cruisers.

Also in April 1917 the Battle Cruiser HMS Furious under construction was completed as an aircraft carrier with a hangar built into her forecastle, the roof of which formed a flight deck 228 feet long by 50 feet wide. On 3rd August 1917 squadron commander E.H. Dunning DSC, flying a single seater Sopwith, made the first deck landing on a British ship and the first ever made on a ship underway. Two days later he was killed making a second landing attempt.

Continued next issue.



NIGHT FLYING AT NAS NOWRA

1900 Pipe. "The airfield is now open for night flying".

1925 Power failure. Ring power house to enquire about standby generators. Am told that because of economy programme compressed air bottles have not been topped up, and there will be some delay before the diesels can be started. As secondary emergency airfield lighting diesel has not cut in, ring Ground Electrical section to have it checked.

Am told that the duty E.M. has lost the key to the airfield lighting building. Tell him to kick door in.

1927 Power restored. Night flying commences.

1940 Message from Met. Officer. He appears confused and states that a front has appeared from nowhere and we can anticipate a 200 feet cloudbase and continuous very heavy rain very soon. Ask Met Man how soon "very soon" is. Met man says he is not quite certain but he will let me know as soon as he can.

Visibility decreases to zero as heavy deluge blankets airfield. Warn G.C.A. to stand by for trouble and start homing all aircraft.

1947 Commander Air arrives in tower and asks is everything under control. Reply "affirmative."

Power fails again. No lights, no radio. Emergency Airfield lighting diesel cuts in but wrong runway illuminated. Ring for Duty E.M. but am told he is still looking for key. Tell Duty P.O. Electrician to kick Duty E.M.. Commander air leaves.

1948 G.C.A. reports that when going over to emergency diesel all fuses blew but they intend to replace them with barbed wire from the pigger y fence.

1950 Power restored but VHF DF not working. Duty Radio Electrician has disappeared so as last resort kick DF console in strategic spot. Lots of bright flashes and a smell of burning but set starts to work. Duty Radio Electrician arrives and complains that that is no way to treat delicate equipment. Stifle temptation to treat delicate Duty RE the same way.

1955 Commence let downs. First three down OK. Fourth aircraft overshoots and finishes up in Commander Air's garden.

1957 Commander Air rings and asks if we think his MQ is a rubbish dump.

2010 Second batch of let downs proceeds OK until last down overshoots and also ends up in Commander Air's garden.

2011 Commander Air rings to say that he is shifting his family in to set up house in LTMU as that is the quietest place he can think of and he can be contacted there until further notice.

2012 Met. man arrives. Says he must have been mistaken and there will not be any rain after all as he was using the wrong chart.

2015 Pipe "The airfield is now closed."

AT THE CAPTAIN'S TABLE

CAPTAIN (faced with three leave breakers): "Well, what happened to you?"

FIRST LEAVE BREAKER: "I was returning to the ship in a horse drawn cab, sir, when the horse fell dead some distance from the Dockyard gate. I was obliged to walk the remainder of the way and was late."

CAPTAIN: "I see. What about you?"

SECOND LEAVE BREAKER: "Same thing, sir, I was following just behind and my horse dropped dead shortly after Smith's."

CAPTAIN: "How odd! And I suppose you are going to tell me that your cab horse died on the way back to the Dockyard."

THIRD LEAVE BREAKER: "No sir, I was adrift because I had to fight my way through about half a mile of dead horses outside the Dockyard gate!"

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MEETING AT MUSEUM

The meeting held at the Aviation Museum on Sunday 6th of May was in one way disappointing, solely because of the lack of members that turned up, and in another way highly successful because at least two teams were formed to start work on the static display aircraft.

Commander Air, Chris George, started off proceedings saying that the Historic Flight was almost back to the flying stage. He then went on to say that the static display A/C were rapidly going down hill and to his knowledge nothing had really been done to these A/C in the past 12 years. He also said that the aim was to use our (FAAA) skills and the labour that people like himself can provide to do something about the situation.

Commodore Partington then said that he wants to put a programme together that is sustainable and will run, and it's going to have to be fun. He then went on to say "When people stop enjoying themselves, then that is the time to put the A/C away in the hangar and don't do any more." "I turned to Navy and said, you are going to have to do something positive to assist. "So built into the system now is one hundred and fifty flying hours that the Navy is going to pay for."

What Commodore Partington is trying to do is get the talent that is still around together, to give expert advice to the Aircrew and young sailors who will be getting these aircraft back to a state where people visiting the Museum will be impressed by them. Commodore Partington also expects work to start on the new Museum complex sometime in July; therefore, the static display A/C need to be ready to be in condition for display by December.

When the preliminaries were completed at the Museum every one proceeded down to the hangars to see for themselves what work was progressing on the aircraft, and for those who wanted to get involved, to fill out registration forms stating what A/C they wished to work on.

After about an hour of climbing around, delving into the mysteries and barking shins on long forgotten projections of these A/C everyone proceeded to the Senior Sailors Mess. Unfortunately due to a misunderstanding there was no salad available for the B.B.Q. that had been planned. A lot of rough ideas about how to go about getting everything going were discussed and a few plans formulated. This of course was done over a few jars of that amber liquid.

1990 SOCIAL CALENDAR

JUL. SAT 14th	George Blondell Memorial Yulefest
AUG. FRI 31ST	Anniversary Dinner S/S Mess HMAS Albatross
NOV FRI 2nd	S/S Re-union S/S Mess HMAS Albatross
DEC TBA	Pre Xmas B.B.Q. Venue TBA

1991 FAA/NAVY CALENDAR

As reported in the last Newsletter, the ACT chapter were going to get a calendar together for 1991, unfortunately this has not been possible. It is now intended that the National Body will put the calendar together for 1992.

What they need now, is suitable, preferably color, original photographs by December this year. If you have any that you think would be a good photo for the calendar please don't hesitate to get in touch with the Editor. If you do send photographs, please stipulate whether you wish them returned or donated to the Museum. If you wish them returned please enclose a stamped self addressed envelope big enough for the photo to fit into. Utmost care will be taken of any photo received.

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HELP

All you Firefly people, get out your old photo albums and see if you can identify any of the following Firefly serial numbers and put a side number with them.

YX371, VX377, VX380, VX381, VX382, VX383, VX385, VX387, VX389, WB292, WB303, WB338, WB35B, WB371, WB393, WB396, WB423, WB505, WB506, WB507, WB508, WB510, WB520, WD829, WD830, WD831, WD832, WD834, WD835, WD839, WD841, WD842, WD843, WD846, WD855, WD856.

Some more next issue. Don't worry all you Fury Sea venom and Gannett people, your turn will come.

"SPIN US A DIT"

I don't know what the routine is these days, when the "Powers-That-Be" are advised that you no longer wish to avail yourself of the high pay and the five star accomodation that you've been used to for so long. Once upon atime, if you indicated that you were not re-engaging, you were given a de-brief to ascertain the reasons why. (AUTHORS NOTE: *This was when the NAVY had PROPER AIRCRAFT and PROPER SHIPS to carry them.*)

This de-brief was usually carried out by the Head Of Dept or some othe 'godhead' who happened to be earthbound that day.

The interview room was carefully laid out to the latest head shrinks specifications. The desk was big, the interviewer's chair was big, the interviewee usually sat on a plastic stackable chair with four inches cut off the legs, so that "God for the day" could look down on him.

I was never quite sure of the psychological ploy involved here, because I was brought up to believe a "dickhead" was a "dickhead", irrespctive of perspective. Well that was the scenario. The big interview day had arrived. I walked in.

He was really quite resplendent, with gold braid, hair and teeth arranged in neat rows. The voice resonant, a mixture of Charlton Heston doing his interpretation of Moses, and an Oxford Don. I thought to myself at the time that Her Majesty would have been proud of her Royal Navy representative, sent to the Colony at great expense to keep those bloody "arful Orrstraliens" in line.

With a flash of the pearly whites and a magnanimous sweep of the arm he point to the plastic stackable. "Take a chair Chief," he said. I lowered myself into the plastic, it rocked around a bit, the bloody "tiffies" couldn't measure four inches, four times in succession. "Now Chief," he smiled again. I think I might have been wrong about perspective. From my altered change of elevation, the smile looked like a White Pointer about to sample a surf board. "Now Chief," he said again. Obviously sensing my momentary lapse. "I would like you to tell me in your own words at what time in your career, you decided not to re-engage." What did he mean, "in my own words". Did he think I was the Duty bloody ventriloquist? I realised that I was mentally digressing again when a small tic developed in one of his finely sculptured 'Dartmouth issue' eyebrows.

"Its funny you should mention that, Sir," I said. "I can almost tell you exactly the day, but I'll have to spin a dit so you can understand." "Fire away Chief," he said, carefully wiping his top lip after

sipping from the solitary steaming cup of coffee on the desk.

"When I joined the Navy Sir, "I began, "Life suddenly became a new ball game with lots of tried and tested rules applying to it. The fairness of the rules was never considered, rules were rules, no shades of grey, strictly very black and white. They were very hard to live with but people knew EXACTLY where the boundaries were. There were rules of behaviour between ranks, rules for the type of haircut, even rules about how to fold your bloody underpants. Apart from the rules, there were other types of things occurring to which civilian populace was never made privy. A Hammock was suddenly an almost permanent appendage, fire hoses were used as alarm clocks all year round and your clothing became of supreme importance, because someone always wanted to see it laid out three miles away from where it normally resided. Yes Sir, things were definetely different. BUT, and this is the biggest BUT, the most significant changes occured between *Homo sapiens* (or *Homo erectus*, depending upon whether you'd been drinking the tea in the cafeteria). Any man with a 'hook' on his shirt was spoken of in hushed tones and ALWAYS called SIR. Two 'hooks or three buttons enabled these celestial beings to hover over lawns and flower beds. The approach of an OFFICER was almost a religious experience."

The 'man' wiped away a lick of coffee from his top lip and took a none too discrete shuftl at his RN, Navigators for the use of, wrist watch. I continued.

"This wont take much longer Sir," I said. "Well Sir, many years have elapsed, it is now a balmy, sunny morning in the South China Sea and the good ship Melbourne is slopping along at a teisurely plop. It is idyllic and no ringbolts have rusted off the deck for almost three days. The area behind the island and adjacent to the ships crane is the sacrosanct domain of the flight deck Handlers party. As was his normal routine the two end a half ringer Flight Deck Officer is sitting on the big ready use locker with his back to the island. Big bum firmly anchored on the lid, torso leaning slightly forward, arms spread, bracing his weight on the locker top, and legs swinging, left, right, left like a pendulum. Forming a small sycophantic group in front of him stood the Flight Deck Chief, Flight Deck P.D. and a Leading Hand.

Continued page 7

While they are all chatting and formulating ideas to give the spanner wankers the screaming 'heebies',



Big Bum - firmly anchored to the lid.

two young sailors placed a large fanny of limers in their near vicinity and then promptly disappeared below decks. After they had shot through, the FDO, from his elevated position noticed that the limers didn't have any ice in it. Legs still swinging, he reached a command decision. "Chief!" he said. "Naval Airman Flower is sitting on his duff in the Flight Deck Locker, send him down below to get some ice for the limers."

Being a good Chief, the Chief repeated the instruction to the PO standing alongside him. Being a good PO, the PO repeated the instruction to the Leading Hand. The leader, not finding any one he outranked in his immediate orbit, doubled away in the general direction of the Flight Deck Locker to relay the instruction to Naval Airman Flower.

Five long minutes later, the red faced leader returned to the group. "Has Flower gone for the ice?" asked the FDO. "No Sir," said the leader, "he said to tell you he's reading a yippee and you can all go and get stuffed." With legs still swinging the FDO said "Who else can we send, Chief?"

That Sir, was the time when I decided not to re-engage." Well, I guess my story must have moved the man, he'd dribbled cold coffee on his tie.

JagPeAg

From the Ed. If you send in a dit for this section, please try to keep it down to no more than one and a half typed pages, or one page if you send in a cartoon. TAI

GEORGE BLONDEL MEMORIAL YULEFEST

Don't forget July 14th.

Make your bookings now for the 1990 Yulefest. This year in conjunction with hosts the RDFWA Shoalhaven Contact Group, we join the Association of WRENS and the Naval Association to enjoy traditional winter fare and to renew old acquaintances. The venue is the Bomaderry Bowling Club. The cost for "roast, plum duff, etc" is \$20.00 per head.

We must have numbers by 6th of July. Contact the Social Secretary now on 044 217945.

See page 12 for the booking form. Some lucky person must win the Toyota box prize.



PAGE 7.

• One of the "penalties" of winning the Toyota box prize at the RDFWA dinner is: having to model the contents. Fleet Air Arm Association Secretary, Jim Lee won the honour for 1989 and is seen here caught in the act.

SEA YENOM WZ937 RESTORATION STARTS



A team of five consisting of, Team Manager,

Tony Penno, with Bob Cronin, Wally Weber, Shane Penno and Peter Dawson started restoration of Sea Venom WZ937 on Sunday 20th May. This particular Aircraft will only be restored to static display configuration. The target date for the A/C to be finished and ready to move into the new Museum complex is December.

On initial inspection of the A/C we were appalled at the state of the front (wooden) part of the fuselage, which unfortunately has deteriorated to the extent where pieces will have to be cut out and the holes filled with expanded foam or some such material. All of the fabric covering the front part of the fuselage will have to be removed and the whole area treated to stem off further woodrot and then sealed. Several ideas have been bandied about on how then, to bring the nose section back to looking like new. The metal part of the fuselage and wings shouldn't cause too much of a problem once we stem the flow of corrosion. However, we were extremely pleased to find that the cockpit was complete right down to the ejection seats and parachute packs, although there was about an inch or 30mm (for the youngsters) of water in the bottom of the cockpit.

We were also astounded to find that the main accumulator had 1100 psi and the brake accumulator about 800 psi still in the systems, and to our knowledge the A/C hadn't been touched for about 4 years.

At this point we should thank the guys from the Historic Flight, for the terrific help that they gave us initially in setting the A/C up, supplying storage shelving and all the rest of the paraphernalia that we need.

We are keeping a full pictorial log as well as a video of as much of the work carried out as possible with the thought that it may help someone else with ideas, etc. when restoring other A/C.

When the A/C eventually gets to the Museum, it is going to be set up in a maintenance situation so that visitors to the complex will be able to see into the cockpit as well as being able to see most of the power plant.

In the next issue of the Newsletter we will bring you up to date with what has happened and at what stage of restoration we have reached.



Hertz

*Kevin Longford
Manager*

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→ FAA 42nd ANNIVERSARY DINNER ←

Don't forget **AUGUST 31st**, write it on the fridge calendar **NOW**. The maximum persons that we can seat in the Senior Sailors Mess for this Dinner is 140, so we are afraid that it will be first in first served. The cost for the function is \$20 dollars per head and we must have by the **10th of August** a deposit of \$10 dollars per head.

If you attended the dinner last year you will remember that it was a great night and the food was excellent. See page 10 for the booking form.

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GANNET XA434 RESTORATION STARTS



The Gannet A.S. Mark 1 S/No XA434 has been moved from the static display area of the Museum to outside "J" hangar to be restored for public viewing in the new Museum complex. The aim of the project is to strip the old finish from the aircraft from the spinner to the tail plane and to endeavor to get the wing fold mechanism to function again.

Personel working on the aircraft to date are as follows; Don Parkinson (team manager), Frank Birtles, Commodore Partington and Commander Chris George. Don is looking for anyone who would like to help out on this project. You can reach him on 044 218695. If you are interested and can spare a few hours any week end please give Don a call.

Work started on the A/C PM Friday 18th of May with assistance from Chris and Frank. The three happy workers managed to strip back to bare metal the whole of the Port side tail plane. Next day, the Commodore, Chris and Don worked the whole morning and were able to accomplish the stripping of the Stbd side tail plane - Stbd side fuselage back to the rear cockpit and the upper surface of the Stbd main plane.

To their suprise they found that after all those years of exposure to the elements, the old alclad surface has resisted any major corrosion. This should allow restoration to run smoothly, with skin and panel replacement kept to a minimum.

Once again, anyone interested in helping out, please get in touch with Don on the number given earlier in this article.

This Aircraft as well as the Sea Venom must be finished by December this year to be placed into stage one of the new Aviation Museum.

WE NEED YOUR HELP

RDFWA NEWS

Little to report this edition as your RDFWA Shoalhaven Contact Group Secretary Chips Gray has been absent in Tasmania and the Group Chair man Neil Gage has relocated to somewhere in the scrub north east of Nowra. Where ever it is Telecom can't find it. When they do Neil will get his phone back on. In the meantime contact Chips Gray on 416006 or send correspondence to PO Box 548 Nowra 2541.

Very short and sweet from Chips this edition.

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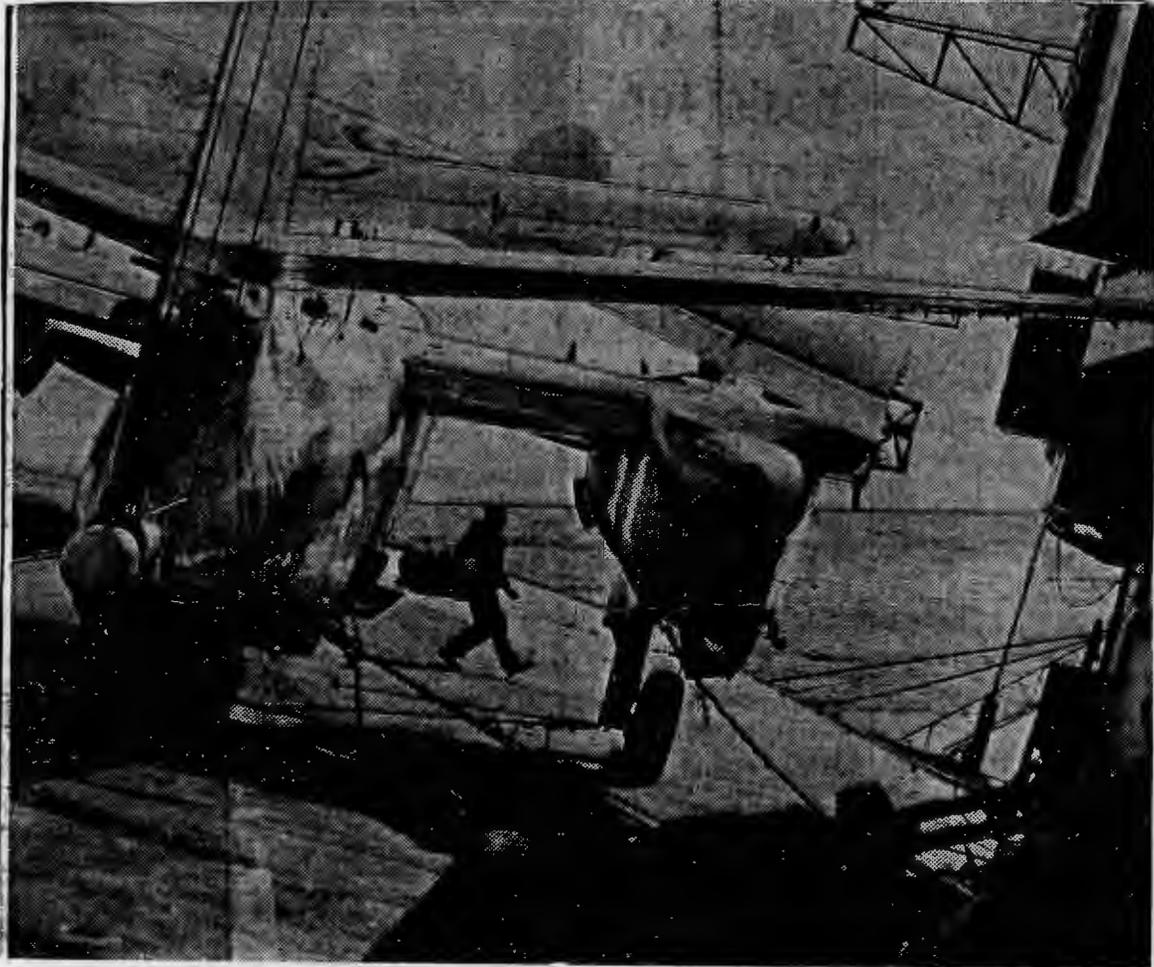
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HOW MANY REMEMBER THIS ?

Clue; there were a series of three other pictures taken in 1980. Details next issue.



Something else to get members involved. If you have clear pictures or press cuttings and wish to participate in this segment, please send them to the Editor with the question to be asked. If you wish to have the pictures etc returned please send **STAMPED SELF ADDRESSED ENVELOPE**. We must have your input to make this work.

FAA 42nd ANNIVERSARY DINNER

**AUGUST 31st
BOOKING FORM**

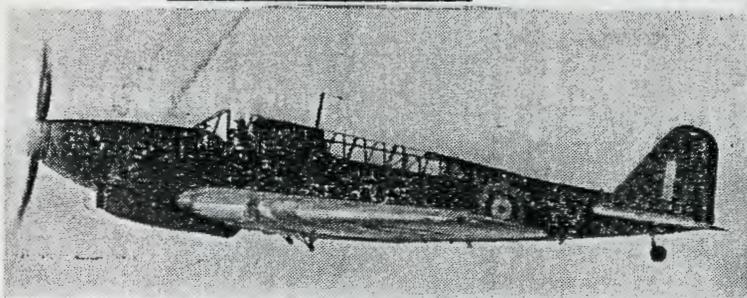
TO; The Social Secretary, PO BOX 28, NOWRA NSW 2541.

NAME.....BADGE No.....

Please book seats for persons for the FAA 42nd Anniversary Dinner

Enclosed is cheque/money order for \$

FLEET AIR ARM TYPES OF THE PAST THE FAIREY FULMAR



In 1937, as an interim measure between the Osprey and the Skua, the Admiralty ordered, straight from the drawing board, the Fairy P4/34 and subsequently named it the Fulmar. It had a crew of two, a 6 hour endurance and a maximum speed of 230 knots.

In December, 1940, H.M.S. Pegasus, equipped with three Fulmar fighters, joined a convoy with the express object of destroying German long range Focke Wulfs, which were attacking and reporting convoys. The aircraft were to land on any convenient airfield in Northern Ireland or on the sea if circumstances warranted it. "Pegasus" was thus the forerunner of the later C.A.M. ships.

Outside the Mediterranean the Fulmar was little used before the end of 1940; in that theatre, however, they were very successful against Italian reconnaissance aircraft and the slower bombers, but they did not have a sufficient margin of speed for interceptions involving a climb or a chase. They were also less manoeuvrable than the Italian CR 42 and therefore not always successful against this aircraft. The Fulmar's armament consists of eight .303 inch guns with 1000 rounds per gun and a 500 lb bomb.

In 1940, 37 Fulmars were operating. In 67 combats, 23 Italian aircraft were shot down for the loss of one Fulmar. In 1941, Fulmars were embarked in H.M.S. Victorious and took part in operations against the Bismark and also attacked German held airfields in Norway.

As increasing numbers of American aircraft were received, so the Fulmar gradually went out of service. By April, 1944, only 4 were still operational, compared with a total of 86 just two years previously. The direct successor of the Fulmar was the Fairey Firefly and the fact, soon again, one of the later marks will be flying from the Historic flight is a tribute to the soundness of the basic design.

ANNUAL SUBSCRIPTIONS

Have you forgotten your annual subscriptions? In the last edition of the News Letter we published a list of badge numbers of members who weren't up to date with their subscriptions. The response was reasonably good. This addition we are going to list the badge numbers and names, just in case you have forgotten your badge number. This list is correct up to the 20th of June 1990. If you have paid since then please disregard.

20 / R.F. Martin, 39 / G.W. Lee, 74 / F.L. Duggin, 76 / W.E. Waters, 80 / C.B. Edwards, 82 / M.J. Edgar, 84 / B.R. Bounds, 87 / D.F. O'Reilly, 92 / H.B. Link, 100 / A.C. Morley, 105 / A.B. Gullik, 109 / D.R. Porter, 110 / W. Bennett, 114 / D. Laird, 115 / G.T. Parkes, 118 / R. Lee, 130 / J.G. Pollard, 134 / L.A. Nowland, 143 / J.G. Napier, 155 / M.J. McInerney, 160 / J.R. Macartney.

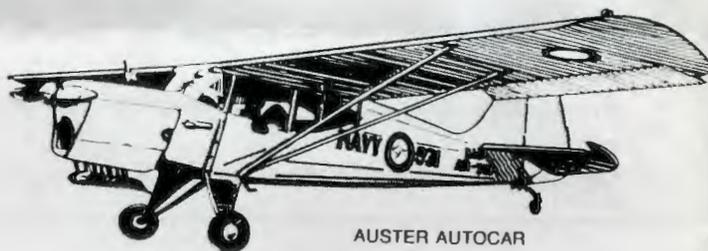
Some volunteers are needed to help out with a B.B.Q. at the Senior Sailors Mess on 19th of August 1990. The occasion is for the Jaguar Car Club which will be visiting the Museum and Albatross on that day.

GENERAL MEETINGS - SUBSCRIPTIONS

Members and prospective Members are advised that the next General Meeting will take place in September, details to be advised.

Annual Subscriptions are due on the First of January each year. The joining fee was increased from \$10.00 to \$15.00 for all new members effective 01 May 1990.

The once only joining fee was agreed by all states FAA Associations at a Federal conference in April 1990.



AUSTER AUTOCAR

1990 Yulefest

JULY 14TH

BOOKING FORM

To; The Social Secretary, PO BOX 28, NOWRA NSW 2541

NAME.....BADGE No.....

Please book seats for persons for the 1990 Yulefest

Enclosed is cheque/money order for \$.....

**Fleet Air Arm Association of Australia NSW inc.
Renewal of Membership**

Annual subscriptions \$15.00

**To the Honorary Secretary
PO BOX 28
NOWRA NSW 2541**

Please renew my Membership for 1990
Name. _____

Address _____

Subscription \$ _____
Donation \$ _____
TOTAL \$ _____



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**POSITION VACANT
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The Fleet Air Arm Association of Australia (NSW) inc. is looking for a person to take the above position. For further information please ring, Bob Cronin, Jim Lee or the Editor. Salary negotiable providing it doesn't go above \$0.00

**FLEET AIR ARM GOLD WIRE EMBROIDED
BADGE**

Badges are on black cloth. (NB: Not the official National FAAA insignia) Suitable for Berets, Blazers & Jumpers.

Members who ordered badges may collect same from Secretary now. If you are unable to collect personally please forward \$10.00 and a stamped self addressed envelope.



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The Museum of the Future

In July, 1987, the Heritage Trust agreed that a *New Museum Complex* was needed to provide the aircraft on display with protection from the elements and provide

a proper environment for displays of memorabilia. A *National Capital Campaign* to raise \$2.0 million commenced in 1987. Please give generously. *Donations are Tax Deductible.*

PUBLIC SUPPORT

The Museum depends upon public financial support to assist the volunteers to improve, update and preserve this heritage. As the biggest single tourist attraction on the South Coast of New

- ★ *Vintage Aircraft*
- ★ *Aircraft Engines*
- ★ *Aircraft Models*
- ★ *Photographic Displays*
- ★ *Exhibits of rockets, bombs, torpedoes and guns*

South Wales, with some 100,000 visitors each year, the staff of the Museum and Historic Flight accept a monumental task. So generous public donations are not only welcome they are very necessary.

- ★ *Displays of Theatres of War*
- ★ *Souvenir Shop*
- ★ *Free Parking*
- ★ *Free Picnic & Gas BBQ Area*
- ★ *Group Tour Bookings*



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