

FLEET AIR ARM ASSOCIATION of NEW SOUTH WALES

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SLIPSTREAM



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EDITORIAL

You may have noticed that the first two pages of the last edition of Slip Stream were sufficiently different for us to warrant a complete begin again think tank on how to present this publication to you for your maximum enjoyment.

John and I have been at it for the past three months, spending many a hair pulling afternoon trying to figure out the best way to go. We have tried several different computer programmes, tried different ways of putting the publication together, so we now hope that we are at last on to a worthwhile format.

One of our prime problems has been the printing, both from the computer and the final print. We are fairly certain that the computer side of the printing has been overcome to the stage where at least the master copy looks pretty good. At this stage we don't know how the final product will come out of printing, but we are keeping our fingers crossed that it will be a lot better.

I've said before that I would not advertise any more open days (activity days) out at the Museum simply because every time I mention it, it gets cancelled. Well any way in for a penny in for a pound, its on again on Sunday 3rd of November. The Association will be manning the usual sausage sandwich stall near the main Museum complex plus a Hot Dog stall down near "D" and "E" hangars. Please let Bob or Jim know if you can help out. Remember the more help we receive, the less work involved for every one.

I see all the Trackers have been bought up from the

bomb dump area and parked along side "D" and "E" hangars ready for disposal. It still makes me wonder why they aren't still flying up around the North of Australia doing the job which they were doing a few years back. Having had a quick look at some of them, it really is disgusting the way they have been left to the ravages of the elements.

In the last edition we asked if any one had any old 16mm films relating to the Fleet Air Arm, it seems no one has, but, what about those old standard 8 or super 8 home movies. If you have, and would like them put onto video, send them to us along with a video cassette and enough postage to send them back to you. We would also want the right to be able to put any Fleet Air Arm footage on to one of our master tapes. The reason we are asking for these movies etc, is to make up a library of as much Fleet Air Arm activities as possible.

Till next time Ed

SECRETARY'S REPORT

I must agree with our President that non-attendance at general meetings by the members living locally is a matter of concern. I am not convinced that reducing the numbers of financial members required to form a quorum is a viable solution.

Despite the growth in numbers of the NSW Division, only 15 members attended the last general meeting. This indicates interest overall but apathy locally. It has often been said that many ex-birdies who retire locally are too close to Albatross, the museum and service life generally. They are not convinced of a need to take an active role in an ex-service organisation when the trappings of their former careers are still around them.

Serving personnel at the Air Station are even more difficult to attract to our ranks. It would appear that a more positive promotion is required by all committee and members, particularly those employed at RANAS.

Our greatest need is to acquire a headquarters from which to operate. Ideally it would be a shopfront location in the heart of Nowra where our presence would be in the public view.

The executive are currently studying a draft copy of the National Constitution, input is required prior to its presentation at the National Conference in Adelaide on October 19th 1991. *Jim Lee, Secretary*

**** 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.*

REGULAR DEFENCE FORCE WELFARE ASSOCIATION NEWS

The combined FAA Association, Naval Association, WRENS Association and Shoalhaven Contact Group RDFWA Yulefest Dinner for 1991 has come and gone.

These mid-winter dinners just get better every year and the only complaint heard, was that the meals were too big.

MC for the night, Neil Gage, Chairman of the Shoalhaven RDFWA Group, once again kept the gathering well entertained.

Everyone present vowed to return for the next one in early July next year.

It was a fitting memorial for the late George Blondel, BEM.

Regular RDFWA Updates in the local press continues to keep the Shoalhaven Contact Group in the public eye.

Proof of this, is the increase in the number of veterans who have recently approached us for guidance.

Anyone requiring assistance or advice should contact one of the following:

Chips Gray (044) 416006

John Arnold (044) 232014

Neil Gage (044) 460484

It is important that any veteran wishing to lodge a claim, either in the Department of Veteran Affairs or Commonwealth Compensation, should speak to an experienced RDFWA Advocate first.

By far the greatest number of unsuccessful claims, are the result of incorrectly prepared initial documentation and insufficient supporting medical records.

Currently the RDFWA at the local, State and National level, are working on a wide range of subjects that concern veterans. The following are just a few of many:

- * Integration of Repatriation Hospitals into the State system.
- * Review of criteria for eligibility for Veterans Affairs entitlements and Service pensions.
- * Monitoring Government interest in the possibility of establishing two levels of CPI. One for those in employment, and another one targeted at retirees. (We all know what happened with the 2% fiasco)

* Maintain an input into the proposed Defence Forces Compensation Scheme which is expected to replace the current Commonwealth Compensation (COMCARE) for the services.

The RDFWA believes that we don't need this change, but rather change Veteran Affairs legislation to allow that department to assume responsibility for all service caused conditions be they war caused or otherwise.

The RDFWA covers a wide range of topics and assists serving as well as retirees of the Australian Defence Force.

Chips Gray. Welfare Officer.

SEA FURY RESTORATION REPORT

The restoration of the Fury is progressing slowly but surely. The engine is now stripped down to the crankcase. Four of the cylinders were seized onto the sleeves and pistons but with patience and some most unorthodox methods we finally removed them.

The tail section and centre fuselage section have been inspected and primed and parts are starting to be re-installed. We are still stripping out the forward fuselage section of all parts and controls before glass blasting and structural checks.

I'm sure some of the people who installed some of these units had double jointed arms and fingers two foot long.

We are having some minor problems with organising suitable rivets for panels on the centre wing section but I'm sure we will overcome this in due course.

Oscar Harper - Team Manager.

SYCAMORE RESTORATION REPORT

Now that the Gannet is 'all but' finished we are applying a concentrated effort to the Sycamore.

The approach is much the same as our previous effort, however the task is made a lot simpler because areas of the aircraft are more accessible.

The intention is to give it a cosmetic job and put it on display minus engine cowls to allow the public to appreciate the mechanics of the aircraft.

Don Parkinson - Team Manager.



THE BELL BOTTOM SAGA

Over the years, the RN in particular have trialled quite a few different uniform designs for the Navy.

Many debates have raged over a beer or two between the traditionalists and the contemporaries, with several historical half truths being advanced in argument.

It will be claimed that bell bottoms were designed to enable sailors to roll them over their knees when scrubbing decks.

Without a doubt the wide legs made this easier to do, but historians give another explanation.

For centuries it was the practice for sailors to provide their own clothing, this usually meant making it themselves.

A bolt of serge material measured 54 inches across and to use it with a minimum cutting, trousers were designed to allow for 25 inches around the bottom of the leg, thus simplifying the task of making them.

Many wearers of the bell bottoms, jumpers, blue collars and white fronts have criticised the uniform as being outdated, uncomfortable and having too many 'fussy' pieces.

It has been condemned by some as a relic of the past and as outdated in the missile and nuclear age as sailmaker's needles, leadlines and holystones.

The 'silk', or black scarf worn around the neck, was thought to be a sign of perpetual mourning for Nelson. It is in fact much older than Trafalgar.

Long before that famous battle it was being worn in action, either around the forehead to stop perspiration running into the eyes, or about the neck as a sweat-rag.

Until 1935, it was indeed a square of silk with the diagonally opposite corners knotted behind the neck, this in theory provided something on which a drowning man's rescuer could use as a handgrip.

In that year, a rectangular silk was introduced and regulations required that the ends be stitched together to form a loop, but since 1942 it has been made of man-made fibres.

Until little more than a century ago, the RN had no official uniform. In the 19th century, white trousers, blue jackets and tarpaulin hats became the 'customary dress' and could be obtained from pursers stores, any so cal-



led 'decent clothes' would pass muster in most ships.

Some Captains introduced uniforms of their own design at their own expense for at least part of their ship's company, usually the crews of their gigs.

The sailors added embellishments of their own, such as piping of silk or canvas at the seams of their jackets, rows of bright buttons and gaudy hat ribbons.

The Captain of HMS Harlequin, in 1820, was considered as only eccentric when he identified his sailors rowing him ashore by dressing them as harlequins.

Captain Washington of HMS Blazer, in 1845, had his boats crews attired in blue and white striped jackets, giving a new meaning to the name of his ship.

In 1857, the seamen's uniform was finally established and although many changes have been made since then, the main features of the present day date from that time.

A great deal of latitude was, however, still allowed and forty years later the Admiralty was complaining of the 'considerable laxity in observance of the instructions laid down in uniform regulations'.

Even in the early 1900's, many men still made their own uniforms. The period set aside to carry out this chore, was Thursday afternoons when 'Hands to Make and Mend Clothes', was piped.

Despite the efforts of vigilant officers, sartorial deviationists still found the opportunity to depart from the official limitations, especially in the dress worn for shore leave. ('Tid' suits and 'Tighter Mr. Sinbad'.Ed.)

The dandies of the Fleet sported trousers with bell bottoms twice the approved width, 'flannels' were cut low on hairy chests and embroidered with flowers.

The really snappy dresser of the time had a circular mirror in the crown of his straw hat. This enabled him to make periodical checks to satisfy himself regarding his appearance.

The short blue jackets with brass buttons introduced in 1857 were withdrawn in 1891, and the black tarpaulin hats with cap ribbons around the crown, hence the name 'Jack Tar', went at about the same time.

Straw sennet hats were abolished in 1921 and replaced in hot climates by pith helmets, which were withdrawn about 1942.

THE REMARKABLE STORY OF SABOTAGE IN AUSTRALIA

The Melbourne newspapers of 20th January, 1945, carried a picture of a train derailment at Wangaratta, under the heading 'This is what happened when gun hit platform'.

The picture and the news was then two days old, apparently due to censorship regulations, but behind that simple statement lay a remarkable story of deliberate train wrecking by enemy aliens in Australia.

Major-General C.A.Clowes immediately assembled a Military Court of Inquiry to hear the evidence given at the Railways Inquiry, as well as that given by Army witnesses.

At that late stage of World War 2, the fixed defences of the Australian capital cities were being dismantled and weapons stored in various Ordnance depots. Numerous 3.7 inch anti-aircraft guns were being railed to a storage depot in the Sydney area.

On Wednesday, 17th January 1945, anti-aircraft guns were loaded, barrels leading at Melbourne Goods Yard, each in a four-wheel truck, and formed part of the composition of the fast goods to Sydney, which left Melbourne Yard at 9.25pm.

On this occasion, the load, equal to 50 wagons and van, was auto-coupled throughout and was permitted to run at up to 45mph.

The trucks carrying the guns were placed towards the middle of the train load, riding in the van was an escort of Artillery NCO's, they had been picked at random from a draft awaiting movement North.

The escort arrived at the yard during the afternoon, ascertained the time of departure and headed for the amusements of the city, they returned to the train shortly before starting time. The guard informed them that it would be a non-stop run, so they made themselves comfortable for the long trip.

Due to problems with the locomotive, stops were made at Wallan, Seymour and Benalla. In addition, there had been two signal checks in the suburban area and a further five minutes were lost at Glenrowan.

While the train was at Benalla, it was inspected by a train-examiner, who testified that the guns appeared to be securely lashed in their respective trucks and that the barrels were in a horizontal position. The highest point of each gun was 13ft 9inches above rail level and the train here passed under a low footbridge, the underside of which was 14ft 9inches above the rails.

At 4.24 am, the signalman at Wangaratta, who had come on the platform to retrieve the 'safe-working-token' after the passage of the train, was amazed to see a shower of sparks as the train passed under a signal bridge about six chains on Melbourne side of the station. This was immediately followed by erratically weaving trucks, which appeared to be heading for where he was standing outside the signal-box. He very wisely hurdled the gate at the back of the platform and didn't stop running until he reached the Station Master's house.

The members of the Army Court arrived to hear the preliminary evidence of the signalman and the train crew. The inquiry adjourned until the following day, when an inspection of the scene was made in daylight, and further evidence and statements were taken.

The damaged guns were returned to Melbourne and dismantled at the Army workshop.

One fractured shaft was subjected to metallurgical examination by Railways and Army experts, both parties agreed that the fracture was caused by impact and not fatigue or other weakness. This indicated that the barrel had been elevated prior to striking the bridge and the design of the elevating gear ruled out the possibility of the barrel working up from vibration. In any case, the elevating and traversing handles had been lashed when the gun was loaded at Melbourne and the locking pin was in place.

The corporal in charge of the loading gang inspected the lashing and, supported by two of his men, denied on oath, that the method of twitching the ropes was that used by his gang. An inspection of their work confirmed this point.

The suspicion that the gun had been tampered with in transit was now becoming a certainty and the question became one of deciding who was responsible and at what stage of the journey the interference had taken place.

Several days before the derailment, a number of German Naval officers from the raider "KORMORAN" had escaped from a camp for prisoners-of-war in the Goulburn Valley. Most were recaptured within a couple of days but two managed to reach Albury before being picked up in the railway yards on the day after the derailment.

This significant piece of news could be the lead the Army investigators were after, because, up to this point, the Court had been fed with a mass of confusing evidence.

The parties concerned with the loading of the guns in Melbourne were of somewhat doubtful origin, the crane driver was an Italian and the loading party,

although members of a friendly Alien Labour Company, were all Germans.

A question that none of these witnesses could answer satisfactorily was the reason for the guns being loaded in the trucks with the barrels leading. All were very vague on this subject but were agreed that someone had said that they rode better that way.

In addition, the two members of the escort swore that the train had not stopped between Melbourne and Glenrowan, where they had left the van and inspected the guns, which were still in the horizontal position. When it was pointed out that the guard of the train had not seen them leave the van or return, they explained that the guard had left the van before they did and had returned after.

After one of the NCO's had been shown a speed recorder chart (although not from the train in question) he changed his mind and said "All right, we did sleep the whole way." His companion, however, when recalled, claimed that the previous witness was an awful liar and that the train had run non-stop to Glenrowan, where they had both left the van, walked over the ballast for about 300 yards, climbed into the trucks, checked the lashings and then returned to the van—all this in about five minutes.

It is not known what finally happened to these two, but the Court recommended that they be dealt with for wasting the time of the Court—probably on the good old Army dragnet charge of conduct to the prejudice of good order and military discipline.

However, to return to the prisoners-of-war. A likely reconstruction of the events leading up to the derailment is as follows:—Benalla was the nearest large railway yard to the camp from which the prisoners had escaped and was an obvious choice for escapees who wished to 'jump-the-rattler'.

The mountain ranges in the vicinity of Glenrowan are visible from the Benalla area and to the strangers, could possibly indicate the site of a tunnel, where an elevated gun could cause maximum havoc.

It is reasonable to assume that the escapees would have been in the vicinity of the railway yard before the arrival of the train, observed the guns and decided on a certain course of action.

It appeared that the elevation of the gun was the work of someone familiar with artillery weapons, particularly as the locking pin had to be located and removed in the dark. As the 3.7 - anti-aircraft gun was a standard British weapon used by their Army in France prior to Dunkirk and by the Merchant Navy, it was reasonable to assume that the German Naval officers would have a working knowledge of the gun.

All other factors considered, it appeared highly

probable that the damage had been caused by the escapees but, when questioned, they naturally denied any knowledge of the matter.

As Australia adhered rigidly to the terms of the Geneva Convention, a rubber truncheon could not be used to jog their memories, their only punishment for the escapade was 28 days detention in Melbourne Gaol for escaping from lawful custody.

And so ended, perhaps inconclusively, an inquiry into what was probably the only case of deliberate train wrecking by enemy action in Australia.

In retrospect, one must admire the resourcefulness of those responsible, they saw an opportunity of disrupting their enemy's communications and acted on it. In a reversal of roles, maybe we would have done the same thing ourselves. *Published by kind permission of the Atomic Ex-Serviceman's Association.*

WZ895 RESTORATION

Work has at last begun on Sea Venom WZ895. It is intended to bring this aircraft back to the flight stage. We envisage it will take some two to three years at least to get this aircraft to the flight stage.

Unfortunately some two years ago the aircraft was nearly completely stripped and the components have just been laying around in the corner of "D" hangar gathering dust, trodden on and generally knocked about.

Our first problem was to clear the area around the aircraft to at least give us some work space. This was not easy as there were a lot of bits and pieces belonging to other aircraft stacked all around it. The problem was finding space to put all this equipment and components near their respective aircraft.

Work finally commenced with the removal of the stbd outer mainplane. The next item on the agenda was to start removing all of the control cables. Now those people who have worked on Venoms would remember the scars received on the back of the hand whilst trying, in sometimes impossible positions, to remove the lock wire from the turn buckles.

Bob Cronin and Jules Ducret have started removing black boxes etc and I'm sure they are going to have a lot of "fun" testing through or replacing all the electrics in the aircraft.

We still need an Armourer to join the team, not only to work in his own trade, but to help with the rest of the aircraft. Any one wishing to help, we can guarantee the excellent pay of zilch, plenty of skinned knuckles and barked shins etc and a lot of "fun".

Tony Penno - Team Manager.

SPIN US A DIT

Dear Admiral,

It is with regret that I write this letter to you. I regret that such a small misunderstanding could lead to the following circumstances and in haste in order that you receive this report before forming any preconceived notions from reading of this incident in the press. I am sure that the local newspapers tend to overdramatise their reports on such incidents.

We were just about to enter the river and the ship had embarked the pilot. I was on the bridge roof with my usual staff. The signalman was on the flag deck having just changed over the Golf flag meaning "I require a pilot" to HOTEL meaning "I have a pilot onboard". He was a new signalman and this being his first trip he was having difficulty rolling up flag GOLF before stowing it. My Yeoman therefore proceeded to instruct him on the correct method of rolling up a signal flag. Coming to the last part of the instruction he told the signalman to "let go". The lad although willing enough, was not too bright and this necessitated the Yeoman having to repeat the order in somewhat louder and sharper tone. "Let go" he shouted.

At this moment the First Lieutenant appeared on the bridge wing and thinking that the order referred to the anchors he repeated the order to the FX Officer. The port anchor, having been cleared away but not veered out ready for letting go was promptly slipped. The effect of letting the anchor go while proceeding at 10 knots proved too much for the capstan brake. The entire length of the port cable was thus pulled out by the roots, depositing the anchor, 8 shackles of cable, and the deck clench on the river bed.

Whilst this was happening, the braking effect of the port anchor naturally caused a sheer to port - right towards a swing bridge which spanned a branch of the river.

The swing bridge operator showed great presence of mind by promptly opening the bridge to my ship. Unfortunately he did not think to stop the vehicle traffic. The result was that the bridge opened and deposited a Volkswagen, two motor cyclists, and a cattle truck on my FX. My ships company are at present rounding up the contents of the cattle truck, which I gather from the noise outside my cabin, are pigs.

In his haste to stop the ship the FX Officer then dropped the starboard anchor, too late to be of any practical use as it fell directly on the swing bridge operators control cabin, a poor reward, I fear, for his quick action in opening the bridge.

After the ship had begun to sheer to port I rang on

"Full Astern". The OOW also personally rang the engine room to verbally confirm the order. The OOW was informed by the Engineer that the sea temperature was 61 degrees Fahrenheit and was asked whether there was a movie on tonight. The OOW reply, while colourful, would not add much to this report.

It is strange, but at the time the port anchor was dropped there was a power cut ashore. I am not sure whether this was due to the anchor snagging an underwater power cable or the parting of the overhead wires by my foremast. Owing to the blackout ashore it is impossible to tell.

Up to now I have confined my report to the activities forward. Down aft they were having their own problems. At the moment the port anchor was let go the Quarterdeck Officer was supervising securing the tug alongside. The sudden braking effect of the port anchor caused the tug to run under the stern of the ship - just at the moment the propellers were beginning to answer my order for "Full Astern". The prompt action of the Quarterdeck Officer in securing the towing spring delayed the sinking of the tug by several minutes, thereby allowing the safe abandonment of that vessel by her crew.

It never fails to amaze me, the actions of foreigners in a moment of crisis. The pilot huddled in a corner of my day cabin crooning to himself after having drunk a bottle of whiskey in a time worthy of recording in the Guinness Book of Records. The tug master, on the other hand, reacted quite violently and had to be forcibly restrained by my steward. He is at present handcuffed in the Sickbay where he is telling me to do all sorts of impossible things with my ship and my person.

Enclosed with this report are the names and addresses and the details of the Insurance companies, of the motor cyclists and the drivers of the vehicles that fell onto my FX. These particulars will enable you to claim for the damage caused to the guardrails, fans, deck, and turret when they landed there off the swing bridge.

To conclude this report I wish to point out that this whole situation could have been avoided. Had the Signalman not been on his first trip and had more experience, he would have realised that it is not necessary to fly the pilot flag at night.

I have the Honour to be Sir,

Your obedient servant.....

And then there was the cannibal who left home because he'd had a gutful of his relations.

DEVELOPMENT OF BRITISH NAVAL AVIATION AND THE AUSTRALIAN FLEET AIR ARM

Part 1 IN THE BEGINNING Cont.

On 1st June 1942 a B26 crashed on landing and was almost completely destroyed by fire. A RAAF Wing Commander G.F. Eil and a USAAC Sergeant sustained injuries and burns, WG CDR Eil later assumed command of RAAF Station Nowra in November 1943, the crash led to extension of the runways and works on access perimeters. On 14th April 1943 two Beauforts collided over Jervis Bay whilst practicing formation torpedo bombing. Both RAAF crews were killed.

In July 1944 RN authorities inspected RAAF Station Nowra with a view to establishing a FAA torpedo bomber and fighter base to accommodate 90 A/C and 1881 (later 2012) personnel.

On 9th September that same year No 73 Squadron disbanded and on 15th September RAAF Station Nowra ceased to function. It was officially disbanded one month later. The RAAF BTU remained on station as did a USN Torpedo Unit; the latter being responsible for the routine maintenance of a stock of 2 - 2 4 inch Mk X111 torpedoes.

On the 15th October 1944 the RN FAA took control of the Nowra facilities. The first RN party to arrive was No 6 Mobile Air Torpedo Maintenance Unit which set up near the BTU in December 1944 and began a course with the USNTU on the Mk X111 torpedo. This torpedo was carried by the Grumman Avenger A/C with which the TBR Squadrons of the British Pacific Fleet were to be equipped.

The personnel of MONAB 1 arrived at Sydney on 18th December 1944. They were accommodated at Warwick Farm until the 1st January 1945. Their equipment had arrived on 24th December previous and was unloaded and transported with assistance of the RAAF which provided vehicles, drivers and labour. Thus they were able to commission Air Station Nowra on 2nd January 1945 as HMS Nabbington under the command of Captain G. Nunnerly RN.

THE BRITISH CONNECTION

Bearing in mind that Nowra was intended as an emergency airfield with a projected life of two years, facilities were very limited. One month was allowed for personnel to settle in, unpack equipment and prepare for the arrival of the first British Carrier Borne Squadrons.

Meanwhile, six Miles Martinet target tug aircraft arrived and were test flown and allocated to 723 Fleet Requirements Unit Squadron. Initial serviceability was very poor, due to lack of spares and tools, also their utility in the target role for ship to air gunnery was limited by a lack of monitoring cameras. Firing ranges for air to surface gunnery, rocketing and bombing were prepared or improved at Curarong and Beecroft Head, but a bombing range at Jervis Bay was delayed in its completion by a decision to use the bay as a fleet anchorage.

The first Squadrons arrived at RNAS Nowra on 9 February, when Corsairs from HMS Illustrious and HMS Victorious were flown in, followed by Hellcats from HMS Indomitable and the Avengers from all three ships plus HMS Indefatigable - a total of over 120 fighters and torpedo bombers thus being accommodated by an organisation intended for the support of 90 torpedo bombers. *Continued next issue.....*

TRACKERS FOR BRAZIL

The Brazilian Navy have shown an interest in purchasing eight airframes, as a result, they sent an inspection crew to RANAS in August and selected the airframes they consider to be the best. The Brazilians run a number of S2E Trackers, the first of which has been converted to an S2T (re-engined with turbo props) and is currently undergoing flight trials and carrier certification. The Australian airframes are required to undergo a rework in Brazil and ultimately will be converted to S2T's.

The selling agency, Hookway Aerospace, has set up an engine overhaul facility and leased a hangar (the ex National Safety Council facility) at West Sale. Two Wright Cyclone R1820 82's have already been overhauled and two propellers refurbished at this facility.

The current plan is to install the two engines and props on an airframe at RANAS and with a portable radio and navigation fit, ferry fly the aircraft to West Sale. The ECU's, props and radio fit will then be uninstalled returned to RANAS to be fitted to the next airframe. It is hoped to move 10 airframes in this manner.

Further to the pending Brazilian sale, Hookway Aerospace intends to refurbish two airframes for which Mr Hookway has various plans. These two airframes will be kept in country and will ultimately be converted to S2T's

The first aircraft to be moved to West Sale is programmed for late September or early October.

Article submitted by Lt. Liz Waddell, Public Relations Officer, HMAS Albatross.



CONTACT COLUMN

INDEFATIGABLE ASSOCIATION.UK

Dear Shipmates,

CORAL SEA ANNIVERSARY - NSW - 1992

Indefatigable Association comprises approximately 250 ex-members of Squadrons and Ships Company of HMS Indefatigable, British Pacific Fleet 1945.

As you may know we were the first British Carrier to be hit by a Kamikazi, and were finally present in Tokyo Bay at the Japanese surrender.

Approximately 50 of our Association Roll Call are resident in Australia. They meet regularly, and march in the Anzac Day parade under the Indefatigable Banner. Ted Tisdale, of 8 King George Parade, Forster Keys, NSW, 2428, looks after the Australian Indefatigable Section.

Two years ago quite a few of the Australian shipmates travelled to UK for one of our Reunions. Next year a group of us are planning to come to Australia and march under our Indefatigable Banner, alongside our Australian shipmates, in the Anzac Day and Coral Sea celebrations.

We have been informed of the Nowra activities in the week May 3-9, and we are hoping to get to Nowra to participate in one of the main activities your FAA Association are planning.

I should say that many of our members, coming as they do, from 820, 1770, 1772, 887, 894 Squadrons, are members of the FAA Officer's Association.

Myself being ex CPO Air Fitter and subsequently LT.SO(AV) am a member of both organisations.

I am hoping to bring to Sydney with us, both our Indefatigable Standard and the Standard of the Birmingham Branch of the Fleet Air Arm Association - so both can be paraded at Anzac and Coral Sea activities.

I will ask Ted Tisdale to keep you informed, either direct or through Nobby Clarke of ACT regarding our numbers later on. We hope to finalise our numbers by the end of September this year.

Please let me know if you need us to register in advance and pay any subs.

Yours sincerely, Gerry Purnell, Hon. Secretary.

HMS OCEAN ASSOCIATION

I write to you as the secretary of the above Association to ask whether you have any Australian members who have a connection with our ship?

We have been in existence for four years and now have members from New Zealand, Canada and Belgium as well as our local members from the British Isles.

We meet each quarter at the Nautical Club in Birmingham and to date have had two Annual Reunions, one in Portsmouth and one in Birmingham.

At the moment we are arranging this years reunion, which is to be held at the Plymouth Fleet Club on October 26th, 1991.

I am also a full member of the Manchester Fleet Air Arm Association and this is the source of your address.

My husband was a member of both Associations before his death last year.

He was at that time the secretary of the Ocean Association and I have been asked to continue with his work.

Over two years ago I was asked to collate a history of the ship, and to date, have accumulated over five hundred photographs and much memorabilia, including a photograph of HMAS Sydney entering dock at Singapore to relieve HMS Ocean on Korean duties.

So we do have at least a small connection with the Australian Fleet.

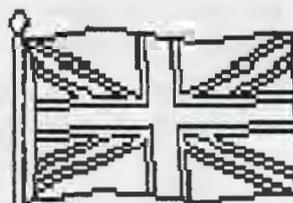
If you have a newsletter could you please advertise our Ship's Association to your members.

We would be most pleased if we could locate any past members of our company, and I personally would be grateful to hear from anybody who has memories of our ship to add to my growing history.

If you can let me have knowledge of your activities and some information on the Australian Naval Aviation Museum, I can insert a small paragraph in our 'SAGA' Newsletter which will be published in November.

May I send regards to your shipmates on behalf of our Association, and hope that you will be kind enough to comment on my letter at your leisure.

Yours sincerely, Joyce Knowlson, Hon. Secretary.



WANTED



Don Parkinson, Gannet restoration Team-Manager, is urgently seeking close-up photographs of Gannet Aircraft that clearly show the location of decals.

All photographs will be copied and treated with the utmost care.

If you can assist in this matter, please contact the editor.

WANTED



Motivated people to take part in the Historic Flight Restoration Programme.

No previous experience necessary, just a strong desire to help preserve some of Australia's Aviation history.

The group consists of people from all walks of life, with the common bond of enthusiasm.

If you wish to be part of this dynamic team, please call the editor.

THE EDITORIAL STAFF

WISH TO THANK THE

COMMITTEE FOR THE

NEW PHOTOCOPIER



PLEASE!



KEEP YOUR EYE OPEN

The editorial staff of this publication are trying to locate 16mm, 8mm and Super 8mm movie film containing items of Naval/FAA interest.

The films will be copied to video (a quite painless process) and returned to the owner.

The resultant videos will be used for archival purposes. If you can assist in this matter, please contact the editor.



IF YOU ARE NOT A CURRENT FINANCIAL MEMBER-THIS COULD BE YOUR LAST COPY OF SLIPSTREAM!



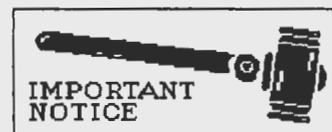
INTO HARVEY WORLD WORLD TRAVEL

EGANS LANE, NOWRA.

Make your travel arrangements with Kevin Longford, and at the same time check out the FAA Port glasses on display there.

They are engraved with Carrier and Squadron crests and are available at the never to be repeated price of \$24.00 per set of six.

Mail orders can be arranged by contacting Jim Lee, PO BOX 28, NOWRA, NSW 2541.



Your Association needs **YOU**..... to give some assistance with the fund raising on the Air Activities Day, 3rd. November 1991

It's only for a half-hour or so and it's for a very worth while cause.

If you dont turn up, I'll ask your wives to send you next time.

Come on fellas, where's the old squadron spirit.

WE NEED YOUR HELP!

Ian Laidler of South Australia is looking for a photograph of the Thorneycroft fire tender, the one with the running board on the back.

He's not suffering from 'channels', it's just that a friend of his collects fire engine memorabilia.

If you can help, please contact the editor.

ALBATROSS 1991

The Naval Air Station has been located at Nowra since the end of the second world war. In its heyday there were over 200 aircraft operating out of Albatross with a total of seven squadrons.



This gradually reduced over time with the erosion of the Fleet Air Arm in favour of the Royal Australian Air Force and seagoing assets for the Navy.

In 1984, the Trackers, Skyhawks and Macchis were put out of Naval service.

Just prior to this time there were up to 19 S2G Trackers, 20 A4G Skyhawks and 10 MC 32 Macchi jets operating out of the Naval Air Station.

Fixed wing activity at NAS Nowra in the mid to late 80's was minimal and air activity increased only slightly in 1990.

In February 1991, six New Zealand Air Force Skyhawks and their pilots arrived to take their place in support of the Fleet and of the Australian Defence Force as required.

The seven intervening years from 1984-1991 were the 'quiet time' for NAS and for the people residing within the Nowra and South Coast Military Flying areas.

The return of the A4 Skyhawks has caused some residents to complain of noise disturbing children and animals and have asked that the jets fly much higher, and preferably, much further away from their respective residences.

The New Zealand squadron have a dual role in Australia. Firstly they have been tasked with providing support to the Australian Defence Force.

A second role involves the conversion training of New Zealand pilots on the A4. Both of these roles demand a continuous and rigorous training programme to maintain a high level of effectiveness.

The Skyhawks must be adept at low level flying to avoid giving the enemy early warning of their approach.

They must continuously exercise counter air attacks, close air support and interdiction.

The A4's fly 6 to 10 sorties per day with each aircraft in the air comprising one sortie.

The jets are almost always in groupings of two or more, so it would not be unusual for a second aircraft to follow the line of the first. They do not often circle around and retrace a path as has been suggested.

It is essential that this training be carried out over land as well as sea and the military flying area,

designated for over 50 years is utilised for this purpose.

This area extends primarily to the South of Nowra.

Aircraft are not able to use the sea areas east of NAS Nowra due to regular exercises taking place with the ships and other aircraft, and the areas west and north of NAS form part of the civil controlled airspace of Canberra and Sydney.

Since the Skyhawks have arrived, NAS has been in receipt of several noise complaints from South Coast residents, unaware that they were living in a military flying training area.

It is an unfortunate fact that many families moved in to the area after 1984 and have been unaware of the status of the airspace.

However, short of relocation of the Air Station (which is not in the pipe-line), there is no solution to the problem as there is no alternative region available.

Notwithstanding this, the pilots are aware of the disturbance that the jet engine noise can cause and attempt to minimise that disturbance as much as possible without seriously disrupting their training.

"Where possible they do not fly over built-up areas at low altitude, although due to the need for them to cross the coast at specified points, this cannot always be avoided.

In such cases they reduce power by throttling back to idle to reduce noise overhead.

Farmhouses located in clumps of trees and people living in isolated areas pose a different problem as all dwellings cannot be avoided.

At present, areas around Nowra and to the South of the Naval Air Station are designated military flying training areas and as such, will be shared, for operation and exercise purposes on a daily basis as required, by all or some of the following NAS Aircraft: 6 Skyhawk jets, 16 Seahawk helicopters, 7 Seaking helicopters, 3 Bell 206 helicopters, 2 HS748 aircraft, and by visiting defence and civil aircraft.

Inconvenience and disturbance caused to residents in this area is regretted and we will continue to do our best to minimise these as much as we can without affecting our operational capability," a NAS spokesman said.

We trained hard, but it seemed every time we were beginning to form teams we would be reorganised. I was to learn later in life that we tend to meet every situation by reorganising, and a wonderful method it can be for creating the illusion of progress while producing confusion, inefficiency and demoralisation. 17th Century quotation

THE ROLE OF HMAS ALBATROSS

By Commodore Rob Partington

I am delighted to be given this opportunity to discuss Navy's involvement in the Shoalhaven.

With 1200 serving personnel, and over 1600 family members, the Navy has an important role to play in terms of supporting local community activities and maintaining the Shoalhaven area in as good a condition as it is today.

It is with this in mind that I have set out this article in distinct blocks to clearly enunciate our endeavours.

ON THE ENVIRONMENT

Along with the rest of the community, and indeed, the whole world at large, the Navy has become increasingly environmentally aware over the last two decades.

Consequently, we are always keen to 'do our bit' for the Australian environment, whenever it is practicable, as we did for Clean-up Australia Day when, for example, a Seahawk helicopter airlifted two rusting car hulks from the Shoalhaven River and teams of Albatross personnel collected domestic rubbish along Albatross Road and on Beecroft Peninsula.

At Beecroft Peninsula we are making positive environmental steps, bearing in mind that it is a bombing range. We are closing some tracks which have been traditionally used by fishermen and tourists, who have inadvertently caused erosion damage, and we are improving the main road used by Navy, so that it can handle the extra traffic that the closures will cause.

Several tracks are being maintained for use by fishermen and tourists who have access to the peninsula for about eight month of the year, including week-ends and public holidays.

In addition, following the unfortunate fire in March, we are working with the local and NSW fire brigades to re-evaluate the siting of fire breaks in an effort to minimise the possibility of such an occurrence in future and we intend to develop a close liaison between Navy and local civilian fire departments.

All operations at Beecroft are overseen by a Navy Lt.Cdr. who works in co-operation with an ACT Parks and Wildlife ranger who has the responsibility of leading and directing the fire team should any fire break out.

Navy believes that it is important to maintain a close liaison with the local community and with Parks and Wildlife and conservation groups in the Shoalhaven.

NAVAL ASSISTANCE IN LOCAL EMERGENCIES

While our aircraft are not always ideally suited to perform emergency medical evacuations because of operational commitments and fitments in aircraft, we try to help in a genuine emergency.

There have been several occasions already this year when the civilian emergency agencies requested our assistance - both for search and rescue operations at sea and for medical emergencies requiring airlift to hospital. From this perspective, the local Shoalhaven community benefits significantly over other areas which have no such emergency back up.

WORK EXPERIENCE PROGRAMME

HMAS Albatross is actively involved with the work experience programmes run by high schools in the area.

Being such a large employer, we can cater for almost anybody with an extremely large pool of careers - including electrical and mechanical trades, cooks, stewards, nurses, supply/stores, engineering, administration, pilot, observer, aircrewman, aircraft technicians, meteorology, oceanography, instructor/training, medical and dental.

We encourage work experience students to come along and have a look at Navy careers. We are averaging about a hundred work experience students a year at Albatross.

NAVY AS AN EMPLOYER

Following on from Navy work experience of course, is Navy as an employer.

Many of the sons and daughters of the Shoalhaven area have chosen the Navy as their career, and some of these people are now at Albatross. We have many positions each year for school leavers, especially in the technical trade areas.

In addition Albatross employs over 200 people from the local community in civilian positions around the establishment.

THE NAVAL AVIATION MUSEUM

The Naval Aviation Museum was first opened to the public in 1974. It has grown since then to form the fourth largest collection of Naval Aviation Aircraft in the world.

Currently undergoing a multi-million dollar facelift in the form of a new hangar and facilities, the Naval Aviation Museum is about to become a significant tourist attraction on the South Coast, attracting up to 200,000 people per year by the time of its completion in 1995/96.

The community in the Shoalhaven have much to gain from a significant tourist attraction such as the Aviation Museum and any contributions from locals will be gratefully received. Unlike most people who have donated around the country and overseas, the local community stands to gain directly as local contractors are employed whenever possible and tourists attracted to the area boost a wide range of businesses in the Shoalhaven.

ARRIVAL OF THE A4 SKYHAWKS

The arrival of the A4 Skyhawks and the 53 RNZAF personnel and their families at NAS Nowra was a much publicised event.

The Skyhawks will be carrying out a very important function in our Navy, being very involved in the Air Defence Training of our ships.

I am happy to say that the families (and the aircraft) have settled in well. No doubt you will hear and see more of our New Zealand visitors as the year progresses. Certainly their arrival has enhanced ANZAC Day traditions for us - we can now march alongside one another in true ANZAC style.

THE GULF WAR

There was much exposure in the local press and on local radio and television of Gulf activities - particularly in regard to those from Albatross who served on HMAS Ships Darwin, Adelaide, Sydney and Success.

These 98 officers and sailors were almost all associated with Seahawk and Squirrel helicopters and included maintainers, aircrewmen, observers and pilots. We also have a number of home ported people in the Shoalhaven who served as members of the crews of the ships.

It is true to say that the Gulf affected everyone in the Navy, to varying degrees, but the people it affected most were the families and loved ones left behind, who had to contend with the anguish, worry and loneliness.

A special thanks is warranted for the great support given our people - both from the Navy's Personnel Services organisation and from the local community in the Shoalhaven.

They all demonstrated their support, compassion and sympathy in many ways.

My special thanks to all those who were involved, it's great to see the Shoalhaven community working as a team.

This article was taken from a recent supplement of the South Coast Register.

The winner of the photo competition in the last issue is Neil Keeble. Correct answer HMAS Sydney.

FIREFLY WD826 REBUILD REPORT

The RAN Historic Flight Firefly WD826 was grounded after the 1988 Bicentennial airshow at Richmond due to an engine coolant problem resulting in water collecting in the bottom of the sump.

The Historic Flight was restructured some six months later to its present form and a new Firefly team formed. Repairs were started to rectify the engine problem and return WD826 to flight.

An exhaustive and time consuming fault finding process located the causes of the leak and it was rectified. While the engine was disassembled the team carried out a selective inspection to ascertain the integrity of the engine. The results were very pleasing indicating the engine was in good condition and no damage had occurred.

The reassembly was further delayed for approximately six months while two small oil drain tube seals were located. The seals were finally obtained from a "friend" at the Imperial War Museum in Duxford England and reassembly was commenced again.

The reassembly gained momentum with the cylinder blocks and sump being refitted. The intention was to have the Firefly airworthy for the RAAF's 70th anniversary airshow in October. But alas "Murphy" struck. The cams intended for the engine repair were mark 57's and not compatible with mark 74 engines.

The original cams and spare mark 74 cams at hand are out of specified wear limits and no known 'authorised' reclaim procedure exists to repair them.

Undaunted by "Murphy's" intervention the team is progressing with the reassembly and rectifying numerous smaller problems (mostly cosmetic) found during a recent airframe inspection carried out by the NAS Engineering Standards Unit.

The cam dilemma is hopefully on its way to being resolved with assistance from Rolls Royce England and also avenues being pursued in the USA for new replacements, or at least a repair scheme that can be authorised to repair the ones at hand that are out of spec.

The team would be very grateful for any information or data on repair schemes for cams (contact Keith Bundy, 044211611 work or 044471872 home) or additionally the whereabouts of any Griffon Mark 74 engines or spares. Information received no matter how small will be followed up and hopefully something of benefit will be obtained and keep WD826 flying.

Keith Bundy - Team Manager

NAVAL AVIATION MUSEUM - STAGE 1 COMPLETED

One of the largest tourist attractions on the New South Wales South Coast is currently under construction just outside the main gates of the Navy's Air Station at HMAS ALBATROSS, Nowra.

The four stage development programme for the Australian Naval Aviation Museum is well underway with the completion of the first stage, the aircraft display hall.

Stage one costing \$1.2 million is the culmination of 10 years planning and 3 years fundraising activity. Since the fundraising campaign was launched at the 40th anniversary of the Fleet Air Arm Reunion in 1988, over 2 million dollars has been raised in cash, pledges and generous donations of equipment, facilities and materials.

This support has been generated in the main by a team of volunteers led by Rear Admiral A.J. Robertson, a former Commanding Officer of HMAS ALBATROSS and the driving force behind the establishment of this museum when it was first opened to the public in 1974. Since then, the museum has grown from a small collection of memorabilia and aircraft to the 4th largest collection of Naval aviation artifacts in the world.

Ultimately the Naval Aviation Museum, costing a projected \$7-10 million in total, will be a facility of international standard as well as a significant tourist attraction and employer in the South Coast region. By 1995 it is projected that the museum will attract up to 200,000 people per year and employ up to 12 people drawn largely from the local area. Through tourism and regular special events the museum is set to add to the already significant amount of capital which is injected into the local community by the personnel at HMAS ALBATROSS.

The contract for stage one, awarded to M.C. Harrod & Associates of Kiama, called for the construction of a 120m long, 42m wide and 16m high aircraft display hall, connection of electricity, installation of WORMALD state-of-the-art fire protection system and lighting.

The Museum Director, Commander 'Spike' Campey, praised the standard of work and said that "Stage 1 will set the scene for the further development for the museum as the momentum to display and preserve our proud history and traditions of Australian Naval Aviation continues".

STAGE 2 TENDERS SOUGHT

The tender for Stage 2 of the Naval Aviation Museum development programme is expected to be released

at the end of August.

Stage 2 involves construction of the 'White Ensign Club Restaurant' and function centre, a souvenir shop, as well as administration and storage areas. Construction is planned to start in late October 1991 for a May/June 1992 completion date.

Funds for this construction programme will be raised entirely from corporate sector and private donations. People from the Shoalhaven, Southern Tablelands, far South Coast and Illawarra will be asked to assist, both financially and 'in-kind', so the Naval Aviation Museum can realise its development programme and contribute to the economy of the local area.

Stages three and four involve the further development of facilities, displays, public amenities and museum fit out. The museum is scheduled for final completion June/July 1996.

Article submitted by Derek Whyte, Administrator, Naval Aviation Museum.

OBITUARY

Bernard Herbert Cross (Known as Jumper or Bob)

Born in Islington, London, on the 19th of June 1923.

Trained as a motor mechanic and at the outbreak of World War Two, worked as a civilian with the Royal Army Service Corps Driving School.

In January 1941 at the age of seventeen and a half, he joined the Royal Navy and trained as an Aircraft Mechanic (Engines). In 1943 he was drafted to 832 Squadron equipped with Grumman Avengers. With this squadron he saw service on HMS Victorious in the North Atlantic.

After leaving Victorious in 1944, he was drafted to HMS Begum which was bound for the Indian and Pacific Oceans.

Discharged after the war, he found it hard to settle and in 1948 joined the RAN, arriving in Australia onboard HMAS Sydney in 1949.

With 817 Squadron he went back on the Sydney patrolling the Monte Bello area during the atomic bomb explosion.

With 808 Squadron he also served on the Vengeance. His final sea trip being on the Melbourne in the mid sixties.

Chief Petty Officer Cross paid off in 1968 and immediately took up a position as a civilian instructor at the Air Engineering School at HMAS Albatross.

'Jumper' died from cancer, but during his long illness he never relinquished his cheerfulness and quiet courage. Farewell Shipmate.

REUNION '92 'RABBITS' LIST AND ORDER FORM

This order form is for the first selection of 'Rabbits' available through the Fleet Air Arm Reunion '92 Committee.

All the clothing items are manufactured by Clubknit. They are good quality, made in Australia, and come with a twelve months warranty.

Clubknit items are delivered six weeks after placement of order with the company.

All orders must be pre-paid. Please complete the Order Form and forward with your crossed cheque or money order made out to the 'FAA REUNION '92'.

Mail to: Hon.Secretary, 252 Kinghorn St.,NOWRA, NSW, 2541.

COASTERS-Metallic, in sets of six.

Black on Gold with FAAA logo-----\$16.00

CLUBKNIT WEAR-COLOUR NAVY-WITH GOLD FAAA LOGO

PULLOVER-Pure wool, long sleeve 'V' neck.

Colour fast and machine washable.-----\$40.00

POLO SPORT SHIRT- Pure cotton with short sleeve.

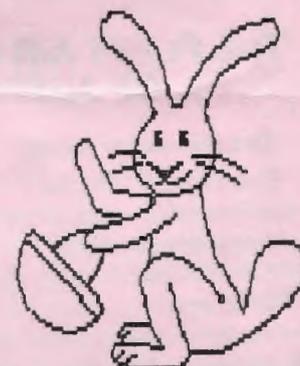
Colour fast and machine washable.-----\$25.00

SLOPPY JOE-Pure cotton, crew neck design.-----\$25.00

TEE SHIRT-Pure cotton, colour fast.-----\$15.00

BASE BALL CAP-Cotton drill, adjustable headband.

Reinforced peak, double stitched.-----\$ 8.



	S	M	L	XL	XXL	ORDER FORM
Centimetres	90	95	100	105	110	
Size	16	18	20	22	24	



NAME:

ADDRESS:-..... PC

..... Sets of Coasters @ \$16.00 \$.....

..... Pullovers @ \$40.00 \$.....

..... Polo Shirts @ \$25.00 \$.....

..... Sloppy Joes @ \$25.00- \$.....

..... Tee Shirts @ \$15.00- \$.....

..... Caps @ \$8.00 \$.....

..... TOTAL \$.....



THE FLEET AIR ARM ASSOCIATION OF AUSTRALIA (INC.)

The reason for being.

Since HMAS "SYDNEY", with the 20th Carrier Air Group embarked, sailed into Sydney Harbour in 1948 and the commissioning of HMAS "ALBATROSS" as the RAN AIR STATION at NOWRA, many thousand Air Crew, Squadron and Air Station personnel have had the privilege of playing a part in creating the professionalism of the Fleet Air Arm. A proud and elite element of Australia's Defence Force and the greatest of aviation and naval experiences.

So it is appropriate to establish a strong national body, which can unite those eligible to be members, with that great bond of past, present and future comradeship, for the common good and mutual benefit of all.

The basic Aims.

- To unite former and serving Fleet Air Arm personnel in a strong National Association and preserve the bonds of friendship and esprit de corps.
- To enable members to re-establish and enjoy regular personal contact, on both National and State level via organised activities including Re-unions, Newsletters, other published matter etc.
- To assist those members and their families in need.
- To support The Australian Naval Aviation Museum and Historic Flight at NAS NOWRA.
- To represent a public voice of opinion on naval air matters.

The current state of the Association.

At the end of 1986 a Conference of Delegates from all States was organised by the Federal Secretariat in Western Australia. This was held at "ALBATROSS".

The Conference built on the previous years of initiative by the Western Australians and a highly successful National Re-Union was held in Nowra in 1988.

A Conference of Delegates from all States held in Perth April 1990, transferred the National Executive to new Headquarters in The Australian Naval Aviation Museum at RANAS NOWRA.

The Association Patron is Admiral Sir Victor Smith.

The National Association is a reality and with some 750 members and prospective members on the books nation wide, the intention is to enrol 3,000 members by May 1992.

THE FLEET AIR ARM ASSOCIATION OF AUSTRALIA (INC.)

ALL RETURN CORRESPONDENCE TO BE ADDRESSED TO

The Hon. Secretary
Fleet Air Arm Association of Australia (Inc.)
PO Box 28, NOWRA NSW 2541

At this time a National Fleet Air Arm Re-Union in NOWRA and at "ALBATROSS" has been planned. This will celebrate the 44th Anniversary of the Fleet Air Arm and the Air Station.

Join up now!

For a \$15 joining fee and \$10 annual subscription (\$25 first year), those eligible through past or current service can become Full Members, enrolled on a State basis as members of the National body.

Basic Eligibility for Membership.

Former and serving personnel of the Royal Australian Navy, Royal Navy, other Commonwealth Navies, who have served a minimum period of twelve months in the Fleet Air Arm, are eligible for full membership.

APPLICATION FOR MEMBERSHIP

1. PERSONAL DETAILS

SURNAME _____
(Please print)
FIRST NAME _____ INITIAL _____
ADDRESS _____
P/CODE _____
PHONE: HOME _____ BUSINESS _____
N.O.K. NAME _____
(As applicable)

2. SERVICE DETAILS

RANK _____ DATE JOINED _____
LENGTH OF SERVICE _____

CURRENT/RETIRED (Delete as applicable)
ESTABLISHMENTS _____

SQUADRONS _____

SHIPS _____

DECORATIONS _____

ENCLOSED IS MY CHEQUE/MONEY ORDER FOR

\$ _____ Being Payment for
Annual Subscription (\$10) - \$ _____
Joining Fee (\$15) - \$ _____
Donation (optional) - \$ _____
TOTAL \$ _____

TICK

I am interested in the 1992 Re-Union please send detail!