

FLEET AIR ARM WALL of SERVICE



The Korean Memorial Plaque. Sited in the Memorial Garden at the Fleet Air Arm Museum, listing the names of those lost in action in Korea



FOREWORD

I thank you for the opportunity to provide this foreword to Slipstream. The last occasion I did so was as Commander of the Naval Aviation Force. I now find myself as Commander Australian Fleet, a rare but not unique occurrence for an aviator. I feel quite humbled that my name is added to an honour board that includes VAT Smith as FOCAF in 1966-67.

I am in this position because the Fleet is undergoing significant change at the moment following some well publicised issues that, in essence, are to do Navy's ongoing ability to demonstrate safe and effective operation of its ships at sea. As always, this demands a well disciplined approach to managing technical integrity and operational regulation - something akin to what we aviators regularly practise under the airworthiness banner (and something we have reinforced in recent years after the Sea King crash in 2005).

As such, my role as COMAUSFLT is to embed 'seaworthiness' as a practical concept within the Fleet, to communicate the importance and value of such a system and to imbue a culture and discipline of seaworthiness among all sailors embarked.

It is essential that we rebuild this approach right now because Navy is embarking on a significant enhancement program. Within the next five years we will commission two LHDs (each over 28 000 tons), three Air Warfare Destroyers and a fleet of S-60-R helicopters. We need to be prepared to safely manage this kit from introduction through to the end of its useful service life many years from now.

I see a lot of promise in where Navy is going - its a complete reinvigoration of Fleet and our roles. It is an exciting time but there is an enormous amount of work that needs to be done to get this right. I am just encouraged by the fact that Navy has seen value in what aviation can offer in preparing for this future Fleet. It reflects well on what the FAA has achieved over the years.

RADM Tim Barrett AM, CSC, RAN

REAR ADMIRAL T.W. BARRETT AM, CSC, RAN

Rear Admiral Tim Barrett was appointed Commander Australian Fleet in December 2011.

As commander, he is responsible for all Navy ships, submarines, aircraft squadrons, diving teams and establishments, and the personnel serving in those units.

Rear Admiral Barrett is both an aircrew and seaman officer.

In a 36 year career, he has served at sea in a number of HMA Ships as a Seaman Officer and as a Flight Commander.

He has held multiple Director and Deputy Director staff appointments as well as significant charge and command positions within the Navy's Flight Trials Unit, at 817 Squadron and HMAS ALBATROSS, the Navy's Air Station and Commander, Navy Aviation Group.

Most recently he was Commander Border Protection Command, where he was responsible for the security of Australia's maritime domain utilising resources from both the Australian Defence Force and the Australian Customs Border Protection Service.

Rear Admiral Barrett holds a BA in history and politics and a Master of Defence Studies, both conferred by UNSW.

He was awarded a Conspicuous Service Cross in 2006 for service in command of HMAS ALBATROSS and was made a Member of the Order of Australia in 2009 for his services to Navy.

RADM Barrett is married to Jenny and has two daughters to fully occupy his spare time. He enjoys Kayaking and cycling at a relaxed pace.

Front cover :

Presentation of a painting of HMAS Melbourne
by John Downton (NSW Honorary Member).

L to R : CO HMAS Albatross, Captain Gordon Andrew, John Downton, Cmdre Peter Laver (COMFAA) and Ailsa Chittick (FAA Museum Collections Curator).

Photo courtesy HMAS Albatross Photographic Section.

**Deadline for articles for next
edition is June 18th 2012**

LETTERS

Ed,

I have recently received the latest copy of 'Slipstream' and as usual found it packed with interesting articles, Congratulations to Neil Ralph for his willingness to be our Patron.

Neil and I go back a long way, 817 Squadron Firefly Squadron was being re-formed late 1953. John Goble was the CO, 'Blue' Harvey the SO and 'Robbie' Robinson the SP (I think). Except for Norm Lee, John Mathews and one other the rest were all 'Subs'.

I was appointed to the Squadron about August 1953 and Neil came soon after. I had never met Neil and for some reason I confused his first name with his surname. I would call him 'Ralph', in time he wearied of this and started to call me 'Lord'. Being at least three months senior I thought this odd; it was soon sorted out and we were happily drafted to "Vengeance" for flying duties. This was on 18th September 1953.

It was not long after this date that the photograph of the Vengeance was taken with the ship's company forming to enshrine the name as a graphic and be preserved forever. This is the shot depicted in the magazine, I have a similar record of the event but it is clearer and a more abeam shot. The aircraft onboard are Furies and Firefly's.

Another point of interest is the passing of Jeff Gledhill. Only a week ago I read from an English newspaper a report of his passing.

Quote:

"Captain Jeff Gledhill aged 90.

Captain Jeff Gledhill dive bombed the German battleship Tirpitz and fought to preserve the Australian carrier Melbourne. Gledhill was a Sub-lieutenant when, on April 3 1944 he took off from the carrier Victorious in his Fairy Barracuda dive-bomber as a part of the attack (code named Operation Tungsten) on the German warship.

On his final approach to the Norwegian fjords where the ship was hiding, Gledhill climbed over the mountains to 2,500 ft, then started a 45 degree dive and released his 1,600lb armour piercing bomb.

Operation Tungsten was considered a great success: the enemy was badly crippled by 15 hits and rendered incapable of interfering with the D-Day landings two months later.

Post-war analysis showed that Gledhill's bomb had struck one of Tirpitz's two 15 inch guns."

It was not a lengthy article but did mention two notable episodes

of his life.

He successfully attacked the Tirpitz whilst flying a 'Barracuda' and made an attempt to have 'Melbourne' preserved, I thought at the time of reading that this could only be the one who was the CO of 'Gannet' 817 Squadron being formed at Culdrose in 1955.

I was there in 816 and I can advise of one other thing he did. He disciplined me on one occasion as being a 'Jack-me-hearty'. I took the slight in good humour and wondered if I would ever change, I don't think I have.

Last, I notice my name in print in the honours list. I have thanked the South Australian Division for their recommendation and now thank the Association for ratifying their proposal. It is an honour to receive such a reward when I know there are many more worthy.

The Association has helped so many and although it is a small ex-service personnel organisation it has over the years run a 'tight ship'.

I am a lone figure in Yungaburra FNQ but will fall in with others on Anzac Day to represent the Fleet Air Arm.

Barry (Dooley) Lord
PO Box 213
Yungaburra FNQ 4884

Not often the Editor has to admit his mistake but on this occasion he can't find anyone else to blame (proof reader included) so he has to put his hand up.

In the last issue the 'Post Nominal's' of our newly inducted Patron were listed incorrectly and to my great surprise only a couple of persons brought it to my attention.

The first copies were just going into the envelopes when it was discovered and then it was beyond correction so I must apologise to Neil and assure him they have been amended.

See the Museum report for complete explanation.

Ed

About Rules:

- The rules are a good place to hide if you don't have a better idea or the talent to execute it.
- If you deviate from a rule, it must be a flawless performance... (e.g., If you fly under a bridge, don't hit the bridge.)

SLIPSTREAM
FAAA of Australia

It was suggested by Mr Dick Martin that the following be sent as a letter to the Editor and forwarded by Dick Martin.
From the Secretary of the DAEDALUS Branch of the Fleet Air Arm Association.

I recently had the pleasure of reading your most recent edition and it set me remembering some of my connections with your service. These connections started at HMS Condor at Arbroath when we met up with your earlier candidates for changeover from General Service Tiffs to Aircraft trades.

Sadly, my memory for names is very weak but one person who will always be remembered was Les (or) Len Atkins. The years move on to 1963 when the HMAS Melbourne came up for the South East Asia exercises when and it was decided that the opportunity should be taken to introduce the ship and staff to operating with Anti sub Helicopters. At this time I was Chief Aircraft Mechanician in 814 Squadron and so was duly sent with 7 Wessex Mk1s aboard Melbourne. For the duration of the exercise we maximised our flying rate to a figure of 416 Hours day and night in 19 days.

For myself, I found myself among friends of the days at Arbroath which went some way to putting up with the "Hard Liers" endured in 4 tiered bunks outside the stokers mess-deck but even that had some side benefits as the Iced Coffee during the Middle helped. However I managed to get a camp bed into the AMCO when night flying was over for the day. I still cannot understand how we ate beefsteak at breakfast!!

Arising from this time with you, 814 were awarded the AUSTRALIA SHIELD for the year in view of our successful flying hours during the exercise and after.

My later contact with your service was after I retired and was coming out to Melbourne for my daughter's wedding to an Australian. As a Member of the Royal Naval Association I was asked by the General Secretary to convey a consignment of Paperwork out to the NAVAL ASSOCIATION of AUSTRALIA in Flinders Lane as there was a move to found RNA branches out there.

I met with the members at their meeting place on what happened to be the night that H.M. The Queen was due to leave in HMY Britannia, and nearly every member of the branch went down to the entrance of Port Phillip Bay to wave the ship out, needless to say they saw no one of the Royals at mid-night!

My main reason for this letter is that I wondered if any one who was in Melbourne whilst we were aboard is still in contact with your association and who might remember me or the events, I would be pleased to hear from them.

I will be sending out a copy or two of Our Airey Fairey

Newsletter in the next few days'

Best wishes
Peter Roalf

p.s

We would greatly appreciate copies of Slipstream and we will forward current Airey Fairey copies as they are produced.

Got the copies thanks and will get your name added to the distribution list

Ed

ANZAC DAY MARCH - SYDNEY - 2012

Members of the Fleet Air Arm Association and the HMAS Melbourne Association at times march in close proximity, as shown by this 2009 Anzac Day March photo of both groups forming side by side in Castlereagh Street in Sydney.

Our assembly point this year is again Castlereagh Street, South of King Street.

The ship's Company of HMAS Melbourne 3 will be away on duty in the Gulf this year so the ranks of the Melbourne Association will be significantly reduced.

They have invited FAAA Association members, who do not have other commitments on the 25TH April to join them for the after march refreshments at 'City Tatts'.

For more information please contact : Mitch Miller on (02) 46286840 or by email at secmelb@optusnet.com.au.



The two Associations in close proximity ready to set off. A couple of faces that are recognisable. Standard bearers Morrie Snell and Bill Huntress, also Bill Barlow, John Clark and Bob McIlwaine.

Jim Lee

Resolution of Veteran's Issues

I read with some interest 'Tas' Browning's writing on "Conflicts in South East Asia" in Volume 22 Number 4.

Although I don't see Slipstream as a vehicle to air personal grievances, I was particularly interested in Tas' comments in the second last paragraph of his article regarding the resolution of issues.

I currently have a problem with the Department of Veterans' Affairs, the resolution of which I believe must be completed by the Minister's Office.

After writing with a request to the Minister, I received a telephone call from a young lady from DVA Brisbane informing me that the Minister had no intention of responding to my letter and that she was ringing to outline a few things to me.

This I felt was pretty bad form as I feel sure if someone addresses correspondence to you, the onus should be on you to respond.

Anyway after speaking for some time and with some authority on my problem, she finally admitted that she had not even seen my DVA File.

Some three weeks ago I again wrote to the Minister's office outlining my concern and expressing the belief that because of his position as the Minister for Veterans' Affairs, any resolution should come from him.

To date I still have no answer.

I too, like Tas, wonder whether the Minister or the Government to which he belongs is "Fair Dinkum" about looking after the concerns of veterans or is it just easier to ignore the problem and hope it goes away.

If any other veteran would like to discuss a similar problem please let me know.

Greg Henderson-Smith

Greg.henderson-smit@bigpond.com

News from the RN

John A.C. Cartner has sent in this news of pioneering thinking in the Royal Navy. Since war is against the law, providing for alternative uses of naval craft shows real thinking outside the box..

The Royal Navy is proud of its new fleet of Type 45 destroyers. Having initially named the first two ships HMS Daring and HMS Dauntless, the Naming Committee has, after intensive pressure from Brussels, renamed them HMS Cautious and HMS Prudence. The next five ships are to be named HMS Empathy, HMS Circumspect, HMS Nervous, HMS Timorous and HMS Apologist.

Costing £850 million each, they meet the needs of the 21st century and comply with the very latest employment, equality, health & safety and human rights laws. The new user-friendly crew's nest comes equipped with wheelchair access. Live ammunition has been replaced with paint balls to reduce the risk of anyone getting hurt and to cut down on the number of compensation claims. Stress counsellors and lawyers will be on duty 24hrs a day and each ship will have its on-board industrial tribunal.

The crew will be 50/50 men and women, and balanced in accordance with the latest Home Office directives on race, gender, sexuality and disability.

Sailors will only have to work a maximum of 37hrs per week in line with Brussels Health & Safety rules, even in wartime! All the vessels will come equipped with a maternity ward and nursery, situated on the same deck as the Gay Disco. Tobacco will be banned throughout the ship, but cannabis will be allowed in the wardroom and messes.

The Royal Navy is eager to shed its traditional reputation for; "Rum, sodomy and the lash"; so out has gone the occasional rum ration which is to be replaced by sparkling water. Although sodomy remains, it has now been extended to include all ratings under 18.

The lash will still be available but only on request. Condoms can be obtained from the Bosun in a variety of flavours, except Capstan Full Strength. No one wishes to encourage smoking in any way.

Saluting officers has been abolished because it is deemed elitist and is to be replaced by the more informal, "Hello Sailor". All information on notices boards will be printed in 37 different languages and Braille. Crew members will now no longer be required to ask permission to grow beards or moustaches - this applies equally to women crew members. The MoD is working on a new "non-specific" flag because the White Ensign is considered to be offensive to minorities.

The Union Flag had already been discarded.

The newly re-named HMS Cautious is due to be commissioned soon in a ceremony conducted by Captain Hook from the Finsbury Park Mosque who will break a petrol bomb over the



hull. She will gently slide into the water as the Royal Marines Band plays "In the Navy" by the Village People.

Her first deployment will be to escort boat loads of illegal immigrants across the channel to ports on England 's South Coast.

The Prime Minister said, "While these ships reflect the very latest in modern thinking, they are also capable of being upgraded to comply with any new legislation coming out of Brussels ."

His final words were, "Britannia waives the rules".

Author unknown



Yo Ed,

As mentioned in our telephone communication.

13 December 2011 at Fremantle. Ex RFA Largs Bay was commissioned HMAS Choules.



Distinguished guest, Mrs Jennifer Hesford, granddaughter of the late CPO Claude Choules, accompanied by Commanding Officer, Cmdr John Cowan. Rear Admiral Steve Gilmore and others. Look further into the photo you may identify another distinguished guest (could that be 'skinhead'),

A flight deck without any aircraft would not be seen to be appropriate so we also had some intrepid aviators to balance things. Probably won't operate Seahawks but you never know!



And the ensign is broken. Photograph signifying multi military manning.



She certainly is a large vessel.

Yours Aye , Skinhead.

Ed,

I have written the story of Sub lieutenant John Hereward McClinton, a young Fury pilot of 850 squadron. He died as a result of an accident on the flight deck of H.M.A.S Sydney in 1954.

The war graves Commission record his death as the 18/1/1954; McClinton's grave stone placed by his parents date John's death 15/1/1954

I mention this for the improbability of dispute of the date of John's death.

It is reasonable to assume McClinton's parents date is correct as stated by Naval notice of their son's death. I was present at Sub Lieutenant McClinton's funeral in 1954, I doubt if any present on that fateful day would remember the date.

As a former ABC Editor I am mindful of the reality that there is always someone ready to dispute the smallest of detail. I haven't included the full report of how the accident occurred less it moves from the relief of finding the grave sight.

I will include photos of the grave and the Australian War Commission detail.

This will support you if anyone questions the story. Your job is not easy.

With understanding and respect,

'Ambrose' Boulter.



DVA Rumour

There is a rumour circulating that DVA will soon charge an \$8.00 fee for each visit to their Diabetic Educator. This is incorrect for any member of the veteran community with the appropriate DVA treatment card.

Your treating diabetes educator will need to contact DVA for approval to treat you and is to bill DVA direct for any treatment provided to you if the service is provided under DVA arrangements and this represents the full fee for the services provided. If you are billed by the diabetes educator, do not pay the account and advise DVA immediately.

Your diabetes educator will determine the type, number and frequency of services you require according to your assessed clinical need.

There are limits to some services provided to entitled persons who are a high level care resident in a residential aged care facility as some services are provided by the facility.

You can choose to be treated as a Medicare or private patient however, if you take this option, DVA will not pay for any services that have been paid in part or full by Medicare, private health insurance or a third party compensation benefit.

In relation to dental services provided by DVA that involve the prevention and treatment of oral disease and include general dental services, the filling and crowning of teeth and the construction of dentures the number of services you receive depends on your clinical need.

Some services are subject to a time limit. For example, periodic oral examinations are limited to one every six months. These limits can be exceeded if your dental provider advises DVA the service is clinically necessary and seeks DVA prior approval. Replacement dentures are subject to a time limit. Replacement dentures can only be provided every six years unless your dental provider advises DVA that replacement dentures are required within this time period. Also, replacement dentures cannot be provided if your existing dentures have been relined in the previous twelve months. If you lose or break your denture DVA will pay for a replacement.

To arrange a replacement denture please contact your dental provider. However, you will be required to complete a signed written declaration stating the reason for replacement. However, an Annual Monetary Limit (AML) applies to certain high cost items, including some bridges and crowns. This means DVA contributes a set amount per calendar year towards the cost of these items.

The AML for the 2011 calendar year was \$2,353.

The AML for the 2012 calendar year is \$2,400.

The AML does not apply if you are an ex-prisoner of war or if you are having treatment for an accepted dental disability or malignant cancer (neoplasia). Should you require services to which a DVA AML applies, your dentist may ask for a co-payment from you and this is a matter for negotiation between you and your dentist.

Esprit De Corps

No doubt some of you will remember the six week course that took place at the Petty Officers School at HMAS Cerberus (well dammit, you should – it was only around the middle of the last century)

The concept was brilliant: The point of it being to establish teamwork and co-operation between senior rates of different branches who, especially in shore establishments, did not mix socially with each other.

At lunchtime, PO cooks would be busy in the galley, Sick Berth Petty officers would find it more convenient to eat in the Sick bay and Regulators would eat in the Guardhouse at Cerberus and in a separate mess at Albatross.

Anyway, for six weeks you were plucked from your comfort zone and, irrespective of any objections from your Captain, let alone Heads of Dependents, off you went to Flinders Naval Depot (as it was usually referred to in those days).

The first shock was to find that you were once more sharing a dormitory with others on the course. This was a large draughty annex to the PO's Mess, aptly named 'Siberia'.

Having a cabin of one's own in a shore establishment) was the most tangible sign of promotion to Petty Officer. So having to give up the luxury of having a room to yourself or the first time since leaving home was quite a blow.

Yet to come was having to turn out as soon as 'Call the Hands' was sounded and to find yourself being doubled along the road by a young Leading PTI, 'Rebop' Gallotta who was not at all fazed by two and three badged Petty Officers.

'Rebop' paid off as a Warrant Officer a few years ago and those of you who remember him would not be surprised to hear what happened to the two hopefuls who decided to mug this white haired gentleman in a Melbourne street one night. (Shades of what happened when four or five young fellows jumped 'Buck' Ryan outside the billiard parlour in Nowra; but that's another story).

You were encouraged, no, told to play deck hockey and water polo. The late great CD 'Speed' Gilchrist changed the rules of the latter sport; the object of the exercise became drowning of the RPO.

We were given lessons in Instructional Technique which proved useful to those of us who at some time found ourselves in front of a class.

Bob Evans, Director of Psychology, gave talks on 'Man Management' which were worthwhile. He also demonstrated ability in 'Boat racing' and this came to the fore at the end of course 'pissup'. He could have given Bob Hawke a run for his money.

Light relief was provided by Small Arms Instruction. In addition to the .303 rifle which most of us had not seen since Recruit School there was the 3" mortar, Thompson sub-machine gun and the Smith and Wesson .38 revolver. 'Mechanical Mack' the PO GI who took us for this part of the course (I can't remember his actual name) was mortified to find a POSTWD ('Jock' Oliver who fired from the hip like someone in a western movie and still hit the bullseye.

We were visited one day by a larger than life Captain, William Beresford Moffitt Marks, who at the time was the Director of Reserves.

Promoting the value of the 'Rockies' to a group of twelve year or more men was a 'Hard Sell' so after a while he started to tell us of his time as RAN Attaché in Washington DC. He told us of a visit to the USMC boot camp at Parris Island and of the extreme methods to install 'Esprit De corps' into the recruits from their first day. This led to a discussion of the relative degrees of this attribute in various branches of our service and I remarked that with a couple of exceptions – CD's for one, it wasn't all that strong. This produced a strong glance from Captain Marks who said that I had been in long enough to know better (I was a three badgeman) and that if I gave the matter some serious thought I would no doubt change my mind.

In the months after that when I wasn't thinking what I usually think I gave this matter some serious thought and remembered a Leading Pilot's Mate (Jim Hawkins) who had improved the top speed of his Sea Fury by removing the service issue polish and replacing it with a high grade auto polish.

When the young Sub Lieutenant pilot heard what he had done insisted on paying at least half the cost.

So there you have an example of Esprit de Corps' in the Fleet Air Arm. It was usually a 'branch thing' though and among the 'Birdies' it was strongest in the Ordnance Branch.

In the Wet Canteen at Nowra they occupied a table next to the Stokers who were equally strong in their bonding. The proximity of these two 'tribes' to each other brought about the 'Great Frog Riot'.

A naval airman (ordnance) bit off the head of a frog which had knocked over his beer. This was no ordinary frog, after finding it near the power house the stokers had nurtured it and with co-operation of QANTAS Airways were scheduled to fly it the following week to take part in the National Frog Jumping Championships in USA. This naturally caused such an uproar that the Duty RPO (who had been summoned by the Canteen Patrol) decided to close the bar. This made everyone even more angry.

When the wet canteen was finally cleared the Duty RPO upon returning to the guardhouse was told by the OOW that the Lt REG wanted him to ring him in the Married Quarters. The telephone conversation went something like this:

Lt Reg—"What was all that bloody noise - I could hear it up here?"

Duty RPO—"Well this frog jumped from the Stoker's table onto

the Armourer's table, knocked over a beer and consequently had his head bitten off".

Lt .Reg- " You've been drinking, stay at the guardhouse—I'll be right in".

He took some convincing that this incident—caused by 'Esprit De Corps' had actually taken place.

One day in the early 1950's Albatross SHIP'S Company were given a 'Make and mend' to attend the Nowra Fair. His was with the intention of improving the relationship between the sailors and the good people of Nowra. This produced a splendid example of 'Esprit De Corps' among the Albatross sailors of several branches and departments.

'Jimmy' Sharman, who had his boxing tent at the show extended an invitation to anyone who thought he could last a couple of rounds with one of his boxers; last the distance I think you received a couple of quid! The challenge was taken by a sailor who fairly early in the first round was 'king hit' as he was rising to his feet after being knocked down.

The sailors watching , there must have been more than fifty of them , immediately set about dismantling the tent. Anyone watching would have been justified in thinking that it had been rehearsed.

A police sergeant entered the ring and told the sailors to hold fire. He said that he had witnessed the foul incident and that he and 'Jimmy' Sharman would ensure that any other sailor who entered the ring would receive fair play. And they did! In fact it became downright embarrassing ; just about any sailor who could stand up (and this was became more difficult as the afternoon progressed) would be declared the winner.

Quite a few years later as a brand new Sub Lt (Reg) I found myself reporting to the now Commodore Marks at HMAS Leeuwin.

"we've met before" he said and I found myself explaining where and when and how he told me to see if I could recall instances of 'Esprit De Corps' I the RAN.

"And have you"? He said.

All the events I have related above ran through my mind and I told him about 'Jim Hawkins and his Sea Fury'.

Brian Terry

Dear Veteran Organisations and Defence Groups,

I am the Secretary of the VVAA South West NSW & Wagga Inc. groups and we run a retreat that is specifically setup to provide a rest and stop over retreat in South West NSW for those who are travelling in this area. It would be appreciated if you would distribute this through your various networks so that your members can avail themselves of our retreat facility when in the area.

Kind Regards Des Davie Hon. Secretary

(02) 6922 3855 0427 223 855

Smile for the camera



Look who made it to 'Eighty'

Certificate & Medal presented to ex Handler Smiley McGowan on reaching his 80th birthday. Big thank you to Dave Terry for the design, production and supply of same.

'Slim' SMITH

VALE: "Squire" Wilkins

All those of the Fleet Air Arm's piston era will be well acquainted with the name "Squire" Wilkins and the respected and professional Officer to whom that name referred.

During the period 1954 to 1956, my contemporaries and I held "Squire" in high esteem due to his historical representation of England as a member of the representative Rugby teams 1951-1953 and later captaincy of the Yorkshire team on the occasion of their first County championship in 25 years.

Sharing 'batting' duties aboard HMAS 'Sydney' with "Tas" Webster, he, and they, earned the eternal respect of all those pilots who accumulated numerous safe deck landings under his / their guidance.

Woe behold an opposing deck hockey team member who was confronted with this giant of a man when he had control of the puck, as I did on a number of occasions, to my painful regret. 'Squire's' talents spread to the Wardroom on social occasions, where he demonstrated additional expertise on the piano and his personally constructed 'lagerphone', a construction of butter-box with taut string attached to an elongated 'handle', with which he melodiously rendered most all of the known Fleet Air Arm ditties, such as "The Tattooed Lady", etc. robustly supported by a gathering of well-oiled pilots and observers.

If ever a legend existed in the RANFAA, "Squire" was just that, so far as the Squadrons were concerned and it is sad news to hear of his passing at age 87.

Sincerely,
Geoff Litchfield.



The Nowra War Cemetery

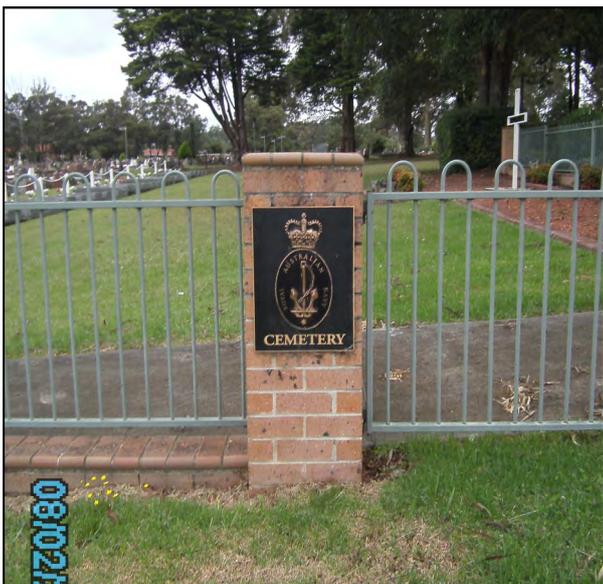
As the person who has for the last many years overseen the condition and state of repair of the cemetery, seems to have misplaced his computer (Ron Jenkins I think his name is); I have taken upon myself to bring you up to date with current proceedings.

Some of you have battled for many years to have this site kept and maintained in a manner fitting of a Defence Cemetery. This has not always been easy but we have in Nowra a well kept and maintained service cemetery, mainly Naval graves but other servicemen are interred there as well.

For those that are not familiar with the site, it is virtually two sites in one. The higher or Western part is a War Graves area and the lower or Eastern area has been kept as Naval area.



War Graves site



Naval area

Recently the whole area has had a make over and now there has also been a new wall constructed for the purpose of interring ashes, the old brickwork was getting a bit 'tired' and was not situated centrally so a new area was constructed. The three photos below show the new wall and where it is positioned.



Well kept and maintained it is certainly an asset to this area.

Ed

Where are they now : when was it ?



Melbourne's photographers relax after an Action Stations' exercise, pictured from left to right: Stan Crisp Col Thompson, Dennis Milkins, Graeme Flint, Dave Egby and Bevan Stringer

Quite a few will remember some of this lot, this was probably taken in the 60's and it must have been pretty serious to get this lot to 'go to war' along with the rest of the crew—not even a camera in sight.

Where are they now ? That is a book with a different cover , someone can probably answer the question though !

DEFENCE SERVICE HOMES

Important policy holder information

Premium Rate Increases

In recent years severe weather events—bushfires, storms, floods and cyclones—have caused massive devastation across Australia. DSH has paid out over \$58m for damage to policy-holders' property in these types of events over the past five years alone.

These recent events have added to the cost pressures on the insurance industry as a whole. Regrettably, DSH is not immune to these pressures and we have no choice but to increase our premiums by amount higher than that applied over recent years,

Pay by the Month

Make budgeting easier :

Enjoy the convenience of paying your premium monthly through an automatic debit to your bank account. Your renewal notice provides the amount payable per month.

There is no additional fee for paying by the month.

Contact DSH on 1300 552 662 to arrange to pay by the month.

Travel Insurance

Planning a holiday? Travel safe and with peace of mind.

DSH has negotiated a significant discount on travel insurance with our partner QBE .

Visit our website (www.dsh.gov.au) for a quote and policy details.

Australian Government
Department of Veterans Affairs

Notice sent to Service groups recently which may effect some members

Chief Petty Officer saves Air Force Pilot in Horse-Back Riding Mishap

CANBERRA:

A Royal Australian Air Force Pilot serving in the Defence Department narrowly escaped serious injury recently when he attempted horseback riding with no prior experience. After mounting his horse unassisted, the horse immediately began moving. As it galloped along at a steady and rhythmic pace, the pilot, who has not been named, began to slip sideways from the saddle.

Although attempting to grab for the horse's mane the pilot could not get a firm grip. He then threw his arms around the horse's neck but continued to slide down the side of the horse. The horse galloped along, seemingly oblivious to its slipping rider.

Finally, losing his grip, the rider attempted to leap away from the horse and throw himself to safety... However, his foot became entangled in the stirrup, leaving him at the mercy of the horse's pounding hooves as his head and upper body repeatedly struck the ground.

Moments away from unconsciousness and possible death, to his great fortune a Royal Australian Navy Chief Petty Officer, shopping at K-Mart, saw him and quickly unplugged the horse!

IMPORTANT HEALTH INFORMATION

One for all my fellow wine drinkers out there.
 Do you have feelings of inadequacy?
 Do you suffer from shyness?
 Do you sometimes wish you were more assertive?

If you answered yes to any of these questions, ask your doctor or pharmacist about Cabernet Sauvignon.

Cabernet Sauvignon is the safe, natural way to feel better and more confident about yourself and your actions. It can help ease you out of your shyness and let you tell the world that you're ready and willing to do just about anything.

You will notice the benefits of Cabernet Sauvignon almost immediately and, with a regimen of regular doses, you can overcome any obstacles that prevent you from living the life you want to live.

Shyness and awkwardness will be a thing of the past and you will discover many talents you never knew you had.

Stop hiding and start living.

Cabernet Sauvignon may not be right for everyone. Women who are pregnant or nursing should not use it. However, women who wouldn't mind nursing or becoming pregnant are encouraged to try it.

Side effects may include: dizziness, nausea, vomiting, incarceration, loss of motor control, loss of clothing, loss of money, loss of virginity, delusions of grandeur, table dancing, headache, dehydration, dry mouth, and a desire to sing Karaoke and play all-night rounds of Strip Poker, Truth Or Dare, and Naked Twister.

WARNINGS:

- * The consumption of Cabernet Sauvignon may make you think you are whispering when you are not.
- * The consumption of Cabernet Sauvignon may cause you to tell your friends over and over again that you love them.
- * The consumption of Cabernet Sauvignon may cause you to think you can sing.
- * The consumption of Cabernet Sauvignon may create the illusion that you are tougher, smarter, faster and better looking than most people.

Please feel free to share this important information with as many as you feel may benefit!

Now just imagine what you could achieve with a good Shiraz.

Pass The Butter Please. .

Margarine was originally manufactured to fatten turkeys. When it killed the turkeys, the people who had put all the money into the research wanted a payback so they put their heads together to figure out what to do with this product to get their money back. It was a white substance with no food appeal so they added the yellow colouring and sold it to people to use in place of butter. How do you like it? They have come out with some clever new flavourings..

DO YOU KNOW, the difference between margarine and butter? Both have the same amount of calories. Butter is slightly higher in saturated fats at 8 grams; compared to 5 grams for margarine. Eating margarine can increase heart disease in women by 53% over eating the same amount of butter, according to a recent Harvard Medical Study.

Eating butter increases the absorption of many other nutrients in other foods. Butter has many nutritional benefits where margarine has a few and only because they are added! Butter tastes much better than margarine and it can enhance the flavours of other foods. Butter has been around for centuries where margarine has been around for less than 100 years .

And now, for Margarine..

Very high in Trans fatty acids. Triples risk of coronary heart disease . Increases total cholesterol and LDL (this is the bad cholesterol) and lowers HDL cholesterol, (the good cholesterol) Increases the risk of cancers up to five times. Lowers quality of breast milk. Decreases immune response. Decreases insulin response. And here's the most disturbing fact..

HERE IS THE PART THAT IS VERY INTERESTING!

Margarine is but ONE MOLECULE away from being PLASTIC... and shares 27 ingredients with PAINT

These facts alone were enough to have me avoiding margarine for life and anything else that is hydrogenated (this means hydrogen is added, changing the molecular structure of the substance).

You can try this yourself:

Purchase a tub of margarine and leave it open in your garage or shaded area. Within a couple of days you will notice a couple of things: * no flies, not even those pesky fruit flies will go near it (that should tell you something)

* it does not rot or smell differently because it has no nutritional value ; nothing will grow on it. Even those teeny weeny microorganisms will not find a home to grow. Why? Because it is nearly plastic . Would you melt your Tupperware and spread that on your toast?

Share This With Your Friends.....(If you want to butter them up)!

Chinese Proverb:

When someone shares something of value with you and you benefit from it, you have a moral obligation to share it with others.

Pass the BUTTER PLEASE

Mystery that needs solving !

1977: HMAS MELBOURNE [II] returns from Jubilee Review with a British ASR as deck cargo - NHSA. 5634,



When HMAS MELBOURNE [II] returned from Queen Elizabeth II's Silver Jubilee Review at Spithead in 1977 she was carrying a former Royal Air Force Air Sea Rescue (ASR) craft, KUNGAH MARIS on her flight deck as cargo. KUNGAH MARIS had been acquired by the Department of Defence for use as a trials vessel and went into service using a civilian crew mainly from Jervis Bay. We're informed that she sank off Jervis Bay on Dec. 10, 1993, but don't have other details.

Can anyone shed any light on this as records seem to be very slim on details of her fate.

Kim Dunstan

Photo: courtesy of the Naval Historical Society of Australia.

Korean Plaque Dedication

Mr Bill Smith presents a prologue on the Korean War to members of the Korean War Veterans Association (KWVA) of New South Wales, members from HMAS Albatross and local Shoalhaven residents at the KWVA Plaque Dedication Ceremony held at the Fleet Air Arm Museum HMAS Albatross.



A Dedication Service for a memorial honouring the 43 Australian veterans of the Korean War who were declared missing in action on the battlefields of North Korea was held at HMAS ALBATROSS on 14 March, 2012. Of the 340 Australians killed during the Korean War, 43 were classified as missing in action.

Two of those who were never found were Royal Australian Navy fighter pilots from 805 Squadron at HMAS Albatross, who were sailing in the aircraft carrier HMAS Sydney.

Lieutenant Keith Clarkson was killed when his Hawker Sea Fury was struck by enemy fire while attacking an enemy road convoy on 5 November 1951.

Sub Lieutenant Ronald Coleman went missing on 2 January 1952, during an otherwise uneventful sortie over the Yellow Sea.



Coleman's Sea Fury disappeared into cloud and was never seen again, despite an extensive search by Sydney.

The memorial plaque is situated in the Memorial Garden at the Fleet Air Arm Museum and is one of a series of 30 the Korean War Veterans' Association of Australia plan to dedicate throughout Australia, to honour the memory of the colleagues who never returned.

Commander Fleet Air Arm, Commodore Peter Laver, RAN addresses members from the Korean War Veterans Association (KWVA) of New South Wales, members from HMAS Albatross and local Shoalhaven residents at the KWVA Plaque Dedication Ceremony held at the Fleet Air Arm Museum HMAS Albatross.



Mr Ian Strathie of Wray Owen Funerals, (local funeral director in Nowra and also a member of the Association—an ex 'greenie) who donated the memorial plaque, addresses members from the Korean War Veterans Association (KWVA) of New South Wales. After his address he was presented with a framed painting of the Korean Fleet as a memento of his contribution . Australia wide, local funeral businesses have taken on themselves to provide these plaques for the communities.



Quite a few service and local dignitaries and representatives of Service Clubs attended the service held at Albatross.



FAAA of A Vice President Paul Folkes checks out the installation.



This report will be somewhat briefer than usual and with a theme on people rather than a rundown of past and upcoming events. I have been unwell since January and consequently away from the Museum on sick-leave for most of that time and I hope that Ailsa Chittick, who is acting in my role, can also provide the editor with a summary of current Museum happenings.

Captain Gordon Andrew RAN assumed command of HMAS ALBATROSS in January. Captain Andrew, a Principal Warfare Officer with a specialisation in Intelligence, had previously commanded HMAS COONAWARRA in Darwin. Most recently he headed up Navy's Sea Power Centre - Australia, in Canberra. The role of the SPC-A is to deliver maritime doctrine and concepts, historical studies and contemporary analysis in order to record the Navy's past achievements, enhance the current Navy and shape the future maritime force. With such a background, it was an invigorating experience for me to escort Captain Andrew on his familiarisation tour through the Museum where he showed an intense and genuine interest in our exhibitions and our archival collection. In the initial week of his tenure as Commanding Officer I was greatly surprised and honoured to be presented with an Australia Day Medallion by Captain Andrew at his Heads of Departments meeting. Several other members of ALBATROSS were also recognised with Australia Day awards including Captain Col. Lawrence AM, and my good friends and fellow Medallion recipients LCDR Bob Kyle and Chaplain Ian Lindsay.

Whilst on the subject of military awards and recognition for distinguished and conspicuous service I feel I must make note of some inconsistencies and clarify frequent errors in the understanding of the Australian Honours and Awards system. In the Australian honours system appointments to the Order of Australia confer the highest recognition for outstanding achievement and service. There are two divisions of the Order of Australia: the Civil or General Division and the Military Division.

The General Division of the Order of Australia has four levels:
Companion of the Order (AC)
Officer of the Order (AO)
Member of the Order (AM)
Medal of the Order (OAM)

The Military Division has the same four levels for service and performance of duties and if any recipient with a lower award is further elevated then that original award is superseded. There is an established order of precedence for the wearing of Australian decorations, including those received by members of our military

forces for recognition of acts of gallantry, distinguished and conspicuous service and in campaigns. This is where confusion sometimes occurs with the recording or description of a person's rank, title, name and relevant post-nominals. It was regrettable that this confusion crept into the last issue of 'Slipstream' with the incorrect post-nominals ascribed to our esteemed, newly appointed Patron, Rear Admiral Neil Ralph. For the record, and as Neil's modesty would prevent him from raising the issue, his full and correct title is Rear Admiral Neil Ralph AO, DSC, RAN (Rtd). The definitive reference is the official government website: www.itsanhonour.gov.au, where you can see all the awards and read the order for wearing Australian honours and awards.

It has been over five years since the Fleet Air Arm Museum was rightly re-established as the guardian of Australia's naval aviation heritage. As Director of the Naval Heritage Collection, Commander Shane Moore, CSM, RAN has held a firm and guiding watch over the transition back to Navy and the subsequent growth and development of the Museum. Under his leadership the Museum has gained recognition, awards, and much deserved praise from all quarters of Navy and the wider community. Come the middle of this year, Shane Moore will be leaving this role for another position within Fleet Command and he can reflect on a directorship that has seen huge advancements in the status of this Museum and all the other collections under his control. We wish him good fortune as Deputy Director - Establishments and we look forward to a smooth changeover with his replacement.

Good wishes to members of all Divisions of the Association and I trust that the forthcoming ANZAC Day ceremonies and gatherings are enjoyed by all.

TERRY HETHERINGTON

In Terry's absence he has asked me to write a short report updating you all on what's happening at the Museum.

On Friday night, 9th March, we opened an exhibition at the Shoalhaven City Art Centre, on Berry Street, in Nowra. The Exhibition is titled "Cyclone to Sumatra – Royal Australian Navy Peacekeeping and Humanitarian Operations 1974-2010".

This photographic exhibition is designed to show the good work the Royal Australian Navy does behind the scenes, in local communities here in Australia and abroad in the South Pacific and South East Asian regions, from medical and dental assistance to cleaning up and assisting with rebuilding after major natural disasters.

The Exhibition was opened by the new Commanding Officer of HMAS Albatross, Captain Gordon Andrew and was attended by 50 guests. At the exhibition Artist John Downtown donated another painting

to the Museum entitled "Silent Witness" (see front cover). The painting is of HMAS Melbourne in East Timor in 2000. The Museum is very fortunate to have such a high calibre Artist who regularly supports the museum with such generous donations. The exhibition will be on display until Wednesday 4th April, entry is free.

There will be a Korean Veterans "Missing in Action" Plaque dedication on Wednesday 14th March out in the Fleet Air Arm Association Memorial Garden area. The plaque covers all three services and will be unveiled by Captain Gordon Andrew followed by an afternoon tea in the Museum's café.

The following Wednesday the Museum will be hosting the handover of a Framed American flag which was presented to the Australian Contingent of the 135th Helicopter Assault Company. The framed flag has been looked after by 723 Squadron until an appropriate display was established at the Museum. It will now be handed over in front of current member of 723 Squadron and some of our local Helicopter Flight Vietnam Veterans.

We are busy making preparations for the arrival of the Sea King. New banners and back drops are being designed as well as information panels. Once the Sea King is installed we will start to make preparations for the arrival of the Skyhawk from New Zealand.

It's going to be an exciting year for the Fleet Air Arm Museum with the arrival of two aircraft and the development of new displays.

We hope that some of you will be able to come and enjoy in some of the excitement with us.



One of our soon to be displayed new aircraft

Ailsa Chittick
Collections Curator

To obtain medical and service records information

If it has been over 30 years since your discharge (Pre 1970) the addresses to obtain medical and service records is:-

Royal Australian Navy
Navy Personnel Records
Queanbeyan Annexe
Department of Defence
Russell Offices
CANBERRA ACT 2600

To obtain information up to 30 years since your discharge, the address is:

Royal Australian Navy
DSP/SOR
D-2-24
Dept of Defence (Naval Office)
PO Box E33
Queen Victoria Terrace
Canberra ACT 2600

The information you will need to supply :- If some of these details are unavailable, give as much as you can :

Surname ,
Given Names,
Service Number,
Date of Birth,
Date of Enlistment,
Date of Discharge

The three services also offer a EULOGY SERVICE for ex -members.

Army, RAN and RAAF now provide a eulogy service to those conducting graveside services. It is helpful if you are able to supply information such as service number and given names etc.

Often timing is crucial so contact :

RAN Eulogy Hotline:
(02) 6266 5850, Facsimile Number: (02) 6266 5851

Test for Career Suitability :

One of the questions from the career placement test given college student applicants for a military commission.

"Rearrange the letters P N E S I to spell out an important part of human body that is more useful when erect!"
Those who answered "spine" went to medical school...the rest went to pilot training...



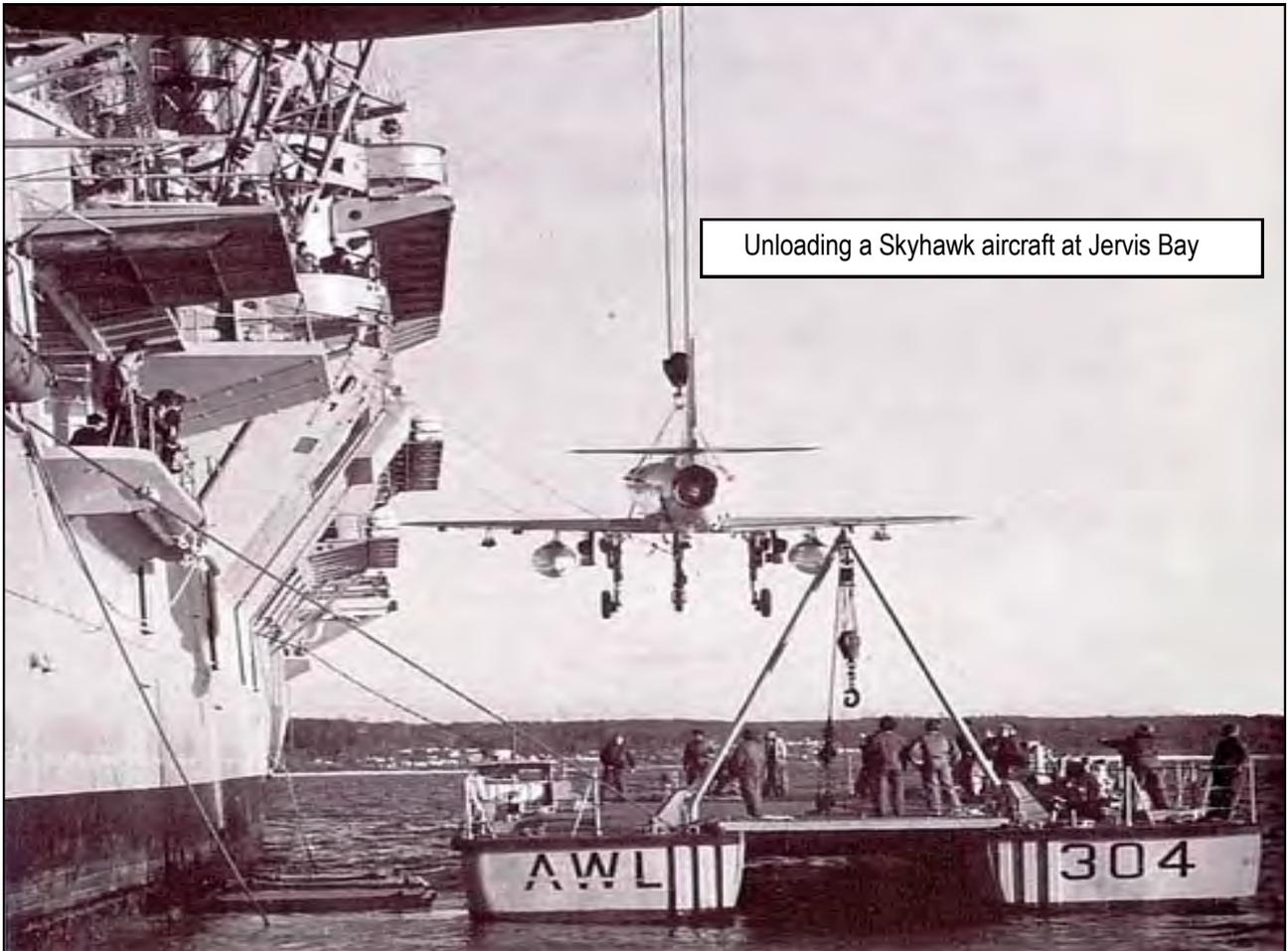
MOMENTS IN TIME



The final act for a much used 'old lady' - Melbournes's paying off ceremony (pity about the dockyard boiler but she still needed steam to exist.)



MOMENTS IN TIME



Unloading a Skyhawk aircraft at Jervis Bay



H.M.A.S. Melbourne's Skyhawk jet fighter pilots in briefing room .



A calm, serene day in the tropics - getting ready for 'work'

STRATEGIC REFORM INITIATIVE - HOSPITALITY AND CATERING REFORMS ACROSS NAVY - CHANGES TO ESTABLISHMENT MESSING AND CATERING

1. DEFENCE SPENDS APPROXIMATELY \$130M ON HOSPITALITY AND CATERING SERVICES EACH YEAR WITH MUCH OF THAT ON SERVICE PROVISION AND GALLEY AND MESSING INFRASTRUCTURE WHICH IN MANY CASES IS SEVERELY UNDER-UTILISED. CONSEQUENTLY REFORMING THE WAY THE DEFENCE SUPPORT GROUP AND THE THREE SERVICES DELIVER HOSPITALITY AND CATERING SERVICES ACROSS DEFENCE HAS BEEN AN IMPORTANT STRATEGIC REFORM INITIATIVE TO ENSURE MONEY IS AVAILABLE TO RE-INVEST IN NEW DEFENCE AND NAVY CAPABILITIES.
2. A DETAILED REVIEW WAS CONDUCTED INTO HOSPITALITY AND CATERING, AS PART OF THE NON-EQUIPMENT PROCUREMENT STREAM OF THE STRATEGIC REFORM PROGRAM (SRP), TO DETERMINE HOW NAVY AND DEFENCE COULD DELIVER THE SAME QUALITY OF SERVICE BUT IN A MORE COST EFFICIENT MANNER. THE FOCUS OF THE REVIEW HAS BEEN TO ENSURE THAT FUTURE DEFENCE HOSPITALITY AND CATERING ARRANGEMENTS REMAIN EFFECTIVE, CONSISTENT WITH CONTEMPORARY STANDARDS, AND AFFORDABLE WITHOUT IMPACTING UPON CAPABILITY DELIVERY. IT ALSO CONSIDERED POSSIBLE PERSONNEL IMPACTS ASSOCIATED WITH DELIVERING AFFORDABLE AND SUSTAINABLE SERVICES IN THE LONG TERM
3. IN NAVY'S CASE THE REVIEW IDENTIFIED A NUMBER OF INSTANCES IN WHICH ESTABLISHMENT DINING FACILITIES, PARTICULARLY THOSE IN MAJOR CITIES, EXPERIENCED SUSTAINED LOW LEVELS OF PATRONAGE BUT INCURRED SIGNIFICANT COSTS. IN GENERAL RESPONSE TO THESE FINDINGS, THE REVIEW RECOMMENDED SHARED FACILITIES WHEREVER POSSIBLE SUCH AS THE USE OF SHARED GALLEYS AND COMBINED MESSING ARRANGEMENTS. IMPORTANTLY, NONE OF THESE PRACTICES ARE NEW TO NAVY AS WE HAVE BEEN OPERATING WITH SHARED GALLEYS AND SHARED MESS FACILITIES DURING REDUCED ACTIVITY PERIODS FOR MANY YEARS.
4. I HAVE CONSIDERED THE REVIEW AND ITS FINDINGS IN RELATION TO NAVY AND HAVE ACCEPTED THE RECOMMENDATIONS FOR AMALGAMATING DINING AND MESSING FACILITIES IN THOSE SITUATIONS WHERE UNSUSTAINABLY LOW LEVELS OF PATRONAGE HAVE PERSISTED RENDERING SEPARATE MESSING AND DINING FACILITIES FINANCIALLY UNVIABLE. ON THE ISSUE OF BAR HOUR OPENING AND CLOSING TIMES, WHICH WAS ALSO IDENTIFIED AS AN UNDER-UTILISED SERVICE, FURTHER ANALYSIS IS UNDERWAY AND I EXPECT TO MAKE AN ANNOUNCEMENT IN RELATION TO NAVY REFORMS IN THIS AREA LATER IN 2012. FOR THE TIME BEING, MY FOCUS IN THIS MESSAGE IS TO OUTLINE THE PLAN TO REFORM DINING AND MESSING FACILITIES ACROSS NAVY.
5. I AM COMMITTED TO IMPLEMENTING THESE REFORMS IN LINE WITH OUR SIGNATURE BEHAVIOUR OF COST CONSCIOUSNESS. THE FIRST COMBINED DINING FACILITY AND BAR WAS IMPLEMENTED IN HMAS PENGUIN ON 16 JANUARY 2012. THE SUCCESS OF THE PENGUIN IMPLEMENTATION WILL BE ASSESSED IN ORDER TO GUIDE PLANNING FOR OTHER BASES WITH THE IMPACT ON PERSONNEL BEING ONE OF MANY CONSIDERATIONS. THESE CHANGES WILL BE SUBJECT TO A PROGRESSIVE ROLL OUT ACROSS NAVY BASES IN 2012.
6. FLEET COMMAND STAFF HAVE BEEN ENGAGING WITH COMMAND ELEMENTS IN BASES ON THESE REFORMS. THE SOLUTIONS PROPOSED REFLECT THE PREFERENCES OF LOCAL BASE COMMAND TEAMS. FURTHER INFORMATION WILL BE PROVIDED TO COMMANDS ON THE PROPOSED CHANGES AS PART OF THE COMMUNICATIONS STRATEGY. THE SCHEDULE FOR IMPLEMENTATION OF THESE REFORMS WILL BE PROMULGATED SEPARATELY.
7. IN BROAD TERMS THE FOLLOWING CHANGES ARE PLANNED:
 - a. HMAS CAIRNS: ALL LIVING-IN ACCOMMODATION (LIA) CATERING WILL BE COMBINED TO THE NORTHERN HERITAGE, USING THE ONE GALLEY AND DINING ROOM FOR ALL RANKS. SEGREGATED ARRANGEMENTS WITHIN THE DINING ROOM ARE AVAILABLE. ALL THE LIA BAR FACILITIES WILL BE COMBINED AT THE NORTHERN HERITAGE.
 - b. HMAS HARMAN: ALL MEALS WILL BE SERVED FROM THE CURRENT JUNIOR SAILORS/SENIOR SAILORS FACILITY USING A SINGLE GALLEY WITH COMBINED DINING ARRANGEMENTS FOR OFFICERS AND SENIOR SAILORS. THE INTENTION IS FOR THE WARDROOM MESS TO BECOME THE COMBINED OFFICERS AND SENIOR SAILORS BAR.
 - c. HMAS KUTTABUL: THE SENIOR SAILORS BAR WILL BE CLOSED AND OFFICERS AND SENIOR SAILORS WILL SHARE THE EXISTING WARDROOM FACILITY. MRU STAFF WILL OPERATE THE COMBINED OFFICERS/SENIOR SAILORS GALLEY/ DINING AND BAR FACILITIES AS A CORE FUNCTION. THE JUNIOR SAILORS GALLEY AND DINING FACILITY WILL BE

RETAINED AT KUTTABUL. A DECISION ON THE HOMEBUSH LIA FACILITY IS BEING FURTHER INVESTIGATED AND WILL BE ADVISED SEPARATELY.

d. HMAS WATSON: AS A TRAINING ESTABLISHMENT ALL EXISTING BAR, DINING AND MESSING FACILITIES WILL BE RETAINED IN THEIR CURRENT CONFIGURATION DUE TO THE HIGH VOLUME AND GEOGRAPHIC LAYOUT OF EXISTING FACILITIES.

e. HMAS WATERHEN: ALL EXISTING BAR, DINING AND MESSING FACILITIES WILL BE RETAINED IN THEIR CURRENT CONFIGURATION GIVEN THE EXISTING SHARED GALLEY FACILITIES.

f. HMAS PENGUIN: THE FIRST SITE FOR IMPLEMENTATION, THE AMALGAMATION OF THE OFFICERS AND SENIOR SAILORS DINING AND BAR FACILITIES COMBINED IN THE EXISTING SENIOR SAILORS MESS ON 16 JANUARY 2012. THIS HAS ENABLED THE USE OF ONE CENTRAL GALLEY TO PROVIDE ALL MEALS. THE JUNIOR SAILORS DINING AND BAR FACILITIES WILL REMAIN IN THEIR CURRENT CONFIGURATION.

g. HMAS ALBATROSS: THE PLAN FOR ALBATROSS WILL NOT BE FINALISED PENDING FURTHER DETAIL ON THE PLANNED ESTABLISHMENT OF THE HELICOPTER TRAINING SCHOOL. I EXPECT AN ANNOUNCEMENT ON ALBATROSS BY MID 2012. IN THE INTERIM HOWEVER A NUMBER OF STEPS WILL BE TAKEN TO RATIONALISE MEAL DELIVERY IN THE WARDROOM / SENIOR SAILORS MESS.

h. HMAS CRESWELL: AS AN INITIAL TRAINING ESTABLISHMENT AND NOTING THE HIGH VOLUME AND GEOGRAPHICAL LOCATION OF THE FACILITIES, ALL EXISTING BAR, DINING AND MESSING FACILITIES WILL BE RETAINED IN THEIR CURRENT CONFIGURATION.

i. HMAS STIRLING: COMBINED OFFICERS AND SENIOR SAILORS DINING ROOM AND BARS WILL BE ESTABLISHED USING THE EXISTING WARDROOM MESS. THE JUNIOR SAILORS DINING AND BAR FACILITIES WILL REMAIN IN THEIR CURRENT CONFIGURATION

j. HMAS CERBERUS: AS AN INITIAL TRAINING ESTABLISHMENT AND NOTING THE HIGH VOLUME AND GEOGRAPHICAL LOCATION OF THE FACILITIES, ALL EXISTING BAR, DINING AND MESSING FACILITIES WILL BE RETAINED IN THEIR CURRENT CONFIGURATION.

8. THE DECISION TO RETAIN THE EXISTING ARRANGEMENTS AT HMA ESTABLISHMENTS WATSON, CRESWELL AND CERBERUS WAS BASED ON CLEAR EVIDENCE OF THE HIGH DEMANDS IN EACH MESS AND THE DESIRABILITY OF RETAINING SEPARATE FACILITIES IN TRAINING ESTABLISHMENTS.

9. THE IMPORTANT ROLE THAT MESSSES PLAY IN SERVICE CULTURE AND HERITAGE IS RECOGNISED AND WELL UNDERSTOOD. AS SUCH, MY INTENT AND EXPECTATION IS THAT SHARED FACILITIES WILL NOT BECOME A BARRIER TO THE CURRENT PRACTICE OF DEDICATED MESS EVENTS SUCH AS WARDROOM MESS DINNERS AND SENIOR SAILOR MESS FUNCTIONS. THESE ACTIVITIES CAN HAPPILY SIT ALONGSIDE WHOLE OF MESS FUNCTIONS. THESE ELEMENTS OF OUR SERVICE TRADITION MUST CONTINUE BUT IN A CONTEMPORARY FRAMEWORK IN WHICH OUR RESPONSIBILITY TO THE AUSTRALIAN TAXPAYER IS ALSO UPHELD.

10. I KNOW THAT SOME WILL HAVE CONCERNS WITH THESE PROPOSALS, AS SOME OF THESE CHANGES MAY PRESENT CHALLENGES TO OUR TRADITIONAL MESS ARRANGEMENTS. HOWEVER, AT HQJOC, HMAS CAIRNS AND LEEUWIN BARRACKS THESE SORTS OF ARRANGEMENTS ARE ALREADY IN PLACE AND WORK. OUR REDUCED USAGE OF SOME MESSSES HAS SIMPLY RENDERED THEM ECONOMICALLY UNVIABLE.

11. WE MUST MOVE ON THIS, I NEED THE OFFICER AND SENIOR SAILOR COMMUNITY TO APPROACH THESE CHANGES WITH AN OPEN MIND AND A POSITIVE ATTITUDE AND SUPPORT THE COMMAND TEAMS THAT NEED TO DELIVER THE CHANGES.

HOW ABOUT THAT !!!! Make NELSON wonder.

VALE --- Neville George Way 20 Dec. 1929 - -20 Oct. 2011

Nev was born at Merewether, NSW.

He was living and working in Sydney's eastern suburbs when the very enticing advert, '**Be amongst the first --- join the Navy's new Fleet Air Arm**', in the Nation's daily press, August 1947.

This looked pretty good to Nev so he went along to Sydney's Naval recruiting office, volunteered and was accepted.

About seven weeks later, on the 16th October along with 32 other bright boys Nev arrived at Cerberus and commenced Navy recruit training. The first direct entry Birdies to enlist in the RAN; Air Artificers, Skilled Air Mechanics and 14 Naval Airmen were divided into two classes.

On completion of recruit school in early Jan. 1948, the two classes again became one and were posted to Lonsdale for passage to UK on SS Largs Bay, arriving at Southampton on 28 Feb. The 'tiffies' went to Arbroath in Scotland for training and the rest went to RNAS Yeovilton in Somerset.

The fourteen Naval Airmen, without any choice, were trained as Ordnance Mechanics and the SAM's trained as A or E rates. The NA's course lasted six months. On completion the classes were split into three groups and posted to other Air Stations for on the job training.

Nev went to Lossiemouth in North Scotland where he spent the very cold winter. From there it was back to Yeovil for training courses on the RAN Sea Fury and Firefly Mk 5's, then down to Plymouth to join our new carrier 'Sydney' thence back home to Australia, arriving in May '49. Then a posting to Albatross Air Ordnance workshop.

In July 1951 he married his beloved Dolce, a young lady from Robertson NSW who was working in Nowra with the PMG. Nev's next move was to Sydney HQ. And off to Korea. During this posting he was rated Kellick.

In 1953 Nev completed his PO AF (O) course, was recommended for Air Mechanician and later that year was posted to 'Nirimba' as A/POAF to undertake that course which was successfully completed two years later.

In the late 50's as an Air Mech^{1st} Class, Nev transferred to General Service due to a shortage of Ord. Artificers. Shortly after completing the conversion course he was accepted for Commissioned Rank and was posted to Plymouth, UK for further training as a Commissioned Weapons Engineer

(Ordnance) and rated Sub Leut.

On completion and a short time at Devonport Dockyard he was appointed to Plymouth Dockyard on two years loan to the RN.

Three years later he and family returned to Australia, postings to Penguin followed by Vampire for three years during which time he was promoted to Lieutenant., thence posted to Kuttabal Fleet Maintenance Party in '65.

In 1968 Nev decided to look for a change in his career and resigned from the Navy In August that year. He accepted a position with Thomas and Coffey a marine engineering contractor with considerable work at GI dockyard.

In 1970 Nev was offered a position with Babcock and Wilcox as OIC of their branch at Wollongong.

He moved there with the family until 1973 when the branch closed.

The next move was to Lithgow where he managed an engineering firm until it closed down during a recession.

From here he went into the Motor Car agency business and later acted as a consultant and doing general work for a Department store.

Nev retired from full time work in the late 90's and set back to enjoy life with wife Dolce.

Health problems in the early 2000's resulted in him having to enter a nursing home where he has been for the past four years or so with plenty of contact with his Wife and the family.

Late in the evening of 19th October 2011 he was affected by an internal Aneurism and very quickly, Nev passed on to the long Stand Easy.

To his Wife Dolce and sons Gary, Greg, Glen and their families we pass on sincere condolences from the eleven of his old Armourer class- mates still on deck and all who knew him.

RIP old friend.

J. J. (Blue) Harrison.

Experience is something you don't get until just after you need it.

Son, you're going to have to make up your mind about growing up and becoming a pilot.
You can't do both.

If helicopters are so safe, how come there are no vintage helicopter fly-ins?

Fleet Air Arm Association of Australia

Blazer Order Form

Blazers made by C E Wise 780 – 782 High Street Thornbury Vic 3071

Tel 1300 700 000

Fax (03) 9484 2212

Web Address: <http://www.cewise.com.au/>

Email: sales@cewise.com.au

Specification: 80%wool / 20%polyester jacket with FAAA monogram.

Price: \$209 (including GST) postage included.

How To Order?

Irrespective of whether you order via the *internet*, *fax* or *post* we will need the following details:

Full Name _____

Postal Address _____

Contact Details (Home) _____

(Mob) _____

Credit Card details (including expiry date) _____ (expiry) __ / __

Security code (last three digits on number on back of card) X X X / _____

Chest Measurement in cm or inches _____ Height _____ (in cm or inches)

By Internet go to: <http://www.cewise.com.au/>

Click on “Online Uniform Shops”

Click on “Fleet Air Arm Association of Australia” and follow the prompts.

By Fax: Fax this completed form to: (03) 9484 2212

By Post: Post this completed form to: CE Wise Pty Ltd. 780 – 782 High Street Thornbury Victoria 3071

By phoning us on 1300 700 000 and asking for assistance

On receipt of your order we will manufacture and dispatch to you a standard size FAAA blazer which corresponds to your chest measurement. This will be sent to your postal address within 14 - 21 days. Should the blazer need alteration we ask you to return the blazer along with a completed alteration form (which will be mailed to you with your blazer) and we will make a specially fitted blazer. There is no cost for either the alteration or the subsequent delivery.

Fleet Air Arm Association of Australia Blazer Alteration Form

Blazers made by C E Wise 780 – 782 High Street Thornbury Vic 3071

Tel 1300 700 000
Fax (03) 9484 2212

Web Address: <http://www.cewise.com.au/>
Email: sales@cewise.com.au

If your blazer needs altering please do the following:
complete the details on this form

Date of purchase __ / __ / __

Date of blazer return __ / __ / __

Your Full Name _____

Postal Address _____

Contact Details (Home) _____

(Mob) _____

Size of initial blazer supplied _____

In comparison to this fitting blazer:-

Chest Measurement alteration required (e.g. +2inches, -2inches) _____ (inches or centimetres)

Arm Length (cuff) alteration required (e.g. +2inches, -2inches) _____ (inches or centimetres)

Coat length (back) alteration required (e.g. +2inches, -2inches) _____ (inches or centimetres)

Height _____ (inches or centimetres)

Waist _____ (inches or centimetres)

send this completed form along with the blazer to:

CE Wise Pty Ltd.
780 – 782 High Street
Thornbury Victoria 3071

Please note this service is FREE to you

Order form for blazers is on page 23

You can tear out the page or else just copy it; fill it in and send it off to the nominated address. This form is only to be used if you have to get any alterations done to your blazer - note this alteration service is free.

You can also use their web site if you have a computer .

Victorians take note of the address and I am sure you can front up and do the business.



NATIONAL PRESIDENT



Warm regards to all members, and a continued welcome to any of our current serving naval aviation members serving at Albatross, ship's flights or other locations in Australia or overseas.

At the recent National Executive meeting which was held in the refurbished Nerriga Pub, the following came out of that meeting:

The National Executive has brought into our team an honorary Legal Counsel, CMDR Ben Spurgin RANR, who would be well known to many of you, and we welcome him to the FAA family,

The Executive is also looking at the National Constitution to clear up some issues raised by Divisions, We have also submitted a bid for a Government grant to allow us to move into the 21st century with computer support, printer and the like,

The final key decision from the recent meeting was to invite all Naval aviation trainees undergoing training at Wagga, Tamworth, Pearce and East Sale to become associate members sponsored by the National Executive. These memberships are offered at a reduced cost, and hopefully when these newly trained personnel arrive at Albatross they will want to remain as FAA members, and join the NSW Division. COMFAA is very supportive of this initiative.

I recently had the privilege to attend a retired officers CN symposium where VADM Griggs outlined the exciting future of the Navy, and outlined the vital role Naval aviation will play in this emerging new surface capability, be it the AWD, LHD or continued Frigate operations.

Unfortunately during the past three months, we have again lost some of our loved and respected shipmates. The Council extends its sincere condolences and thoughts to the next of kin, friends and colleagues of these fine people who have made a significant contribution to the FAA over the years.

As we go to press, Anzac Day emerges as a time many FAA personnel around Australia will come together at Dawn services, marches and reunion gatherings. It is also a time when we can reflect the significant contribution the FAA has made to the ADF and the country over many years. I hope you all enjoy the

experience and hopefully some of our Anzac day activities will be supported with serving FAA members, this is a great opportunity to build relationships and encourage new members.

Finally, I would like to welcome the new Commanding Officer to HMAS Albatross, and wish Captain Gordon Andrew a successful command and we look forward to continuing our strong relationship the Association has with the base.

The outstanding work of Terry and his dedicated staff at the Museum continue to present the Museum in a first class manner. On behalf of all FAA members, we thank you.

To all members, all the best as we move into the colder months of the year. Stay healthy and support each other where you can.

I am very happy to hear from any member with any issue and I encourage open and frank communication with me or any of the National Executive.

Yours sincerely
Geoff Ledger DSC, AM
National President

NATIONAL SECRETARY



By the time that this report is published in our magazine the majority of State Divisions would of held their Annual General Meetings so this is to remind all State Secretary's to get their up to date members lists into me as soon as is possible. It is critical for the distribution of Slipstream so we do not get so many returns due to incorrect addresses and have to mail them out again at a significant expense to the Association.

The first executive meeting of 2012 was held a couple of weeks ago-great venue the 'Nerriga Pub', lots of us would remember it from the old days. Still a great place and now that the road is sealed all the way to Canberra it is a convenient half way point for members of the current executive to hold their meetings. However don't visit on a weekend you cannot move there for all the "Yuppies"

News from that meeting includes the acceptance by Commander Ben Spurgen RANR to take up the position of Honorary Legal Officer for the Association.

Commander Spurgen spent time at Albatross as Legal Officer to the then XO (Our current President)

The change over of Web Master's from Harley Dadswell to Peter Welsh has progressed smoothly, our thanks go to Harley for a top job over the past years and Peter has grasped the reins well.

The progress of the Historic Flight to HARS is currently tied up with RED Tape so there has been very little progress over recent weeks.

Nowra has been swamped with the rain in recent weeks like many parts of our country but the fish are still biting and the editor is waiting in his boat as well as for this report so that's it.

Pincher

ACT DIVISION



ACT DIVISION NEWS

Hi again to all for this edition of Slipstream.

A fairly quiet period so far this year with a get together held at the Australian-Italo Club on Friday 24 Feb 12 with about 15 people in attendance during the afternoon.

A few new faces attended this time, including Dave Oswald, Pete Theunissen and Shane 'Harry' Holness and it was good to catch up with them.

Even RADM Mark Campbell managed to make it for this get together, in between overseas visits, and I hope to see him along more often as work commitments allow.

2012 ANZAC Day arrangements are well under way and an email has been sent out to all ACT members and other Canberra based FAA personnel.

This year a number of visitors from the South Coast / Nowra area will be joining us for the Canberra ANZAC Day events so we are looking forward to catching up with those guys.

I believe the Nowra contingent will include Bill Huntriss, Bob McIlwain, Tony Kinnear and Maurie Snell along with their partners and possibly one or two others from the South Coast

and Sydney areas.

At this stage the FAAA ACT Division will be No 20 in the order of march. Form up is as per usual on Anzac Parade at approx 1000 for a 1030 step off.

Arrangements for the Dawn Service and Post March get together are now confirmed as being held at the Canberra Services Club.

Although the CSC building was destroyed by fire last year, the club has advised it will be trading under a marquee on the old club site for Anzac Day, I encourage you to come along and join us:

The program will be as follows:

04:00 - Gunfire breakfast by Rotary

05:15 - Free Bus takes members to Dawn Service, Australia War Memorial

05:30 - Dawn Service at the Canberra Services Club

07:45 - Bus returns members from Dawn Service to Club

09:45 - Free Bus to take members to Aust War Memorial for March

12:45 - Bus returns members from Aust War Memorial to Club

13:00 - Two up starts - biggest game in town

Bar and BBQ operating from 4am to 7pm.

All Canberra Service Club Members and friends are welcome

Anyway, that's all for this edition. Take care, and I look forward to catching up on Anzac Day. If you are in the nation's capital, please don't hesitate to join us.

Regards,

John (*Schonners*) Schonberger

There are only three things the co-pilot should ever say:

1. Nice landing, Sir.
2. I'll buy the first round.
3. I'll take the fat one.



QUEENSLAND DIVISION

I always enjoy reading Slipstream and the articles therein. In the last issue, I'm sure that it's Maury Griffin leaning on the trailing edge. (page 5). Can't be sure of the bloke looking over the cockpit though.

I was working on Sea Furies and Fireflies on 724 squadron in '55/56. I recall one day, wet weather, all the aircraft were in the hangar and a few of us were yarning and I think it was Jake Jacobs leaning on a 'Fury prop. An electrician was in the cockpit and checking the starting cycle when there was a loud BANG and the prop did a bit of a turn, throwing Jake a few feet from the prop. Frightened hell out of all of us. If I've got the wrong bloke, Jake, forgive my memory!

On another occasion, I'd been running the engine on a 'Fury, getting ready for an early take-off. A fairly new pilot strapped in, and after telling him not to prime or just a little squirt, he hit the button. Well!, would you believe that all 5 cartridges fired together, the oil tank caught fire, young pilot last seen racing for the hangar with dinghy banging his legs and chute pack like a humpy-back. Junior Henderson threw an extinguisher up to me, I'd got onto the wing- so got the fire out. I think I know who the pilot was but he might own up!

One day, we were adjusting the mixture on a 'Fury engine. Junior H. was underneath and I was out to the port side with a length of waxed string connected to the mixture adjustment. I don't recall who was running the engine. I must have turned the adjuster too far, giving a much weakened mixture, for there was an almighty backfire, the two filters blew off and sheets of flame shot down on either side of Junior's head. Junior was sort of running on the spot and I yelled out for him to run toward me and not out the front into the big 5 blade prop. Of course, he couldn't hear me and luckily ran to the side!

Seeing the name Jack Duprouzel, I have to tell this little tale; we were in the old cinema one night when the QM. made a pipe "Naval Airman Duprouzel, report to the Guard House". In an instant, some wit yelled out "What initial?" We never figured out if you had a brother there! The whole place cracked up! and it's still talked about.

Mick Blair and I are putting together some more detail on 817 squadron moving into the Wessex scenario. We both had teams getting the Wessex out of the big boxes and then ready to be test flown. We'll have the project completed before too long and will present same via Slipstream. I took the first ten down to the end hangar to form up 725 Squadron in 1961 or '62. Ben Matthews was the CO and Arthur Sara was AEO. Fun times.

We'll be holding our AGM on March 25 at the Currumbin RSL. They have kindly given us the top floor at no cost, for our meeting.

I think most of our committee are standing again. Sadly, Bob McBride is dropping off the committee due to health problems. Bob has been a strong committee member for some considerable time – he always came to our meetings at the Cooparoo RSL and that was a fair while ago. The meeting starts at 1030am and then we'll proceed to lunch either in the restaurant or outside in the Fishing shed. That's where we'll end up after all feeding is done.

Paul Humphries has been in touch and we hope he'll join us, he was a Photographer by trade. We spoke briefly about Bob Ridgeway whom we all knew.

On Anzac Day, Warren Walters, Gail, his lady, Carol, her friend and Paul Poulsen will be here with us. Paul is ex USN (subs). We've met him a few times and he lives near WW.

Paul's wife, Mary, passed away last year and we were lucky to have been able to spend a little time with them in Hot Springs Village in 2010. So, it should be a good march and function after at the Spring Hill Hotel.

Arthur Sharland may come up to join in the fun. WW and company will spend a week with us here so we will enjoy the Sunshine Coast and surrounds. Weather permitting, we, WW, Carol and I, plan to get a round of golf in at Beerwah. Arthur may make that as well.

I'm arranging a jeep for Geoff Beardsley, Royce Kimlin and Paul on Anzac Day.

We hope to have the Vietnam Helicopter boys with us and maybe HMAS Melbourne as well. All FESR blokes are welcome to join us on the day. Maybe we'll beat the 110 mark at the hotel?

We were very sad to hear the Shirley Neilsen's son, Darrell, has passed away. None of us were aware of this sad happening. Our condolences go to you, Shirley. Also, I had a call from Peter Greig to say that Merv Cundy had gone as well. I sent a card to his widow, Chris.

With regard to the Historic Flight finances, we have sent our cheque for \$1000 to the National Executive in line with our commitment, having asked our members for an additional \$5 added to the Annual Sub. We look forward to further developments. Committee member, John Stewart, recently visited HARS at Albion Park and was impressed with their operations there.

Floods seem to be the flavour of the month, both around here and in a lot of NSW. We are driving to Newcastle end of March and then on to Sydney so hope the wet will dry up! I went to Gympie for the Centenary Celebrations last weekend, of the State High School. Just like a Navy Reunion, meeting people not

seen for many years. Luckily, the floods had subside a few days before the event.

That's about it for now—run out of steam, so will close and send our very best wishes to all throughout Australia and elsewhere.



Barry Lister and Arthur Sharland



Believe me. it was REALLY big " Ron (swampy) Marsh



"there I was at---"Paul has heard it all before"



Crash, plane cut in half New Guinea - HMAS Sydney



Firefly crashing -on the Sydney

Barry Lister
President.

**VICTORIA
DIVISION**



Our Xmas Breakup / BBQ Meeting was held on the 11th December at the MELBOURNE Naval Centre and was well attended. Special thanks to Val CHRISTIE AND Sylvia IKIN for their efforts. To the 'duty chefs' Ken Pryor, Rob EARLE and Peter BARNES, congratulations and also to Alan CLARK who provided a wonderful cake to help celebrate the RAN 100 years service.

Also thanks to the members who supplied items for the usual fund raising , with special mention to John CHAMPION for his time and effort in producing some excellent models for this function. I might add that I was fortunate enough to win one of John's models, a Hawker Sea Fury.

A very enjoyable end of another year was had by all in attendance.

The next item on the agenda was the Divisions' Annual General Meeting, held on the 5th February 2012. this was well attended, the National President , Geoff Ledger was invited but tendered his apology due to commitments overseas . The results of the election of officers were as follows:

- | | |
|----------------|----------------|
| President | Ron Christie |
| Vice President | 'Hank' Fargher |
| Secretary | Mal Smith |
| Treasurer | John Ikin |

- | | |
|--------------------|------------------------------------|
| General Committee: | Social Co-ordinator : Val Christie |
| Les Jordan | |
| Alan Clark | |
| Ralph Mayer | |
| John Champion | |
| Peter Barnes | |

Here's to a successful year ahead, and hopefully we can get more members involved. I would also like to think we could gain some new members and once again even if it is wishful thinking, some from the younger generation.

The next major event on the calendar for the Division is ANZAC Day in March followed by the after march reunion.

The March : mustering will be in Flinders Street (East) outside Federation Square at 0845 ready for "Step Off" ' at 0945, just keep an eye open for the FAAA Banner.

The after march reunion: The reunion will be convened at the usual venue, the Melbourne Naval Centre 9ESU0 146 Toorak Road (West), South Yarra.

The Social Co-ordinator has obtained the services of the same caterer as last year so we know the scrum will be okay. A two course meal is available at \$15 per head . Bookings and payment are essential and must be made prior to or no later than the 18th April.

Remember, No Booking—No Lunch
Your attention to his matter is very important for catering requirements.

The Social Co-ordinator can be contacted at :
Val Christie
15 Bianca Court
Rowville
Vic 3178 phone - 03 97645542
Please note, all cheques and money orders should be made payable to :FAAAA (Vic)



Alan Clark's presentation cake



Victorian members at the XMAS breakup

(photos are with the compliments of George Self)



Rob Taylor, Anne Taylor, Val Christie and Ron Christie



Front row: Mal Smith, Ron Christie, Hank Fargher, John Ikin
 Back row: Les Jordan, Peter Barnes, Ralph Mayer, John Champion and Alan Clark -
 The new committee.



Ken Prior, Rob Earle and Peter Barnes

WESTERN AUSTRALIAN DIVISION



Greeting's to all for 2012, however, it has not been the best situation in Queensland; New South Wales & Victoria at this time, with your worst floods in decades , our thoughts have been with you during these trying times, we hope you have all dried out, we have experienced one of hottest Summers on record, Phew!!

President Winston James presented Life Membership Certificates & Badges to Tom Fish and John Selsmark for their continued great efforts to the Division over a very long period. Both were to quote John, "Gob-smacked" to be awarded Life Membership.



Tom and John, two very worthy recipients.

The presentation was made prior to our Christmas Lunch at Rosie O'Gradys which again, was a great afternoon and we welcomed guests Jim Buchanan ,Milton Wilkin and it was great to have David Orr and his assistant join us.

January 15th saw us at Winston and Marie James' home in Duncraig to celebrate Winston's birthday; it was also John Selsmark's as well so it was a big day (and night I believe) A magnificent spread from Marie and friends as usual and a good attendance from Members.

February saw us attending several service's; HMAS Voyager Memorial Service at Kings Park; HMAS Perth Memorial Service at Fremantle and City of Stirling and HMAS Perth Survivors Regatta at Nedlands Yacht Club, unfortunately their numbers have decreased one with the loss of Robbie Roberts.



Bill Attowe and Dusty Grierson



Something must have been good; by the looks on their faces Alan Winchcombe; Winston; John Mead; John Brown & the living legend "Skinhead" Kelson

Our Annual General Meeting was held in February but did not result in any changes to the Executive Committee, so it's the same old same old.

We welcomed several guests in Peter King DVA; Don McLaren; Mike Worship, Treasurer RN Fleet Air Arm; new Member Steve Ackerman and the new Senior Naval Officer at RAAF Pearce Ryan Hose who has replaced John May.

In all we mustered 30 Members plus our guests and wives / partners, so the raffles were very profitable for the Division.



Winston James; Theo Bushe-Jones and Peter King Deputy Commissioner WA DVA

Yours aye Keith (Squizzy) Taylor

TASMANIAN DIVISION



Another three months gone and another epistle from the Apple Isle.

Our last meeting was held on February 26 with an attendance of 16.

We have some people on the list from sick bay which is disturbing and we all wish them well with a speedy and complete recovery.

Firstly John Nobes is in Launceston General Hospital with a brain problem but I'm told he will recover. I haven't seen him yet as I didn't know until a few days ago he was there, but I surely will visit him.

He and I go back as friends and workmates since before our "gray funnel" line days. A long time ago now.

Bob Jones, ex AH from Railton has had a prostrate operation and it looks as if his recovery is slow but will be sure. I talked to his wife Bev recently and she gave me a rundown on his situation.

Another 'Tassie Bod', Laurie O'Donnell from Hobart who recently had part of a lung removed is recovering rather slowly. Talked to him by phone yesterday and he gave me the details. He is quite happy for all his friends and mates to know his situation, and the fact he is recovering, so long as he doesn't start training for the London Olympics then he'll be ok.

As far as I know everyone else is fine including me. My wife has made a good recovery after her 3 1/2 months in hospital just recently.

She's in the kitchen now making tomato pickles (can't you smell them) amazing.

The news is fairly scarce from other areas at the moment, but the good news is all are recovering well.

If any of my old mates and friends on the 'Big Island up North' would like to give me a call, feel free.

All the best to you all from Tassie

Cheers Jake
(03) 63944398, 0427944398



NSW DIVISION



Xmas is over and believe it or not the following week saw 'Hot Cross Buns' advertised in the supermarkets. I know the year seems to go by quickly but this seems a bit rich.

HMAS Albatross has had a changing of the guard and the new CO is Captain Gordon Andrew and in keeping with tradition he was offered and accepted an Honorary Membership to our Association.

So far this year it would appear that the main discussion point on the East Coast is the weather. Hopefully our members have weathered the storms and are still afloat. Down around here (Nowra) we seem to have escaped a lot of the downpour but even so we got more than we really needed. I think they have even stopped pumping water to Sydney probably because their desalinator is making heaps. Hope our climate change experts are keeping a tally on the 'non existent rainfall'.

We said farewell to James (Jim) Norman Hill in February and it was a mark of respect to how he was held in the thoughts of the Navy and the community by the attendance. The service was held in the Chapel at Albatross and the only other gathering that even came near to it was the service for the occupants in the Sea King that crashed in Nias.

Albatross held a ceremony on the 14th February to commemorate those who were killed in Korea and a plaque listing the names was attached to the 'Rock' in the Memorial Garden' at the Fleet Air Arm Museum. The plaque was provided by Wray Owen Funerals, (Ian Strathie) along with a bit of concrete kerbing to tidy up the area. It is good to see local business (and a member) supporting the area and I am pleased to give him a plug for his business. A good turn roll up of guests attended and the host provided a 'brew and bickies' in the Museum Cafeteria afterwards.

If you have had or are having any problems with receipts for money or other matters relating to financial matters please be patient with the 'Treasurer', he has not been 100% and now boasts a new 'tin' knee. A stand-in was not available so things may take a bit longer than usual to get done. If it is in relation to a plaque for the 'Wall' please remember we do not issue receipts as your bank statement showing the cheque has been cashed is deemed to be the receipt. If in doubt contact one of

the Committee.

We have just held the AGM and the Committee remains the same as before. The numbers in attendance at the meeting were disappointing, please remember that this is your organisation and input from the members is essential if it is to operate to serve the needs of all.

Fees remain the same for the ensuing year.

The new Committee decided to continue supporting the Detached flights from 816 Squadron overseas and will liaise with the squadron for listings.



Eric Bruce (Returning Officer) sorts out the new Committee



Some of the attendees—L to R :Ray Burt, Kevin Camm, Denis Mulvihill, Phil Carey, Ian Ferguson, Eric Bruce and Mike Heneghan



Mike Heneghan, Eric Bruce. Ian Ferguson and Denis Mulvihill

Our annual raffle was drawn at the AGM instead of the day listed on the tickets (couple of days different) And the winners for this year are listed below.
 Many thanks to those that supported it as this is our annual fund drive and surprisingly enough it costs quite a bit to run the organisation.

Raffle winners :

1st prize : Painting by John Downton -
 Neil Macmillan : ticket No. 1912

2nd prize : Painting by John Downton -
 Frank Donnelly : ticket No. 2866

3rd prize : Sound System to the value of \$250.00-
 John Pugh : ticket No. 1786

If Frank keeps this up he will have a gallery of his own.

All prizes have been delivered.

Greg Wise

The venue is mainly the Windsor Hotel which was recommended by Dinsley Cooper... good move Dinsley.

Following on from our Christmas Dinner in December some members have been travelling and some have been in the sick bay.

Dinsley is on the mend after the December trip to Perth and the sea voyage back but still has some time to go before being fit again.

John Saywell continues to improve after major surgery last year and still represents us at Veterans' Affairs, with input from Vice President Mike Stubbington.

Roger Harrison is doing a Stirling job as Secretary and I could not head up this organisation without his help, due to my business activities.

I am an electrical engineer with Federal Government Test and Approval ID and test products from manufacturers worldwide who want to sell in Australia and NZ. I have just returned from Thailand, Hong Kong, Southern China and up to Shanghai (where it was zero deg)

My next trips are to Korea and Taiwan.

Our January meeting on Sunday the 29th was organised by Roger and held in Bonython Park on a lovely sunny Adelaide day.

Entertainment was by Bob Scobie presenting " The Man From Snowy River " with much flair and feeling . Well done Bob !!!



At the picnic: Gordon Gray, Bob Scobie, Roger Harrison, John Saywell and Leon Coppins.

February was a quiet month for us with only the Annual Commemorative (70 th) First Bombing of Darwin Service at the Repat. Chapel.

SOUTH AUSTRALIA



I am pleased to report that our lunchtime meetings continue to attract good numbers of members and partners.

We now step up again for the AGM on Wednesday 21st March 2012.

Nominations for all positions are in and I am most pleased to note that our existing committee will be returned. Gordon Gray continues to do a fine job as Treasurer, Ian Laidler assists me and Roger with organising things. Michael Cain keeps his head low but watches over us as our Honorary Auditor. I welcome the assistance again from John Saywell and Mike Stubbington.

ANZAC DAY... Henry Young , briefly back from world travels, will represent us at the Dawn Service in the City. Ian Laidler is our representative at the Repatriation General Hospital..

The March organisers have contacted me and UNFORTUNATELY it is the same format as for last year. We step off at the top of Pulteney Street again and end up at the same extended stop as last year.

Gordon Gray will be Flagman with Brian Thompson and Vic Byers on Banner duty.

The last 200 metres up the slight rise took a toll on everyone as it was a hot day and the March shuffled along a fair bit due to those up front.

The organisers say they will try again next year to group the senior leading groups together but it did not work this year.

After the March the gathering will be at the Windsor Hotel at 1200-1230 so it will be a good time for us all to get together again.

The next General Meeting will be held in the Windsor Hotel on Wednesday 16th May starting at 1130 followed by the meeting.



Bob Scobie with John Saywell.

Cheers
Leon Coppins

FLEET AIR ARM

WALL of SERVICE

These are the latest plaques fitted to the wall and as each order is processed and plaques fitted they will be acknowledged in this column. Orders are placed with the foundry in groups so as to keep the price structure within reason and the paperwork under control and thus there will be some delay between you placing an order and the final end result (the plaque mounted on the Wall).

If anyone requires a copy of their plaque an electronic reproduction of the proof from the foundry can be obtained by contacting the NSW Division Administrator of the project and he will organize it for you or your family.

Please ensure that your details are **PRINTED CLEARLY** on your application form. It is very hard and expensive (a complete remake) to correct an error once the bronze has been cast.

Application forms are available from the Administrator, on the front desk at the Fleet Air Arm Museum, The Fleet Air Arm Web site (<http://www.faaaa.asn.au>) or, if you contact your State Secretary he will be able to organize one for you or any other ex FAA personnel . Suppliers of the forms, when you give them the application form you might suggest membership for this association as well. All states can accommodate new members and then they would only have to write out one cheque.

If you are attempting to have a plaque installed for a third party , it is a requirement that NOK permission must be obtained (in writing) and a copy attached to the application form.

You will see by the number of plaques fitted since the last magazine that progress is good, there will always be a pause or two over the Xmas period as logistics(holidays that we all have to have) will govern the production. The back page of this issue has a photographic record of the actual plaques recently affixed to the Wall . If a group (old class or similar) wish to have their plaques fitted alongside each other get together And submit the group as a 'parcel' and they will be kept together otherwise all plaques are placed on the Wall in the order that the application is received. There are quite a few smaller groups and family members already together on the Wall.

The Administrator
WO Warren
PO Box 7115
Naval Post Office
Nowra Hill 2540
lan.warren@defence.gov.au

FAA Association contact details

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ACT

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Patron - RADM N Ralph OA,DSC,RAN (Rtd)

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VALE : Harry Jenkins

Ed,

I am writing to firstly extend my condolences to you and your family on the passing of Harry on the 28th December 2012.

The photo of the "Four Brothers" on page 19 of the latest Slipstream magazine journal, is in my opinion, a classic in the annals of the FAAAA history; unlikely to be repeated in our time. Four brothers, all Leading Airmen, on the same ship at the same time.

The obituary, under Arthur's signature on page 35 is a great testament to a well respected and successful member of our Senior Service.

VALE: WOAVN Harry Jenkins.

With every good wish,

Graeme Price

Aircraft Artificer R42027 1956 - 70

A LAST FAREWELL

The Association records with regret the deaths of the following members, shipmates and friends:

Patrick (Fagan) Lawford : 18th January 2012
 Norman (Jim) Hill : 7th February 2012
 John (Kipper) Keefe : 4th February 2012
 Kevin Thomas Foley : 17th February 2012
 Merv Cundy : 27th February 2012
 Mike (Micky) Edmonds : 1st March 2012
 Mike McKay : 13th March 2012
 Dennis (Squire) Wilkins : 31st March 2012

