

THE AUSTRALIAN NAVAL AVIATION ROLL OF HONOUR GOVERNANCE FRAMEWORK POLICY AND PROCESS

BACKGROUND

1. In 2008 the Fleet Air Arm Association of Australia noted there were a significant number of military Rolls of Honour purportedly listing those killed in pursuit of Australian Naval Aviation. These Rolls varied from one another depending on their underpinning criteria: for example, some included names of RAN aviation people killed in circumstances other than flying operations (such as in motor vehicle accidents), whilst others included non-RAN personnel who lost their lives on RAN ships, such as RAAF members in the sinking of Her Majesty's Ships *Sydney* and *Perth*.
2. The Association wrote to the Chief of Navy (CN) at the time, asking for an official list of aviation personnel deaths. CN advised that Navy Office could not produce the list but would work with the Association in development of such a Roll.
3. The Association believed that a FAAAA RoH should only contain the names of those who died as a result of naval aviation operations. Criteria were therefore developed in association with the Royal Australian Navy.
4. These criteria were agreed at the Association's Federal Council Meeting in October of 2009 and were then forwarded to CN for endorsement. The names resulting from their application were mounted on a 'Wall of Honour' placed outside the doors of the Fleet Air Arm museum at HMAS Albatross. An elaborate dedication ceremony was conducted on 11 November 2009, which included a Navy Guard and Band, a flypast of aircraft and two RAN chaplains to consecrate the list of dead.
5. This Governance Framework serves to enshrine the Criteria that underpin the Roll, and defines the process that must be followed should any person or body seek to make changes either to the criteria themselves, or any or all of the names on the Roll arising from their application.

NOMENCLATURE

6. The Roll of Honour referred to herein is the "**Fleet Air Arm Association of Australia Roll of Honour**" (FAAAA RoH) to signify its ownership and status, and to set it apart from the many other unofficial rolls of honour.

CRITERIA

7. The following are the two agreed criteria for the FAAAA RoH:
 - **All RAN/RANVR/RANR personnel who lost their lives as a result of naval aircraft operations.** The term "operations" covers those killed in action as well as those who died as a result of an aircraft accident, including those killed whilst serving with the Royal Navy or while flying in the United Kingdom. The important factor is that they were RAN, RANVR or RANR aviators and their death was due to a flying incident.
 - **Other Service persons who lost their lives as a result of Australian naval aviation operations.** Up to and during World War 2, RAN cruisers carried aircraft piloted by RAAF officers of 9 Squadron. These aircraft were involved in naval aviation accidents and in enemy action, and their crews were 'attached' to an RAN vessel and should therefore be included. After much deliberation, however, it was decided that those RAN aviators and RAAF pilots who lost their lives as a result of being in a ship that was sunk by enemy action would not be included as their deaths were not related to a flying incident.

DISPLAY

8. The names of those in the FAAAA RoH will be displayed on the "Wall of Honour" situated outside the Fleet Air Arm Museum at Nowra Hill. The wall is managed by the Fleet Air Arm Association whose National Executive body will pay for any new plaques, or approved changes to existing ones.

9. The names of those on the FAAAA RoH will also be displayed:
 - a. on a suitable board in the Fleet Air Arm Museum. The board is managed by the Museum, who will pay for any additions or approved changes to it, and
 - b. on a dedicated page on the Association's website.

CHANGES TO THE **CRITERIA** OF THE ROLL

Authority for Change

10. The authority for changes to the Criteria that underpin the FAAAA RoH is vested in the Federal Council.
11. Any change to either of the two RoH Criteria will have far reaching consequences, as even alteration of a single word can affect not only eligibility of future names, but also those already upon it. Such change cannot be considered lightly - it must only occur in exceptional circumstances, and must have universal agreement in full knowledge of its effect and consequences.

Process for Change

12. Proposed changes or additions to the FAAAA RoH criteria may be raised only at the Division or at National Executive level. They are to be submitted in writing to the National Secretary in the form of a Special Resolution for consideration at the Federal Council, as per clauses 14 & 19.5 of the Constitution.
13. The Resolution should contain specific detail of the proposed change(s) and sufficient detail and argument to support it.
14. In considering proposed changes to the criteria, the Federal Council should be guided by the following principles:
 - a. The reason for the proposed change. The existing criteria were agreed by the Federal Council and have served us well. Changes to them must only be considered in exceptional circumstances and, even then, should not be taken lightly.
 - b. The implications of the proposed change. Any alteration to the criteria, even by a single word, can have very significant implications for existing names on the roll. Some names of our dead may need to be removed from the Roll. Similarly, names which previously did not comply may need to be added. This will not only be a highly emotive process but may well be expensive in terms of replacing and affixing plaques and amending existing FAAAA RoH Boards.
 - c. Actions required. In the event the Federal Council does approve change(s) to the criteria, it should be specific in regard to the exact nature of the change, what action is required and who is to do it.
15. In the event the FCM rejects any part or all of the Resolution its decision is final. No further avenue of appeal is available.

CHANGES TO THE **CONTENT** OF THE RoH

16. Changes to (or addition of) a name on the Roll will only ever affect just one record at a time, rather than all of them. Furthermore, as each Record contains only Rank, Initials, Surname and Date of Death, the scope of change is small.
17. The authority for changes to names on the Roll, either existing or new, is vested in the National President. In exercising that authority he will have regard to the recommendations of **an expert panel**

constituted to examine the proposed change(s), in consideration of their historical and factual accuracy and adherence to the FAAAA RoH criteria.

Process for Change

18. Proposed changes or additions to the content of the FAAAA RoH may be raised by any individual or at Division/National Executive level. They are to be submitted in writing to the National Secretary.

19. The submission should contain specific detail of the change(s) requested and sufficient evidentiary material to support the claim.

20. The National Secretary will forward the submission to the National President who will nominate an expert panel to consider the matter. The panel should comprise not less than three people who have an interest in FAA history, and would normally include the Webmaster and the Manager of the FAAM although this is not mandatory.

21. The expert panel is to consider the proposed change(s), using the agreed criteria as their benchmark. In this process they may consult with any other parties to verify the accuracy of information presented to them. At the conclusion of the process they will prepare a short report for the National President with a recommendation whether to accept the change(s) or not, and their reasons.

22. The National President will consider the recommendations of the expert panel and decide whether the change(s) will be accepted, not accepted, or referred to the Federal Council where doubt or controversy exists. He will advise the National Secretary of his decision in writing.

23. Approved changes to the FAAAA RoH will have significance insofar as they will require new/replacement plaques to the Wall of Honour, and amendments/additions to the Roll where it is promulgated. The National Secretary will be responsible for advising relevant people of the change(s): in particular, the Wall of Service administrator, the Manager FAAM, the Webmaster, the editors of 'Slipstream' and 'FlyBy', and all Division Presidents.

24. In the event the Delegate's decision is not agreed, it can be appealed to the Federal Council by the individual or organisation who raised the proposal.

Version: October 2018

Passed five votes to zero by the Federal Council Meeting of October 2018 (One Division abstained)
