



FLYBY

ABN 3007 129 1677

See our website [here](#)

A periodical of the Fleet Air Arm Association of Australia
Edition 30, February 2020.



We try to keep tabs on the whereabouts of ex-Navy aircraft although sometimes it's difficult. Not so much in the case of these two Trackers (above), which were acquired by a private buyer to save them from the graveyard on the south of HMAS Albatross. Unfortunately they suffered from 20+ years in the open, not a mile or two from there, until the bushfire on 31Dec19 sealed the fate of at least one of them. The small photo inset was taken a few years ago showing their rural locality in greener times.

The aircraft at the back of the larger image is now all that's left of 845 (152334), a G-model which the owner had donated to the Vietnam Veterans Museum at San Remo Phillip Island. Their team spent several weeks in August and October 2019 taking the centre wing section of the fuselage and preparing the wing and fuselage for transport to San Remo. The transport was supposed to occur in November but could not be organised in time due to the team leaders sudden

illness. Ironically, the main part they needed was the fuselage to do a transplant on the S2G they have which is full of corrosion. The fuselage was destroyed in the recent devastating bushfires but the wings survived.

The more intact Tracker in the foreground is 842 (153597), an E-model. It was the only S2E to survive the 1976 hangar fire unscathed, due to it being at De Havillands at the time. It was, therefore, the only Tracker onboard Melbourne when it attended the 1977 Spit Head Review and the only S2 on 816 until the repaired S2Es were returned from HdH Bankstown, and the newly acquired S2Gs arrived from the States.

Magically, it has not only survived the hangar fire, but also two bush fires in its current locality – one in 2017 and this devastating New Year's Eve conflagration of 2019, although its condition is now even more dire. ✈

Wall of Service Update

Order No 44 is now open with the following names so far:

NAAH W.K. Jones	CPO G. Williams
LCDR A.E. Johnson (O)(P)	ABAVN R. Matheson
LCDR G.S. Wall	

We need a minimum of 12 names before we can submit the order to the Foundry, so please get your application in now if you wish to have your name into this batch and avoid a lengthy delay. Note also that prices are likely to go up soon. You can find information on the Wall of Service [here](#). ✈

History Mystery Uncovered



In November 1997 the Editor of 'Slipstream' received a letter advising of the death of **Lieutenant Commander Myles Osborn RN**, who flew 'Stringbags' in WW2. The attached Obituary went on to tell the story of Osborn's military exploits, including how he was in a flight of four Swordfish that ran out of fuel in Sicily. One aircraft, piloted by **Sub Lt. Raymond Taylor**, landed on a beach but subsequently overturned due to the rough surface, whilst the other three aircraft ditched with the loss of one life. Osborne and the remaining survivors were captured and spent four years as POWs. You can see that material [here](#) (scroll to page 11).

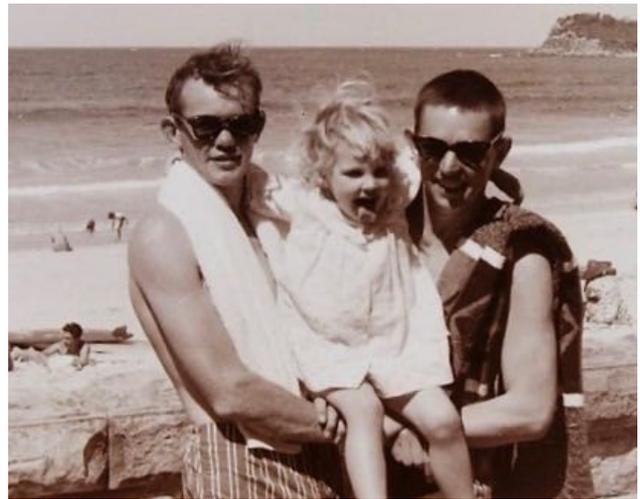
Fast forward to 6Jan20, when the webmaster received a letter from **Captain Luca Lazzara**, an airline captain working in the UK. Originally from the Sicilian town of Cefalu, he became intrigued by the image of the crashed Swordfish posted on his town's Facebook page, and resolved to research it.

He has posted the results of his work [here](#). He also organised an official ceremony in Cefalu and the families of three of the airmen attended the special event. A commemorative plaque was unveiled at the sea front, near Sub Lt. Taylor's landing point.

So what's the Australian connection? Well, Myles Osborne's Obituary was sent in by **CMDR Ronald Osborn RAN**, who was his cousin. He was a Pusser and most likely paid off in early 1977. We are keen to contact him, or more likely, any living relative. Regrettably we have no details on him, other than his last posting was to HMAS Melbourne.

So, if you served with CMDR Ron Osborn, the Pusser, could you let us know? Any information about him – particularly where he lived and what family he may have had – would be welcome. Simply email the FlyBy Editor [here](#). ✈

Do You Know Steve Boothroyd?



We have been asked by the little girl in the photo (now a big one) if anybody knows the whereabouts of **Steve Boothroyd**, on the right. It was taken in Bondi about 1959 or early 1960. Steve was a Naval Airman (possibly engines) at the time and probably on 723 Squadron, and we believe was from Baybrook in Melbourne. Ian Henderson is on the left. Email the editor [here](#) if you can help.

Dear Editor, Whilst at Lossie in the 60's a friend of mine, David Forbes the QFI on 764, was asked to check out the CO of Yeovilton Captain Jock Cunningham [ex CO of 808] on the Hunter. Dave gave him his refamil and on his first solo the weather clamped in and Jock called for a GCA. All went well and when Dave was debriefing him he asked if he had had any problems. To which Jock said I'm terribly sorry David but when they asked for my "break off " height I couldn't remember what you told me so I gave them my mess number!! Robin Spratt ✈

FAAAA Subscriptions Now Due

Most member's subscriptions ran out at the end of December 2019 so unless you've paid recently it would be really helpful to settle your account now.

Subscriptions are our only source of income, so early payment would be much appreciated.

You can see how to pay (and how much) by checking on the final page of this newsletter. If you are not sure or have any questions, contact the database manager [here](#). ✈



MYSTERY

PHOTO NO.

55

For our 55th Mystery Photo we asked readers the name of the ship in the above photo, what the crew were looking at, and the circumstances of the event.

The photo shows the canvas awning over the foredeck of *HMAS Sydney* on 10 December 1919 on her return journey to Australia following the end of WW1 – after years of service with the RN in the Caribbean and North Sea.



The sailors are looking up at **Ross and Keith Smith's** Vickers Vimy flying overhead towards Darwin. The second photo shows a jar used to drop a

message of thanks to *Sydney* from Ross and Keith who were flying overhead.

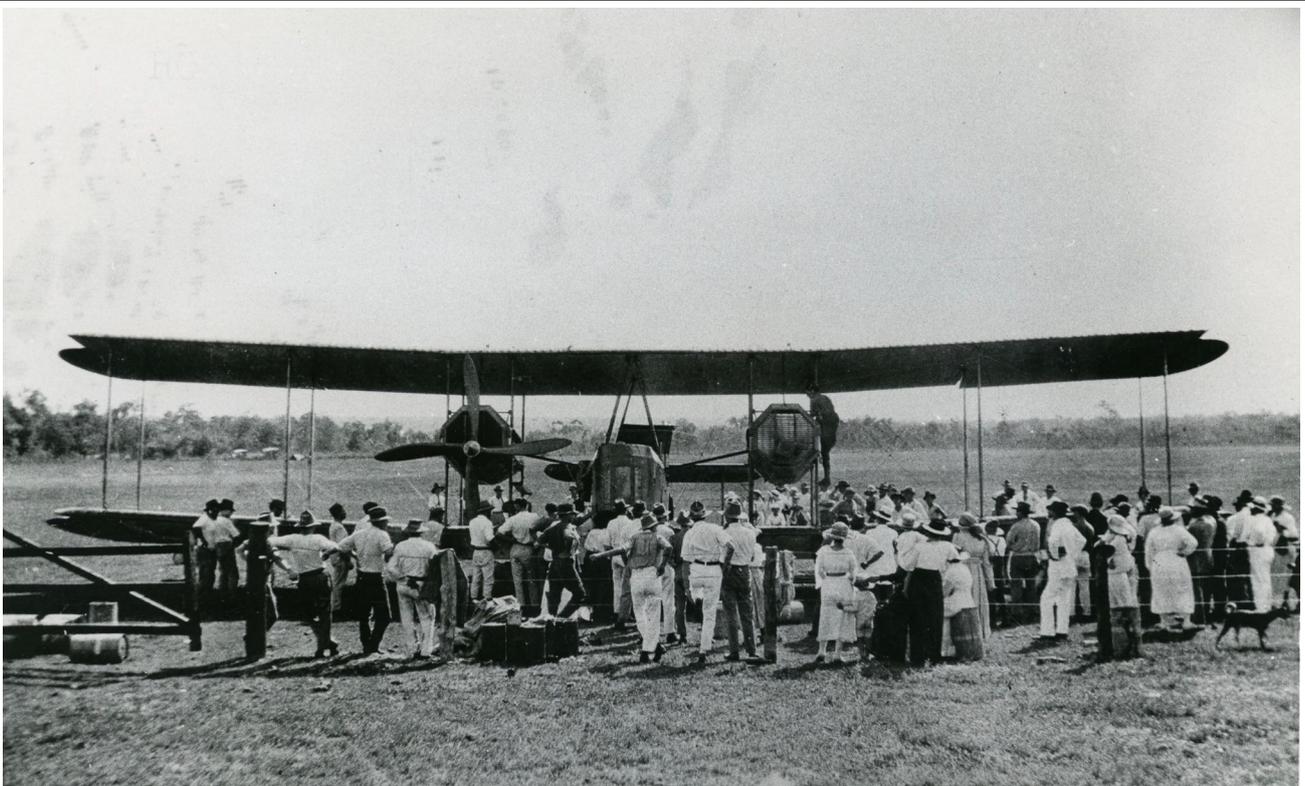
Flying across the Timor Sea in a Vickers Vimy on the last leg on their record-breaking flight from the UK, 180 miles from Port Darwin, Ross and Keith Smith spotted *Sydney* which was positioned to guide them towards Darwin in case of need. However,

the aircraft was exactly on course, according to Sydney's **Captain H. Cayley**, who said it was '*proof of wonderfully accurate navigation on the part of the aviators*'.

As the Vimy had no radio the Smith's decided to drop a message of thanks to *Sydney* letting them know all was going well. Using string and a hastily made parachute they dropped to bottle which landed in the sea near the ship. The bottle was an Escoffier pickle jar (see small photo) and presumably the contents were eaten en-route from London.

The epic flight had been mostly over land and this was the first lengthy journey over the sea for the Vimy, and





Ross and Keith Smith's Vickers Vimy at Darwin, some two hours after passing overhead HMAS Sydney. The Smith brothers, who were later knighted for their efforts, had just won the Air Race for the first machine to fly from London to Australia in 30 days or less. The two completed the flight in 27 days and 20 hours, and won the GBP10,000 prize which they shared with their two mechanics, Sergeants W.H. Shiers and J.M. Bennett. Ross was later to die in a tragic accident in 1922. Keith became Vicker's manufacturing rep. in Australia. He died in 1955.

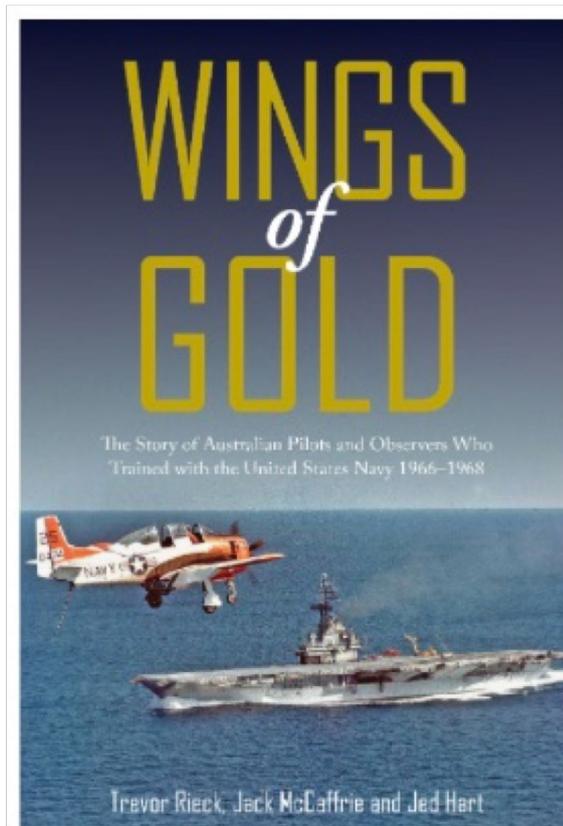
the grateful Smiths (together with their two mechanics **Sergeants Bennett and Shiers**) were glad of Sydney's presence in case of a problem. The flight was, however, without incident and they landed at Darwin about two hours later to a rousing welcome.

The original message from Ross and Keith Smith together with the bottle were donated to the State Library of NSW by Captain Henry Cayley of HMAS Sydney in 1922. ✈



Ross and Keith Smith completed the flight from Hounslow (UK) to Darwin in 27 days, 20 hours. (NT News)





Book on FAA History Now Available

Flying from an aircraft carrier is one of the most difficult things to do in all of aviation. This is the story of a group of young Australians who joined the Royal Australian Navy to take up the challenge in the mid-1960s. Their story is unique because, unlike those who went before them and those that followed, they were sent to the USA to undertake their flying training, with the United States Navy. So began an unusual chapter in the story of the Australian Navy. 'The Pensacola experiment'. As it was called, was an outstanding success.

This book follows the young men's initial and sometimes almost accidental encounter with the Navy recruiting office to their arrival as fully fledged naval aviators at the Naval Air Station, NSW, ready to join their first squadrons.

A mix of narrative and often hilarious personal anecdotes takes you along for the ride with the group as they land at the US Naval Air Station Pensacola, meet their host families, and learn to adapt to the American culture in a huge training system that turned out thousands of naval aviators each year, many of them destined for the war in Vietnam at the time.

Readers will share in the growing senses of excitement and satisfaction as these young aviators work towards their initial carrier qualifications and ultimately gain their converted 'Wings of Gold'. ✈

Wings of Gold

Orders can be placed [here](#) with Big Sky Publishing
Release date: 11 Feb 2020. \$34.99

MAN UP CHECK UP Prostate Cancer Awareness

Many of our readers may be on the email distribution of **Bob Mummery**, who provides an excellent service keeping Veterans informed of a range of issues, both light-hearted and not.

In recent weeks he raised the subject of Prostate Cancer, which kills no less than 3,500 Australian men a year, which makes it one of our highest killers.

Bob's emails elicited an immediate response which indicated intense and focussed interest in the subject, as there should be amongst a forum of mostly middle aged and elderly men. But it also suggested there may be misinformation and, regrettably, some ignorance out there: hence this article. The message

needs to be loud and clear – know about Prostate Cancer and what you need to do about the risk, and the disease!

Prostate cancer begins when abnormal cells in the prostate start growing in an uncontrolled way. In most cases, prostate cancer grows more slowly than other types of cancer. This might mean that you do not need treatment straightaway. **However, some prostate cancers can grow and spread quickly, so it is important to investigate any symptoms or unusual test results promptly.**

Early (or localised) prostate cancer means cancer cells have grown but, as far as it is possible to tell, have not spread beyond the prostate.

There are two stages of advanced prostate cancer. If the cancer grows and spreads outside the prostate gland into the seminal vesicles (glands that lie close to the prostate) or nearby parts of the body, such as the bladder or rectum, it is called locally advanced prostate cancer. Metastatic prostate cancer is when the cancer has spread to distant parts of the body such as the lymph glands or bones.

There is a misconception that prostate cancer is very slow growing and there is, therefore, no sense of urgency in detecting or treating it. Certainly in many cases it is slow, and elderly men may die with it, rather than of it. (continued on page 6)

Former Fleet Air [Arm] Commander named Shoalhaven Recovery Coordinator

Reproduced from the South Coast Register



Mr Vince Di Pietro AM in 2016. Photo: Robert Crawford.

Former Fleet Air Commander **Mr Vince Di Pietro** AM has been appointed to lead the Shoalhaven Recovery Committee.

The appointment was made by Shoalhaven City Council's CEO Stephen Dunshea in consultation with NSW Police, the RFS and other agencies.

"As the Recovery Coordinator, Mr Di Pietro will work with the council, in partnership with the emergency services and government agencies in ensuring that assistance is provided where it is most needed and recovery proceeds on a clear and timely path," the council said.

Shoalhaven Mayor Amanda Findley said Mr Di Pietro's military background was a valuable asset.

"He has held senior leadership roles within the Royal Australian Navy both in Australia and overseas," she said.

"He was most recently the CEO of Lockheed Martin Australia. Vince has also been a long standing local resident in the Shoalhaven, raising his family here.

"While the extent of fire damage is still being assessed, we know it is significant and we expect it will be a long recovery process."



Prostate Cancer (continued from page 5)

But there are forms of aggressive Prostate Cancer and for that reason it is ALWAYS better to have regular checkups, and, if all is not well, to seek expert opinion and make considered decisions. Remember, as with most cancers there are no symptoms so you need to be proactive to monitor your health.

So what can you do? No one check is fool-proof, so it's best to have the suite of what is available. Perhaps the easiest is regular PSA checks. These are simple blood tests which measure the level of Prostate Specific Antigen in your blood.

There is some controversy about PSA tests, as there is a school of thought that suggests their association with over-diagnosis, unnecessary biopsies and harmful over-treatment of people with

low risk prostate cancer. These are, however, treatment controversies – the PSA test should be taken as a simple measure to indicate that all may not be well. If the test shows an increasing trend, for example, then there should be an informed conversation about what to do next.

PSA is an antigen which is present in small quantities in the serum of men with healthy prostates, but is often elevated in the presence of prostate cancer or other disorders. It is not a unique indicator of prostate cancer, but it is one way of monitoring what's happening down there – so regular tests are useful to at least indicate a trend.

The medical profession, in general, advocate that PSA tests should not be conducted on men over 70 on the grounds that this cancer is slow growing and 'something else would get them first.' This defies logic for two reasons – firstly, we are living longer so an undetected cancer, even if slow, might be the killer; and second, there are other, more aggressive forms of prostate cancer which are not slow growing.

So, the moral of the story is to 'Have a Little Prick' – in other words, insist that your GP refer you for regular blood tests so that your PSA level can be monitored.

The dreaded 'Digital Examination' is also controversial, although more so amongst patients, perhaps. Nobody wants someone else's finger up their back passage unless there's a very good reason! Digital examinations are not fool proof either, but they are another test in the arsenal (excuse the pun) to monitor the health of your prostate. They are also very quick, and painless. It's your life you're playing with, so man up and have this simple procedure from time to time.

If your PSA (or digital procedure) suggests further examination is warranted, the next stage will probably be a biopsy or perhaps a scan. That's a matter you should discuss with your GP or specialist to fully understand why it is necessary, how effective it is likely to be, and what the implications are. ✈

Did You Know that the minutes of the Federal Council and National Executive meetings are published on our website, together with the Divisions' Meetings (when they remember to send them to the webmaster). They are behind our "Members Only" Firewall, so you'll need to be a member with access to this part of the website if you want to read them to find out a bit more about what's going on in the Association. ✈

† REST IN PEACE †

Since the last edition of 'FlyBy' we have become aware of the loss of **Leonard Bateman** and **Trevor Young**.

You can read a little more of these sad events on our Obituary pages [here](#), and, if you are a member of the Association, you can leave a comment there if you wish. ✈

Veterans Wellbeing Centre for Nowra



The Government, through DVA, is providing \$30m to establish six “Veteran Wellbeing Centres” (VWCs). These will be at Nowra, Townsville, Albury, Perth, Darwin and Adelaide. The plan is to have them functional no later than mid 2022, but preferably earlier.

The model is unusual insofar as the VWCs will not be run as Government agencies: rather, DVA is seeking ‘lead organisations’ to take charge of the funding and establish a Centre in each locality, under the guidelines they have prepared.

The RSL has been appointed as the lead agency for the Nowra, and is actively pursuing a project plan to have the Centre in place in the assigned time. But what is it, who is doing the work, and how will it function?

The Fleet Air Arm Association of Australia will be actively involved in the development of the Nowra Wellbeing Centre, consistent with its aim to assist with the welfare of former and serving members. The first step of that engagement will occur in early February, when our representatives attending a meeting in Nowra to discuss progress so far, and what needs to be done. We will keep readers informed.

Essentially, the Nowra Wellbeing Centre, like others around the country, will focus on providing services that improve or help maintain Veterans and their families’ wellbeing.

It is likely to be a “Hub and Spoke” model, where the centre and its staff will be the hub where those wishing to use the facility will be able to meet staff and be referred to the services assessed as appropriate and necessary (‘the spokes’) – for example, Transition programs, Advocacy and social connectedness, access to housing support, personal employment support, mental health programs or professional centre management services – to name a few.

The Nowra VWC project is being run by **Mr Lee Cordner**, ex CDRE RAN, who is the President Central Southern RSL

District Council. He is approaching it along project lines: that is, to clearly establish what services are required for Veterans in the Nowra catchment area, what services are currently available. This gap analysis will then determine what additional services are required, if any. It will also help determine how to best coordinate and access necessary services and whether there is any overlap.

CDRE Cordner’s team is also preparing a full Business Plan for submission to DVA, which if successful will trigger payment of appropriate funding to establish the Centre. It should be noted, however, that the initial funding is not ongoing – that is, the Centres will need to be self sufficient.

Much of the work will leverage off the success of the Dee Why Veterans’ Centre, which has been in operation in NSW for a number of years. That facility was put together by a loose conglomeration of six northern beach ESOs and uses a similar ‘hub and spoke’ model to that envisaged for Nowra. The Dee Why Centre has been an outstanding example of what can be done to assist veterans through this kind of facility.

The FAAAA (NSW Division) will become actively involved in the project shortly, bringing

what it can to the table. The first ESO working group is to be held in early February and we will know a little more about the approach that will be taken by this body of people, and in particular what the FAAAA will be doing to assist. The National Executive has programmed a meeting not long after this working group discussion to assist NSW Div in any manner deemed appropriate.

We will provide further updates on this important project.

It is important to recognise that these Centres are likely to start small and grow, as the modus operandi and funding etc becomes available.

The NSW coordinator is **Keith Boundy**, who can be contacted through the webmaster [here](#). ✨

Unfortunate Adverts of our Time...



JOIN THE
ROYAL NAVY

AND FEEL A MAN

Visit Your Local Recruiting Office For More Details

Letters to FlyBy

Dear Editor,

Further to the responses regarding the QGH and what it was, like **Norman Lee** I sat through many such procedures as an IRE including a number simulating engine flame out and microphone failure. There were procedures for both.

I was Senior Pilot of 725 Squadron when the incident involving **Barry Daley** occurred so have first-hand knowledge of the events that night. He had indeed been tasked to fly a sailor to Laverton on compassionate grounds and departed later on in the afternoon which meant that his ETA on return would be after normal airfield opening hours; there was no night flying scheduled for that night so the airfield was kept open for him with all facilities closed up. I think Wings authorised the flight as neither the CO or myself was available when the decision was taken to provide the flight.

The Air Officer of the Day was in the tower for the return and recovery and when radio contact was made he went into the VHF/DF compartment to witness the homing and let down. Looking over the ATC officer's shoulder he remarked that he thought that the strobe on the CRT was always on the opposite side or reciprocal of where the transmission was coming from.

In this case the strobe was roughly out to 210 degrees meaning the aircraft was actually out to the North East somewhere. The penny dropped, Barry had already passed overhead when he made his initial call and as ATC had expected him to be coming from the South West they fell for it.

It is hard to believe in this day and age that such a trap could be present in a homing apparatus but I guess it was the best that could be achieved at that time. Being a bit early coming back from Melbourne is to be expected at some times of the year and I have personally experienced a wind of 160 knots on the nose between Nowra and Avalon. (Macchi/TACAN).

But in those earlier days all we had was a VHF radio and had no idea of either ground speed or deviations from desired track. A QGH was the only way in weather or at night to find your way home!

Sydney Control was immediately contacted and confirmed that the aircraft was on their screens and as fuel was a very real issue the aircraft was diverted to RAAF Base, Richmond. Barry wanted to refuel and return that night but it was decided for a number of reasons to stand everyone down, have him RON at Richmond and return when the airfield re-opened the next morning.

The AOD was commended for his vigilance by the then Naval Board. **Jerry O'Day**. ✈

Patch Question 1



The Ramjets referred to in the image above were the Sea Venom aerobatch team, sponsored by Golden Fleece (a fuel company). We want to know if this was the 'patch' that was worn by the team on their flying overalls. Can anybody confirm or deny? Let the webmaster know [here](#). ✈

Patch Question 2

We received the following email from Mike Law of the Vietnam Helicopter Pilots' Association, who is after some patches.

Hi Guys, I'm counting on your passion for the history of RANHFV. Please look at the three cloth patch areas pointed out in the attachment I made of Terry Brooks' photos (next page). I am really interested in the cloth patches that were Australian that you guys might have worn on your "greens." It seems to me there are three sets; (1) Royal Australian Navy (shoulder flashes) (2) air crew wings on left breast (3) rank - anchor on left sleeve. My problem is I CAN NOT find anywhere online a likeness of anything from the Vietnam Era in fabric. I can see new ones in metal; but that is NOT what I want. I can

find cloth Taipan and 'Get The Bloody Job Done' patches EASILY; but not real Australian ones. Any ideas?

If you can help, please contact John Macartney [here](#). ✈

Aviation Wings Sponsors

A couple of years ago **CDRE Brett Dowsing** organised the production of miniature Pilots

& AvWO (Observers) Wings. This was not only for those who choose to wear them (for example, as a tie pin), but also for award to a Navy Pilot or an Aviation Warfare Officer on graduation from their respective courses.

Brett reports that the number of people who are prepared to sponsor a pin (or two) for a young aviator graduate has dried up, and so we are appealing for people to step up and help.

You can see photos of the pins and read how to order them (or to be a Sponsor) on our website [here](#). Please help – it's an inexpensive way of showing a young officer on the brink of his/her new and exciting career that we support them, and give them a sense of who the Fleet Air Arm Association is and the enduring link between the FAA past and present.

Australia Day Honours

Australia Day Honours have been bestowed on three individuals who have over the years either been directly associated with the FAA, or who have served in a support capacity.

CAPT Shane Craig, AM RAN, was made a Member of the Order of Australia (AM), Military Division for exceptional performance of duty in Royal Australian Navy command and management positions. His citation reads:

Captain Craig's distinguished performance in Naval Aviation, and as the Naval Adviser to the United Kingdom, has been exceptional. Through application of professional knowledge, initiative and commitment, Captain Craig's dedication to duty as a diplomat has resulted in the achievement of successful international engagement outcomes for the Australian Defence Force and the Royal Australian Navy. His influence and energy in the roles as Deputy Commander Fleet Air Arm and Commanding Officer 816 Squadron enhanced the performance and reputation of the Fleet Air Arm.

Mr Terry Hetherington, OAM known to most FAAAA



Members both as a previous member of the Service and, more recently, for his many years as the Manager of the FAA Museum at Nowra (2006-2019). He served in the RAN from 1966 to 1986 and the Reserves from '89 to 2013, is currently the Secretary of the NSW Division, being honoured with a Life Membership in 2016. He was awarded a Medal of the Order of Australia (OAM) for his service to Community History.

CMDR Benjamin Brian Spurgin, OAM. For meritorious performance of duty as a Navy Legal Advisor and instructor. His citation reads:

Commander Spurgin has served senior Navy commands, particularly in the aviation field, with contemporary and pragmatic legal advice and sound guidance in complex operational and administrative matters over a prolonged period. He was an inspiring instructor, innovating the delivery of legal training at the Royal Australian Naval College for all induction, leadership and promotion courses. His contributions led to significantly improved management of airworthiness in the Fleet Air Arm and to enhanced training outcomes at the Royal Australian Naval College.

Ben was also, for a while, our volunteer Legal Officer and offered the FAAAA advice and assistance on many occasions.

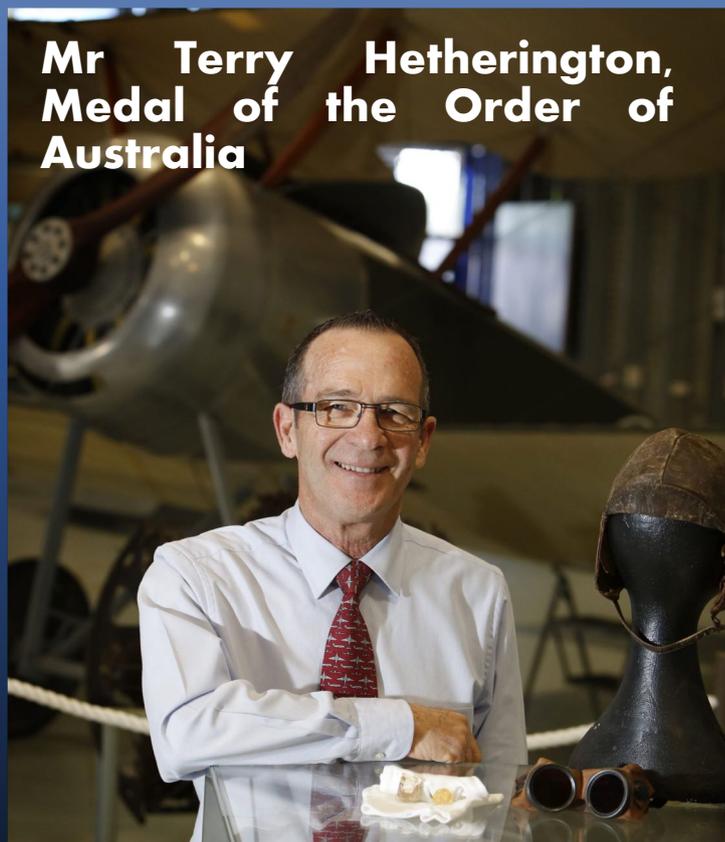
The Association joins many others in offering our warmest congratulations on these well deserved honours. Photographs of the three recipients can be seen on the next page. ✈

As this Newsletter went to press, 446 of our members hadn't renewed their subscriptions for 2020. If you haven't paid your subs for this year, please can you help us by doing so? All necessary details are on the last page of this document.

Australia Day Honours



Captain Shane Craig: Member of the Order of Australia



**Mr Terry Hetherington,
Medal of the Order of
Australia**



**CMDR Benjamin
Spurgin, Medal of
the Order of
Australia**



We are preparing a detailed “Heritage” article on the RAN Westland Sea King, and are after:

- Photos of the SK in maintenance, particularly with people working on them. Names would help.
- Unusual photos of the aircraft flying, or on the ground – not just ‘run of the mill’ stuff.
- Photos of SKs in the hangars of any ship.
- Your story of the Sea King – what you did with it/to it, what it was like to work on/work with/fly in.
- Things you thought were good about the Sea King.
- Things you thought were bad.

Simply email the Webmaster [here](#).

Subscription payment details for members:

NSW:

Renewal \$35.00 pa for members who receive 'Slipstream' by hard copy or, \$25.00 for Softcopy.

Account Name: FAAAA

BSB: 637 000

Account: 7168 19 388

Reference: Membership Number or your surname+initial

Cheques: The Treasurer FAAAA NSW Division, PO Box 28, NOWRA 2541.

ACT:

New Subscription Rates: \$30.00 for those who have hardcopy Slipstream. \$20.00 for softcopy recipients.

(Joining fee for eligible new members has been reduced from \$15.00 to \$10.00)

Account Name: FAAAA

BSB: 032 719

Account: 374 093.

Reference: Membership Number or your surname+initial

Cheques: The President FAAAA Act Division, 41 Noarlunga Crescent, BONYTHON 2905.

VIC:

Renewal \$45.00 pa for Full Members, or \$10 for Associates.

Account Name: Fleet Air Arm Association of Australia Inc

BSB: 083 961

Account: 3108 23774.

Reference: Membership Number or your surname+initial

Cheques: The Treasurer FAAAA VIC Division, PO Box 2179 RMH Post Office, PARKVILLE 3050.

TAS:

Renewal \$30.00 pa.

Account Name: FAAAA

BSB: 037 013

Account: 13 3119.

Reference: Membership Number or your surname+initial

Cheques: The Treasurer FAAAA TAS Division, 7 Danbury Drive, LEGANA 7277.

SA:

Renewal \$45.00 pa.

Banking Details: **BSB:** 065 118 **Account:** 009 05 668. **Refer-**

ence: Membership Number or your surname+initial

Cheques: The Treasurer FAAAA SA Division, 460/1075 Grand Junction, HOPE VALLEY 5090.

QLD:

Renewal \$30.00 pa.

Account Name: FAA QLD Div.

BSB: 034 611

Account: 171 277.

Reference: Membership Number or your surname+initial.

Please note subs would be appreciated no later than end Jan20.

Cheques: The Treasurer FAAA QLD Divn, 6/74 Mattocks Rd., Varsity Lakes, QLD 4227. Ensure you put your full name on the back!

If you need some advice/help

You can make a payment as per the instructions on the left, but if you need to contact your Secretary you can do so using the links below, or you can contact Rocky Norris [here](#), who can provide advice.

[NSW – Terry Hetherington](#)

[ACT – George Sydney](#)

[VIC – Mal Smith](#)

[SA – Jan Akeroyd](#)

[TAS – Graham Nicholas](#)

[WA – Keith Taylor](#)

[QLD – John Stewart](#)

WA:

WA Division has declined to publish its payment details. If you have any queries please contact the Secretary.

FlyBy is a periodical of the Fleet Air Arm Association of Australia. Editing and typesetting by Marcus Peake.

This publication works in concert with 'Slipstream' Magazine. We are always on the lookout for interesting articles, photos or stories so if you think you can help please contact the Editors [here](#).