

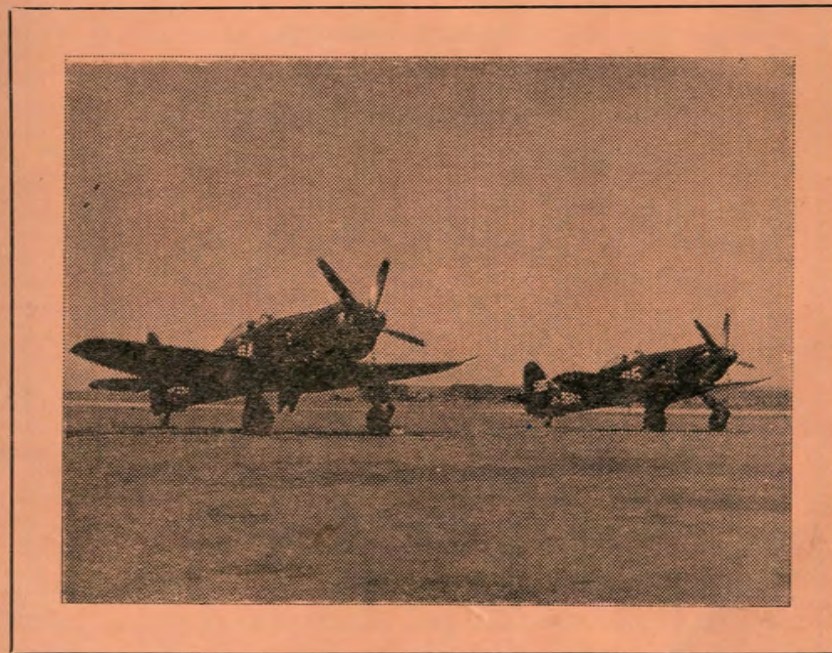
Rusty Hergis

47



SLIPSTREAM

THE JOURNAL OF H.M.A.S. ALBATROSS



No. 47

MARCH, 1961

Price 6d.



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SLIPSTREAM

The Journal of H.M.A.S. Albatross

No. 47

MARCH, 1961

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Sports Notes Page 29

OUR COVER

With a coat of blue paint, the Sea Fury, the R.A.N.'s most able work-horse, takes on a new lease of life.

Around The Station



Lt. Cdr. J. Kennedy, Royal Canadian Navy, spent a couple of days with us last week flying the Sea Furies. He was sent out on Friday to carry out a gunnery tracking exercise with H.M.A.S. Vendetta. The fellows on board the Vendetta have had their legs pulled by the "Birdies" before, so when a North-American accent was heard from the aircraft, they asked for the pilot's name. "Kennedy," came the reply. "Good morning, Mr. President," replied the Vendetta.

☆ ★ ☆

Sunday before last, Commander Air's team played a game of cricket against the Commander's eleven. The Commander dismissed "Wings" L.B.W. for a duck. We understand that the chances of any executive officer getting a ride in an aircraft for the next few weeks are remote.

☆ ★ ☆

The Industrial Mobilisation Symposium was a great success last week. However, some of the members didn't seem to be too well acquainted with Service matters. One member of the course was discussing an acquaintance with another. "Yes," he said, "Charles has a few medals. He won the M.C. and the D.S.C. in the last war."

What was he," replied the other course member, "... A flyer?"

A third course member who happened to be listening in on this conversation, choked on his beer. He was a colonel.

☆ ★ ☆

725 Squadron met Engineering in an Athletics competition last week. Old crows from both these Departments were press-garaged into taking part. One officer who ran in the mile (the first time he had run since pulling a rickshaw in Hong Kong), turned a deep purple colour all over after the race. The funny thing is that he wasn't an Engineer.

☆ ★ ☆

725 and 724 Squadrons took part in the Avalon Air Pageant last month. The local papers reported that "Venoms and Sea GARRETS of the Air Arm put on a polished display." Ah well — One of these days the Press will get it all sorted out, but by that time of course we'll have different aircraft.

☆ ★ ☆

So Electrical Department won the cricket playing a turf wicket. No wonder they call them the Green Empire.

AVALON

THOSE WHO KNOW the legend of King Arthur will remember that after being mortally wounded he was carried off to Avalon. This is a different story about a different Avalon.

As far back as September, 1960, a letter was received at R.A.N. Air Station, Nowra, beginning in the time honoured fashion and signed by someone who had been "Directed by the Naval Board . . ." in turn this directed that the Captain provide aircraft to take part in the Avalon International Air Pageant, to be held on 25th and 26th February.

Accordingly, it was decided to send to this display four Sea Venoms, two Gannets, and a Sea Fury (the latter for old times sake) and a Dakota carrying stores, maintenance personnel and a couple of old aircrew. Just in case any problem arose in the matter of serviceability, an extra Sea Venom and Sea Fury were added to the numbers so that we could still put up an aerobatic team of four Sea Venoms and not find ourselves committed to a six minute aerobatic display by a Sea Fury and only an unserviceable aircraft to do it in.

This application of a well known law proved the rule and although an engine speed indicator had to be flown from Nowra, all of the aircraft met their take-off deadline — weell, read to the end.

So, on Friday, 24th, some ten aircraft set off from Nowra to demonstrate their "... highly flexible, mobile capabilities . . ." that is, if you have an airfield to go to, and we did!

However, although the weather was inclined to be thundery, the flight was uneventful, if one discounts the fact that the Sea Furies encountered a certain amount of icing and had to take an alternative route, while the Sea Venoms were a little upset at being refused clearance to climb out of cloud at 31,000 feet. The Gannets were given a last minute diversion to avoid any clash with the aircraft conveying Admiral of the Fleet, Lord Mountbatten — no argument about who is senior on this one. It was with a good deal of fiendish delight that a radio message was heard asking a particular airfield to inform a senior Cabinet Minister that he was out of luck as the aircraft en route to collect him had troubles and was returning to Melbourne.

By 1300 all aircraft had arrived at R.A.A.F. Station, Laverton, and the weather seemed set fair — there had indeed been some 18 days of sun and heatwave condition. A quick lunch, brief, and practice over Avalon completed the day.

The day of the display dawned fair, but the weather had run out of its monotonous sunshine—a reign of high pressure south of the Bight—and instead turned on the sort of condition we had left at Nowra. Clearing showers of an intense nature, said the Met. Man. "Oh, well, we can do the foul weather routine if the cloud base is at 3,000 feet."

The starting time for the Naval display was to be 1400, immediately after the opening ceremony. It will be appreciated that opening ceremonies can get out of hand, particularly if the "opener" is in a voluble mood. So it was decided that at 1400 precisely the aircraft would arrive, otherwise, who knows, the jets could run out of fuel. As it happened on the day the programme was altered (presumably due to a rain shower over the official dais) and the opening took place after the Navy performance.

Briefly, the Navy demonstration took the form of a flypast by all aircraft, each proceeding at their individual speeds, so that in front of the spectators the Gannets, which appeared in sight first, were overtaken by the Sea Fury, which in turn was overtaken by the four Sea Venoms in formation.

The Gannets began their display immediately and had five minutes allotted. As the Gannets cleared the area the lone Sea Fury returned

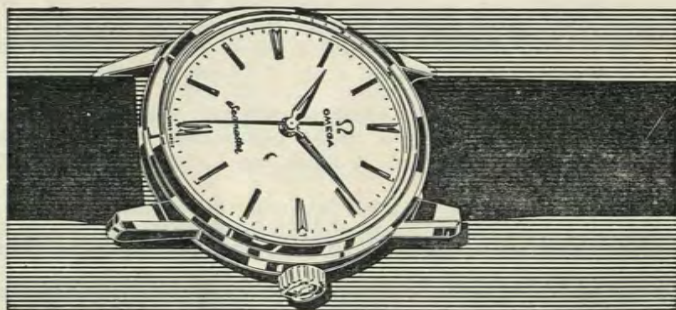
to perform a fine display of aerobatics presented right in front of the enclosure. This display aroused tremendous enthusiasm from the TV announcer on the Sunday—he had an appreciation of good flying, having been a Luftwaffe pilot—and he generously praised the appearance of the aircraft in its special midnight blue with NAVY in white. The Sea Venom formation aerobatic team was hampered by bumpy weather and low cloud, nevertheless their display was presented with the usual precision.

Following the Navy display the civil operators took over, demonstrating aircraft ranging from the backyard "Do it yourself kit" to the expensive, expense account executive aircraft, running into thousands to buy. Parachute jumping provided the usual thrills.

The R.A.A.F. display showed four types of aircraft, nine Winjeels, a Canberra, a Sabre, and four Vampires. The highlight of this show was the precision and timing displayed by the Winjeels—two of which performed continuous aerobatics while the remaining seven changed into varying formations. The Canberra and Sabre aerobatics were spectacular—the former for the size of the aircraft being manoeuvred, and the latter for its high G turns and rapid rolling.

The return to Nowra was completed by 1300 on the 27th February, although it could have been later, as some of the aircraft were slow off the mark—the sight of a Sea Fury starter being flogged with a hammer evoked past memories—and ulcers—while a reluctant Gannet used a few more cartridges than planned, but after an anxious 20 minutes it got going with one spare!

At Laverton we could not have asked for more in the way of assistance and co-operation from the R.A.A.F., but why the weather had to act like N.S.W. and rain most of the time, I will never know.



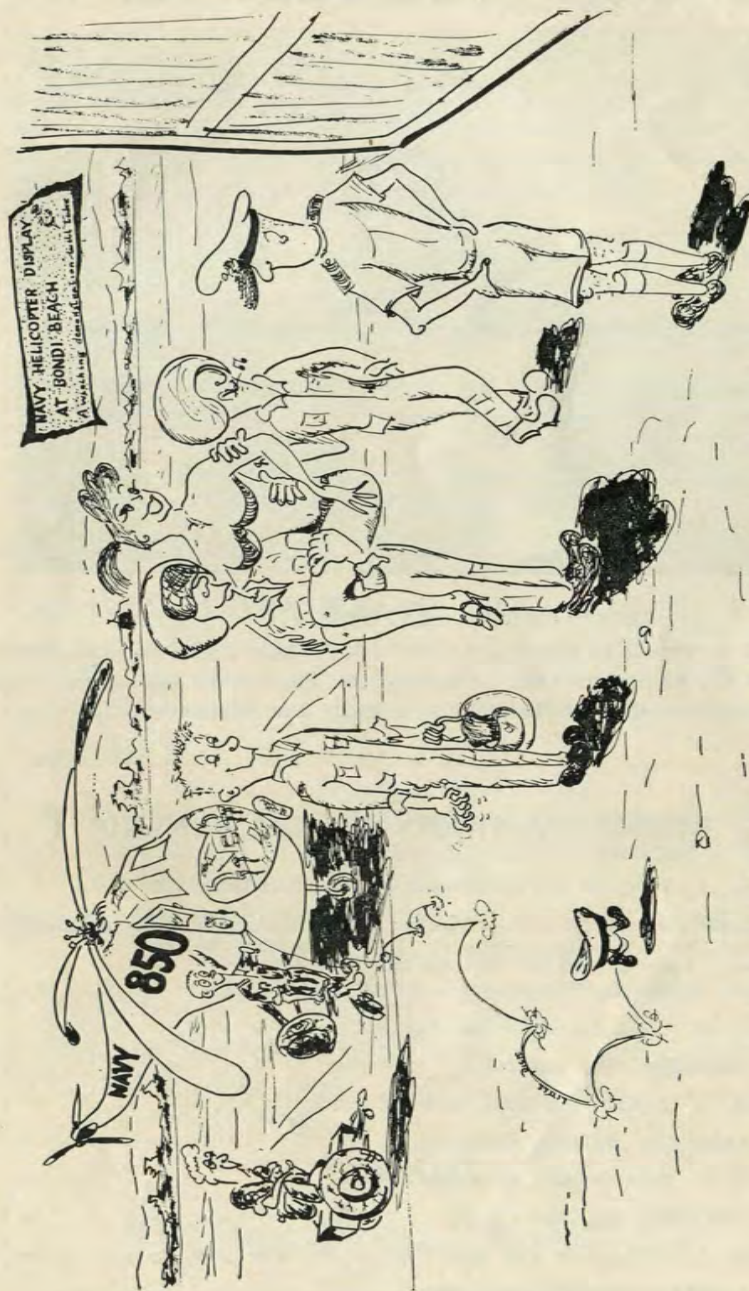
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STATION PERSONALITY No. 47



LT. CDR. ROYCE PETTIT

We welcome to Albatross Lt. Cdr. Royce Pettit U.S.N., who has joined A.J.A.S.S. as Senior Officer — Submarines. His previous appointment was as executive officer of "Ronquil" — a guppy Z.A. submarine.

MODEL ANSWERS IN SEAMANSHIP

Q. 1. What do you understand by one short blast?

ANSWER: There are a number of possibilities here, for example:—

- (a) From a police whistle — "This is no place for me."
- (b) From a siren — "I'm not that sort of girl."
- (c) From the Commander — "Five days No. 14."

Q. 2. What do "three bells" mean?

ANSWER: The Jackpot.

Q. 3. Explain the term "soldier's wind."

ANSWER: Military flatulence.

Q. 4. Who are the Boatswain's Mates.

ANSWER: He hasn't any.

Q. 5. What does the term "Weigh by deck tackle" mean to you?

ANSWER: Time for a capstan.

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THE SHOVEWOOD

(By "MONTY")

THE NAVY is rich in stories against itself and perhaps one of the best is that of the "Shovewood." There have been many versions of this story passed down through the years, but a good yarn will always stand retelling and so, if you will bear with me, here it is.

The curtain rises on board H.M.S. "Impulsive," crack light cruiser newly joined from her acceptance trials and pride of the Mediterranean Fleet. With her Ship's Company paraded at Divisions and her enamel, brightwork, decks and awnings gleaming in the brilliant Malta sunshine she was a thing of beauty to behold, and the C. in C., who was inspecting her for the first time, was almost lavish in his praises.

In due course the stately procession came to the Paymaster's Store, and having viewed the numerous lockers, bins and shelves, the Admiral paused at the baize covered desk and idly flipped the pages of the ledger containing a faithful inventory of the store's contents. Pointing to an entry, he said: "I see you have a Shovewood on board. Do you find it useful?" "Oh yes, Sir," replied the Captain, who believed in a positive answer at all times. "I understand the Commander finds it invaluable; Right, Commander," "Yes, indeed, Sir," answered the Commander, in turn, standing from under, "The First Lieutenant would be lost without it, wouldn't you, No. 1?" Vainly seeking someone to hold the baby, Jimmy muttered an affirmative reply. "Most interesting," said the Admiral. "May I see it?"

Now it so happened that Able Seaman "Nobby" Clarke, the regular Storekeeper, was in hospital ashore, and his place was being filled by his "Raggy," Able Seaman Harry Hawkins, otherwise known as "Stinker."

There were no Supply Assistants or Naval Stores in those days and somehow the Service managed quite well without them.

With the eyes of the mighty fixed upon him, Mr. Hawkins began a frantic search, in which he was helped or hindered by various members of the Paymaster's staff. But for all their efforts, no trace of the missing Shovewood could be found, despite the damning evidence of that entry in the ledger:—"Shovewood, No. 1." By this time the atmosphere was getting tense indeed.

The Admiral was growing visibly impatient and the Captain's expressions boded ill for somebody in the not distant future. "It . . . it seems to have been mislaid, Sir," stammered the sweating Paymaster Commander, wishing he could squeeze in beside a rivet in the deck. "Then damn well find it!" snapped the Captain, and the search continued. After further frantic efforts disaster was averted by the Cockney wit of Mr. Hawkins, who in sheer desperation stood stiffly to attention, saluted four times and gulped: "I know where it is, Sir. It's in the Chippy's shop getting mended."

This information was relayed to the Admiral through "proper channels," as it is a well known Naval biological oddity that senior officers are unable to understand junior ratings and vice versa. "It's in the Chippy's shop being mended, Sir," piped a Chief Writer.

"It is in the Shipwright's workshop being repaired, Sir," repeated a smart young Warrant Writer. "Under repair in the Shipwright's Shop, Sir," bleated the reprieved Paymaster Commander. "Shipwrights have it under repair, Sir," murmured the Captain, praying hard. "I understand the article is in course of repair in the Shipwright's Workshop, Sir," reported the supercilious Flag Lieutenant. "What's that?" said the Admiral. "Oh being patched by Chippy, is it? Well, let's push on, shall we?" and so he proceeded on his way.

All went well until the great man was leaving the ship, when turning to the Captain he said, "Oh, by the way, I would still like to see that Shovewood. Let me know when it is ready for my inspection," and with this parting salvo he went over the side, accompanied by a twittering of pipes and a blaring of bugles, leaving the Captain mopping his brow behind him.

"Pay, where the devil IS that damned Shovewood?" asked the Captain. "I haven't seen it since we commissioned, Sir," replied Pay; "but Hawkins swears Chippy has it." "It left me months ago," vowed the Warrant Shipwright. "Last time I saw it was in the O.A.'s Workshop." "That was ages ago," said the Warrant Ordnance Officer. "The Engineers have had it since then." "I saw someone using it in the Torpedo Space," claimed the Engineer Commander, in turn passing the buck. "Well, I don't care which of you has it," snapped the Captain. "Find it and report to me. And," he added savagely, "if you don't find it, you'd better damn well make one!" With this he retired to his cabin for a well earned gin, leaving an angry scene behind him.

"I've never seen a Shovewood," said the Torpedo Officer, "and what's more, I don't think there is such a thing." "What, no Shovewoods?" said the Gunnery Officer, who was a year senior, "Why in my time I've handled hundreds of 'em." "Same here," said the Commander (E), "The number of Shovewoods I've serviced would reach from here to Pompey!" "Well, what's it like then?" demanded Torps, every the doubting Thomas, "Like this," said Guns, snatching a pad and pencil from a passing Signalman and sketching rapidly. "Why, for two pins I'd make you one!" "More in my line, I think," said Chief, looking over "Guns" shoulder and, grabbing the pad, he disappeared below.

Throughout the ship the argument raged. Refined voices were raised in anger in the Wardroom and vast quantities of gin were wagered in the Warrant Officer's Mess, while on the mess-decks old Salts bragged of Shovewoods they had served with.

"I'd like a quid for every ruddy Shovewood I've looked after in my time," boasted Stripey Hodges. "Why, I remember in the old 'Goliath,' when I was the Admiral's special Shovewood Sweeper, the old man says to me, "'Odges, 'e says, your a bleedin' wonder 'e says, Strike me bloomin' pink, 'e says, that ruddy Shovewood is clean enough to eat of, 'e says. And if anyone don't believe me, 'e can 'op out 'ere," challenged Stripey, looking around at the grinning faces of his audience.

There followed a week of mysterious activity in the ship's workshops, and then one morning the Commander knocked on the Captain's door. "Shovewood ready for inspection, Sir," he reported. "Thank you Commander," replied the Captain. "Send a signal to the Flag, will you?" and that was that. In due course, the Admiral's Barge hove in sight and the Admiral was once more received on board and led to where the Shovewood stood under the gleaming guns of "Y" Turret. "So this is it?" said the Admiral: "bigger than I thought," and he walked carefully around the glittering object.



The Engineer Commander had enlisted the aid of all sections. Chippy had fashioned a massive hollow cylinder of polished oak staves, mounted on four stout oaken legs. Leaning against it sleek side was an oaken rammer with polished metal head. The O.A.s had supplied polished brass and copper bands on both cylinder and rammer, and the Bosun had contributed a neatly folded cover and fancy turks heads and ropework. The crowning glory was the burnished ship's crest, supplied by the Engineers, which was screwed securely on the closed end of the cylinder. Putty had painted fancy scroll work and the sign, "H.M.S. 'Impulsive' Shovewood Mk. 1." Even the Signals Officer had made his contribution in the form of an Official Secrets notice, fixed to one of the oaken legs.

Delightedly the Admiral surveyed the creation as it stood there in all its glory. "D'you know," he confided to the Captain, "this is the first Shovewood I've seen since I was a Snotty! You say you find it useful?" "Most invaluable, Sir," replied the Captain.

In due course the Admiral returned to his Flagship and soon signal flags were fluttering in the breeze and Semaphore arms began to wag. "All ships," spelled out the Signalman of the Fleet, "Cruisers and above. are to provide themselves with Shovewoods forwith, using ship's staffs and resources. Technical staff may inspect Shovewood on board "Impulsive." Report when Shovewoods are held."

So there was a great traffic of boats to and from "Impulsive." as Technical Officers came, sketched, measured, gossiped, ginned and went; and one by one the ships of the Fleet reported, "Shovewood held."

Now, the event had almost passed into history when one day Nobby Clarke, discharged from hospital, reported on board for duty. Down in the Paymaster's Store, as he turned over to his old chum, "Stinker" Hawkins suddenly said, "By the way, Nobby, where did you hide that ruddy Shovewood?" "Shovewood, wot Shovewood?" answered Nobby in bewilderment. "We aint got no bleedin' Shovewood; and wats more, I ain't never 'eard of no bleedin' Shovewood!"

"Well, wots this 'ere then?" challenged "Stinker," pointing triumphantly at the entry in the ledger. "Oh that," crowed Nobby scornfully: "That means 'Shovel, Wood . . . you know, the wooden shovel they use in the bake 'ouse. Only I've kind of abbreviated it the way all the best storekeepers do. Get the idea?"

State Funeral of the Late Governor-General

The following is an extract from a letter to the Minister of the Navy from the Prime Minister and passed on to Albatross by the Naval Board, with great pleasure at the sentiments contained therein.

"I would like to express my thanks through you to the officers and men of the Navy who took part in the organisation and performance of the State Funeral of our late Governor General in Canberra.

"I write this with considerable pride as it is my view and, I feel sure, everybody's view, that the Services carried out their duties with infinite efficiency and dignity.

I am grateful for your co-operation and help on this occasion."

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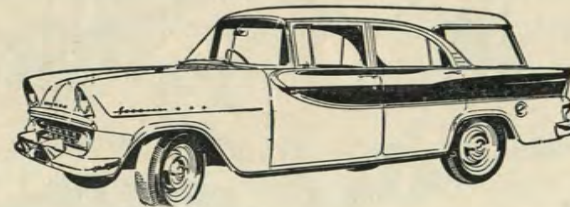
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The Social Committee of the Village Welfare Association invites all residents of the Village and their friends to a dance to be held in the Village Hall on Friday, 24th March, commencing at 8 p.m.

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Arrange your baby sitters now and come along and make this a good night!

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We will watch with interest a series of Station Typicals from the drawing board of Naval Airman R. G. Markwell, who draws under the pen-name of Little Dick.

"Drink," held forth the hoary three badge A.B., "Is the curse of the Service. It makes ya fight yith ya messmates. It makes ya shoot at ya senior officers, and it makes ya miss em."

☆ ☆ ☆

"I'll teach you to make love to my daughter!" bellowed the retired Admiral.

From the Acting Sub-Lieutenant: "I wish you would, sir. I'm not making much progress myself."

☆ ☆ ☆

The hotel receptionist answered the ring from the honeymoon suite, to be greeted by:—

"Hullo, operator. Never mind the time, but just tell me what day it is."

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WHITHER THE WEATHER

MUCH HAS BEEN SPOKEN of the weather during 1960. Was it in fact as bad as we sometimes imagined, or was it normal? Only the facts can give us the answer.

January was a somewhat drier and hotter month than normal, and although rain fell on 13 days, the total was much below average. Temperatures were high — our best being 108 on the 28th in the midst of a four day heat wave.

February — a mainly dry but humid and cloudy month. Light rain fell on 15 days, but the total was half normal.

March turned out to be an average wet month — 5½ inches of rain on 16 days.

April — and the winds came. On the whole we saw rather more of the sun than during either of the two previous months, but about the middle the westerly gales arrived with a bang, with wind then gusting over 50 knots on four days.

May, the gales continued with winds to 60 knots on two days. Rainfall was average, but temperatures were between 5 and 8 degrees below average.

June — winds were again westerly and strong, resulting in low rainfall, sunny days and below average temperatures.

July — just a cold wet and windy month with two inches more rain than average.

August was a month of extremes — the year's coldest day came on the 18th with a minimum of 35. However, a warm spell towards the end brought temperatures up to 74.

September — Despite a warm beginning—80 on the 7th—an average month. That eighty was short lived, by the way — on the 8th we saw the maximum temperature of 58.

October — After a cold beginning, the month became normal with two warm spells. The highest temperature reached was 83 on the 10th.

November. Yes, it was a cold month. The temperatures were below average on 20 days (and we were in shorts) and it rained on 10 of those days. Things looked better on 29th, when the temperature climbed to 94, but a cold change brought it tumbling down to a maximum of 62 the next day.

December, and this was almost a repeat of November, rainfall being about four inches above the normal monthly total. The year's wettest day occurred on Sunday, 4th, for in the 24 hours ending 9 a.m., Monday, 5th, we were showered with 224 points. It should be unnecessary to add that temperatures were about 15 degrees below average.

Summing up then, the only real departures from the normal weather for this area were in January — better than usual, and November-December, much, much worse than usual.

For those who like figures:—

Maximum temperature for the year: 108.4—28th January.

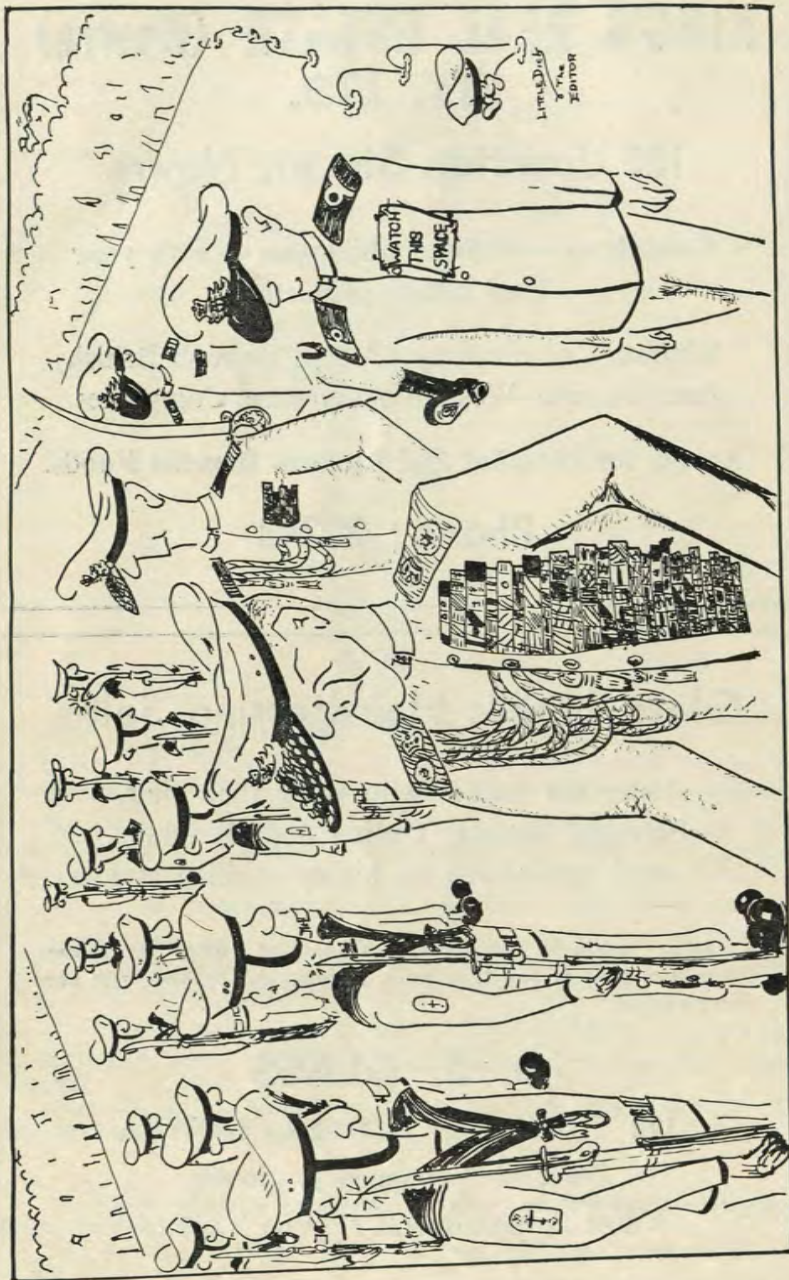
Minimum temperature for the year: 35.4—8th August.

Maximum wind gust: 60 knots—14th May.

Rainfall: 43.7 inches.

Wettest Day: 24 hours ending 9 a.m., 5th December—224 points.

FOR SALE — CLEARED BLOCK GROUND — Braidwood Road, Nowra.
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+ The Chaplain's Corner +

Is It For You and Me

The publication of the New Testament portion of the new English Bible on 350th Anniversary of the Authorised Version is further evidence of the importance of the Bible for man. The story of the first Bibles in English is the story of men, who refused to allow persecution, exile or threat of martyrdom to stop them from translating the Scriptures into our native tongue. There was much opposition. As late in our history as 1536 William Tyndale was burned at the stake. This was the cost he paid in giving England its first Bible translated into English directly from Hebrew and Greek manuscripts. It was Tyndale who said to a prominent churchman of his time "If God spare my lyfe, ere many yeares I wyl cause a boye that dryveth the plough shall know more of the scriptures than thou doest!

This new English Bible just off the press is the result of 13 years intensive research and translation by leading scholars of all Protestant churches. All, who participated in this work have done so for the sake of the spiritual welfare of the twentieth century. They have succeeded in ensuring that the meaning of the Scriptures will not be hidden by obsolete words, and have given us a translation based on the earliest manuscripts. Their devoted work again underlines the supreme value of the Bible.

What book could be of greater value than the one, which tells of God's purpose for mankind, and how God came and gave Himself for us, and how He works still to-day for our salvation? Start with the Easter story, if you are not a Bible reader, and the Scriptures will make you certain that it was for you and me that Christ went through death; that it was to make His strength available to you and me that He rose again from the dead. This in the end is what we chiefly need. Not a philosophy of life, not even a theology. What we need is someone to hold our hand as we journey through. When we are struggling hard it makes all the difference to know that God is on our side and that for us Christ's promise is gloriously true "Lo I am with you alway, even unto the end of the world."

WHERE TO LOOK IN THE BIBLE

When desiring inward peace	John 14; Romans 8
When you have sinned	Psalm 51; Isaiah 53; John 3
When you worry	Matthew 6:19-34
When you are in danger	Psalm 91
When you have the blues	Psalm 34
When you are discouraged	Isaiah 40
When you are tempted	Psalms 15, 19, 139; Matthew 4
When you need courage	Joshua 1; Psalm 23
When you grow bitter or cynical	1 Cor. 13
When you need forgiveness	Matthew 23, Luke 15; Philemon
When everything is going well	Psalms 33; 12-22; 100; 1 Tim. 6
When you are out for a good time	Matthew 15:1-20; 2 Cor 3; Gal 5
When making a new home	Psalm 127; Proverbs 17; Ephesian 5; Colossians 3; 1 Peter 3:1-17
When you are away from home	Psalm 121
The Ten Commandments	Exodus 20; Deuteronomy 5
The Great Commandments	Matthew 22:34-40

CHAPLAIN J. A. WILLSON.

Easter

In a few days we will all join in the celebration of the great Feast of Easter. To many, Easter is a time of rest, holiday, games and entertainment. To the true Christian, it is a time when we think of the love of God. The love of God as shown to the world by His Son Jesus Christ. The coming of Christ on this earth was in itself an infinite act of love, but He did not just come on earth, He redeemed us from sin and hell, and taught us the way to heaven. Christ did this by His sufferings and death on the Cross. "Greater love than this no man hath, that a man lay down His life for His friend." During the few days before Easter we should spend some time thinking on the sufferings of Our Divine Redeemer.

On the evening before His death Christ instituted the Blessed Eucharist, thereby leaving us a most pleasing Sacrifice to offer to our heavenly Father, and most Precious Food to nourish our souls. As God He knew all things. He knew the future. How He must have suffered when He saw the number who would deny the truth of this Act on the night before His death. How He must have suffered when He saw that many would refuse to assist at the Holy Mass and to receive Him in Holy Communion. It is His delight to be with us. He yearns for our hearts. How He must have suffered when men refuse to give Him their hearts even though He was about to give His life for them.

After this Act of Love He left the supper room. Judas, who was His friend, betrays Him with a kiss. Again how He must have suffered when He saw those, His specially chosen people, betray Him for the fleeting joys and pleasures of this world. Who give away the Holy Mass and Sacraments of the Blessed Eucharist and Penance for one of God's creatures; who are afraid to live and practice their Faith because of the threats of those who claim to be God's servants but who are really the agents of the Devil. Yet for all these Our Lord suffered and gave His life, and all these He loves with an Infinite Love.

He moves to the Garden of Gethsemani where He suffers the Agony in the Garden. Here He saw all the sins of the world. No wonder He cried out "Father, if thou wilt remove this chalice from me." When you have sinned have you ever paused for a moment to think of what sin cost Our Lord? When He could have been consoled by His friends—His Apostles—they were asleep To-day when He could be consoled by His friends—true Christians—they also are asleep. What are they doing to bring forward the cause of Christ in a world where He is denied, and where people no longer run their lives as He has shown, but as they think themselves, or as they are prompted by the agents of the devil.

Leaving the Garden, Christ was tried for His life by His own creatures. A robber is preferred to Him. But we see this every day where many things in this life have preference over Our Divine Lord. Sunday after Sunday many will neglect to assist at Holy Mass rather than run the risk of missing out on their sporting appointments. Yet these same people will say to themselves how sad when the Jews chose the thief.

His enemies put Him to death. But He rose from the dead. If we wish to obtain eternal salvation we must be prepared to suffer as Our Master suffered. If we suffer we shall rise glorious and immortal on the Last Day. Our suffering must be from love. During these days before Easter, think of the Sufferings and the Love of Christ for man. Then listen to His own words "If you love me keep my commandments"

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ARMY AVIATION

(With acknowledgement to the Australian Army Journal and "Army")

THE EARLIEST DAYS of Army aviation were those of 1915 in France, when aircraft of the Royal Flying Corps, and later in the Middle East, the Australian Flying Corps, flew observation and reconnaissance missions over their own and enemy lines. The development of war in the air to fighter combat and bombing missions saw the birth of the Royal Air Force and its Australian counterpart in 1918 as separate air arms; the Army's active role in aviation ceased for the time being.

The first year of World War II in Europe showed the need for trained Army observers to observe and direct gunfire, also for communication and reconnaissance facilities by means of aircraft which could operate from small forward airstrips. These aircraft were initially provided by Air Force Army-Cooperation Squadrons flying Westland Lysander aircraft with Artillery officers as observers. From this new foothold in the field of aviation, the Air Observation Post Flights and Light Liaison Flights were developed. These units were Air Force equipped and administered but staffed by Army pilots; Artillery officers in the case of the AOP Flights and officer and other-rank pilots of all corps in the Light Liaison Flights. The aircraft generally flown by these flights in World War II, in Korea and in Malaya during the Emergency were AOP marks of Austers, modified for the various roles required of them.

The pilots of gliders, used in the air landings on Sicily, in France on D-Day and at Arnhem were officers and NCOs of the Glider Pilot Regiment. All qualified as light aircraft pilots and volunteers for duty as pilots with the airborne forces. With the passing of the glider as a means of transporting troops and equipment into action, the Glider Pilot Regiment disbanded, many of its pilots transferring to the AOP and Light Liaison Flights. The Glider Pilot flying badge is still worn today as the Light Liaison Pilot flying badge.

In World War II, the Australian Army had two AOP Flights, No 16 and No. 17, No. 16 Flight supporting 26 Infantry Brigade 9 Division at Tarakan in May, 1945. At the end of the war, both flights were disbanded but in 1951 a new AOP Flight was formed as part of the famous 3 Squadron RAAF at Canberra. This flight had two roles — training Artillery officers as AOP Pilots and providing support for the Regular Army and Citizens Military Forces. The tasks performed, first in AOP Austers and later in Cessna 180s included artillery target engagement, assessing camouflage of ground defences and installations, communications, casualty evacuation, survey projects, liaison, supply flights, air photography, message dropping and air reconnaissance experience flights for officers and NCOs.

The training of Army personnel as Light Liaison Pilots, as distinct from AOP Pilots, commenced in 1952, on a 150 hour syllabus laid down jointly by the Army and the RAAF, and carried out by approved civil aero clubs, the trainee Army pilots flying in their spare time. Later 1 Army Aviation Company was formed at Bankstown and took over the role of training Light Liaison Pilots, who, in serving with the Company performed similar tasks to those of their AOP counterpart, less the purely AOP role of artillery target engagement.

The flying badge worn by Army pilots varies, depending on whether the pilot is an AOP pilot or a Light Liaison Pilot. The AOP pilot's badge consists of a bursting grenade with flames in gold with artillery motto "UBIQUE" in a scroll beneath. This device mounted centrally between a pair of pale-blue upswept wings. The Light Liaison pilot's badge consists of the Royal Cipher mounted centrally between wings similar to the AOP pilot wings.

The Australian Army commenced its reorganization in 1960 on the Pentropic Division structure because of the need for smaller, flexible self-contained formations to operate independently and speedily in tropical theatres of war against an enemy whose tactics are known. It was considered that the fullest effectiveness of the Pentropic Divisions could not be developed under these circumstances unless adequate light aircraft support was available. For this reason 16 AOP Flight at Canberra was disbanded in December 1960 and its personnel and aircraft formed the nucleus of the Army's first light aircraft squadron, 16 Army Light Aircraft Squadron, based at Amberley, Queensland, equipped with Cessna 180 fixed wing aircraft and Bell "Sioux" 47G2 helicopters.

Pilots for the new squadron are in training at present at Amberley, on conversion to Cessna 180s and Bell "Sioux" following prior courses and postings with 16 AOP Flight and helicopter conversion course at HMAS Albatross. Other pilots are at present engaged in helicopter conversion at HMAS Albatross after a series of courses on Austers and Cessnas, at RAAF Point Cook Army trainee pilots are undergoing the BFTS Course prior to conversion to fixed or rotary wing aircraft at the Light Aircraft Squadron. The particular roles for the squadron are similar to those carried out by the AOP Flight and Army Aviation Company: namely command and staff liaison, artillery observation, battlefield surveillance, limited air photography, communications, cable laying, freight and personnel lift, and casualty evacuation.

For the Pentropic Divisions in any operations in the future it may be truly said . . . "In the air just above the tree-tops lies one of the greatest hopes for victory on the ground."

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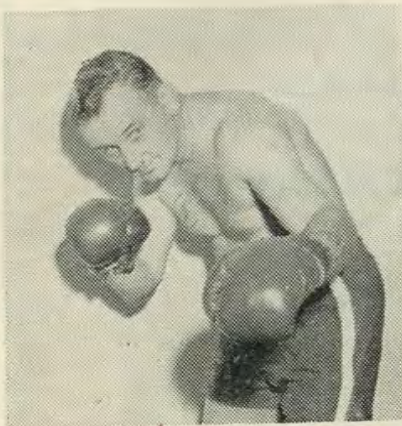
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SPORTSMAN OF THE MONTH

NAVAL AIRMAN JOCK LETHAM



NOW one of the elder gentlemen Jock was born in Glasgow (it's in Scotland) in 1919. There he went to school in Possilyseark until the age of thirteen when he entered the Dunblane Military School at Arbroath. While at Dunblane, Jock first put on the gloves, on his father's insistence, his father having been a prominent fighter some years before. At the age of fourteen Jock ran away from Dunblane and went to sea in coastal shipping, playing between Liverpool, Glasgow and the Channel Islands. He says that he ran away because his father wanted to turn him into a soldier.

Jock lasted in coastal ships until he was sixteen when he returned to Glasgow and took work in a sawmill for 8 months prior to becoming a checker for the London North Eastern Railway for two years. It was during this period that Jock's boxing really went ahead. At sixteen he was Scottish Amateur Flyweight Champion. In 1937 at the age of eighteen he won the Scottish Amateur Bantamweight title and the same year he turned professional. Jock started his professional career in grand style, winning his first three fights and defeating Billy Watts the Scottish Flyweight Champion in a non title bout. Six weeks later Jock took Watts' title off him.

At this stage Jock came to the notice of Benny Lynch who was World Flyweight Champion at the time. As a result Jock became Lynch's protege and learned much from him. In 1939 Jock put his knowledge to good use when he defeated Johnny King the British Bantamweight Champion in a non title bout.

When war broke out Jock joined up and became Rigger Letham in the Fleet Air Arm. After courses at H.M.S. Gosling and R.A.F. Hednesford he joined H.M.S. Vindex a "ditty box" carrier ex R.M.S. Pretoria Castle. While in the Fleet Air Arm, Jock represented the Royal Navy at Boxing on a number of occasions before paying off in 1947. After being demobbed he returned to boxing professionally and in 1948 he won the Scottish Bantamweight and Featherweight titles within six weeks of one another.

In 1949, the love of the Navy became too strong and Jock joined the R.A.N. in U.K. and came out to Australia in H.M.A.S. Sydney. Since then he has spent most of his time in Sydney, Melbourne and Albatross where he has continued to show a keen interest in boxing. In 1951, he started a boxing school in Albatross which brought on some well known boxers, including Brian Smith, Don Pengilli, Titch Warner and S.A. Tommy Evans, the latter representing Australia in the Vancouver Empire Games in 1954.

Although he feels he is getting a little old for boxing Jock is still active in the local district organisation. For any aspiring boxers he has this to say "To be a fighter you need plenty of roadwork and constant sparring. You can't get there by taking short cuts."

Albatross Golf Club Notes

With one further match to play at the time of going to press, the Golf Team can well be proud of its record in the E.A.A. Inter Ship competition. So far they have played nine matches and have won all of these, and are now in an unbeatable position. Albatross is perhaps more fortunate than other ships or establishments in having more enthusiasts of the game and are thus able to always field a strong team.

Of those who have been playing regularly with the team, several are now showing the benefits of competition play. The following have been steadily reducing their handicaps:

P.O. Grennan; L/Air Burns; P.O. Lane; Lt. Morrith.

Also someone is shortly going to catch up with R.P.O. (Hec) Harris.

At Nowra Golf Club two of our members have been chosen in their representative teams, Surg. Cdr. Treloar playing in the Pennant Team and C/REL Fisher representing in the White Horse Cup series.

Despite interference by inclement weather the local course is showing signs of improvement, notably the greens which are now in much better condition following top dressing. Players are requested to use temporary tees beside existing ones, which are now being renovated.

A proposed game at Moss Vale for members of the club which was tentatively set down for March 22, has had to be postponed as Nowra Golf Club has asked us for the use of our course on that day. It has now been decided to run a competition here on that day in conjunction with the Nowra Golf Club. Later in the season it is also hoped to stage an Open Day on our course, probably one Sunday, with the Nowra Golf Club as our guests. This was a very successful event last year.

Details of Inter Ship competition matches which have been completed since the last issue of Slipstream are as follows:

Albatross def. Kuttatubul 231-100.

Albatross def. Watson 182-157.

Albatross def. Dest & Frig 217-151.

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CLOSE OF PLAY

Another season comes to an end and once more cricket togs are changed for footie boots and the ovals herald the approaching winter by raising the poles they wear for that part of the year. A fitting end to the season was given by three teams contesting the final and grand final games. Much interest in the outcome of these two games was evinced by the large and vociferous crowds who lined the boundary in the vicinity of D Area. Was this renewed interest an aftermath of the West Indies tour? or was it in the light that the three old enemies were involved? In the first match Air Department played Engineering on a beautiful warm day with the wicket firm and surely a batsman's paradise. David Farthing, familiar with coinage, took the silver piece and manipulated it to his entire satisfaction and elected to bat. The opening pair played the bowling intent on picking up every run given them. Cdr. Goble played a couple of edgy shots but soon settled down to play some very strong on side shots whilst his driving showed that the time spent in the nets had been put to good use. The opening partnership yielded 78 runs and it must be disheartening to get rid of one of the openers and find yourself confronted with a batsman of McWhinney's calibre. Mac delicately cut the first delivery for four and put the seal on Engineering Department's fate, and from this moment run followed run in an exhibition of first class batting.

Keys came on to bowl and his left arm deliveries were never really mastered during the entire match. This young bowler shows a great deal of penetration in his bowling but would do better if a bit more thought was used in fathoming some batsmen's weaknesses. Bob Skinner ably led his men in the field and once Commander (Air) and McWhinney went, 48 and 59 respectively, Engineering took command of the game. The Direction Officer must have had the Decca on for once and his bat swung like a Venom doing G.C.A.'s, adding a nice 36 runs for the Birdies. The innings closed at 207.

Bob Skinner and Drinkwater opened for Engineering most effectively. Drinkwater playing most intelligently allowing the more attacking batsman, Skinner, to take most of the strike. After an opening partnership of 40, Pratt came to keep Skinner company and runs came even faster than in Air Department's innings. At 71 McWhinney took Pratt's wicket and Mignon joined Skinner. With McWhinney tiring Skinner began to take toll of the bowling four followed four and the fieldsmen wilted in the heat of the day. With his personal score at 104 and with 141 runs on the board Engineering's captain was out to a shot caused by a momentary lapse of concentration. A sterling innings by a fine captain.

Raftry scored a fine 35 but Nemesis in the guise of "the black fella" himself picked up the ball and the game was all but over. Mac in a fine second spell closed up one so effectively that in order to make the runs in the time the remaining batsmen were forced to throw the bat around at the other end. In a most dramatic finish Engineering lost to the Birdies by four runs, no disgrace; this is the finest match seen at Albatross in many a year.

Following this grand tussle the Grand Final was something of an anticlimax. Cricket was more serious. Once more Farthing coined the expression, "We'll bat" and the Electricians took the field. Commander Goble was out to a shot to square leg and David Farthing could not control a rising ball which took the shoulder of the bat and collided into Col Mason's hands at second slip. Once more the redoubtable Mac batted well. Forty runs came from his bat despite the disadvantage of having the sole of his boot torn off. Wearing Doug Peter's boots must have restricted his footwork to some extent but a fine innings from this fine cricketer. Burns batted well for 28 runs and Buck Rogers playing Tail End Charlie battled exuberantly for 18 runs. During the latter part of this innings

Blue Girvin bowled extremely well. Using his cutter to telling effect, his figures of 4 wickets for 22 bears witness to a most intelligent piece of bowling. Air Department were all out for 123 runs.

Air Department took the field and McWhinney opened the bowling. Where would they be without this man? In a quite fiery spell he had the misfortune to have a catch dropped off his second delivery, a simple catch to second slip. Capitalising on this escape the Electricians first five batsmen all reached double figures revealing a fine depth of batting. Of course the Birdies lack of attacking power aided the batsmen on this batting wicket, for once McWhinney left the attack the bowling was mediocre. Col Mason scored 27. Knobby Clarke a neat 39, George Topper 25 and Max Best 26, Blue Girvan batting at number seven collected 34 very valuable runs. Jock Hart with supple fingers strengthened by manipulating the Mah Jong bones, lollied four wickets for 14 runs and the Electricians finished their innings with 195 runs on the board a first innings lead of 72. All over bar the shouting. Air decided to bat again and finished with 7-96 . . . the wets season was a little late this year!

One final word, this time on umpiring, the standard of umpiring in these two matches was extremely high due to Commander Gray and Leading Writer Peters (Congratulations on the rate Doug) fine judgement. It was a pleasure to play and know that the game was being controlled by good adjudicators . . . a pointer then for next year's inter-part competition. A board of umpires is urgently needed.

Tennis

What with the Station singles and doubles championships, the inter part and the Eastern Command competition, we have had a busy month at tennis. Still remaining to play the quarter finals of the singles are L.E.M. Julius v. C.A.A. Eastgate R.E.M. Topper v. A.A.2 Dickison, N.A. Cooper v. L.E.M. Harris, with L.S.A. Wilson already in the semi finals R.E.M. Topper played very well to defeat P.O. Herron in straight sets, and A.A.2 Dickison had two very difficult hurdles in L.E.M. Kirkman and E.M. Semler.

In the doubles, P.O. Herron and L.E.M. Harris have reached the finals after defeating C.A.F. Schmidt and A.A.2 Warfield in the semi finals. The other semi final, to be decided is between C.A.A. Eastgate and A.A.2 Dickison v L.R.E.M. Allen and N.A. Brennan.

Electrical defeated 724 Sqdn. in the first semi final of the inter part, but their sins were found out and they lost on a protest for ringing in electrical personnel who were working part of ship. This means 724 Sqdn. now go to the Grand Final, and Electrical play Engineering, who defeated Supply in the second semi final. This final is set down for Wednesday, 15th March.

With a couple of new finds in R.E.M. Topper and T.O. Griffiths, the selection of the station team is becoming more difficult. This now gives us eight players to choose from, and we are very confident of reversing the decision of last year's Grand Final, when we were beaten by 2 Base Workshops.

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Gliding Association

Since the last report in "Slipstream," gliding activities have progressed smoothly and most members have enjoyed some very pleasant soaring flights.

Our C.F.I., "Geoff" Strickland, several weeks back, was launched into an excellent thermal producing sky, of large cumulus clouds, soared to 6,000 feet in our Nymph,, and carried out a short cross country out and return to Berry.

It appears that soaring with full dive brakes out and an indicated air speed of 60 m.p.h. had little effect against very strong life of over 1,000 feet/minute, and the flight became somewhat interesting, even for our C.F.I.

On another occasion, Keith "Darkie" Hodges, also found an excellent thermal immediately on releasing from a launch and soared in our Kookaburra to 7,600 feet for a flight duration of one hour.

"Buck" Buchanan, who was experiencing his second flight in a glider, was lucky enough to enjoy this flight and gave some good impressions of Jervis Bay from his high perch at cloud base. No doubt "Buck" is now chasing the C.F.I. for the Club joining forms!

Even though we are at present compelled to use 08 and 26 runways, the cross wind conditions prevailing at times have given the solo members the chance to brush up on their cross wind landing techniques and the necessity to assess their launching position so that the launching drogue will fall to the runway and not in the rough, has been clearly indicated.

The weather has been considerably kind to us during the last two months, and each week-end has produced good soaring conditions. Apart from the two outstanding flights mentioned above, most members have enjoyed soaring flights to 4,500 feet for average periods of 45 minutes. It is hoped that these conditions continue.

As a number of our members have gone off with the M.A.G., and most of our present members are solo flyers, the following information is given so that anyone interested in learning to fly gliders, will have some knowledge of the expense involved and the general overall picture of things.

The Club requires 10 prospective members to commence the training programme. Membership is open to all R.A.N. personnel.

To be trained to solo standard takes approximately three months of constant week-end flying and this will cost £5 per member.

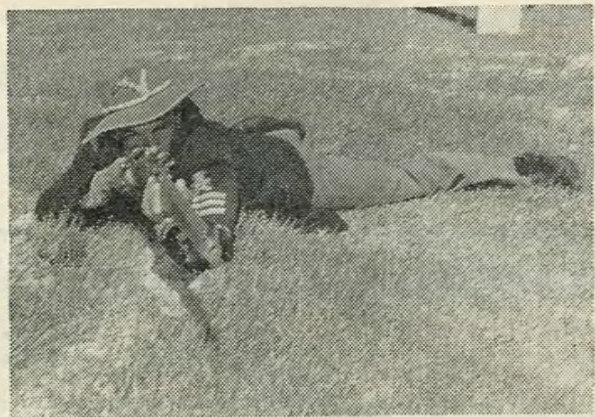
Annual Club membership costs £5.

The advantages as a club member are the learning and understanding of basic flying, airmanship and the art of soaring. Members also develop a good sense of team spirit with plenty of scope for initiative and hard work.

The Club has three aircraft. A Slingsby T31 Tandem Tutor, open cockpit, two seater trainer. A Schneider "Kookaburra" side by side two seater, enclosed cockpit trainer, and a medium high performance single seat Schneider "Nymph" sailplane. These aircraft constitute a better equipped club than a lot of civilian clubs and are at the disposal of Club members as they progress in ability.

We suggest that anyone interested in being one of those to commence training programme in April, contact A/Mech. Strickland on extension 516 or 216, or C.A.A. Hodges on extension 364.

Note — The February issue of the magazine, "Aircraft," has a complete coverage of the 1960-61 National Gliding championships.



★ P.O. UEBEL in characteristic attitude.

Inter-Service Rifle Shooting

On Wednesday, 22nd February, the Inter-Service Rifle Shoot was held at the Anzac Rifle Range.

Of the Navy team of ten, four shooters were from Albatross: Lieut. Moares, P.O. Weaver, P.O. Uebel and N.A. Ryan. The highest score of the day was recorded by P.O. Uebel, who shot exceedingly well to beat the crack shots of the Army and R.A.A.F. The Albatross representatives filled four of the first five places in the Navy team.

It is interesting too, that the Army were using the new F.N. rifles, and at the completion of the shoot the R.A.A.F. and Navy were given the opportunity to try out this new weapon.

However, on the day, the R.A.A.F. were too consistent and won the shoot quite comfortably from Army, with the Navy third.

Rifle Shooting

The Albatross Rifle Club was reformed on March 2nd, and there has been a very lively interest shown by club members. The club has the use of the Nowra range, and a shoot will be held every Wednesday. Three practices have already been held and proved very successful.

The committee has decided to conduct the practices on a handicap basis, so that all shooters will have an equal chance of winning the monthly trophy. The club now has its own targets and rifles, and it is hoped that in the near future club members will be able to buy their own .303 rifles at a cut rate.

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