

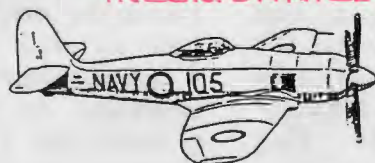
# FLEET AIR ARM ASSOCIATION OF AUSTRALIA NSW SQUADRON



OF AUSTRALIA

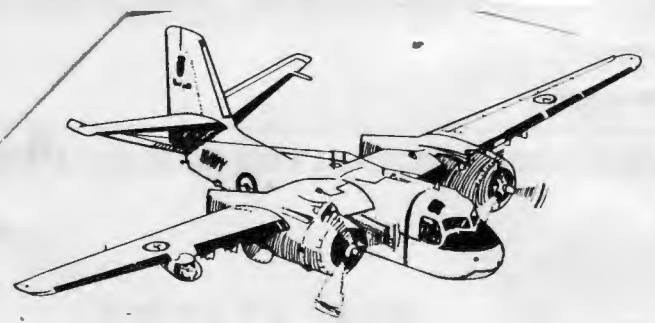
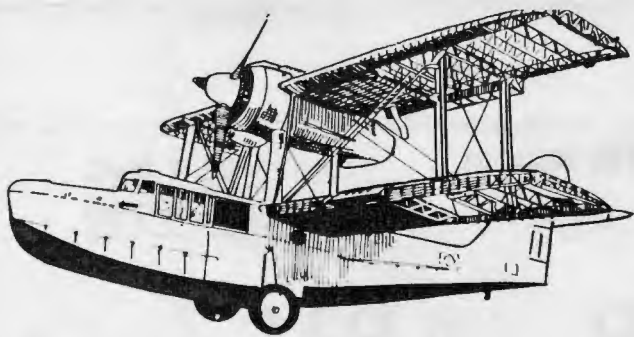
(New South Wales)

INCORPORATED



## NEWS LETTER





FLEET AIR ARM ASSOCIATION OF  
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NEWS LETTER EDITOR: TONY PENNO  
PO BOX 442 NOWRA NSW 2541

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#### EDITORS NOTE



Second attempt at the Newsletter, as you will see we have changed the format to what we hope is a little better than the last edition. To those of you who have access to a fax machine and wish to send articles to either the Secretary or the Editor the number to call is 044210048. The fax is on 24hrs a day 7 days a week. One letter we did receive after our first Newsletter was from Dan Bowden commenting on the article about the "Pusser Duck". Dan was a member of the team who took delivery of the second metal hulled A2/2 Seagull for the cruiser HMAS SYDNEY. Hopefully we will have some more information from Dan in a future issue.

The AGM over for another year, I hope that all the behind the scenes work (and believe me there is plenty of it) is not left to the four or five as it was last year. I can understand that some didn't realise just how involved it is to run an organisation

such as this, but, it was all explained at the AGM so the work load should be shared a lot more evenly this year.

It is also essential this year that we get volunteers from the local members to spend some time out at the Museum, even if its just for a couple of hours a week, to go through all the parifinalia and sort it into some sort of order. I was talking to the curator, Bob Geale, late February and he was telling me that he was desperate for people to help sort all those records out. So come on some of you retired locals, lets hear from you. You will be suprised at what memories come back when you are going through all those old records. I,ve been out there and looked through some of them and they have brought back some things that I had forgotten all about.

I am looking for someone to help gather information. This mainly means spending some time out at the admin block of the Museum sifting through records and magazines that have been put at our disposal. This means about 4 to 5 hours over a period of three months. If you are interesred give me a call on 210621, if you get the answer machine leave your name and number, I will get back to you. See you next issue.

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The views and opinions expressed in articles printed in this journal do not necessarily reflect the views and opinions of the Association or the Committee of management.

---

# RAN HISTORICAL AIRCRAFT FLIGHT CLEANUP

On Sunday 21st January local members of the Fleet Air Arm Association of Australia assisted other friends of the Australian Naval Aviation Museum and sailors from HMAS Albatross to square off and clean up the Historical Flight storage area.

The operation resulted in the relocation of engines, bulky components and boxes of stores from 'D' Hangar to other holding areas.

Consequently aircraft to be re-assembled and restored, including the Sea Fury, Sea Venom, Skyhawk and Scout are now readily accessible to restoration teams.

A significant number of volunteer workers can now be formed into teams to assist the original small but dedicated band of historical aircraft enthusiasts.

## RETIRED MEMBERS ID CARD

An ID card for retired members of the RAN has now been introduced.

Anyone with a DFRDB pension including persons separating from the Service compulsorily or medical discharge are eligible.

They are available pre-discharge from your Commanding Officer or, for ex-members, from the Director Naval Personal Services (Navy Office) (enclose a head and shoulders 20mm x 30mm photograph).

With this card you can use the Defence Force Leave Plan and Service Holiday Centres.

**NOTE!** This card is not a pass for access to HMA Ships or Establishments.



JULY	SAT	14th	George Blondel Memorial Yulefest Bomaderry Bowling Club.
AUG.	FRI	13th	Anniversary Dinner S/S Mess HMAS ALBATROSS
NOV	FRI	2nd	S/S Re-union S/S Mess HMAS ALBATROSS
DEC	TBA		Pre Xmas BBQ Venue TBA

## SEA VENOM LOCATED IN QLD

We received a letter from Roly Rowsell, one of our Queensland members giving us some very interesting information.

Roly has come across one and bit Sea Venoms in a Museum at Caloundra on the Sunshine Coast. For those that can remember serial numbers, the whole Venom is WZ898, side No 862 and the bit, nose and part of the cockpit, is WZ910. The information has been passed on to the Aviation Museum here at Nowra. Thanks Roly.

## 1991 FAA/NAVY CALANDAR

The ACT chapter under 'Nobby Clarke, Tos Dadswell, Norm Lee and Co have volunteered to produce a high quality Calandar with appropriate colour pics featuring FAA involvement with ships of the RAN. Members may recall that 'Albatross' produced a Calandar some years back, which was of high quality and sold well. The proceeds of sales of the 1991 Calandar will go to the Museum and the Capital Campaign Committee have endorsed the project. It will be important to pre-sell this Calandar because of the high costs of production and printing. Those involved will be AFAAOA members, FAAA of Australia state Sqdns, serving personnel, Naval Association and Navy League on a national basis. Details on design/contents and price will be advised in the next Newsletter, so make a note now for your FLY NAVY CALANDAR FOR 1991

## FLEET AIR ARM TYPES OF THE PAST

### (The Supermarine Walrus)

Most people are familiar with the somewhat ungainly lines of the Walrus amphibian, but few may be aware that this excellent aircraft was originally ordered by the Australian Government, in 1934, to equip the seaplane carrier "Albatross". A heavy amphibian, at first known as the Seagull V, it was powered by a single Pegasus engine driving a pusher propeller. On trials it proved so satisfactory that it was adopted by the Admiralty as well as by the R.A.N..

The Walrus was a remarkably seaworthy aircraft, capable of being landed in unpleasant sea conditions.

It was easy and safe to deck land and did not require a hook or arrestor wires. Endurance was three and one half hours and it had a low speed of 110 knots, but this was offset by its capacity to carry more elaborate navigational and radio equipment than had been possible heretofore in shipborne aircraft. The armament consisted of two .303 Vickers Guns, front and rear, and it could carry a 500lb. bomb load.

Upon its introduction in the fleet it replaced the existing catapult aircraft, the Osprey, Swordfish and Sea Fox and by 1939 was carried in virtually every capital ship and large cruiser. Landing technique at sea consisted of the ship steaming cross wind until the aircraft was on its final approach; the ship then turned into wind, thus creating an area of calm water, or "slick", on which the aircraft landed. It was taxied ~~alongside, hooked onto the crane by~~ an intrepid crewman perched on the top wing and hoisted aboard.

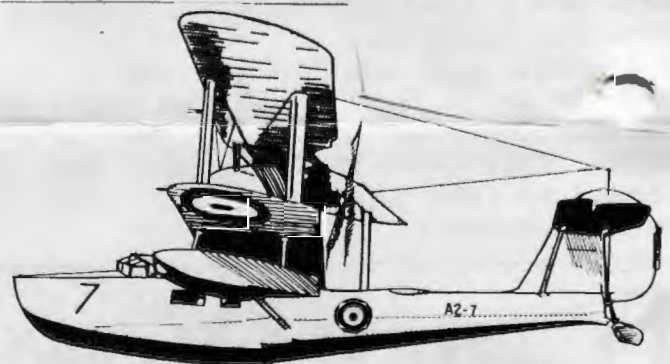
At first the Walrus was principally used as a communication aircraft between ships or between ship and shore and carried out these duties with success except for one unfortunate occasion when the C-in-C Home Fleet was landed alongside his flagship in a walrus with wheels down. The aircraft's value for

reconnaissance and anti submarine work was soon recognised however and on the outbreak of the war it was used on Anti Submarine patrols with the Fleet and on Area patrols near the Fleet bases such as Scapa Flow and Alexandria and from "Albatross" stationed at Freetown.

In the South Atlantic and Indian Oceans they operated from cruisers on anti raider patrol and on three occasions aircraft from the County Class cruisers, "Cornwall", "Dorsetshire" and "Devonshire", sighted enemy ships, twice at more than 100 miles from their parent ships. In the Norwegian campaign, in the English Channel and off Dakar, Walrus aircraft did sterling work often in the face of opposition from faster and more heavily armed aircraft.

Gradually catapults and aircraft were removed to make way for A.A. Guns and so the Walrus left the front line. By the end of the war she was being used solely for S.A.R. duties from carriers and air stations and shortly afterwards was replaced by the Sea Otter.

The Walrus, the first R.A.N. aircraft, has a special place in Fleet Air Arm history, and, by its association with the first "Albatross", provides a direct link with the aircraft that was once flown from the Air Station HMAS Albatross.



# HOW TO FLY A JET PLANE

Any kid out of nappies can fly a jet plane. Unlike a helicopter, when in motion, it should move in one direction - forwards. It is possible to descend vertically but this manoeuvre is normally restricted to pilots who have forgotten to switch their oxygen on.

Perhaps the simplest jet for you to try first is the Vampire Trainer. The cockpit layout is totally different in them all, and, therefore, you don't have to worry about learning where the various knobs and dials are. I suggest that you first select a bang seat one as, if all fails, the possibility of you being correctly strapped (that is, if if you can get in at all) is extremely remote and you will therefore have no further worries.

Before entering the cockpit, one should learn to walk around the aircraft for the purpose of removing the pitot head cover and somnolent electricians from the intakes and extakes. On second thoughts, you may find it easier to fly the aircraft with the pitot head cover on. When strapping yourself in, avoid the usual pitfall of attaching yourself to your neighbour unless, of course, it be one of the WRANS.

Starting up is easy; virtually it consists of pressing the starter button. If, instead of hearing the usual burbling noises, you hear a loud bang, you can assume you have blown it and climbed into a Venom head. Climb out and go and find the Vampire we started the story in. Taxying consists of the simple operation of opening the throttle, swooshing the tail around and watching the gravel rattle over the Captains lawn. Take off is equally simple and merely consists of opening the throttle a bit further. Should you hear a rude noise, your fears are ungrounded, you have merely opened the throttle too fast.

Don't forget to raise the undercarriage. Quite a number of red faced aviators have returned to base with their girl friend's

scanties lifted off the clothes line. As the Accident Prevention booklets say, :don't let this happen to you."

Once airborne and accustomed to the forward motion, you will naturally wish to try some aerobatics and perhaps a spin or two. Spinning a jet is totally different from spinning a helicopter. In the helicopter, the rotor stops and the helicopter spins around its axis. In a jet plane, you stop and the jet plane spins around you. "To initiate a spin" - in the words of the guide book - "First initiate a stall and then push one or other foot hard down". Odd sort of feeling, n'est ce pas? "to come out of the spin, reverse the rudder and ease the stick forward". Perhaps I should have told you before we got this far, that this particular mark of Vampire does not normally come out of a spin, so its lucky we bought the bang seat along, is it not?

"To leave the aircraft, reach upwards and over your head, grasp the handle and pull the blind downwards and over your face." Oh, bad luck Sir, you should always jettison the canopy first!

---

The following conversation was overheard on the flight deck of the Melbourne during one of its early pleasure cruises.

First Birdie: "What are these Special Sea Dutymen?"

Second Birdie: "I don't know for sure but they are on a soft number as they only work when we are entering and leaving harbour."

---

## FROM AN ADMIRALTY CIRCULAR

It is necessary for technical reasons that these warheads should be stored with the top at the bottom and the bottom at the top. In order that there will be no doubt which is the bottom for storage purposes, it will be seen that the bottom of each has been labelled with the word "top."

---

# PERSONALITY No 1.



George Szymoniczek was born in the Ukraine in the fateful year of 1939, and spent the first two years of his life there under the shadow of the German Occupation. Came 1942, and the retreat of the Germans before the Russian advance, and our personality, aged three, was dug out of the ruins of his bomb-shattered home.

The Germans, desperate for a work-force, took thousands of the Ukrainian nationals with them as they departed. Amongst these was George's family, and they were split up and sent to different parts of Germany. George's father was sent to a forced labour camp; his mother to work on a farm, and George himself, with his grandmother, to Berlin.

For about eighteen months, our personality remained there, until his mother discovered his whereabouts, and took him to live with her on the farm to which she had been sent. His grandmother had to remain in Berlin.

George lived on the farm until the English and American forces over ran the area. He was then ~~six years old~~, and remembers watching German police on the farm firing at parachutists as they came down.

There was then three days before the Occupation authorities had proper control, during which many of those who had been in prison camps or on forced labour went around settling old scores and requisitioning the Germans possessions. Gradually the chaos was sorted out, and George's mother was sent with him to a Displaced Person's camp run by the Russians. It was here that George's father was

finally re-united with his family.

The Szymoniczeks did not wish to return to the Ukraine, so they left the Russian camp on their own initiative, and made their way to a camp for Poles. Here George added a smattering of Polish to his Ukrainian, Russian and German.

The family now began a weary trek from one camp to another. Most of these were run by the United Nations Refugee Organisation, and food and clothing supplied were only just adequate. Work was very scarce, but fortunately George's father was able to get a job as a shoemaker. There was, of course, no schooling for our personality, but he now began to learn a little English.

Eventually, in 1949, after being moved from camp to camp in a few months, George's father decided to migrate to Australia. He went on ahead, and a month or two later George and his mother left the Camp in Italy and boarded the "Anna Sallan" in Naples, bound for Australia. While on the way out, in this ship, George's mother happened to see a photo belonging to another migrant, of a group of people in Germany. In the Group was George's grandmother, last seen in Berlin in 1943.

Thanks to this photo she was eventually found, and joined the family in Australia.

The "Anna Sallan" arrived in Sydney in August, 1949, and after four months in the Bathurst and Greta migrant camps, the Szymoniczeks settled in Sydney. George had his first schooling at the local Junior Tech. school

George left school in 1954, and after working as an electrical apprentice, joined the Navy in 1959.

George spent 22 1/2 years in the RAN serving at "CERBERUS, ALBATROSS and KUTABUL' also did his required stints on HMAS MELBOURNE. George spent his time on 724, 725, 816 and 851 Squadrons.

After leaving the Navy George started a very successful cleaning business in the local area, recently he started another venture called Southern Bath Resurfacing.

## RFDWA NEWS

Are you over 60 years of age but because of your DFRDB or Super or Service unable to draw the Service Pension? The Shoalhaven And District RFDWA Contact Group is currently checking on certain implications of this. For example no discount on Council rates or Registration of your private car. No free licence or discounted Electricity or Gas charges. This issue has been raised before by the ex-service organisations without being resolved but is worth a try again, particularly with our local Council who may be more interested in assessing individual causes rather than simply accepting the Health Card as proof of low income. As things develop we'll let you know, but in the meantime as the saying goes, don't hold your breath .- these things take time.

Meanwhile of course pick up an application form from the local Railway Station titled 'Travel Concessions for retired Senior Citizens' (assuming you are retired) which will entitle you to discounted rail travel in NSW and this of course includes coaches operating under the same authority. \$2.00 Nowra to Sydney makes leaving the car at home worthwhile.

Incidentally don't wait until you turn 60 to establish your entitlement for the Service Pension, this can be done years before you turn 60 simply by giving details of your service to the department of Veteran Affairs by letter, or alternatively on forms available from Social Security Branches or Department of Veteran Affairs. Having established your entitlement by service is a valuable first step in your retirement plans as generally it means you don't have to wait the extra five years for the age pension.

Incidentally you can qualify for service pension before age 60 if for health reasons you are unable to engage in full time employment in

certain circumstances.

The Shoalhaven and District RFDWA Contact Group Chairman recently compiled a report on the anomalies/iniciencies in the Department of Veteran Affairs and Department of Defence (compensation).

Cases of lost or mislaid files and worse, decisions being made without reference to pertinent medical reports, have been brought to the attention of the Government.

If you have had difficulties in dealing with Government Departments in recent times in matters relating to your entitlement perhaps the RFDWA can help.

Contact I. (Chips) Gray, Hon Secretary, Shoalhaven & District RFDWA, PO Box 548, Nowra, 2541.

Yule fest 90 ; Please amend your Social Calendar to read Yule Fest 14th July and not the 7th. The venue Bomaderry Bowling Club remains the same only the date is changed due to unavoidable circumstances. This year the function is a combined RFDWA, Naval Association, WRENS Association and FAA Association function.

For those not familiar with the event, the "Yule Fest" was the brainchild of the late George Bloundel, BEM, and features a three course Christmas dinner in the middle of winter. What better time to have all the hot goodies including 'plum duff'.

Various novelty events associated with the night make it a must on the social calendar.

Remember C. A. A. Jack Griffin? Jack left the RAN to go to the Malysian Airforce for a number of years, then to a mining company in a remote area of WA for seven years till ill health forced his retirement. I'm sure he would enjoy hearing from his old shipmates. If you would like Jack's address please write to Chips at the above address or call him.



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## PRESIDENTS REPORT

Greetings members, I am pleased to submit this report of proceedings for the year ending 31st December '89. As you all know, we came into being as a Squadron of the Fleet Air Arm Association of Australia in April, and since then the Committee have been striving to carry out the wishes of the membership as expressed at the inaugural meeting. Affiliation with the Maralinga and Monte Bello ExServiceman's Association has been achieved, and whilst every endeavour has been made to finalise incorporation we have been frustrated by the Corporate Affairs Department "losing" two application forms and accompanying cheques. They have been notified of the situation and hopefully our third attempt will shortly be successfully concluded, with it is hoped, a suitable rebate for the cheques cashed.

With the regard to the Aims and Objects, it was decided that we would assist the Naval Aviation Museum/Historical Flight by helping to restore a Sea Fury. Some half dozen of us started on this project back in June, but due to a number of factors such as shortage of materials, safety standards, unavailability of manpower on a regular basis, here we are eight months later with the surface, if you will pardon the expression, hardly scratched the surface. This situation is now much improved with the re-allocation of manpower at HMAS Albatross and we hope for much better progress in the coming year.

Membership increased steadily throughout the year and stands at 175. It is hoped that all of those members will renew their memberships and bring some more old shipmates into the fold. The social functions planned for the year all went ahead, but with the exception of the Annual Dinner were poorly attended. In spite of this, we still managed to end the year in a reasonably comfortable financial position. I would strongly urge you all,

particularly those living in the Shoalhaven area, to give us as much support as you can to your Committee, our Aims and Objects and our social functions. They are organised for your entertainment/benefit, and without your support, we cannot function (socially or otherwise).

I thank the Committee and members for the encouragement and support received throughout my term of office, and will be proud to be associated with you all again next year. Meanwhile, I have the honour to be,

Yours sincerely

Bob Cronin. President.

## SECRETARIES REPORT

Fellow members, the decision to form a NSW Squadron of the FAA Association of Australia, with the election of a committee and the acceptance of a Constitution, was taken by 32 financial members on 11th April 1989.

Prior to that date, a steering committee had been formed to establish the viability of a NSW FAA Association. At the inaugural meeting of the steering committee and persons interested in joining a State FAA Association, held on 05 October 1988, a register of 'Foundation Members' was established. The register closed on 31 December 1989 with 167 financial members.

Today our membership stands at 175. Already 106 have forwarded their 1990 subscriptions.

With any newly formed group of people, the initial responsibility for administration and welfare of the organisation falls to key members of the committee. In time guidelines are drawn up, responsibilities established and lines of communications are opened.

Though pleasing, progress during the 11 months of our Association could have been better had all elected committeemen been able or willing to give a greater commitment to our aims.

I am sure that all members elected to the 1990 committee will become involved in the affairs of our organisation with the regard to promotion of our aims and objects, active support for social functions and, individual involvement with the Naval Aviation Museum and RAN Historical Flight.

The retiring committee envisage that certain responsibilities, formerly left to the Executive, will become the domain of the general committee. Specifically, the office of Vice President Administration would be relieved of the burden of organising social functions. The first elected committee person would assume the duties of 'Social Secretary'.

Likewise, the Vice President Public Relations would be assisted in the areas of Association publicity and members welfare. The second and third elected committee persons would assume, the duties of 'Assistant Editor' and 'Welfare Officer' respectively.

All other elected committee, and volunteers, would assist by becoming members of Social, Promotional and Marketing sub committees.

Continued page 9.

## SECRETARIES REPORT CONT. FROM PAGE 8

In conclusion I thank the President, Committee and Members for their support during my term of office. The period has been challenging, rewarding and though very time consuming, never dull. I look forward to continued involvement with the affairs of the Association, in whatever capacity, during 1990.

Jim Lee

Honorary Secretary.

## HMAS MELBOURNE ASSOCIATION

How many of our FAA Association members are aware that there is such an Association in existence? Well if you were not aware, then look on the inside of the back cover of this Newsletter and find the Membership Form, fill it out and send it away. Surely there can't be too many members that didn't do at least one cruise during the time 'Melbourne' was part of the Fleet.

For those that are not aware, there will soon be another HMAS MELBOURNE joining the Fleet.

## TREASURERS REPORT

As at 1100 Sunday 4th March, 1990

### Income

Membership fees	\$2677.50
Donations	\$2160.00
Interest	\$ 148.77
Misc. functions	\$ 913.50
	\$5899.77

### Expenditure

Insurance	\$ 200.15
Donations	\$1200.00
Postage	\$ 251.50
Stationary	\$ 305.75
Members Badges	\$1056.00
State & Fed taxes	\$ 128.62
To Savings Acc.	\$2500.00
	\$5642.02

Current Cred. Bal. \$ 255.75

Savings Account \$2500.00

TOTAL CREDIT BALANCE \$2755.75

Ray Larson

Honorary Treasurer

## AVRO 707A

Those of you who were on board HMAS MELBOURNE in 1956 would probably remember the Avro 707A that was shipped to Australia for further aerodynamic research.

That same aeroplane has turned up after 34 years in a backyard in Williamstown, Victoria.

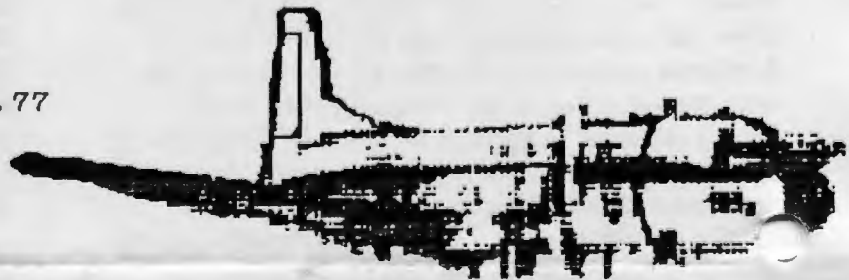
First flown on July 14, 1951, the 707A took part in high speed research for the Vulcan programme. In 1956 it was loaned to the Australian Research and Development Unit. It was subsequently disposed of by the Australian Department of Supply on behalf of the British Authorities in 1967. If you wish to buy it, it is up for sale, or was up for sale in November of last year.



## FROM THE TREASURES DESK

At the time of the compiling of this Newsletter there are still several members who have not renewed their membership.

On the inside back page of this publication there is a renewal form, please cut it out now, fill out your cheque and post it before it slips the old memory box again.



## NAVY RACE DAY

After a Friday night of rain, the general feeling was that we were in for another wash out, but some body above smiled on us and Saturday turned into a fine sunny day.

This year instead of all being in one area, everybody was spread out through the whole complex making it a bit difficult to catch up on some old freinds, mind you the bar was in a central easy to get to area as was the chicken and champagne lunch.

The day started off at about eleven AM and after a seven race programme finished off at about five PM. Walking around during the day and talking to several members, the general concensus was that most couldn't pick a winner even had there been only one horse in the race. I did notice that the bar area was well frequented, as every time I went there the same faces would show up, and believe me, I visited that particular area fairly often.

Before the actual race programme started the Naval Police dogs put on a very good show wich had most of the patrons crowded around the fence, with only some of the smaller children not appreciating the gunfire and thunder flashes banging all around them. After the demonstration all showed their appreciation of a good show by long loud applause.

Trophies were presented to the owners of the last four winners by CO of 'Albatross', FAAA President, Senior Sailors Mess President and the XO of 'Albatross'.

Once again all that attended had a good day even if they did go home minus a few dollars. There is already talk of next year and I strongly recommend that if you missed out this year, make sure you make it next time around.

At the time of writing this, figures were not available, so as yet we don't know how much was

raised for the Museum and the Newcastle earthquake appeal.

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## MUSEUM OPEN DAY

Sunday morning after the raceday, overcast and a hangover you couldn't jump over, a few of us fronted up at the Museum at 9 AM to set up the BBQ area and of all things another bar area, something I think a few of us could have done without. Anyway, by 10.30 we had most things set up and ready to receive the public. Before I go any further, thanks to the nine or ten members that turned up to put in a very long and hot day serving 150 steak and 300 sausage sandwiches, not to mention cartons of soft drink, beer and enough coffee and tea to fill a 44 gallon drum. Must also mention the Senior Sailors Cheif Cook who also put in all day with us.

As stated earlier, the day started off overcast, but by lunch time the sun was beating down turning it into a very warm and steamy day.

The static aircraft static display consisted of a Neptune, Seaking, Seahawk, Macchi, CT9, Squirrell, HS748, kiowa and a Harvard. Unfortunately the Mustang didn't make the display.

The flying display was unfortunately very limited to a Seaking, Seahawk, Harvard and the second Neptune that was there. The Tracker did taxi down to the display area and do full engine runups and then lined up on the runway and did an aborted take off run. I know all the people that were standing around me at that time were very dissapointed that it didn't take to the air. Maybe one of these days we will see the historic flight in the air again.

Figures just to hand for the day were, taken over the counter for the sandwiches and drinks, \$1297.10. Out of that figure we have to pay for the steaks, sausages and drinks. We figure we will probably have made a proffit of around \$600.00. Will know the final figures at a later date. I also believe that about \$1300.00 was taken at the gate as donations. Overall we think a very profitable day for the Museum.

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## **CLEAR LOWER DECK**

### **Muster on the Dummy Deck**

All Fleet Air Arm Association members to muster on the Dummy Deck at 1000 on 6th of May 1990.

On Sunday 6th of May there will be a get together of FAAA members to gather names and particulars of members who wish to help out at the Museum. This has been done before, but so far nothing has really come of it. This time those who wish to help will be assembled into teams while you are still there.

The experience of ex CAA's and AEO's familiar with the Sea Fury, Firefly, Sea Venom are required urgently. These people are needed as Aircraft Managers which entails sorting out the paperwork and sorting people into maintenance teams so that each team will be allocated its specific jobs.

We are aware that some members due to work commitments etc cannot spare any time, but, we still wish to see you there. A tour of "D" and "E" hangars will be organised so that you can see at first hand the work that is progressing on the Aircraft.

On completion of the get together and inspection a B.B.Q. will be available for a small cost in the B.B.Q. area of the Senior Sailors Mess.

Don't sit around on Sunday the 6th of May, come out and meet some old friends, have a good look at the Museum and partake in a few jars at the S/S Mess.

Sorry this is such short notice, if you intend to be there, please let the Pres, Sec. or the Editor know by Wednesday the 2nd of May for catering purposes.

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Winner of the Hi-Fi Speaker system was Ray Larson. The raffle was drawn on the 10th of April by President Bob Cronin.

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### **FLEET AIR ARM MEMORABILIA**

Interest shown in the "FLEET AIR ARM" gold wire badges has been encouraging; Not so the black berets.

We can obtain the cloth badges from the FAA Association Federal Council. We can keep the cost ( to you ) down to \$10.00 for some time yet.

You can obtain a black beret from a military surplus ( disposals ) store at reasonable cost.

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### **UNFINANCIAL MEMBERS**

If your badge number appears below, you were unfinancial at the time of printing. If this is the case please go to page 12, cut out the membership renewal form and send it in.

11, 20, 25, 27, 28, 32, 39, 41, 42, 48, 50, 65, 67, 71, 74, 75, 76, 77, 80, 82, 84, 87, 92, 100, 101, 103, 105, 108, 109, 110, 114, 115, 118, 122, 128, 130, 131A, 134, 140, 143, 155, 160, 176.

You will also notice on your Address label, the figures 90/91, this just lets you know that you are financial.

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# 1990 SUBSCRIPTION RENEWAL FORM

**REGULAR DEFENCE FORCE WELFARE ASSOCIATION  
NSW BRANCH INCORPORATED  
122 MOORE PARK ROAD, PADDINGTON, NSW, 2021.**

## 1990 SUBSCRIPTION RENEWAL FORM

Name, Initials, Rank.....  
Address.....  
Phone Number.....Post Code.....

### SUBSCRIPTIONS DUE 1ST JANUARY 1990

Annually Subscribing Members	( 15.00 )	\$ .....
Ditto Ditto Spouses	( 7.50 )	\$ .....
Annually Subscribing Widows	( 7.50 )	\$ .....

### FULL ( LIFE ) SUBSCRIPTIONS ALSO AVAILABLE

Members under 60 years	(175.00)	\$ .....
Ditto Ditto Spouses	( 90.00 )	\$ .....
Members 60 years & over	(140.00)	\$ .....
Ditto Ditto Spouses	( 70.00 )	\$ .....
Widow Members	( 70.00 )	\$ .....

**Donations**

NSW Branch General Fund	\$ .....
NSW Branch Emergency Fund	\$ .....
RDFWA Special (Fighting) Fund	\$ .....
RDFWA Relief (Welfare) Fund	\$ .....
National Council General Fund	\$ .....

**Embellishments**

RDFWA Tie (including postage)	\$ .....
RDFWA Lapel Badge (including postage)	\$ .....
<b>TOTAL REMITTANCE HEREWITH</b>	<b>\$ .....</b>

**Fleet Air Arm Association of Australia NSW**

**Renewal of Membership**

Annual subscriptions \$10.00  
 the Honorary Secretary  
PO BOX 28  
NDVRA NSW 2541

Please renew my Membership for 1990  
Name \_\_\_\_\_  
Address \_\_\_\_\_

Subscription \$ \_\_\_\_\_  
Donation \$ \_\_\_\_\_  
TOTAL \$ \_\_\_\_\_

**HMAS MELBOURNE Association**  
Membership Number \_\_\_\_\_

Name \_\_\_\_\_  
Address \_\_\_\_\_

Change Yes / No  
Subscription: \$ 5.00  
Other: \$ \_\_\_\_\_  
Total;

**TYPE OF MEMBERSHIP**  
FULL - FAMILY - ASSOCIATE  
Please make Cheques/Money Orders payable to  
HMAS MELBOURNE Association  
Please return to:  
The Secretary, HMAS MELBOURNE Association,  
Level 22, Remington Centre, BOX 706,  
Darlinghurst, NSW 2010.

# PRESERVING AUSTRALIA'S NAVAL AVIATION HERITAGE



## The Museum of the Future

In July, 1987, the Heritage Trust agreed that a *New Museum Complex* was needed to provide the aircraft on display with protection from the elements and provide

a proper environment for displays of memorabilia. A *National Capital Campaign* to raise \$2.0 million commenced in 1987. Please give generously. *Donations are Tax Deductible.*

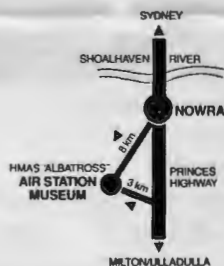
## PUBLIC SUPPORT

*The Museum depends upon public financial support to assist the volunteers to improve, update and preserve this heritage.* As the biggest single tourist attraction on the South Coast of New

South Wales, with some 100,000 visitors each year, the staff of the Museum and Historic Flight accept a monumental task. So generous public donations are not only welcome they are very necessary.

- ★ *Vintage Aircraft*
- ★ *Aircraft Engines*
- ★ *Aircraft Models*
- ★ *Photographic Displays*
- ★ *Exhibits of rockets, bombs, torpedoes and guns*

- ★ *Displays of Theatres of War*
- ★ *Souvenir Shop*
- ★ *Free Parking*
- ★ *Free Picnic & Gas BBQ Area*
- ★ *Group Tour Bookings*



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