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**FLEET AIR ARM ASSOCIATION
of AUSTRALIA
(NEW SOUTH WALES) INC.**



OF AUSTRALIA

New South Wales

Newsletter



FAIREY FIREFLY



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EDITORS NOTE

Here we go with No 4,
how time flies when you
are having fun.

This issue I'm going to start off with a winge. On July the first the museum conducted an open day and we were asked to provide some volunteers for the steak and sausage sandwich stall at the museum, as well as the hot dog stand down at 'D' hangar. The event was publicized on T.V. as well as in the local papers. Our Secretary also submitted an article in the local papers asking for volunteers from the Association to help out on that day. We had eight people turn up to help, two of which were not members of the Association. We catered for hundreds of people and believe me, it was no fun standing behind the B.B.Q's for three hours without a break. Surely there must

have been a few local members that sat around home that particular day twiddling their thumbs! I believe there is going to be another open day in December. HOW ABOUT SOME HELP NEXT TIME.

On to a brighter note. The open day was quite successful, more about that later.

During July we had two of our members travel interstate, one to QLD and the other to S.A.. Both visited museums in the respective states, more on that later.

Thanks very much to those members who contributed to the last Newsletter. It does make my job a lot easier when I get those contributions.

Answer to the question asked about the photo on page ten of the last issue. The photo was taken on passage through the Great Australian Bight on the way to Perth.

The other question asked on page 2 as to who Leading Seaman X was, we have the answer to the question but at this stage can't print his name.

We are still looking for authenticated side numbers of Firefly Aircraft, in fact side numbers of any of the Fleet Air Arm Aircraft except the Trackers and Skyhawks.

We are also still looking for information on the Trackers. As published in the last Newsletter, we need info on the Broome and Darwin era; for instance how did the Trackers in Darwin end up with the Mah Jong Red Dragon emblem on the tail?
See you next issue.

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.

"EQUAL OPPORTUNITIES"

Authorities announced recently that female members of the R.A.N. may be posted to sea going billets.

"Equal opportunities will allow the ladies to compete with the men for promotion and advancement through the ranks. Thus providing for full and satisfying career structures"

Is it only a buz that fewer fellas are enlisting in the Modern Navy, and even less are signing on for re-enlistment?

Will the messdecks ring with the early morning exhortation "Show a Leg"?

Have we turned full circle?

J.L.

WHY WE SAY THAT



SHOW A LEG

SOME ships in the British Navy used to allow women aboard.

Women were sometimes aboard in battle and carried gunpowder or bandaged the wounded. And they had the privilege of getting a half hour sleep-in.

When the officer called "show a leg" the men had to climb out of their hammocks.

The females could stay where they were. It's not quite like that today but show a leg still means get a move on.

'I forgot my wives birthday,' said the sailor to his mate.

'Crikey! What did she say?'

'Nothing.....for six weeks.'

AIR DAY JULY 1st 1990

July 1st started off a pretty good day, although a bit chilly first up. Members arrived at the Museum at about 0930 to start setting up B.B.Q's etc for the steak and sausage stalls, the soft drink and beer tent and the hotdog stall.

By 1030 we were well and truly into cooking with the queue sometimes as long as 100mtrs. We sold hundreds of steak and sausage sandwiches and hotdogs, not to mention cartons of soft drink and beer.

The flying side of the day was very good particularly the RAAF PC9 display, there was also a display by the Seahawks, Pitts Specials and at long last the Tracker got airbourne.

Static displays included F111, Macchi, Seahawk, HS748, Sea King, Orion, Winjeel, Sea Venom, Gannet, Skyhawk and numerous light aircraft.

Up until about 1500 things were going quite smoothly, then we were hit by one hell of a storm. What happened outside I've got no idea, as six of us were in the beer tent trying to hold it down. We thought we were pretty safe as we had half a dozen concrete blocks holding the tent down. Wrong. We didn't even have time to skol the stubbies we were enjoying. A particular gust of wind (later to find out the gust was clocked at 110kph) lifted the tent with the six of us holding it, off the ground, and then dumped it back on top of us in a great heap of poles, ropes, canvas and concrete blocks. I might add here that the saying raining cats and dogs is not appropriate to the bucket loads of water that was falling at that time.

Having extracted ourselves and cleaned up the mess, we all fled to the Senior Sailors Mess to try and get warm again. Quite easy to do in there.

1990 YULE FEST

The George Blondell Memorial Yule Fest for this year has come and gone and those that couldn't make it missed a great night.

Combining FAA Association, WRENS Association, Naval Association with the Regular Defence Force Association for this years function worked well.

Thanks to those delegates from each body who co-ordinated the function at the new Bomaderry Bowling Club function room. Thanks also to those who decorated the premises with Xmas bunting. Many thanks again to Zoe Blondell who supervised the table decorations.

Undoubtedly special thanks must go to Master of Ceremonies Neil Gage who kept us well entertained and handled the gathering in a masterfull way - no mean feat when you consider we had Generals, Commodores, Able Seamen, Privates and WRENS etc all celebrating together.

'Skin Head' Kelson was the lucky winner of the door prize and what a performance he put on. There is a strong word going round the troops that he is now known as "Gipsy Rose Leaf" Kelson.

Who was the lady who provided the genuine Army Survival Kit for the raffle? Thanks to her and all the other donors of prizes and of course to Jack Van Dam (ex WO RAR) who once again provided the lemons.

Major General Clunies Ross, new national president of the RDFWA, gave us an update of activities in Canberra and Commodore Rob Partington filled us in on the latest developments at the Museum. Just enough to keep us entertained between-courses of the excellent Christmas Dinner before the fun and games started.

A ripper mate - mark your diary for the first Saturday in July 1991, that is the sixth of July next year.

Have you noticed how many other organisations and restaraunts are holding mid winter Christmas funtions. Once again the ex Service people have led the way.
'Chips' Gray.

RDFWA NEWS

In a previous News Letter I drew your attention to the willingness of the Atomic Ex Servicemens Association to handle claims relating to lung problems associated with asbestosis. If you have

been unsuccessful with a claim on Veterans Affairs or Department of Defence in respect of this condition or you wish to lodge a claim, contact TERRY TOON, 23 EIDSVOLD ST., KEPERRA QLD 4054 phone (07) 3559308.

Herewith an extract from their June Publication "ATOMIC FALLOUT"

KILLER ASBESTOS ON NAVAL SHIPS

Any former crew members of RAN ships with chest and lung problems, wishing to claim compensation from exposure to asbestos are requested to contact the Association as soon as possible.

The Association is willing to pay all legal costs, except the \$150.00 fee for filing the High Court Writ, with all asbestos related compensation claims. Most of the claims will not require the High Court Writ, which will only be issued if there is any procrastination, such as time limitation, etc., on lodgement of application.

The Atomic Ex Servicemens Association is also particularly interested in hearing from anyone who served at Hiroshima, Nagasaki, Monte Bellq, Emu Field, Maralinga or on any of the ships in support of atomic testing. Simply write to Terry Toon at the above address.

On the local scene the Shoalhaven & District Contact Group RDFWA continue to be active. Recently we gained compensation for an ex RAN man who had been denied justice for almost 30 years by Repatriation and Veteran Affairs Departments. Whilst our success didn't come easy and didn't make the last 30 years any easier for our member and his wife it will certainly make their future brighter and gave us a lot of satisfaction.

Assistance continues to be given to many who need guidance through the maize of regulations that seem designed to deter all but the most persistent.

Whilst we don't always insist on it for initial advice, it is important for veterans to join the Regular Defence Forces Welfare Association as from a legal point of view we should not advise non-members. It only costs \$15.00 and is tax deductible.

Further enquiries to:
Hon Sec. 'Chips' Gray PO BOX 548 NOWRA 2541.

DEVELOPMENT OF BRITISH NAVAL AVIATION AND THE AUSTRALIAN FLEET AIR ARM

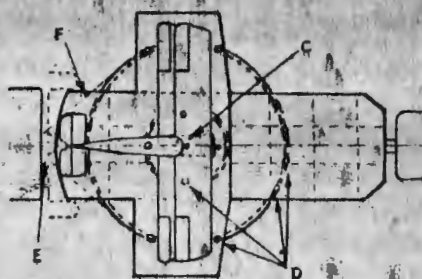
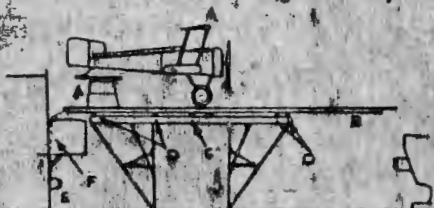
PART I IN THE BEGINNING CONTINUED

Dunning's experiments revealed the dangers of flying around a funnel and bridge structure to land on the forecastle flight deck.

HMS Furious was later given a long flight deck astern but, though an improvement, the breakup of airflow by the superstructure did not allow safe landings. This difficulty was overcome by the commissioning of a converted passenger liner to the 'flush' deck aircraft carrier HMS Argus.

Before the advent of 'modern' aircraft carriers, experiments continued with aircraft launch platforms on light Cruisers. Fixed platforms were not a satisfactory launching medium as the ship was required to turn into wind before a launch could be attempted. This was not acceptable for heavy Cruisers.

An Australian, Captain J.S. Dumaresq R.N. played a leading part in the development of a revolving platform for flying off aircraft from light Cruisers. He assumed command of HMAS SYDNEY in April 1917 to which the first revolving platform was fitted. The first flight from it was made on 8th December 1917. A revolving platform was fitted to HMAS Melbourne in March 1918 and the first flight from it was on 10th May. Both ships carried Sopwith 'Camels' and during a sweep in the

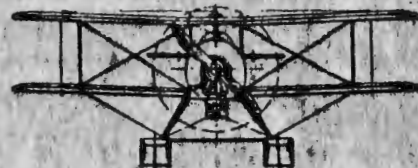
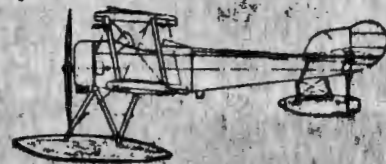


KEY: A - Tail guide
 B - Revolving platform
 C - Pintle
 D - Winch for training the platform
 F - Traversing wire

The revolving flying-off platform fitted to HMAS Sydney during mid to late 1917 and HMAS Melbourne in March, 1918.

Heligoland Bight on 1st June 1918 they went into action against enemy aircraft for the first and only occasion. Camel N6783 piloted by Captain Sharwood RAF from HMAS Sydney, shot down one of the Germans. Two others retreated. Although the kill was never confirmed it is one of the earliest claims by an aircraft launched at sea.

Sister ship HMAS Brisbane was the first Australian warship to carry an aircraft for operational purposes. She took on board a Sopwith 'Baby' seaplane at Colombo in April 1917 which she carried until June for reconnaissance while searching for the German raider Wolf.



Sopwith Baby.

To allow heavy Cruisers to operate aircraft without the need to turn into wind, an experimental platform was fitted to the forward fifteen inch gun turret in HMS Repulse. On 1st October 1917 Flight Commander F.J. Rutland successfully flew off a Sopwith 'Pup'. Eight days later he repeated the feat from the after turret. As a result all Battle Cruisers, including HMAS Australia, were eventually fitted with flying off platforms over gun turrets and carried Sopwith fighter aircraft to shoot down shadowing Zeppelins. The fact that the planes would have to ditch after flight if not within range of land was an accepted wartime risk. On 18th December 1917 Flight Lt. F.M. Fox launched from HMAS Australia.

The Sopwith 'Pup' and 'Camel' being single-seat aircraft were not really satisfactory for reconnaissance work. Early in 1918 it was decided to use HMAS Australia for experiments with two-seater aircraft.

Continued next issue.

The Career of H.M.A.S. MELBOURNE

SHIPS MOVEMENTS

1955 28 Oct Commissioned at
Barrow-in-Furness N. Lancs.
31 Oct - 1 Nov Passage to Liverpool.
1 Nov - 6 Nov Docking Gladstone Dock Liverpool.
7 Nov - 8 Nov Liverpool to Clyde - acceptance
trials.
8 Nov Hoisted White Ensign.
10 Nov - 12 Nov Clyde area
12 Nov - 14 Nov Clyde to Devonport
14 Nov - 21 Nov Alongside at Devonport -
Ammunition ship.
21 Nov - 11 Dec Sea trials Plymouth area
12 Dec - 13 Dec Plymouth to Portsmouth
14 Dec - 8 Jan. Catapult dead load trials.
1956 9 Jan - 20 Jan Flying trials - Portsmouth
area
20 Jan - 21 Jan Passage to Le Havre
21 Jan - 24 Jan At Le Havre
24 Jan - 24 Jan Le Havre to Portland.
25 Jan - 27 Jan Portland D.G. and noise ranging
27 Jan - 27 Jan Passage to Portsmouth
27 Jan - 4 Mar Portsmouth - Deperming,
catapult examination, storing, visit by Duke of
Edinburgh.
5 Mar - 8 Mar Portsmouth to Glasgow -
Replenishment at sea trials, D.G. ranging.
8 Mar - 11 Mar K.G. V. dock Glasgow embarking
aircraft.
11 Mar - 12 Mar At Tail of the Bank.
12 Mar - 17 Mar Greenock to Gibraltar
17 Mar - 18 Mar At Gibraltar.
19 Mar - 22 Mar Gibraltar to Naples.
22 Mar - 25 Mar At Naples.
25 Mar - 26 Mar Naples to Malta.
26 Mar - 27 Mar At Malta.
27 Mar - 30 Mar Malta to Port Said.
30 Mar - 31 Mar Transit of Suez Canal.
31 Mar - 4 Apr Suez Canal to Aden
4 Apr - 10 Apr Aden to Colombo.
10 Apr - 14 Apr At Colombo.
14 Apr - 23 Apr Colombo to Fremantle.
23 Apr - 26 Apr At Fremantle.
26 Apr - 2 May Fremantle to Melbourne.
2 May - 5 May at Melbourne.
5 May - 7 May Melbourne to Jervis Bay.
7 May - 8 May At Jervis Bay - Disembark
aircraft.
8 May - 9 May Passage to Sydney.
Continued next issue.

SEA VENOM, WZ937



RESTORATION

The restoration programme on Sea Venom WZ937 in 'E' hangar at 'Albatross' has been moving along quite steadily. Most of the upper surfaces of the fuselage have been rubbed back, the wooden section of the fuselage has been completely stripped of all the old fabric and sanded back to a smooth finish. The ejection seats have been removed from the cockpit and the refurbishing of the cockpit interior has begun.

There have been a few snags to overcome with broken fittings, badly corroded fittings and missing panels, but so far things are working out fairly well getting replacements made or doing repairs.

We have had a lot of trouble getting the hydraulic system operating, but have now over come the problem and the aircraft now will accept full operating pressure from a ground supply rig with most systems working normally. Haven't been able to try the undercarriage.

The aircraft will also accept ground power although the first time we put power on we were a bit worried and had fire extinguishers at the ready.

We have also managed to come up with a reasonably good canopy thanks to the South Australian Historical Aviation Museum which has one of our Sea Venoms being restored there.

Thanks to the Dulux trade centre here in Nowra we have also managed to come up with the reference numbers of all the paint required for both the Venom and the Gannet.

Both the boys (Clark & Bob) out at the Historical Flight hangar have been a great help in organising equipment, and in doing small jobs for us.

There are still a couple of positions vacant, so if you want to help, get in touch with Tony on 210621 or front up at 'D' hangar at 0930 any Sunday morning dressed for work. Don't forget, you will need a visitors pass to get down to the hangar. We will then arrange a civilian pass for you.

Not so much for this aircraft, but when we start on the next one, we are looking for a Radio Mech. who has had some experience on the Venom and also an Armourer who can help out with the ejection seats and canopy jettison etc.

Keep you posted next issue.

GANNET XA434 RESTORATION



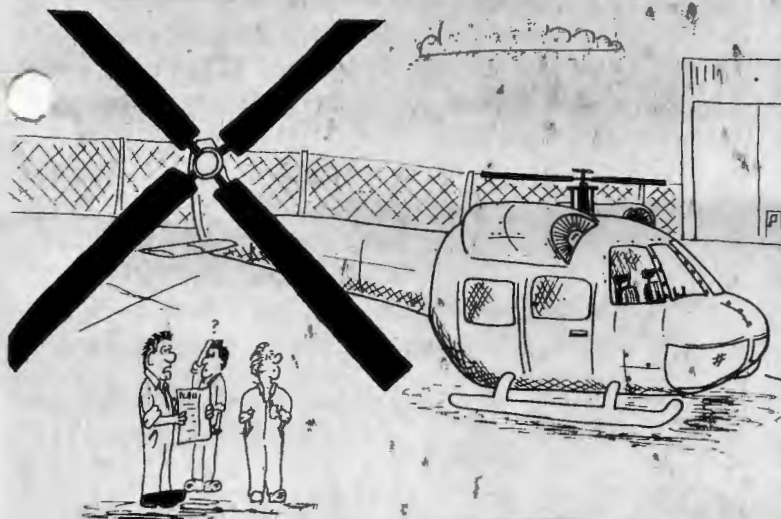
Progress is coming along steadily, with concerted efforts by Ray Larder, Chris George, Ron Ross and myself. We are within a wingtip of having the aircraft painted.

During the paint stripping procedure we unveiled the names of two of the old girls maintainers (spanner wankers) extraordinaire, those being NAM AE HARRY JESS and NAM AE FRANK EYKE. These names are still evident as the old paint has etched them permanently into the aircraft skin.

Broken bell cranks in the wingfold system are still holding us up and preventing the wings from being spread or folded. However due to some "in depth" investigation by Chris George (Wings) we managed to locate at least four Gannets buried behind the old sewerage farm. The find proved invaluable and thanks to the Sea Cadets and the "Firies" we were able to unearth and redeem quite a few essential hard points. Most parts are heavily corroded, however we managed to find two opposing bell cranks. The corrosion on these parts is only superficial and with appreciated assistance from Don James and the boys at A.S.U. we can use these as templates for the manufacture of new ones.

In conclusion a special thanks to Willie McFarlane at the welding bay, and to Bob Gurney a Reservist who helped us out one weekend with some lathe work.

Don Parkinson Team Manager



WE'VE DONE SOMETHING WRONG
HERE FELLAS!!

SPECTACULAR AIR SHOW TO BE HELD AT R.A.N.A.S.

The NSW FAA Association will host FAA REUNION '92 at Nowra and "Albatross" in May of that year. This will coincide with celebrations to commemorate the 50th Anniversary of the "Battle of the Coral Sea" and will culminate with a spectacular air display at the R.A.N.A.S. At this point of time it is hoped that the Air Show will have an international content.

A general meeting of Members held on 30 September decided that subscription membership fees due 01 January 1991 would remain at \$10.00.

Members are requested to forward subs promptly - like right now even - as some heavy expenses are imminent. Renewal of membership form located on page 12.

In order to keep producing this Newsletter we need to replace our (borrowed) worn out copier immediately. We also need to buy a better quality printer if we are to improve the quality of the publication.

The Secretary wishes to point out that as we go to print there is a total of 15 'Foundation Members' unfinancial for 1990. No doubt some have changed addresses and have not received notices. If you have contact with any of the following please ask them to contact us:- Members No20 R.F. Martin, 74 F.L. Duggin, 80 C.B. Edwards, 82 M.J. Edgar, 87 D.F. O'Reilly, 92 H.B. Link, 100 A.C. Morley, 105 A.B. Guilk, 109 D.R. Porter, 110 W. Bennett, 115 G.T. Parkes, 118 R. Lee, 130 G.J. Pollard, 134 G.A. Nowland, 160 J.R. Macartney and 183 G.R. McKeown.

The Committee has embarked on one fund raising initiative which has been requested by members but, unfortunately requires a substantial initial outlay of funds in excess of \$2500.00.

That is the reproduction of wine glasses, incorporating Sqn and Carrier crests, which proved popular during FAA Reunion 88. The prepaid order form is set out on page 12. Please return same promptly.

A 'register of interest' form for the 'REUNION 92' is located on page 11. Why not save time and postage? Put all three forms and respective cheques in the one envelope and return same now. PLEASE.

XMAS B.B.Q

A barbecue will be held at the Senior Sailors Mess HMAS Albatross on 09 December. The cost per head will be \$ 7.00. If the cost can be lowered it will be.

Lets make this get together a bit better than last years. We will have a one gallon bottle of Scotch for the raffle. The bottle of Scotch was originally won by Bill Warne, who, graciously donated it back to us to be raffled. Thanks Bill.

PUT THIS DATE ON YOUR CALENDAR NOW.

SOCIAL CALENDAR 1991

16 FEB 1991 RACE DAY

03 MAR 1991 A.G.M. / B.B.Q.

12 JUL 1991 YULEFEST

30 AUG 1991 ANIVERSARY DINNER

08 DEC 1991 XMAS

AIR DAY DEC 2nd.

Another Air Day is being planned for the 2nd of December 1990. This one will be run along the same lines as the one held in July. At this time we haven't got the details of what will be on display or what the flying display will be. It is hoped that there will be some of the war birds present.

We are working very hard to get the Sea Venom to a taxyable state by then, but a lot depends on whether we can come come up with a few spares that we need..

For those that missed the last one, don't miss this one.

The FAA Association will once again be involved in the running of a couple of stalls. Please let Bob Cronin (044 214134), Jim Lee (044 217579) or Tony Penno (044 210621) know if you can help out. The more we have to help the easier it is to work out a watch bill so that the same five or six that usually turn up are not stuck behind the counter the whole day. Remember those guys also would like to get out and have a look around, and also please remember that the money we raise is for the Museum and Historic Flight.

PUT THE DATE DOWN NOW, AND THEN COME OUT ON THE DAY AND ENJOY YOURSELF.

REQUEST FOR ASSISTANCE

The following is an extract from a letter sent to us by the NAVAL AVIATION MUSEUM.

The long term future and survival of the Museum will depend to a large extent on the support by volunteers to assist the small permanent staff in operating, promoting and administering the Museum. We believe a total of about sixty volunteers would form a large enough group to enable a reasonable roster for weekday and weekend work at the Museum. This would mean that each person would have about two rostered days a month assuming volunteers would work between normal Museum opening times. Training would be provided for the various areas of voluntary work.

Would you please ask your Association if there are any members who would be willing to accept a position on the roster. If you are able to supply a list of names which we can add to the Museum Administrator's volunteer list this will be a tremendous help. Please note that we would want to start up this roster about 5 November 1990 and as time progresses keep adding to it so we have a large 'team' over which can spread the duties, so that by the time the new Museum is ready we can swing into an efficient and professional operation.

Thank you for your already significant support for the Museum. We all hope that you will be able to assist us in making this challenging project reach its full maturity.

If you can help with this request please get in touch with Spike Campey or Derrik Whyte at the Museum on 044 211920.

FAA REUNION '92

An independent committee has been formed to set up and organise FAA REUNION '92. If you have any thoughts or ideas, please get in touch with any of the following people.

Chairman	Bob Cronin	044 214134
Secretary	Les Matterson	044 217945
Treasurer	Bob Bryce	044 212870
P.R.	Greg Kelson	044 210009
Interstate FAAA liasion	Jim Lee	044 217579
R. Larson, I. Ferguson, T. Penno, F. Birtles and K. Longford		

HOW MANY REMEMBER THIS AND CAN YOU NAME THE FACES
CLUE, THE PHOTO WAS TAKEN IN 1952.
SYDNEY PRESENTS ITS FLAG TO R.A.N. CARRIER



Thanks to Neil Keedle for the above photograph. We still need some more of these type of photos or press cuttings if we are going to keep this segment alive.

Another letter we received from Neil Keedle said that he had been in contact with Bill Watters and was happy to report that the Dr had cleared Bill of any serious illness. Bill wishes to express his appreciation and thanks to all those who sent him cards.

Yet another letter received from Neil contained a good rundown of articles about the fight on Asbestosis. We will publish the first article in this Newsletter and follow up with another next issue. Thanks for the time and effort put into getting these articles to us Neil.

Answer to Graham Cox who also sent us some info and photographs. Sorry Graham, can't tell you who originally wrote "Night Flying at Nowra" simply because we don't know. I got that article out of an old "Ship Stream" magazine. Thanks for the photos, if they come up ok for printing, we will certainly use some of them. By the way, living in Brisbane is no excuse for not helping out on the Venom, you could always fly down for a days work each Sunday.

'It's hard to believe he

has passed so quickly'

The final tributes to a good bloke . . .

By JAMES ORAM

THE last image the people of NSW had of Sir David Martin was of a fighting death. They saw him gasping for breath, struggling to get air to his ruined lungs as he took part in his last ceremony as NSW Governor. They suffered with him as he went through the farewell ceremony on Monday bravely carrying out the tradition that was expected of him. Some of them weren't to know that in a few hours he would be admitted to St Vincent's Hospital where he died on Friday night.

At the time they understood his bravery. One man told me as we stood on Macquarie Street watching his last painful march and said, "I don't know him but he's a good bloke."

All the tributes paid to Sir David, from politicians and religious leaders, from the powerful and the influential, one from an unknown bystander, fitted a man well. He was a good bloke. Sir David would also be understood the deeds of a leading veterans' rights lawyer, Monty Low, who said the former governor's death would not be in vain if it led other servicemen exposed to asbestos.

Asbestos killed Sir David. During his navy years he breathed in tiny particles of asbestos which lodged in the lungs and later became the disease mesothelioma.

THE Sunday Telegraph

Last week, despite his obvious discomfort, Sir David was able to take part in a farewell parade in his honor. He had served his state and his nation well. No more can be asked of any Australian. See Editorial P48

He joined a tragic list of service personnel who have died, or are dying, because of asbestos. Exact numbers are not known but the Department of Veterans' Affairs has received more than 300 applications for invalid pensions due to asbestosis and mesothelioma.

Mr Hollow, a Melbourne lawyer, who has fought for compensation for former servicemen, said Sir David's death brought home the dangers of asbestos.

"The prayers of a nation will be for the family of Rear Admiral Sir David Martin," he said. "We will never forget the

memory of the courage of Sir David and Lady Martin in his last days as Governor.

"The death of this gallant sailor will not be in vain if it serves to save the lives of other servicemen who are exposed to the asbestos risk."

Sir David's death was not unexpected. In the past few weeks he had to use oxygen to help him breathe and written on his grey, drawn face was the pain he was suffering.

But the death devastated his successor, Rear Admiral Peter Sinclair, who was also a close friend. As Sir David bowed out of office on



Sir David Martin with the family dog: 'A high sense of duty and tradition'

Tuesday, Rear Admiral Sinclair said: "Sir David was a Governor of the people for the people. I think that sums up the man."

Rear Admiral Sinclair yesterday expressed great sorrow at the death of his friend.

"It was with great sadness that my wife and I received the news of the death of my former colleague and friend Sir David Martin," he said.

Premier Nick Greiner said Sir David's emotional final public appearance demonstrated the man's bravery and strength of character.

"I think it would make anyone who thinks back to that day appreciate just what a physical and emotional act of heroism it was," he said.

"I think as an admiral and as a governor and most particularly as a human being, David Martin was a shining example to us all."

Mr Greiner said the way Sir David approached his final day of office was typical of his

"Through all of it he was very jaunty - he was the admiral and sailor to the end."

The Leader of the Opposition, Mr Carr, said Sir David's death was extremely sad for all who grew to know him.

"He said in happier times that he placed himself at the service of his country and that attitude towards public service is an inspiration."

"It is hard for us to believe after seeing him a few days ago that he has passed so quickly."

Duty

The Catholic Archbishop of Sydney, Cardinal Edward Clancy, said Sir David was a Governor all people felt was their friend. He brought warmth and a spirit of commitment and generosity to his office.

"He will be remembered as a governor who constantly appealed for higher standards of conduct in our society."

"The people of NSW have lost a friend I as-

sure his family and sympathy and that of all the people of the community."

The Anglican Archbishop of Sydney, Archbishop Donald Robinson, said he had come to know and admire Sir David greatly for the way he conducted and enhanced the role of governor.

"He brought to bear a high sense of duty and tradition from his naval background which he mixed with humanity and unassumingness."

"Particularly appreciated was his initiative earlier this year in convening a prayer breakfast which pointed us all in the right direction."

A full state funeral will be held for Sir David on Thursday at St Andrew's Cathedral in Sydney.

A spokesman for Premier Nick Greiner said yesterday details of the funeral were still being discussed with Lady Martin, but that the service was scheduled for 11am.



The final farewell: Sir David Martin bowing out last Tuesday

PERSONALITY No 2



George Meacham arrived into this world about 4am on 16 March 1923, in the industrial carpet town of Kidderminster, Worcester, England.

George's father a guard on the Great Western Railway, was drafted to the city of Worcester where George junior was educated until the age of 12. When his father was drafted back to Kidderminster as yard forman, George junior finished his education there.

In 1937 he left school aged 14 and went to work at the RAF Maintenance Unit Hartlebury, as a junior storeman. Outbreak of war, September 1939, found George working for "Short Brothers" as a costing clerk, working on Stirling bombers.

George volunteered for the FAA in May 1941, aged 18. He was called up on January 1942. He did his basic training at Malvern, HMS Duke and then was trained by the RAF at HMS Daedalus as an Air Mechanic Engines. At that time the RN had no training facilities.

George was then drafted to a training Squadron on completion of his engine course and worked on Swordfish and Albacores at HMS Jackdaw. He then joined 816 Squadron operating Swordfish on 23 March 1943 aboard HMS Dasher. He was sent ashore with a team to train new aircrew for deck landings at Macrihamish, Scotland.

While ashore HMS Dasher was blown up in the Clyde and the only survivors of 816 Squadron were a few on shore leave and George's merry band at Macrihamish. The Squadron reformed and joined HMS Tracker. The ship sailed on convoy duties from Londonderry on Friday 13th August 1943. At this time George did not know that the Commander Air onboard, was observer LCDR V.A.T. Smith RAN.

HMS Tracker joined up with Captain Walker's sloops Wildgoose, Wren, Woodpecker, Starling, Magpie and went U-Boat hunting. While trying to turn, taking evasive action, HMS Tracker rolled and recorded 52 degrees. Damage to ship and aircraft resulted and repairs being carried out at Norfolk, Virginia USA. 816 Squadron eventually left HMS

Tracker on 31st December 1943 after a very slow 7 knot convoy from Newfoundland to Ireland.

January 1944 found our personality still on 816 operating from HMS Chaser, doing Russian convoys (A change from Atlantic convoys). The Squadron was responsible for sinking 4 U-Boats on this convoy in three consecutive days. The Squadron left HMS Chaser after it went aground in Scapa Flow during a boiler clean on George's 21st birthday.

D-Day found George in Cornwall still on 816, the Swordfish all painted black and covering the English channel at night for E-Boats.

At the end of the war George was demobed on 26th March 1946. He married Pearl on 27th December 1947 and decided to emigrate to Australia.

George joined the RAN on the 25th March 1949 and took passage via the grey funnel line HMAS Sydney. Pearl joined him December 1949, and set up house at Hyam's Beach JB and then to Holiday Cottage St. Georges Basin. He then moved into flat 13 Married Quarters HMAS Albatross (ex BTU huts) where their first son Stephen was born on 13 February 1951.

George then returned to the UK for a two year mechanics course.

George served on HMAS Sydney, HMAS Vengeance and HMAS Melbourne. He also served on 816, 817, 808 and 725 Squadrons. George received his long distance gong from Captain YAT Smith on the 26th January 1960. He also did Vietnam trips on board HMAS Sydney with Wessex choppers.

George retired on the 26th March 1969 and then joined SAMR in September 1970 as a Tech Officer grade 2. He then transferred to JBRF as Quality Control Officer. He then retired again on March 16th 1983 having been involved with Naval A/C for 41 years.

TARANTO NIGHT

The week-end of 10/11 November marks the 50th Anniversary of the Fleet Air Arm attack on the Italian battle fleet in Taranto Harbour. FOANAM has decided to hold a mixed dinner in the Great Hall University house ANU at 7.00 for 7.30. The dinner will be 3 courses (wines included) with port and coffee to follow. Dress will be lounge suit and the cost \$45.00 a head. All welcome. Contact Jim Lee for further information.



PATRON
Admiral, Sir Victor A. T. Smith
A.C., K.B.E., C.B., D.S.C., R.A.N. (Rtd)

(NSW) Inc.
PO BOX 28
NOVRA 2541

The Fleet Air Arm Association of Australia - New South Wales Squadron - is hosting REUNION '92 at Novra from 3rd to 9th May 1992.

To assist planning and administration you are requested to register your interest by returning this form with your registration fee.

MAKE CHEQUES PAYABLE TO

FAA REUNION '92.



Surname Christian Name/s
Address
Rank/Rate

I accept the invitation to attend the FAA RE-UNION '92. Please find enclosed my REGISTRATION FEE of \$10.00

.....signature

I express my regret that an acceptance to the invitation to attend the FAA RE-UNION '92 must be declined.

.....signature

Optional: I wish to donate a small sum of..... to assist the Committee and Co-ordinators in their endeavour to be successful in their aims.

.....signature

Activities/places would like to attend/visit:

.....

FLEET AIR ARM ASSOCIATION OF AUSTRALIA

PATRON
ADMIRAL, Sir Victor A.T. Smith
A.C., K.B.E., C.B., D.S.C., (Rtd)



NSV (Inc)
P.O. Box 28
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Port glasses are **NOW** available on a pre-paid basis in **SETS** only.

Set of six (6) glasses \$24.00

Each glass has two (2) crests:-

805/808 Sqdn	816/817 Sqdn
723/724 Sqdn	850/851 Sqdn
725/Vengeance	Sydney/Melbourne

I would like _____ set/s of port glasses

Cheque enclosed for \$ _____ payable to Fleet Air Arm Association

Name

Address

RENEWAL OF MEMBERSHIP

Fleet Air Arm Association of Australia

Dear Member

Annual subscriptions of \$10 for 1991 are now payable.

The annual General Meeting will be held on Sunday 3rd March in the Senior Sailors Mess, HMAS Albatross commencing 1100. We look forward to seeing you there.

Yours faithfully,
Jim Lee
Honorary Secretary
Tel 044 217579

To the Honorary Secretary
PO BOX 28
NOVRA NSW 2541

Please renew my Membership for 1991.

Name

Address



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

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

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.

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



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OPEN EVERY DAY 10am-4pm
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