

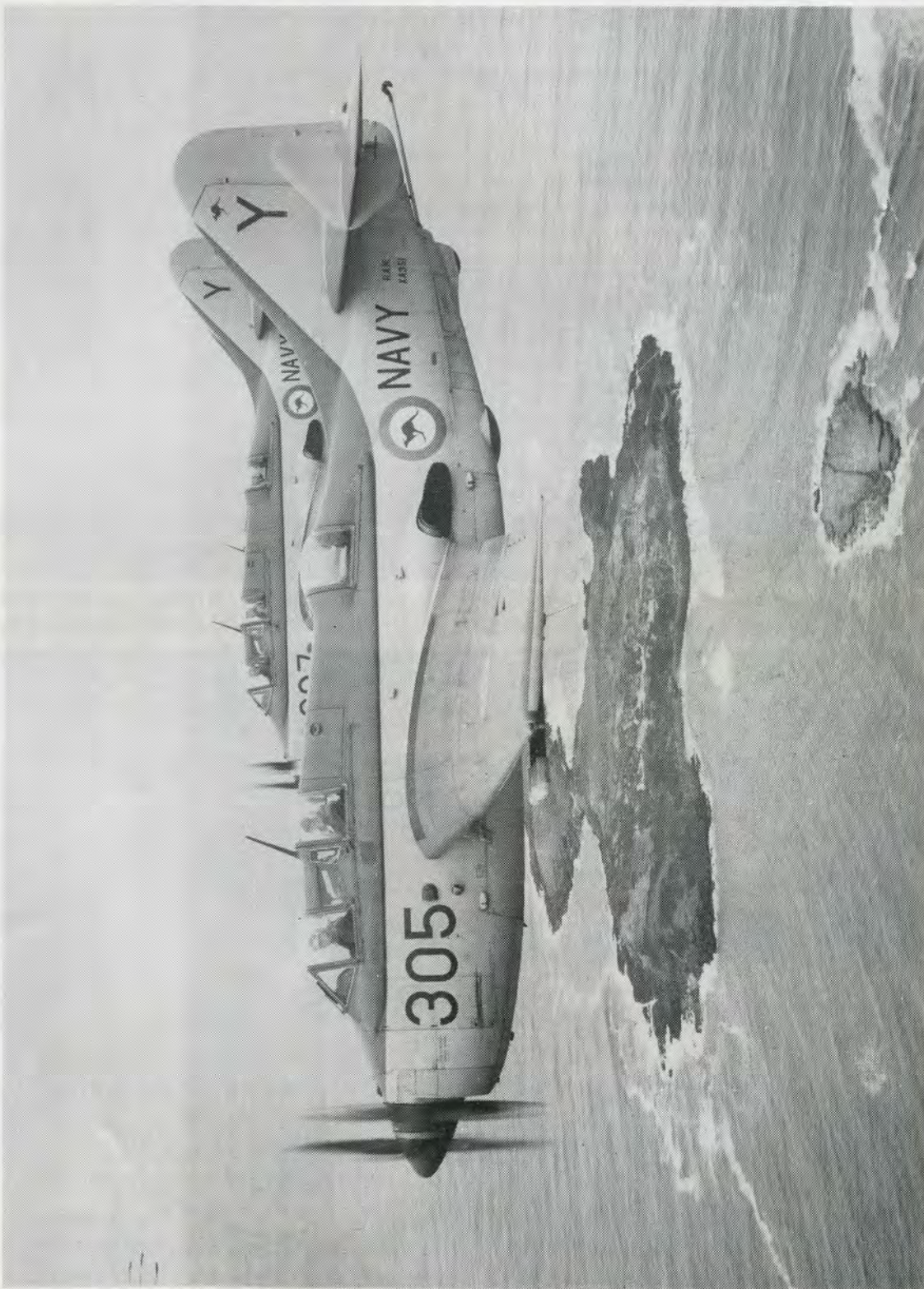


SLIPSTREAM

The Quarterly Journal of the Fleet Air Arm Association of Australia,

Volume 10, Number 2

APRIL, 1999



PUBLISHED BY THE FLEET AIR ARM ASSOCIATION OF AUSTRALIA INC. - PRINT POST APPROVED - PP201494/00022
EDITOR: BOB PERKINS, 4 JOURNAL STREET, NOWRA, NSW 2541, AUSTRALIA. PHONE/FAX: (02) 4423 3448

Incorporating

FLY NAVY

Journal of the Australian Naval Aviation Museum Foundation

SHELF
CW2-C

J
20150.107



From the Museum Director

This column will have to be somewhat less informative than previous musings owing to the fact that I've been in the job now for less than a fortnight. I would certainly expect with future editions of Slipstream to be more forthcoming on the important policy, procedural and planning matters affecting the museum which, I'm guessing will be of interest to all association members. Your forbearance would be appreciated therefore, at least for the moment while I'm still coming to terms with the new job.

My appointment as the Museum's first civilian Director is a clear indication that the Foundation's directors intend continuing the programme of change begun by my predecessor, the 'civilianisation' of the institution and its personnel being some of the more obvious manifestations of that programme. Even more portentous, perhaps, is the fact that the Foundation has chosen this time around to appoint someone with museological and management credentials, as opposed to military experience. This could be interpreted as a deliberate and calculated move on the part of the Foundation to try and strengthen the Museum's professional standing and commercial viability the former, in particular, being the key to unlocking further Government grant funding.

I'd venture to suggest that the Australian Naval Aviation Museum (ANAM) will in future have to look even more towards the heritage and entertainment sectors in order to maintain its commercial viability in which case, it will also have to compete successfully with other recreational and tourism attractions. This 'repositioning' of the museum will inevitably have a profound affect on the institution and its practices particularly in relation to collection management and public programming activities, notably exhibitions. The latter have to be packaged in ways that are both educational and entertaining; that have the broadest possible public appeal; and which also provide that professional 'sheen' which the visiting public has now come to expect and demand from collecting and exhibiting institutions such as ours.

We can't expect in the short-term at least to reach the same display standards as the War Memorial or the Powerhouse Museums but we have no choice now, I'd suggest, other than to steer in their direction and continue aspiring to their lofty museological standards. With Stage Four funding coming on line the ANAM now has the wherewithal to begin upgrading its displays and I'm pleased to be able to report that the Museum has, as a preliminary step, already begun developing a new exhibition strategy. What we have at the moment, I think you'd agree, is a shed full of aeroplanes. I'm confident though that with your continued support we will be able to transform what we have into a quality museological experience, equal at least to the best that this country has to offer. It will take time and money to completely effect that transformation but certainly the potential is there.

COLLECTION CATALOGUERS

The Australian Naval Aviation Museum welcomes expressions of interest from anyone interested in assisting with its collection cataloguing programmes on a voluntary basis.

The Museum is estimated to hold more than 20,000 artefacts and historic photographs, all of which are to be digitally imaged and systematically databased for public access and collection management purposes. It's anticipated that it could take at least several years for us to complete these important tasks. The Museum is particularly interested in hearing from individuals who can participate on a sustained and regular basis. No previous experience is required and part-time volunteers are most welcome. Interested persons should contact the Director, Mark Clayton, on (02) 4421 7463 (phone).

President's Report

We have often said that we would like to know more about the Navy of today and perhaps have made comments that it has all changed since our time, maybe implying that today's Navy is not as good as the one in which we served. Then there is the controversial issue of the role of women in the service, their involvement in submarines and aircraft being seen by some as particularly inappropriate. Many of us think that a Navy without an aircraft carrier makes it second-rate, helicopters operating from small ships would have too many limitations to be effective. The Defence Reform Program which as part of its plan is to substitute civilians for service personnel in many base functions would appear to many of us as a retrograde step, causing comment such as "what about the sea-shore roster?"

Certainly, all of those issues have caused problems in today's Navy and we have seen mention of them in the media. But problems can be solved and we do not often hear about the solutions, nor about the advantages of changes.

We are seeking to bring into SLIPSTREAM contributions from serving personnel who may tell us what it is like in the Navy today and how many of the problems which changes have brought have been solved. I am sure most would be interested to know how their counterparts of today live and work in today's Navy.

HMAS ALBATROSS is feeling many of the changes taking place within Defence. What is currently visible from the golf-course is a major facilities update and reconstruction. A new control tower is underway (I still call the present one 'new'), a large aviation technology park is being constructed on the other side of the Braidwood Road abeam the Western Pad, a new hangar is to be built and so on. Some of the work relates to the acquisition of the Kaman Seasprite which will embark

in the Anzac frigates. The pulse of ALBATROSS is still very strong. We will try to keep you informed.

Mr Mark Clayton joined the Naval Aviation Museum as the Director on 1 March and is rapidly becoming familiar with the task before him. No doubt he will be able to contribute to SLIPSTREAM when his feet are comfortably under the table and keep us informed on Museum issues.

I have spoken of the next stage of Museum development in earlier issues and mentioned the Commonwealth Government's Federation Grant of \$1.58m for Stage 4, which will cover the construction of a theatre and an administration complex on the south side of the hangar. Design work for this has started and tenders for the construction are expected to be called mid-year. Of special interest to the Association is the inclusion in the admin. complex of two offices for the Association, so we should be out of makeshift accommodation within the next year or so.

NSW Division has now reported on the financial results of the Reunion and, although there was no financial objective to make a profit, a profit of about \$11,000 came in. The Reunion Committee set out with a financial objective only of ensuring all expenses would be covered. The intention is to allocate the profit to State Divisions on the basis of membership numbers.

The Museum benefited well from the Reunion also and the profit will enable further work to enhance the collection and facilities.

I close with a reminder that we would like your story in SLIPSTREAM so please sit down and write it for the next edition.

Wishing you fair winds and following seas,

Neil Ralph

DISCLAIMER

ALL RIGHTS RESERVED.

REPRODUCTION IN PART OR WHOLE IS FORBIDDEN WITHOUT THE EXPRESS PERMISSION OF THE EDITOR IN WRITING.

THE VIEWS AND OPINIONS EXPRESSED IN THIS PUBLICATION DO NOT NECESSARILY REFLECT THE VIEWS AND OPINIONS OF THE ASSOCIATION OR COMMITTEE OR MANAGEMENT.

**PLEASE NOTE
CLOSING DATE FOR
COPY FOR
JULY SLIPSTREAM
WILL BE
14TH JUNE, 1999**



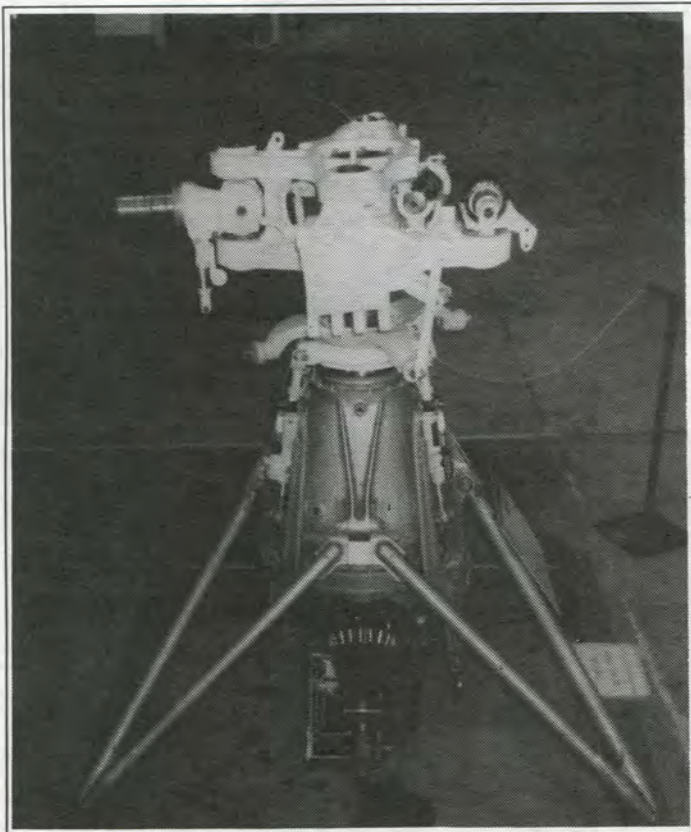
FLY NAVY

From the Museum

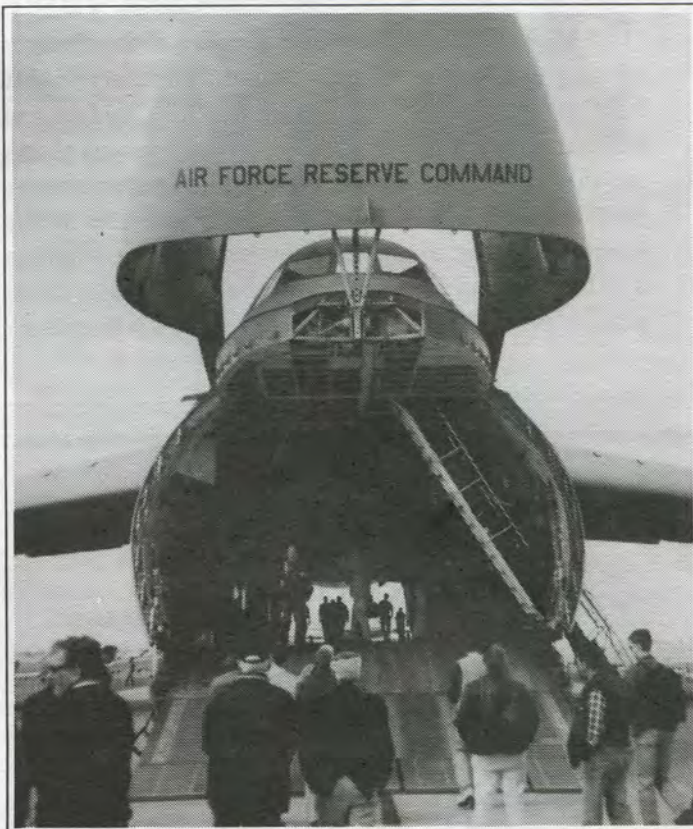
REPRIEVE FROM THE SCRAP HEAP

The two last remaining Tracker hulks 42 and 45 were saved from demise just recently.

The aircraft were rescued by a member of the Historic Flight who has relocated them on a farm property adjacent to the airfield. I believe the long-term plan is to rebuild them as completely as possible and eventually display them as static exhibits.



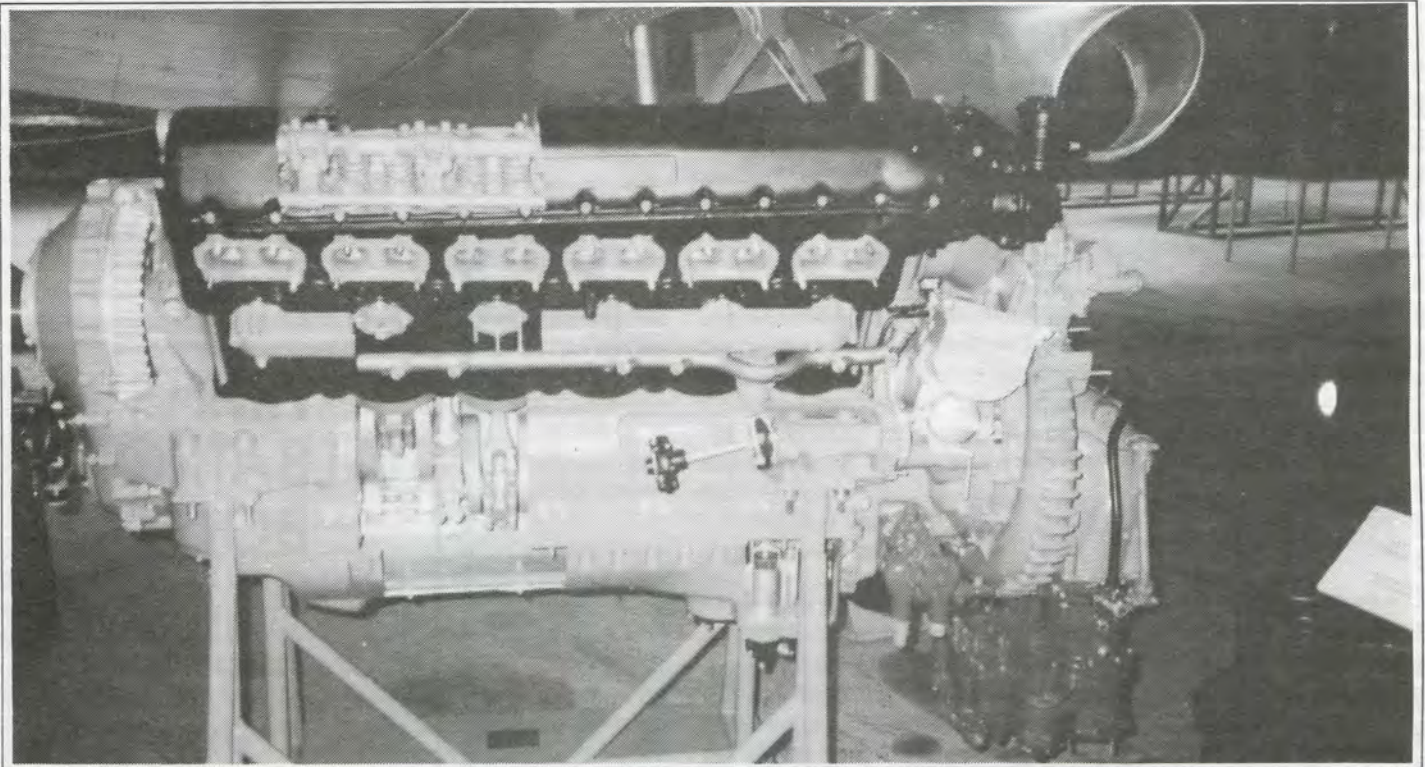
Wessex Main Rotor Gearbox 'Sectioned' for display



'Galaxy' Transport Aircraft. US National Guard Patriot Wing

AVALON A SUCCESS

The Museum pantech visited 'Airshows Downunder' at Avalon in February. The purpose being to fly the flag and promote our Museum. We managed to sell quite a bit of reunion stock and other shop incidentals, which made the trip worthwhile. Our sincere thanks goes to the volunteers and the Historic Flight who assisted us.



Rolls Royce Merlin Refurbished



'BOXHEAD' STEVENS WAS AROUND MY PLACE RECENTLY AND I WAS ABLE TO STOP HIM TALKING LONG ENOUGH TO ADD A FEW NAMES TO THE PHOTO ABOVE. IF YOU CAN ADD TO IT PLEASE LET ME KNOW. ED.

L to R: Back row - George Wilcox, ?, the late Barry Fallon, Ichabod Purcell.

Middle row - ?, ?, Lindsay McDonald, Brian Parrotti, Strawb. Bruce. • Front row - ?, ?. • On his knees - Leo Kirkman.

HOW MANY REMEMBER 'RED-INK ENTRIES'?

Here are some actual maintenance complaints submitted by US Air Force pilots and the replies from the maintenance crews.

Problem: "Left inside main tire almost needs replacement."
Solution: "Almost replaced left inside main tire."

Problem: "Test flight OK, except autoland very rough."
Solution: "Autoland not installed on this Aircraft."

Problem: "The autopilot doesn't work."
Signed off: "IT DOES NOW."

Problem: "Something loose in cockpit."
Solution: "Something tightened in cockpit."

Problem: "Evidence of hydraulic leak on right main landing gear."
Solution: "Evidence removed."

Problem: "DME volume unbelievably loud."
Solution: "Volume set to more believable level."

Problem: "Dead bugs on windshield."
Solution: "Live bugs on order."

Problem: "Autopilot in altitude hold mode produces a 200 fpm descent."
Solution: "Cannot reproduce problem on ground."

Problem: "IFF inoperative."
Solution: "IFF inoperative in OFF mode."

Problem: "Friction locks cause throttle levers to stick."
Solution: "That's what they're there for."

Problem: "Number three engine missing."
Solution: "Engine found on right wing after brief search."

**723 SQN
LAPEL BADGES
\$7.25
includes post
Apply
Jim Ferguson
Box 294 PO
Somerville, Vic.
3912**

HMAS ALBATROSS BOOK

Latest advice is that negotiations are proceeding for printing the book though a firm date for the launch is not yet available.

An advance order for your copy can be made by writing to the:

**Australian Naval
Aviation Museum,
PO Box A15,
Naval Post Office,
Nowra, NSW 2541**

Cost: \$25.00 (includes \$5.00 postage and handling).

From the Ancient Aviator

A few more observations I have made as life slips by, I hope other readers will join me in spreading the good words.

I have learnt that:

If you want your wife to listen carefully to what you are saying, talk in your sleep.

Some people love talking about history, especially their own.

A naval egotist is someone who joins the Navy so that the world can see him.

You know the world's in trouble when it takes thousands of laws to enforce just Ten Commandments.

Its summertime when your kids shut the doors they left open all winter.

A good speech consists of a good beginning and a good ending, preferably close together.

In politics, after all is said and done, a lot more is said than done.

When you are too busy for friends, you're too busy.

Nobody wants to know what you are doing until you are doing something that you don't want anyone to know about.

Most people don't look for the truths of life, they only search for someone to agree with them.

Thank you,

VETERAN'S TRAVEL

I must apologise to readers for an article in Slipstream (January 1999) about the extension of travel benefits to Veterans. The article was based on a letter from City Rail which, in retrospect, failed to convey clearly who was eligible for free rail travel. To clarify just who is eligible, reprinted below is the text of the Minister of Transport's media release

"Soldiers Pass Scheme Extended Across CityRail"

All disabled veterans in NSW with a soldier's pass will now enjoy unlimited free travel across the CityRail network, the Minister for Transport, Mr Carl Scully, announced today.

"There are 15,000 disabled veterans living in NSW who will benefit from these changes to the soldier's pass scheme," Mr Scully said.

"From today, disabled veterans will travel free on any train across the CityRail network by producing their soldier's pass.

"When the scheme was introduced earlier this century, most veterans lived inside the Sydney Basin and specialist health care was concentrated in the central business district.

"With the population increasing and the growth of regional NSW, around 6000 disabled veterans now live outside the major metropolitan areas of Sydney and Newcastle. The scheme required changing to reflect these developments.

"Under the old scheme, disabled veterans living outside metropolitan areas were excluded from enjoying the benefits of free CityRail travel, receiving three free Countrylink journeys per year instead.

"Country disabled veterans will continue to receive three free journeys on Countrylink. However, now their journeys on the CityRail network will also be free.

"These reforms also lift the restriction on disabled veterans in metropolitan areas who were entitled to unlimited free travel on bus and ferry services but rail journeys only between the station nearest to their homes and the city centre where medical treatment was once most available."

Mr Scully paid tribute to Dr Brian Day, Senior Welfare Officer of the Blue Mountains Vietnam Veterans and Associated Forces Inc. whose efforts helped improve the scheme.

"The Carr Government has done more to give veterans a better quality of life than any other government in Australia," Dr Day said.

"As well as the soldier's pass improvements in the last 12 months the Government has lifted the transfer fee and sales tax on motor vehicles for disabled veterans.

"The Carr Government has helped veterans enormously at a time when veterans are paying for their own medication due to the Howard Government's cuts."

Mr Scully said State Rail administered the soldier's pass scheme which provides any disabled veteran on the Commonwealth Department or Veteran's Affairs disability pension with free travel benefits.

Contact: Nic Frankham (02) 9228 4455, 0412 299 918.

STRANGE STORIES FROM THE STRANGE WORLD CALLED CIVVY STREET

Some true stories of my experiences on returning to the cruel world of reality. Because there are many stories to be told, I have asked the editor to print them over a number of editions of our magazine.

I don't know how it affected you, but on returning to civvy street after 25 years in the Navy meant that I went through a three year period of adjustment before I started to think like a civvy again. Yet there are some ex-servicemen who never seem to adjust. When I had some business to conduct with the person in charge of the Personnel Office at Cockatoo Dockyard when HMAS SUCCESS was being built, I was obliged to wait while ten new contract electricians went through the engagement processes of filling in forms etc. When they had finished, the Leading Hand who had been assigned to take charge of them sought advice from the head of the Personnel Office, an ex-Army Warrant Officer. In true Army fashion, he shouted his reply, "In war time and in peace time, I, as the Quarter Master Sergeant, had to control, administer, discipline, victual, accommodate and supply all the needs of a battalion of soldiers from a notebook I carried in my hip pocket. I was their mother and their father and their shoulder to cry on, and now YOU, you want me to help you supply ten bloody electricians with protective clothing. YOU do it all yourself. Now get out of my sight". Not being used to this type of response, the ashen faced Leading Hand literally ran out of the office. Half an hour later I witnessed the arrival of the ten new electricians reporting to the Foreman for work, bedecked in hard hats, goggles, ear muffs, leather gloves, loan overalls and steel capped safety boots and, accompanied by a similarly dressed smiling Leading Hand.

The Retired Ex-Birdie Civvy

REQUEST

I am researching the actual RAN Sea Fury and Firefly aircraft that went to and returned from Korea.

Maybe some of the members have recollections, records (diary) etc., snap shots etc. of these aircraft.

If photos these do not need to show the complete aircraft but hopefully show the RAN serial number primarily and the side number tie up between the two would be very helpful.

At this time I'm primarily concerned in actual RAN serial aircraft.

If information regarding RN Loan aircraft is known I would be happy to receive.

Thank you.

Nigel Apperley,
c/- 375 Princes Highway,
Bomaderry, NSW 2541

THE ORIGIN OF THE WORD ANZAC

On the 1st November 1914, a convoy of 36 ships sailed from Albany, WA with an escort of 3 cruisers. The ships carried troops from Australia and New Zealand and were joined two days later by two transporters carrying troops from South and Western Australia. The transports arrived at Port Said on 2nd December 1914 and at Alexandria on the following day.

Lord Kitchener appointed Major General William R Birdwood as Commander of the Australian and New Zealand Army Corps. The Corps consisted of two infantry divisions and one mounted division. The mounted division was composed of the 1st, 2nd and 3rd Australian Light Horse Brigades and the New Zealand Mounted Rifles Brigade. The infantry divisions were the 1st Australian Division and the New Zealand Division which consisted of the New Zealand Infantry Brigade and the 4th Australian Infantry Brigade.

Birdwood's Headquarters were in the southern corridor of Shepherd's Hotel in Cairo and stationary was addressed in cases marked 'A and NZ Army Corps'. One day early in 1915 Major C M Wagstaff mentioned to the clerks in the General Staff office that a convenient word was wanted as a code for the Corps. According to most accounts, Lieutenant A T White, from the British Army Service Corps, who for a time was superintending clerk in the Corps Headquarters, suggested: How about 'ANZAC'? Major Wagstaff proposed the name to the General, who approved it and 'ANZAC' thereupon became the code name of the Australian and New Zealand Army Corps.

With thanks to Sydney Legacy



HE'S HOME

Neville 'Nifty'
Russell has taken a
turn for the better and
is now at home.

'Nifty' will be more
than happy to receive
calls from his friends.

'Nifty' can be
contacted on
(02) 4441 5590



FROM THE EDITOR

Firstly, an apology for the misleading article about travel concessions. A copy of the ministerial press release appears elsewhere in this journal.

The 50th anniversary celebrations seems to have encouraged more of our readers to dig into their memory banks and I have received quite a bit of material since then - more than I can fit into one issue. Don't be discouraged if your contribution does not get a guernsey this time round, they will be queued up and used in later issues. Alan Spearpoint, as an example, has written articles about various subjects which I'll use over the next twelve months or so. Writing these articles for Slipstream has inspired Alan to record his memories for the benefit of his family. Similarly a recent article from Charlie Morris and 'A Tiffy's Odyssey' by Col Price are extracts from personal histories which were inspired by a desire to leave behind for later generations of their respective families some understanding about their ancestor.

It was rather sad to learn about the passing of Betty Allwood who, you will recall, wrote that excellent article "Full Circle - A Young Wife's Tale" which appeared in the October 1997 issue of this journal. There MUST be more stories like Betty Allwoods out there in Slipstream land and many of our distaff readers with the capacity to write an interesting article about some aspect of their lives.

You have heard me "go on" in previous issues of this journal about how every little bit, no matter how unimportant you may feel it is, helps to add colour to this journal. I am fond of quoting the writer Bill Bunbury. This author has written a number of books in which he has captured, in print, a great deal of the oral history of various aspects of life in Western Australia. The author makes very effective use of quotes ordinary people have made about some aspect of their daily lives in the era of or about the subject he his recording. Here endeth the lesson!

QUERIES

Slipstream Editor gets many queries from members and while ever ready to be of assistance where possible it is always best to direct your questions about membership status, change of address and the like to your Branch Secretary. The names and addresses of these people are listed below:

NEW SOUTH WALES

Mike Heneghan,
16 Ibis Place, Sussex Inlet, 2540
Tel/Fax: (02) 4441 2901
Mobile: 0408 257 054

WEST AUSTRALIA

Theo Bushe-Jones
PO Box 8336, Stirling Street,
Perth, WA 6841

TASMANIA

Alan Andrews
PO Box 88, Exeter, Tas.7275
Phone: (03) 6394 3448

VICTORIA

Ron Christie
15 Bianca Court, Rowville, Vic.3178
Phone: (03) 9764 5542
Fax: (03) 9755 5417

QUEENSLAND

????????

SOUTH AUSTRALIA

Dinsley Cooper
17 Athol Avenue, Blair Athol, 5084

AUST. CAPITAL TERRITORY

B.T. Treloar
PO Box 3652, Weston Creek, 2611
Phone: (02) 6288 2730

SIGNS THAT YOU ARE TOO DRUNK

- You lose arguments with inanimate objects.
- You have to hold onto the lawn to keep from falling off the earth.
- Job interfering with your drinking.
- Your doctor finds traces of blood in your alcohol stream.
- Career won't progress beyond Senator from Massachusetts.
- The back of your head keeps getting hit by the toilet seat.
- Sincerely believe alcohol to be the elusive 5th food group.
- 24 hours in a day, 24 beers in a case - coincidence ?? - I think not!
- Two hands and just one mouth . . . - now THAT'S a drinking problem!
- You can focus better with one eye closed.
- The parking lot seems to have moved while you were in the bar.
- Your twin sons are named Barley and Hops.
- Hey, 5 beers has just as many calories as a burger, screw dinner!
- Mosquitoes catch a buzz after attacking you.
- At AA meetings you begin: "Hi, my name is . . uh . ."
- Your idea of cutting back is less salt.
- The whole bar says "Hi" when you come in, and everyone knows your name.



Letters

It was either late 1949 or early 1950. I was the duty driver on mobile patrol at N.A.S. Nowra.

My offsider, A/B McDonald and a couple of mates had swamped a few sherbets at the wet canteen and in a jovial mood had decided that whilst doing the rounds of the airstrip, a safari on roos was in order.

Armed with a .22 rifle and an Aldis lamp, we were heading down 26 runway, when Macca's cap blew off his head. I stopped the jeep and Macca went back to retrieve his cap, declaring, in his tipsy state, I would have to drive back to pick him up. I started to reverse up the runway when one of the other occupants yelled he had sighted a wallaby and shone the lamp in front of my eyes.

Suddenly there was a thump and a yell. I stopped and there was Macca on the ground.

On arrival back at the guard house, we were met by the OOW, a Lt Jolly, a very recently arrived RN officer from the UK.

As Macca limped on to the verandah, he exclaimed "God man, what has happened to you?"

Macca replied "You wouldn't believe it if I told you, Sir!"

Lt Jolly said "Tell me!"

"Well, Sir, I lost my hat out of the jeep and as I bent over to pick it up, I heard this thump-thump behind me and the next thing I was flat on my back fighting for my life."

"Good God man . . . what was it?" enquired Lt Jolly.

"I was attacked by a big man Kangaroo" and showed the officer his torn clothing, the bruise on his leg and scratches on his hands and said "that's where he got me with his tail, but I punched the shit out of him and he took off."

If they are that savage down there, you had better get your heads down in the empty cells and we will sort this out in the morning. Nothing more was said about it and I believe that after discussions with other officers, he realised he had been well and truly conned.

*Ron Forrest, Ex POAH
Queensland Division*

Dear Bob,

I believe 'Slipstream' would be the appropriate vehicle for me to register my most grateful thanks to the organisers and participants of the 50th Anniversary Reunion.

My wife (a former Nowra girl) and I were absolutely stunned by the magnitude of the event which, apart from a couple of minor glitches, was a most memorable occasion for us.

Emotions ran pretty high among us carrier navy types particularly when we braved Nowra's traditional south westerlies for the air day.

For we who cut our teeth on air days in the 50's, 60's and 70's to see a sky devoid of max efforts by CAG squadrons brought home the directional changes of defence policy with a resounding thump. Notwithstanding an excellent program discharged for the public proved everyone still loves an air day.

One highlight for us was the Aviation branch reunion at Bomaderry RSL. To see three generations of aircraft handlers rubbing shoulders is something historians dream of and I believe worthy of some pictorial in Slipstream or perhaps the Museum.

The opportunity to quaff a few ales and tell an abundance of lies with Eric 'Scrubby' Bush, Les McCullough, Leo 'Baldy' Dobson, Alec 'Boxhead' Stevens, Tubby Gilmore, John Green, Basil Sheather, Peter 'Buncha' Kevys, Lindsay McDonald, Jingles Matthews, Trevor Chatterton, Nev 'Dusty' Rankin, 'Smiley' McGowan, John 'Yak Yak' Richards and many many more. Capped a marvellous time for us.

Rubbing shoulders albeit brief with Kev 'Ripper' Doyle 'Skinhead' Kelson 'Simmo', 'Swede' Larson, Billy Julius and others also jogged our memories of the Halycon days of Albatross rugby union and rugby league and notorious exploits of many in the old sportsmans club and on the buses travelling back from away games.

Another highlight was the merchandising.

We returned to QLD with a car load of souvenirs, memorabilia and credit cards singed at the edges. The caps, shirts, jackets and commemorative port will certainly keep the memories fond and strong.

Our only disappointment was missing so many ex sparring partners from the aviation and other branches who attended the reunion but we only discovered this in an informal post mortem with colleagues up here in QLD when we got home.

To summarise what the reunion meant to us is quite straight forward. When you spend a major part of your life serving the fleet air arm, good memories far outweigh the bad and you enjoy camaraderie unequalled in civilian life - the reunion gave us both.

We plan to make the pilgrimage to Nowra on an annual basis from now on.

Thank you,

Joe Linaker ex WOAVN, Telephone: 07 5546 4166

Dear Ed,

Would it be possible to have the article and photo herein included in the April issue of Slipstream.

CALLING VIETNAM VETS OF RAN HFV 1970-71

The Slipstream issue April 1995 Vol.6 No.1 Page 17 carried an item referring to the coming visit to Nowra by Ex WO Pilot Al Tompkins US Army. Well that visit came and went but, standby because here they come again.

Al and Sue will be arriving at Terry Delaney's home at 88 West Birrilley Street, Bomaderry NSW 2541 02 4421 0894 on about 28 June leaving on about 2 August.

Anyone who remembers Big Al and wishes to renew their acquaintance please write or phone in accordance with above dates, just a short note or quick call to say Hello would be most welcomed.

It is intended to have a number of gatherings during those times so please let us know if you're interested.

The 1995 visit covered a fair range of OZ activities which included 3 days Cairns and Great Barrier Reef, 2 days Hiking Blue Mountains, 2 days Sydney doing a Harbour Cruise, guided tour Opera House, a couple of laps of the Harbour tunnel and Bridge, a night at Phantom of the Opera, we stayed at the RSL's Hyde Park Inn with balcony overlooking the Cenotaph.

A few beers at Nowra Golf Club with Bill Shurey, Jim DaSilva, Barry Thatcher, Kathleen, Anna and myself.

A big thank you to Bill Shurey for giving Al a tour of WST plus a little hands on. We toured all the local areas including all Jervis Bay, Currarong, Kangaroo Valley, The Falls, Berrima, Huskisson RSL, FAA Museum which was followed by tea and scones with Don and Jan Parkinson. Paul Goddard's surprise 50th birthday was well timed with Ian and Jenny Larson being about the biggest surprise, went over very well. A most memorable night was spent

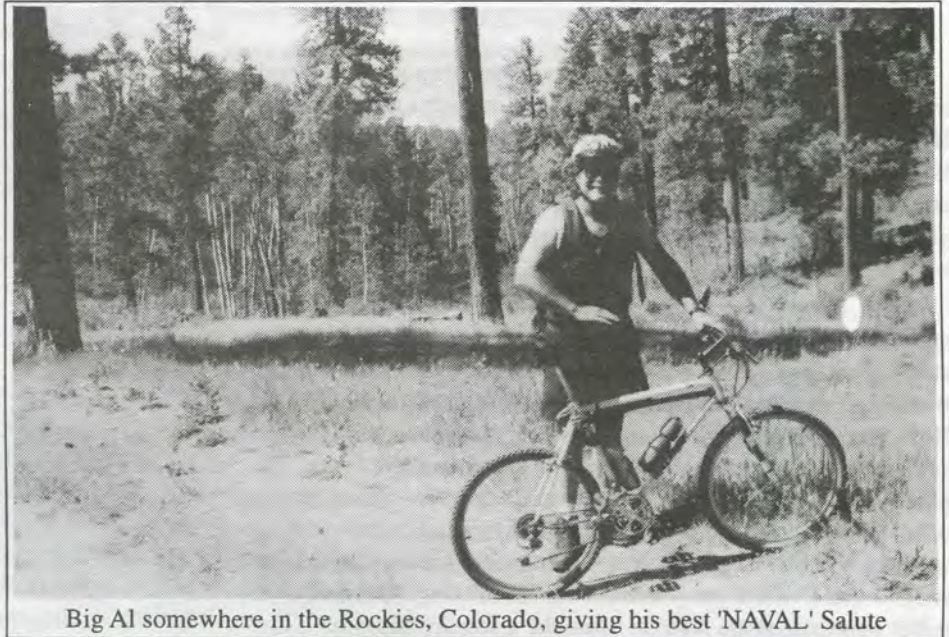
at Coolendel with BBQ'd kangaroo meat, later some spotlighting revealed some wallabies, but the dozens of wombats stole the show and sulphur crested cockatoos screeching raised their eyebrows a few mils.

There were many other BBQ's and gatherings but Mitch and Marla Coleman with John and Karen Corr made it a top night, other BBQ's were held at Mike and Kim Hockings, Geoff and Ann McMahs, Steve and Irene Robertsons. A visit to Jim and Christine's mansion up in the mountains was a real eye opener. The Tompkins were very impressed, the 40 odd squares are mostly built by Jim and Chris in mud brick, it would be in its element in a housing magazine, such a credit to their hard work.

Must also thank Jim Buchanan San for taking the time to write to Al via US from Aust. Embassy Bangkok.

So fellow EMU's having read through above you may appreciate my slight dilemma, I've just about exhausted my very limited abilities as a tour director and I would appreciate any suggestions or ideas anyone may wish to contribute, in any case, though, please make contact in some way with Big Al while here or indicate if you desire to attend one of our intended gatherings.

Yours etc., Terry Delaney



Big Al somewhere in the Rockies, Colorado, giving his best 'NAVAL' Salute



A happy group of Tooheyites,
Archer Hotel Motel after the March.

l to r: Max Gant, Taff Evans, Marie Bolitho, Digger Schmidt,
Tug Wilson, Trevor Bolitho, Roy Torrens

Dear Ed,

Yes it's about our 50th and what a good show, we even had something to bitch about, not enough beer at the Cocktail Party, no band to lead us in the march, which made it perfect, we would have been disappointed if we had nothing to bitch about.

Naturally the main thing meeting old mates, especially the 1948-49 Skilled Air Mechanic Course at Yeovil Tug Wilson, Digger

Schmidt, Taff Evans, Max Gant, Ken Spragg and can't leave out our old handler mate 'Scrubby' Bush, we were going to adopt him he keeps getting lost, maybe a bell would help.

The Canadians added colour to our celebrations, I have a soft spot for that mob - our Coronation World Cruise we spent 5 days or so in Halifax and the Canadians treated us royally, every day an invitation to respective messes, Army, Air Force, Navy and Fleet Air Arm, they all turned on free beer and cigs. This helped a great deal as we were restricted to \$15 in each dollar port, our government had dollar problems at the time.

During our 1948-49 course we made friends with some of the Canadians doing the same course, one in particular Bill Shorten. I met Bill again on our Coronation cruise and he invited me to spend the weekend with he and his wife at the Nova Scotia Fleet Air Arm base, I accepted and had an enjoyable weekend, naturally when the Canadians arrived for our 50th, first question, do any of you know Bill Shorten. Would you believe one answered and said Bill is my next door neighbour. Bill has since written to me and brought me up to date with happenings since our last meeting. He has had a very eventful life also they celebrated their 50th wedding anniversary. Les 'Tug' Wilson and his wife Margaret also celebrated their 50th in 1998 so yes, the 50th proved more than the normal event.

Keep up the good work.

Roy Torrens



Letters

Dear Bob,

Although somewhat late may I please express through the journal my public thanks to all who made the reunion such a great success. Having organised a couple of major events myself (but nothing like on that scale) I appreciate the amount of planning and personal effort by those involved. Sure - there were a couple of minor glitches, but I was astounded that they were so few and really they were but a minor blip on the big screen. I salute all concerned.

In truth, if the team had just set-up a BBQ and a bar and left us to our own devices it would have been a great affair because as we all know simply opening the hangar doors and the bar when old Birdies get together becomes a memorable event in its own right. However, there were plenty of other things too and both Gloria and I enjoyed an occasion which will be remembered until we pass over the final bar. The commemorative poster is stuck on my office door (which doubles as a mini FAA Museum) and any visitor cannot but notice it; great conversation piece! I must shamefully confess that I've not yet gotten too far into Flying Stations but if initial impressions are a guide it will be a worthy addition to my small reference library. I was in Newcastle a few weeks ago and noticed that Angus & Robertson had it on their shelves in the 'War' section.

I would hope that there might be a repeat for the diamond jubilee in 2008 and if so, put our names on the list now as we will, Deo volente, be there.

The October issue of the journal is a long way behind now but I'd like to make a couple of comments:

P.22: Harry Bannister (shown with Jim Lee and Bob Geale) and his wife Nora spent a week with us before going to Nowra. Harry was very helpful when we were writing *The Flight of the Pelican* (the NIRIMBA history). He has for many years had a dream of visiting all the original MONAB sites and one of the few he had not yet seen was Schofields (MONAB III/HMS NABSTOCK; it has a section in the ANAM). It is now the 'Nirimba' Campus of the University of Western Sydney and all that is left of the RN-MONAB/RAAF/RAN days are the four hangars and a small section of 28 runway. However, Harry was able to get a look at those things and at least see where his old WW2 comrades had served.

P.25: Tom Allwood's article on Halton probably doesn't mean a lot to anybody who joined after about, say, the late-50's, but there are still a few old 'Halton Brats' about and I believe the Blacktown/Western Sydney Suburbs group still meets. Hundreds of ex-Air Apprentices from NIRIMBA will remember Instructor 'Dusty' Miller who was a 'Brat'; Stewart Wagstaff, the well known Sydney actor (he MC-ed the NIRIMBA closure ball for us) was also one. Stewart told me that he was really only ever interested in acting and was a hopeless air fitter; he thinks he was responsible for more RN aircraft losses than the Germans. I have amongst my most precious possessions a video of an old RAF 1935 publicity newsreel and it shows scenes from Halton (including some of the Naval apprentices) - as well as what was known in those days as 'The Fleet Air Arm of the RAF'; old hands will know what that means and grind their teeth with rage at the memory. If the ANAM

would like a copy of the video I'd be happy to lend it for copying.

P.32: I noted the passing of Reg Elphic with a real sense of loss. He was too young to go yet. I can never recall having seen Reg showing any demeanour other than cheerful and optimistic. He was one of those shipmates that was good to have around and kept our spirits up during tough times. I also recall him as being just plain excellent at his job. All of us contributed in some small way to Australia's welfare in those far gone days but Reg gave more than his share to the Taxpayer. Younger members may not know that Reg's sister, Jeanette, was a popular cover girl on the old Australian Post, so popular in fact that a Hollywood talent scout spotted her and she went off to a career in Tinsel Town. The same article reported Curlie Davenport and Alf Diver - also good mates and I can still clearly picture Curlie's mischievous grin and non-nonsense approach to life. How come these guys are passing on? I'm about that age and it worries me!

A comment on the January issue of the journal: It's a delight to see John Goble as the new Patron' certainly in my view the best choice by a country mile. I wonder how many newer members know something more of his background than was given in the brief overview of Slipstream? John's father, although best known as being a founding member of the then new RAAF back in the 1920s, was a true pioneer naval aviator and started his Service career in the RAN College. He was a pilot in the newly formed RNAS and came back to Australia to help found the RAAF after WW-1 (everybody is entitled to one major mistake). He was the first pilot to circumnavigate Australia by air so was a worthy successor to the tradition of Matthew Flinders. When we were researching the RAAF component of *The Flight of the Pelican*, I came across the Goble Snr signature on some old Air Board documents, because even as a SQDNLDR he was a member of the new Air Board (the rank of 2.1/2 meant something in those days). I wouldn't mind betting that our new Patron would be willing to write something about his Dad if you asked him nicely.

Finally, there was another passing of an old shipmate up here in the Parramatta district recently and I believe there would be quite a few members who would have known him well. It was Keith Burchell - not actually a 'Birdie', but nevertheless a genuine and well entitled member of the Association, a founding ANAM supporter and in times past an active part of the FAA. I enclose a separate article and hope that you can print it since a number of chaps up this way have asked that an article be sent (for example, Max Gant spoke to me about it at the reunion). The article has attached a couple of photos which we'd like back i.d.c. please, but you can keep the Parramatta Advertiser newsclip.

With kind regards,

Ron Robb, LCDR RAN (Rtd).

'Tas' Browning writes, in part:

"I must start by saying it was a credit to all the organisers for a job well done, though not everything went to clock work, I do feel that the objectives of the members were met and by that I mean I met a lot of my mates I hadn't seen for some 36 years, top job."

CORRECTION

Tas also notes that he is in the centre of the trio in a photograph on page 25

Dear Bob,

I have two items that may interest you and maybe a reader or two. I did appreciate the last issue of Slipstream.

1.

I refer to Jim Lee's letter on page eight of the last issue especially his comments about the visit of the CNAG group to our Golden Jubilee commemorations. I have an association with the Shearwater Museum (enclosed for you is a copy of Shearwater Aviation Museum's last newsletter from which you may get an item or two).

Jim mentions the CNAG presentation of Marine Artist Alfred Leete's signed full colour copy of Swordfish taking off from a carrier in the Atlantic, well, Jim failed to mention that the carrier was HMS VICTORIOUS and the Stringbags were forming up to attack the German Battlefleet . . . I was fortunate to obtain a signed copy of the same painting from Shearwater a couple of years ago, so Jim, when next in Canberra pay me a visit and have a look at another of the few copies of that painting and, by the way, my wife Gwen's booklet 'Carrier Brideship' about the Victorious shipping Australian brides to Britain is on display in the museum.

2.

I have enclosed a copy of the Aust. Naval Aviation Safety Magazine 'Touchdown' for your perusal too, together with a copy of page 9 of the latest 'Touchdown' which is a letter I submitted to the magazine about the time I met up with Australia's first full Admiral to be . . . if you publish the page be prepared for someone to tell you I had VAT Smith's rank incorrect (I'm sure he was only Lt. Cmdr at the time but I could be wrong).

My regards, Bill West.

BILL WEST'S LETTER TO RAN FAA TOUCHDOWN 4/98

IS REPRINTED BELOW.

"I was actually involved in the early planning stages (of the RAN Fleet Air Arm) well prior to 1948, even though in a very small way. Perhaps the following account may be of interest to some of your readers.

We all think of 1948 as the year when the RAN Fleet Air Arm (FAA) commenced and of course that is official, but in my small way I was involved as early as late 1945 with its formation and this is one of the reasons I am a member of the FAA Association of Australia.

I was a Telegraphist Air Gunner with the Royal Navy 820 Squadron on HMS INDEFATIGABLE, bombing Kamikaze airfields on the Japanese island of Hirara. I was hurt landing back on board and was transported to a naval hospital in Sydney for treatment. Medically I couldn't fly and after discharge I was employed in air radio duties in the tower at Schofields (Sydney).

I was keen to go home to the UK and be demobbed; however, my CO, Captain Sanderson, advised some of us that we would be staying on to help a number of RAAF and a couple of RNZAF fighter pilots in deck landing procedures. A runway was painted to resemble a flight deck (ADDLS I think it was called) (Assisted Dummy Deck landings) and with the Seafires that were to be left behind, this very experienced group started 'deck' landing practice. I recall that at first they were loathe to put their tails down. They were under the eye of a LCDR Smith who wore Observer's Wings on his left cuff and Australia on the top of each sleeve. These pilots at first took up short service commissions with the RN, but all knew they were destined for the RAN. I recall two names, Frank Ward and also Nat Gould — whom I learned, later ferried Hurricanes to Russia from the UK and became the RAN's senior pilot.

The radio duties in the tower were mundane, I don't think this rating airman would have been missed had he been sent home.

Bill West, Florey, ACT"

Dear Sir,

In an article and a photograph in the last issue of Slipstream, reference was made to a swimming pool at HMAS ALBATROSS. Actually, the article said, "at the Main Gate (the Main Gate in those days was near where the swimming pool was built in later years)." It may interest you to know that according to my records, no swimming pool exists or has ever existed at all. You may say it does and you have swum in it, but rest assured that I know what I'm talking about. Let yourself think back to those days and the number of people at Albatross in sections and squadrons. Think of all the flying that was accomplished, the number of aircraft movements, the amount of time spent by air crew over the sea and the number of aircraft ditched. Think back also to a framework at the end on the 'POOL' to hold a dummy cockpit into which the air crew were strapped. Remember the force with which the dummy cockpit hit the water and the struggles out of entanglement into a dinghy. Got it? It was built as a 'Ditching Pool' and retained this name for years. Which old pilot or observer who has braved the winter waters in the Ditching Pool would call it a swimming pool, I ask you?

(Actually, 'Ditching Practice' was the sole justification accepted for the building of the pool, so if you must write or speak of a swimming pool, write in faint print or speak in hushed whispers, lest the mandarins of Canberra take back our prize.)

Alan G. Spearpoint, ex-Chief Aircraft Artificer



Dear Bob,

I am enclosing a copy of 'Aeroplane' July '98 issue. I feel that you might make use of certain items contained in this magazine.

It was forwarded to me by one of my peers/friends in England due to my interest in the Spitfire/Seafire (I was involved with the first and last) whilst in the Pussers. Mention was made, in the January issue of Slipstream, of the sound of the Centaurus. Youse ain't heard nuthin' 'til youse ave 'eard the Merlin/Griffon. Due to the above, I would like it returned?

I bring to your notice:

Page 11 - Plaque for Sopwith;

Page 32/32 - Asian adventure;

Page 46 - Seafire scrapes;

Page 49 - Pinwheel;

Page 57 - The Aces (bottom right hand corner re the demise of Sopwith Camels)?

Page 58 - Perfecting the Power, brings back memories of time spent on course at DeHavillands - Vampire, Demon, Goblin, Ghost. We were shaken somewhat by a different take off noise emanating from a Lancaster. It had been fitted with the proposed engines to be fitted to the Comet, four Ghosts from memory. Being an imaginative type I walked through a narrow gap in a pair of hangar doors. Inside were six large air tanks, one with a cockpit and empanage fitted - the Comet fuselage! A security guard informed me that I was not allowed in the hangar. I told him that I wouldn't say anything if he didn't! His security had fallen a trifle flat!

I'm sure you'll find something to fill a space?

All the best and thanks for Slipstream.

Regards, Eric Manuel

THANKS ERIC FOR YOUR CONTINUED INTEREST IN THE MAGAZINE. I'LL COPY THE ARTICLES AND USE THEM WHERE I CAN. ED.



Letters

Dear Editor,

At the recent reunion a lively debate was commenced among a group of sober upright gentlemen concerning the 816 Squadron flying programme on the evening of the MELBOURNE/VOYAGER disaster and following day. I undertook the task of sorting things out and so far have been in contact with 6 pilots, 11 observers and one aircrewman who were involved in flying either on the night of 10th February 1964 or on the following day 11th. If the authorisation book for that period was available the matter would be easily solved but I suspect that document was destroyed in the great fire of 1975.

I still need to make contact with Lieut (P) Joe Smith and P.O. Aircrewmen Greg Peters, Ken Ryan and Blue Boulton. I am hoping that through SLIPSTREAM I may be able to find someone who can put me in touch with those gentlemen. My phone number 02 6286 2013. Thank you for your assistance in this matter.

Yours faithfully,

Toz Dadswell, Mawson, Canberra, ACT

Dear Bob,

Yes, it was so funny, I laughed and laughed till it nearly split my sides. Boy, if I ever wrote a book about my life I would have to add that one to it.

If I ever wrote a book . . . How many times have you used that phrase or heard someone else use it? Probably hundreds of times. How many times have you read those books? NONE? Why not? There must be thousands of people who would like to share their stories with others and, of course, there are those people who would like to read of the fortunes and misfortunes of others.

Do these people who have a wealth of experience that needs to be disseminated, have no means of putting it into the written word or are they too scared to write in case they show their ignorance. Let me sympathise with them for I have always believed that everyone knew what I know. Everyone has experienced what I have. I didn't have the education to write something down so that it was entertaining. I didn't have any faith in myself at all. Then we had that reunion that sparked the memories of years gone by and I had to write it down. Somehow I was compelled to write it down. In doing so I found that we all remember things differently but basically the same and the story is all the better for the way that we tell it differently. I started by writing short articles of two pages about certain events. No chronological order, no particular location, no run of concurrent events, just bits of information I thought might interest former members of the Association. But look at what I have really done, I have prepared a book for my grandchildren as well, that will keep them both interested and amused for a few hours. Now I am plucking up the courage to rewrite this book and all the separate articles it contains, into one book as a short story for publication by professional people.

Now you potential story tellers, if I can do it, you can too. Sharpen your pencils because I want to read your stories now.

Alan G. Spearpoint, Bomaderry

Dear Bob,

Going through some old negatives the other day I came upon these - among others.

Here are a couple of prints which should amuse the old and bolds. Cheers, Brian Terry, Echuca, Vic.



Often wonder if Tich Lees ever signed up for those dancing lessons in downtown Wanchai ('59)



Two well known Albatross athletes of the '50s Tom (Wog) Howarth and Ray (Murlex) Bradley - about to have their 0600 training dip at the ditching pool. (This is NOT a fake photograph: they really did turn up at the ditching pool at 0600 - once)

Dear Sir,

I am enclosing a photograph of the ALBATROSS R.L.F.C. Premiership team of the Group 7 Reserve Grade Competition of 1958.

ALBATROSS defeated Kiama at Kiama. Kiama were the Minor Premiers which was why we had to play them on their home ground. It was a very tight match and the final score was ALBATROSS 4 Kiama 2.

One very interested spectator at the game was the ALBATROSS C.O. Capt. V.A.T. Smith, who drove to Kiama for the game. Early November that year, we had a function at the then 'White Ensign' Club in Bridge Road, Nowra and V.A.T. Smith presented us with our 'Premiership' Blazer, of which I still have the pocket.

Our Club colours were Black with a Red V and black and red hooped socks.

I have put names to those players that I can recall, maybe some of your readers can fill in the blanks.

I hope that you can use the photo and this excerpt in

SLIPSTREAM. I have the original photo if this copy is not suitable for reprint.

While I am in writing mode, I must heartily congratulate the organisers for a magnificent effort in arranging the Jubilee Reunion celebrations. It made my trip from Cent. Qld very worthwhile. There were a couple of 'glices' but so what, no one's perfect. That was my first trip back to ALBATROSS/Nowra for forty years and it bought back a lot of happy memories.

Once again CONGRATULATIONS.

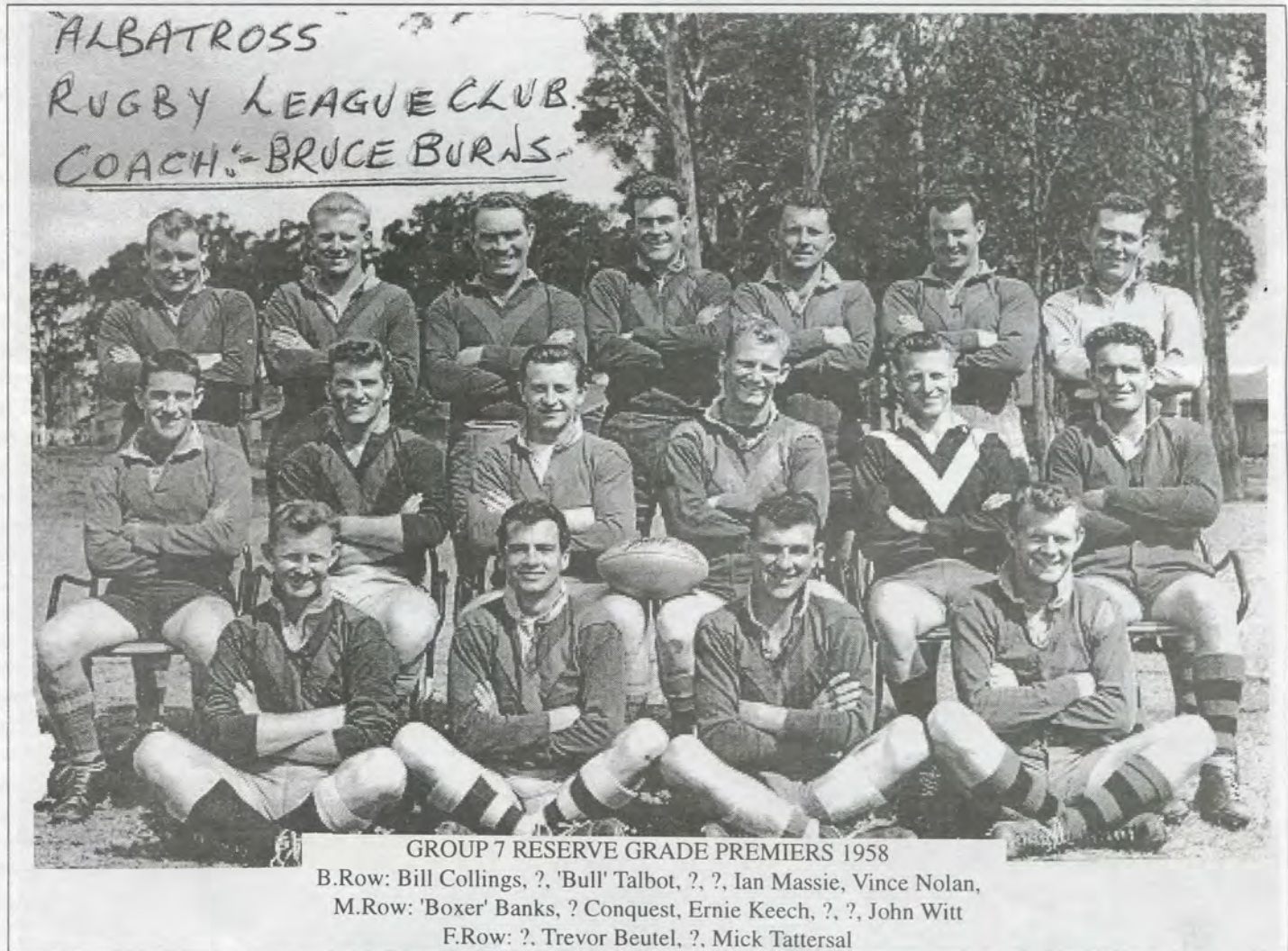
Best regards,

John Witt,

M.J. Witt N.A. 'M.(A), ex 723/851 Sqdns.,
North Rockhampton, Qld.

P.S. SLIPSTREAM is a great magazine and keep up the good work.

THANKS JOHN FOR YOUR CONTRIBUTION AND KIND REMARKS. PERHAPS SOME OF OUR READERS WILL BE ABLE TO FILL IN THE MISSING NAMES. ED.



MORE SIGNS THAT YOU ARE TOO DRUNK

- You think the Four Basic Food Groups are Caffeine, Nicotine, Alcohol and (Women or Men).
- Every night you're beginning to find your roommate's cat more and more attractive.
- Senators Kennedy and Packwood shake their heads when they walk past you.
- That damned pink elephant followed me home again.
- I'm as jobber as a sudge.
- The shrubbery's drunk from too frequent watering.

Mystery Photographs



See how many names you can guess (?) correctly. Answers in July 1999 issue.
Photo, which was taken on 24 August 1955, courtesy Terry Delaney (now there's a clue).



This one was taken 1949/50 - no other clues

METRIC CONVERSION FINAL IMPLEMENTATION

In 1965 we introduced the metric coinage to Australia and have since progressively introduced other metric measures as the Australian Standard. Now, at last, the Metrication Board, under the guiding hand of the Minister for Science and Technology, has pleasure in announcing that the Federal Government has approved the trial implementation of the final component of the metrication process. This trial implementation will be in accordance with the procedure set out below.

Following meetings between the Board and various companies and organisations, it has been decided to conduct the trial implementation of this final component, METRIC TIME, starting on July 1, 1999. It will be appreciated that the trial will have to be restricted to a small number of people in each state in an endeavour to localise and minimise any unforeseen adverse effects while at the same time maximising the benefits of the education and training of the officers implementing this final component.

Subsequently, after conducting aptitude and attitude test around Australia, the people found to be most capable and representative of test samples, have been selected for the trial implementation. They are the Members of the Fleet Air Arm Association of Australia and are located in each state of the Commonwealth. Their state Divisional Presidents and Secretaries shall control the implementation activities in each of their states.

An interim Committee for the Implementation of Metric Time will be formed from five of the state Presidents who will attend a special training course in May 1999 at the Commonwealth Training Centre, 128 Church Street, Parramatta, NSW. Men and women representing Local Government and local businesses, and interested retired ex-Service Personnel are invited to attend this course as observers and are also encouraged to assist this interim committee in distribution of implementation materials thereby gaining early access to the metric information.

All other Committee members will undergo an intensive training course at the Commonwealth Training Centre in Parramatta in June 1999, and on graduating will be allocated the title "Assistant Metrication Training Officers". They will be allowed five (5) decadays per person to clarify any questions arising prior to "DECIDAY". Employers of Committee members will be responsible for a payment of \$3.75 per week to each of these Assistant Metrication Training Officers.

DECIDAY

At midnight on Thursday, 30th June 1999, (old time), in all the areas covered by membership of the Fleet Air Arm Association of Australia, old time will cease and members who are residents, visitors, tourists, businessmen, social climbers, in fact whatever these members are, will convert to Metric Time and from then on, all time will be in accordance with the following table:

METRIC TIME	OLD TIME
1 Milliday (md)	0.86 seconds
1 Centiday (cd)	1.44 minutes
1 Deciday or millimonth (dd or mm)	2.40 hours
1 day	1 day
1 Decaday (Dd)	1 week
1 Hectoday (Hd)	1 month
1 Kiloday (Kd)	1 year

Note: The term 'fortnight' will no longer be used.

It is appreciated that some minor confusion may arise before the Assistant Metrication Training Officers are fully deployed. Accordingly, the following decisions on major topics have been accepted by the Board and in time will be published in the newspapers, displayed in shops and broadcast on national radio and television, for information and guidance.

PAY

Effective and mandatory for the employers of all members of the Fleet Air Arm Association of Australia, (refer to Industrial Relations Act 1987. Sect 121/43 Paragraph 35, lines 4 to 7) As one deciday equates with 2.4 old hours, all persons with jobs might expect that the new working day will be 2.5 decadays or millimonths. Regretfully, as this is inconvenient for accounting staffs, pay clerks and employer organisations, it is intended that the working day will be 3.00 decadays. This will be accomplished by eliminating Morning Tea breaks and allowing 0.50 decadays for lunch.

SUPERANNUATION

Superannuation should not be affected but it is intended however that it be renamed Superkilodayuation and adjusted to conform with metric time.

HOLIDAYS

Annual Holidays or Kiloday Recreation Leave (KRL) will be affected only so as the change in metric time is concerned and no one will be penalised. Thus, if any person is entitled to 24 days (old time), he/she will now be entitled to 240 decadays or 1 Hectoday, plus 40 decadays for every Hectoday over and above 20 Kilodays employment since the third Hectoday since 1984.

PUBLIC HOLIDAYS

The Queen's Birthday will be reduced to 5 decadays (6 decadays for members residing in Melbourne) but 5 decadays will be added where relevant. The Christmas holiday period will coincide with Australia Day so as to take advantage of the longer shopping decadays. ANZAC Day will be held on alternate Kilodays. Union Picnic Days will be negotiable.

DAYLIGHT SAVING TIME

Information regarding Daylight Saving Time will be promulgated by the Federal Government thus by-passing the Queensland State Government and its excuses that more daylight fades the curtains.

TABLES, TIMETABLES AND CHARTS

Calendars, Tide Charts, Nautical Almanacs, etc. will be amended by the State Governments. Bus, train and ferry time tables will be issued prior to DECIDAY but railway gate closing times will be amended later (much later in Tasmania). Telephone Directories and Street Directories will not be affected.

CLOCKS

It is anticipated that metric clocks will be available from major stores in all cities but not towns, villages nor hamlets and will be swapped on a one for one basis. Persons not owning a clock will have to complete a Metric Clock Application Form, (available from the GPO in any capital city), anytime before DECIDAY. In the interim, all enquiries should be directed to Director of the Naval Aviation Museum, Nowra, NSW, 2541. As a matter of interest, it is expected that the Metric Clock will have one hand only, thus making it easier for old Aircraft Artificers and young helicopter pilots to tell the time without assistance.

SLANG TERMINOLOGY

In answering questions regarding times to appointments or other expected and unexpected dates, the term "A Month of Sundays" will no longer be used. The correct terminology is "A Hectoday of decadays".

NOTE: Spare copies of this Notice are NOT obtainable from the Editor of Slipstream.

PROGRAMME

1964

SIDE ONE

COMPERE - SAM SMITH

OVERTURE ---- Bye Bye Birdie -- Fleet Band.

1. Nobody wants me -- "HUMPH" HUMPHREYS & "JINGLES" MATHEWS
2. Piano Melodies -- JIM PILGRIM
3. Blankety Blank -- ANON
4. Love Around the World -- "S.AINER" WRIGHT SENIOR
5. Sweet Music -- FLEET BAND
6. A Day In The Life Of A Doc -- "HUMPH" HUMPHREYS, "JINGLES" MATHEWS and PETER GRIVEN
7. The Saffrons -- "PONY" MOORE, "DARBY" ASHTON, "CURLY" CAPENESS, "CHINA" PRIDE
8. The 1964 MELBOURNE PREVIEW OF THE SPRING FASHIONS -- STEVE WATKINS, TONTO KERWITZ, DAVE TERRY, PETER GRIVEN, MIKE HERBERT, MARCEL BRUIN.



INTERVAL

- LIGHTING -----Karl Senior, Dan Cederbland
 STAGE MANAGER ----- Dicky Isles
 BACK ROOM BOYS ----- TED KEANE, 'SHINER' WRIGHT, 'NOR', 'SURFIE' CULLEN, -BOSUN AND SIDE PARTY.
 MAKE UP ----- BOB CAMPBELL
 MUSICAL DIRECTOR --- FRANK LUNN

Handwritten notes: 2. 11. 11. 11. 11. Melbourne

Handwritten: Productions

Handwritten: H. S. R. M. T.

Large handwritten text: "Off The Cuff" !!

FLIP SIDE

9. The Mad Magician ----- HUMPH HUMPHREYS ^{Assistant}
10. The Three Sons ----- FATHER BROWN - HANK JEFFERIES + GUEST STARS
11. 'Lucky' Sings ----- 'LUCKY' LUCK AND THE SAFFRONS.
12. Wessex Side Story ----- 817 ERS
13. SH' Boom ----- 'HUMPH', MONTY, LEW, JINGLES.
14. Learning to Cook ----- 'NIPPER' VANDENBERT, 'SUL' WILSON,
15. Mere Sweet Music ----- FLEET BAND
16. Yes or No ----- SAM SMITH
17. C'est Si Bon ----- 'HUMPHY', 'MONTY', 'JINGLES', 'LEW'
18. Rush Hour ----- 'S.AINER' WRIGHT SENIOR
19. Heart break Hotel ----- THE GROUP
20. The Mad Chemist ----- LEN LEWIS, ABE LINCOLN BOGEY KNIGHT, SLUG WILSON. *and we also*
21. The Australian ----- BLUEY ROSENGREEN

WESSEX SIDE STORY

- DAVID COONIN
- MAX SPEEDY
- HARRY BEARDSSELL
- BARRY DIAMOND
- DON MACLEAN
- DAVID COLLINGRIDGE
- BARRY JOVETT
- DAVID ORR
- ALBERT RILEY
- BOB WALDRON
- DICK LEA
- DAVID ECKERSLEY
- VINCE DALY

FINALE -----THE CAST



l to r: ? - ? - Kevin Humphries - 'Jingles' Matthews



Kevin Humphries - Peter Girven



Women's Business



Women's Business this issue was saved from being a non-event with arrival of an autobiographical article from the inimitable Rose Swanson. Rose did say, in an accompanying note, to edit the article as we saw fit. We very quickly came to the conclusion however, that other than correcting the odd spelling or punctuation error, well - you tell me of

anybody you know who was able to successfully 'edit' Rose Swanson! Rose we thank you for your contribution and we can clearly picture in our minds what you might say to encourage the ladies out there in Slipstream land to send in their contributions.

Rose Swanson A Short Autobiography

The story of my life may sound like a who-done-it or perhaps an unbelievable fairy tale anyway here goes, I'll give it a try. It goes back before Nowra, trying to take care of unwanted kids. It has lead to a lifetime of satisfaction, looking after unwanted kids, helping them to get up off the ground and learning to understand the world is not such a bad place if you work at it - not blaming others.

My first introduction to the Navy was when George enlisted in Brisbane. He was sent to Sydney and I followed about four months later. It was too big a move. We had been living with George's parents but then had to move into rented accommodation. It was awful. Later when George joined the Fleet Air Arm as an aircrewman we were posted to Nowra where we had a house in the Married Quarters in Bedford Street. We had good neighbours and if either one called the kids for morning tea she got them all. It was enjoyable as we all had little ones and took it in turns to have the duty looking after them. Later we were allotted a new house in town, in Queensborough Street.

As one of my lifetime things had been to give a homeless boy or girl a home. The house was always full - so much so that one of our neighbours would not allow her two girls over our side of the street because the kids in my house would often use the good old Aussie adjective to relieve their frustrations. It was their way of protecting their lives while trying to live on nothing. After a few years a little girl named Cassandra started school at St. Michaels. After a week at school she found that the white bricks on the house were just big enough to fill in with the good old Aussie password. Her Mum got in such a state she had to take her to Dr Erwin who laughed himself silly when he heard the reason for her outright panic. I recall his words exactly: "Hell! we can't let the Protestants beat us". My kids all did the same thing. I wonder where they all are now. That was twenty one years ago. Maybe they will be trying to make their kids not use that one very popular word in our lingo. Maybe they now live in a house with white bricks.

After a little while I started to play golf with the help of a good golfer in Sheila Zimmer. I did make some progress but was no champion, just the normal hacker. It did fill in time and allowed me to learn something new. Golf they call it - should have been 'If'. If I did this or if I did that then the silly ball would go in the right place without a lot of hits. Never mind, it was a lot of fun and I made lots of mates as well as a few enemies as I did not conform with all the rules and regulations - so what the hell - we are not all perfect are we?

I always dressed my son Shane in a sailors uniform when I went to meet or farewell the ships my ex-husband was on. The uniform was a perfect copy of the sailors uniform - right down to the shoes without toe caps - thanks to some NIRIMBA "Tiffies" who had made them for him. Now Shane had been taught to salute any officer with 'squashed eggs' on their cap and this day we were down at the wharf to see TROBRUK sail and we were standing near the gang plank when an officer (as it turned out it was Admiral Harrington) arrived. Shane jumped up and smartly saluted the Admiral whose sidekick was so busy trying to get noticed he gave the Admiral one nasty push he almost ended up in the water between the ship and the wharf. The Admiral asked who owned the 'sailor' on shore and my old man was too scared to admit he was the father. Anyway the Quartermaster was sent to bring Shane on board to say goodbye to his Dad and you guessed what happened next - he was told to take him off the ship to his Mum. I remember Shane's collar cost the same at Red Anchor as a full size one. There was a video made of Shane going on board a copy of which was sent to us. Shane could always remember who to salute and who to say "Hi" to.

As we all know there are many kids who need TLC for whatever reason. This has led to a life time trying to help those kids. Over the years there have been lots of them - somewhere in the region of 500. They still always remember Xmas and birthdays so it has had its rewards. I feel there should be a lot more done for these kids than there is at present. In the twilight of my days I cannot do the right thing for them as I have a broken neck (Yes, there are a lot of people who would have loved to have been the one to give it to me). It took a school bus which reversed into me and deprived someone else of the pleasure. I have been living on the same property since 1979 and there are no noisy kids to give a swift kick where it hurt the most. Too much pain makes it impossible to carry on - it makes me sad! Each can only do their best and then hope that someone else will do the same. No way will they because it is in the too hard basket.

While in Nowra I started a removal business. If those who read this find that there is an unpaid debt owing to me - be good and give it to the Salvos - they can use it and it might help to clear your mind. Do not run for cover as what I never got I never missed. With me everybody paid me because it was a good deal and no money, no work done. With my Ex it was done differently, especially if there was a female involved. He had other ways of clearing a debt to his and her satisfaction, but not mine!

The boys at the Berry Training Farm would, if they were given permission by the 'Super', come and stay at my home for the weekend from Friday to Sunday. The ones I would take were the ones who didn't fit. A lot of TLC and a swift kick in the rear did wonderful things for them. They were mostly locals who would not behave for their parents and probably only there for a week or less. They knew the rules in my home were to be obeyed or cop what's coming next!

Now, one of the worst things I did in Nowra was when I wanted to get some of my property back which was locked in a shed on the dummy deck. My Ex was on his way through the 'Heads' when I arrived at the gates of ALBATROSS. When the QM wondered what I was doing I told him I had to get some gear from the shed as it was sold and people were coming next day to collect it. He asked me if I had keys and I replied that I had (I didn't tell him the keys were the biggest pair of bolt cutters you had ever seen). Down to the shed I goes with three of my mates, demolish the locks, take what's mine and drive out again. When I get home I ring the DXO and tell him he had better go down and put new locks on the door. About three weeks later I get a visit from the Naval Police who inform me that I was barred from the depot for life, just for getting what was mine. Tell me? How else was I going to get what was mine? If I had told the QM the truth I would be still waiting like a goat for the privilege of taking my own property.

Another story. When I was living in Queenborough Street we had greyhounds and every time a cat went missing in the neighbourhood I would get a visit from the local lawmen. I remember one occasion they came and I just laughed at them and said I would stay in the house while they went down to the kennels to find the pieces of the so called missing moggies. They were not impressed as my pure bred Persian who had given birth the week before was blissfully resting while one of the greyhound bitches was feeding her off-spring. I also omitted to tell them that my sons pigeons were not safe as I did blood the dogs on old boilers and that pigeons were on the menu if they were silly enough to get into the pen with the dogs.

Just another funny I guess. When I left Nowra there would be a lot of Navy personnel sighing with relief as I could have caused a lot of divorces. I did home deliveries from the shops for many years and after the ship had sailed last weeks familiar face was replaced by another when next I delivered the groceries. Rest assured it was not my intention to squeal as there were more kids there to be hurt and even today it is my policy to say straight away what I think but never to cause any kid any more hurt than they have already.

My most humble happening since coming to Queensland was to receive the ADVANCE AWARD for community service. The award was given to me but really belongs to the kids because without them it would not have happened. So kids, if you read this, or it gets into Slipstream, memories of you are all I have left so please remember the 'wheel' and what it stands for and that it is necessary to keep the wheel turning. A hand of friendship, a kind word and to be there when all other help fades away and even though I cannot see whether you are doing the right thing I know a lot of you are keeping up the good work of our wheel at the rathouse. Only we know about the wheel but it is a right and proper thing to do.

At a dining-in night there was one funny happening and it goes like this: I know three funny riddles that sound well, not nice. An officers wife as well as a lot of enlisted mens wives wrote the answers on pieces of toilet paper so that the rest of the ladies would not have to pretend to be shocked when they gave them to the ladies who were told to ask their worst halves for the answers. All you could see was the men trying to put a stop to the laughter -

especially at the official table. The women by this time were probably a bit tipsy! Anyway a certain officer got up to try and make the official thank you to all present and when he had everybody reasonably quiet he said in his speech that he was going to have a special edition of QR & AI's printed so that he could throw it at a certain person present in the mess who caused so much uproar. I took myself off to the loo I was laughing so much - as were a lot of other ladies. The next day he showed me his ankles where his better half kept kicking him because he wouldn't tell her the answers.

A couple of other things: Firstly a teacher at East Nowra primary school who had a lot to do with the children of Navy personnel. I think it would be lovely if you would print that Miss Jan Tanner has now retired and is still living in Nowra. I would also like to thank 'Windy' (Geale?) for the trouble he took on behalf of the new HMAS WARRIGO naval cadets. Also to thank all who took the time to make me feel very special at the reunion.

Thank you all,

Rose Swanson

P.S. Please do not think my opinion re some new husbands taking the place of the genuine one or me passing slurs on anyone, because in many cases it was one way of saying two can play the same game, two wrongs never made a right. I should know because my ex was like President Clinton couldn't keep his trousers on. My satisfaction for his bed hopping was fill the house with more kids, black, white or brindal. You who know me know a spade is a spade, not a diamond handle shovel, no ifs or buts just straight out and stiff bickies if you got offended.

Should you come north look me up there is always a cuppa, maybe a xxxx.

Wishing Slipstream well, Rose.

From:

Mr Paul Swanson,
41 Bellambi Street, Toogoolawah, QLD
4313

Ph: (07) 5423 1895

Dear Fellow Navy People,

I am hoping someone can help me track down my Father. His name is David Hughes. He was in the Navy at ALBATROSS and also I think at NIRIMBA, I once lived in Nowra with my Grandparents, Rose & George Swanson. George was in the Fleet Air Arm at ALBATROSS. I was raised by my Grandmother.

If anyone knows the whereabouts of David Hughes (ex Navy) could they please contact me at the address above.

Thank you,
Paul Swanson

Memorial of Baptism

Leslie Jane Bunn)

born on 19th February 1954

was Baptised

at HMAS NIRIMBA KANAS

on June 13th 1954

by Peter H. Helyer

Sponsors Lt. Col. (E) W. Linsely

Wendy Sims RAN

Keith G. K. Sims

Signed P. Helyer Chaplain RAN



No. 10.

Baptism Certificate of Jane Bunn,
daughter of Pete and Shirley (ex CAR (O)).

The first, and possibly only, baby baptised in Ships bell of
HMAS NIRIMBA.

SMILE AND SMILE

At times the word arrangements in Church Bulletins produce hilarious reading. Here are some examples. All are authentic announcements in churches.

- This afternoon there will be a meeting in the South and North ends of this Church. Children will be baptised both ends.
- Tuesday at 4pm there will be an ice cream social. All ladies giving milk please come early.
- Wednesday, the Ladies Literary Society will meet. Mrs Johnson will sing "Put me in a little bed" accompanied by the Pastor.
- Thursday at 5pm there will be a meeting of the Little Mother's Club. All wishing to become little mothers will please meet the priest in his study.
- This being Easter Sunday, we will ask Mrs Brown to come forward and lay an egg on the Altar.
- The services today will end with "Little Drops of Water". One of the men will start quietly and the rest of the congregation will join in.
- The ladies of the church have cast off clothing of every kind, and they can be seen in the church basement on Friday afternoon.
- On Sunday a special collection will be taken to defray the expense of new carpet. All wishing to do something on the carpet please come forward and get a piece of paper.
- Tonight's Sermon "What is Hell?" Come early and listen to our choir practice.

Pat Lindsay



Kevin Humphries - Peter (Mandy) Girvan - Jingles Matthews (HMAS MELBOURNE 1964 "Off The Cuff")

From The Pen of '35607'

JOINING THE NAVY

I've just joined the Navy, I'm eighteen years old
I'll miss me Mum, but I'm sick of being told
Asked why I'm joining, you will never guess
Always wanted to wear medals on me chest
I reckon a couple of months or more
Should see me entitled to at least four
Then I'll quit when my goal is reached
Head for home, me sunnies and the beach
I didn't realise how involved it could be
Questions, signing things, I was all at sea
I had to see this M.O. and stand there in the raw
I covered up the bit no one ever saw
"Come along, young fellow, let's not be silly
you're not the only one with private parts!"
"Hands by your side and cough if you please"
'Jeez mate I'm not game to try even a sneeze'
He threw a ball at me, I thought just for fun
Up went me hands to catch "Now bloody cough my son"
Looks like I'm healthy, they cut my hair today
I cried when on the floor, my lovely dreadlocks lay
I feel stupid, all our hair cuts look the same
I'm dyeing mine orange - that'll make up for the shame
Well I've been in a year, worn out two lots of boots
I'm wiser now by far and no longer a raw recruit
I've forgotten my passion for medals among other things
I rather fancy myself in gold braid, peak hat and rings
I'm heading in the right direction as you can plainly see
I'm like Allan Border, I'm a full blown A.B.

35607

A CYNIC'S LOOK AT NAVY LIFE

I was starting work at 0700 and knocking off at 2200 each day while we had the night flying program running. I was required to work every Saturday and every second Sunday. I hardly ever got to see my family during the 5 weeks and tensions were getting worse at home. Night flying finished and next morning I arrived at the gate at 0746, one minute late according to the Regulating Branch so I was charged with being adrift. The Commander said that I should set an example for the junior sailors by being on time. After much appealing from the Air Engineer Officer, the Commander said late work was no excuse for late appearance so I received one almighty bollocking and warned not to let it happen again. Funny but up to that time, that was the first time I had ever been late in my 15 years in the Navy.

ADVENTURES IN SCOTLAND

Long ago in the days of my youth, I and the other apprentices from the workshop developed an interest in surfing and snorkelling, so together at weekends we would surf the beaches from Narrabeen in the northern suburbs of Sydney to Malabar in the southern suburbs. If we weren't surfing, we would be spear fishing the rocky headlands of those same beaches, dressed in blue overalls and a jumper and equipped with flippers, mask and snorkel. We became very adept at swimming in all types of weather conditions.

Later . . . At Arbroath, Scotland, one Saturday at 1330, in the middle of August at the height of the Scottish summer, I stood at the edge of the ocean swimming pool, clothed in my new trunks, watching the children and their parents enjoying the afternoon in the water. Here I was, a sun tanned Australian and I wanted to impress the two 'WRNS I had accompanied to the pool, with my prowess as a diver and swimmer. I sprung into the air and executed a perfect Jack Knife and head first, entered the very inviting waters of the pool.

SHOCK! HORROR! As my body entered the pool, it was zapped by a blast of liquid ice. Every square centimetre of my skin rebelled in pain. In less than the blinking of an eye, the intense cold had penetrated my skin, forced its way through my muscles and froze the marrow in my bones. My brain screamed out in panic, "Surface. Surface. Hurry up and get to the surface." I tried to turn upwards and swim for the surface but something impeded my progress so I struggled to free myself by kicking hard. Then I realised my new trunks were tangled around my feet and ankles. Desperately, with my weakening arms I struggled to extricate my feet, then unroll the trunks and pull them up to give me some decency. After what seemed a painfully long time I had regained that decency, under water, and hurriedly made for the surface. Two painful strokes and I was at the edge of the pool. With the last ounces of strength, I pulled myself out of the water and made another hurried grab at those offending trunks and again pulled them up, then scrambled for my towel on the wooden benches three meters away. Reaching the bench, I huddled on its wooden surface and wrapped the towel around my frozen and aching body.

The two WRNS who had witnessed my exhibition dive from the centre of the pool, came hurrying out of the water to enquire about my welfare. "You were under a long time," they said, "We thought something must have happened to you." "No", I nonchalantly lied through my chattering teeth, "I enjoy swimming under water. I do it all the time in Australia."

Over sausage, egg and chips at Ma Shepherds' at about 1830 that evening, the two WRNS asked if I was going swimming the next day, Sunday. Seeing that the effects of today's dip had not completely worn off, I declined the offer. They persisted, so grudgingly I first told them of the dilemma with the trunks and then admitted that this brave bronze wallaby just couldn't stand the cold.

On the Monday after my swim, the Sports Officer announced the upcoming Inter-Service Swimming Competition in Edinburgh. "You Australians are supposed to be good swimmers," he said, "How many volunteers do I have?" His request was greeted with silence.

By the way, you people who were in Scotland in 1951 may be able to answer a question of mine. We did have summer that year, didn't we? If we did, I must have slept in that day.

The Ex-Birdie Swimmer

NATIONAL SECRETARY'S REPORT

Who ever first said, "never volunteer" certainly knew what he was talking about. My wife and I were happily doing our weekly shopping when I was accosted at the checkout by one N. Ralph. The conversation went along the lines of:

Neil "hi, how are you, what are you doing these days?"

Me "fine I have recently retired and can now do those things which I have always wanted but never had the time."

Neil "great are you a member of the FAA of A if not you should be. We are looking for someone to take over as the Secretary" (subtlety was never one of Neil's strong points).

In a matter of weeks I was signed up, nominated and elected and I am still not quite sure just how it all happened. I must be losing my touch.

At that point in time I had no idea of even how the Association was structured eg. The National Council supporting the individual State Divisions, let alone the amount of work involved. I believe this structure has been the subject of considerable discussion over the years and although still too green to buy into any controversy, I must say that the apparent duplication of many tasks becomes very time consuming. Maybe more on that later.

All that free time I was looking forward to has gone out the window. Without the continuing assistance of Jim Lee, Mike Heneghan and Bob Perkins I would have been in real trouble.

In his annual report Jim highlighted the need for administrative assistance in order to keep up with correspondence and maintain both the Divisional and National computer databases. Fortunately I am reasonably happy with computers, it was just a matter of learning the program, but my typing is of the hunt and peck variety.

My first priority is bringing the National Register up to date and my thanks to those Divisions who have sent in their current membership print outs, which have been a great help.

While I still don't feel confident to make deep and meaningful comments in regard to the Association my experiences from my last position may be of interest and assistance to some members.

None of us are getting any younger and hopefully while we may not need these services now they are worth knowing about.

HOME AND COMMUNITY CARE (HACC)

For the last 10 years I worked as a Branch Manager with the Home Care Service of NSW. This service provides subsidised in home assistance to the aged, the disabled and or the carers of those people in order that they may remain safely in their own homes. The types of assistance available include:

General housework - ie cleaning, washing, dusting etc.

Personal care - ie assistance with showering/toileting etc.

Respite care - ie providing a carer 'time out' from their caring responsibilities.

General household shopping and to a limited degree

General handyman help ie cleaning outside windows or lawn mowing etc.

These services are funded through a joint agreement between the Federal and State Governments known as the *Home and Community Care Program*.

Each State has the responsibility of arranging these services and the actual means of delivery does vary from State to State.

Some other services funded under this program include Meals on Wheels, Community Transport, Specialised Respite Care, some Community Nursing and Home Maintenance which includes the installation of safety ramps instead of steps, grab rails or the modification of doorways and bathrooms to allow wheelchair access.

Contacting these services will vary from State to State however you will find most of them listed in the front of your local telephone book under Community Help and Welfare Services. As a general rule once you have contacted the appropriate service arrangements will be made to discuss your individual needs. Remember these services are Government funded and demand can at times exceed the available budget.

All the above services are available to the general community and at least in NSW work closely with Veterans Affairs. HACC Services do not replace or provide assistance, which would normally be provided by Vets. Affairs but complement those services.

I hope this article has been of interest and would appreciate your fee back as to whether further articles on subjects such as Vets. Affairs entitlements would be of assistance.

Gordon Edgecombe, Secretary



News from the AUSTRALIAN CAPITAL TERRITORY Divisions

Having recovered from the Festive Season, it's back to the grind once more. Our first event of the year was the Annual General Meeting held on 24th February which saw little change to our executive and committee. Brian Courtier replaced Brian Farthing as Vice President as the latter will shortly be moving to Tumbumba and we welcome Jim Parsons to committee. Otherwise the same old faces as last year.

Our next event will be Anzac Day and should any members of other Divisions be in Canberra that day, they will be very welcome to join us in the March and later at Harman for a Barbecue. If you wish to come to the Barbecue, please contact the Secretary to ensure

Secretary: B.T. Treloar,
P.O. Box 3652,
Weston Creek, ACT 2611
Phone: (02) 6288 2730

adequate catering.

It is with deep regret that we record the death of one of our shipmates, Arthur Hussey, after a long fight against cancer. He was always cheerful even in the face of adversity.

Our numbers have dropped off a little for a variety of reasons and we would dearly like to recruit some of the younger members of the FAA serving in Canberra. As our Patron mentioned in the last Slipstream, we need a lot of new blood to preserve the legacy of the Association.

We wish all members a fruitful 1999.

Brian Treloar



News from the Divisions

SOUTH AUSTRALIA

Secretary:
Dinsley Cooper,
17 Athol Avenue,
Blair Athol, SA 5084



Well, here it is April already, must start planning Christmas shopping soon, don't want to be caught short like last year. This is how the year has started for me, no time to scratch my ah! elbow, how has it been for the rest of you?

A special welcome to our new Patron, Commodore John Goble RAN (Rtd) from your loyal subjects languishing away in South Australia. We wish you many years of friendship and hope that the experience of being Patron to the FAAA doesn't make your eyes water. Welcome!

I will start off this news segment in order of event, and so firstly, our Christmas cruise up the Port River was another successful Cooper experience. No one fell overboard, no one was heaved over-board and the water remained calm so no one heaved over-board. All in all a great night shared by a ship full of Poms from Salisbury/Elizabeth Social Club. It was one of their members who took home that wonderful Christmas hamper. We were all hoping for that dreaded pipe "No smoking throughout the ship... AVGAS refuelling". That would have had those Poms break-out into a cold sweat as I think 90% smoked. We of course, knew better!

Our first meeting for the year was held at the Cooper's home where a short meeting was followed by a long evening BBQ. Once again Dinsley shared his special damper with the sweating masses as the temperature hovered around 32 degrees C. As President, I was quick to notice a couple of potential executive committee members for the following month's AGM, perhaps a president and secretary busy minding their own business. I am referring to Mark Dunlap, Peter Coulson, George Hunt and Brian Osborne.

Mid February saw us attending the funeral for a loyal and supportive member, Jim Elston. The funeral service was well attended and his older brother spoke at length on the man and his life. Our sympathy go out to Barbara and family.

February also was the AGM month and so the usual trusting members gathered for the cut and thrust of executive selection. I am pleased to announce that very little blood was spilt and the committee was sworn in. For your records the new President is Peter Coulson, Vice President is Roger Harrison, Secretary is Mary Rayner, Treasurer remains Grant Jesser, Social Secretary remains Dinsley Cooper, Delegates remain Mary Rayner and John Saywell, committee members are Des Reardon, Brian Osborne, Richard Widger and Ian Laidler who was elected in absentia. Peter, in all fairness, just wandered in off the street and had no intention of being on any committee until he had settled in to being the spouse of the Senior Naval Officer for South Australia.

He wasn't quite sure on how he was to break the wonderful news of becoming President to his charming wife Sandy who arrived as the meeting was closing. Sandy was gracious and didn't give Peter a withering stare on being told the news, it only remains for the rest of us to tell our other halves.

ANZAC DAY march is to take a different route this year although I'm reliably informed that this was the route always taken from the 40's onwards. We will gather on the northern side of North Tce, by the Museum, look for the banner or roundal, we will step-off at 0930 and we will have a band close by for those of us who

have a problem keeping step. Peter Coulson will lead the members assisted by Grant Jesser, both in uniform and we will have 3 eyes right positions to watch out for. Peter will lay the wreath at the dawn service. After the Service we will once again gather at the Hotel Adelaide for an excellent meal at a give away price. Only hope the mass food poisoning Adelaide is experiencing at present has blown over. No offence Hotel Adelaide!

Members please gather for the March, we must have numbers... see you there.

Peter Coulson has only been President 20 minutes when he had organised an executive committee meeting 3.3.99 to discuss the direction of the SA FAA Association, planned a visit 16.5.99 to the Port Adelaide Aviation Museum, informed us on the Museum "engine running days" 18.4.99 for people like me who just love the smell of kerosene and the roar of the turbine, taken to volunteer to pick up a wreath for ANZAC DAY and lay it, will lead the members on the march as well as being on the saluting dais with Sandy and then gather with us after the Service for lunch. Now this is the sort of energy we need in this worn and battered committee. Welcome Peter Coulson.

There are a few extra social events planned for this year and as the plans are finalised by Dinsley and Junice, then your local Fly Navy SA will give you the full details.

For those able, grab a January AFSA (Air Force) newspaper from either Dinsley or the Hutt Street Naval House and check out the full colour centre page of the aircraft at Albatross for the 50th Anniversary. I'll sell my copy for \$50. And yes, I have written to the RAAF Editor and expressed our thanks for all of their promotions leading up to and after the Main Event.

I shall close with this quote from Samantha Cohen, Daily Press... "Nigel Mansell is a highly experienced driver with an unblemished record of accidents."

Roger Harrison, Hon. Whipping Boy

A CYNIC'S LOOK AT NAVY LIFE

Me a cynic? No way mate, I was in the Navy too long, I'm just stating facts.

Gambling is a sin. At least that's what we were told for years in the Navy. Anyone caught gambling in the messes would be punished. Starting Price bookmaking was a sin and once again, anyone caught gambling would be punished. Gambling was evil and gamblers could not be trusted.

But when is gambling not gambling? Is it when it is called Tombola and is allowed in the Messes and canteens with the proceeds going to some worthwhile fund. Is the appearance of 15 numbers on Daily Orders each day for five days called gambling or is it really Daily Orders Tombola?

In the Navy I didn't gamble, but I enjoyed many, many games of Tombola. Once I won 90 pounds on Daily Orders Tombola. I'm glad I was not gambling.



News from the Divisions

QUEENSLAND

Secretary:
Trevor Tite



Division address:
Main Street Realty, 13A King Street,
Caboolture, Qld.4510

I'm just going to make this edition by the skin of my teeth. Over ran the deadline - Bob has given a few more days, thanks Bob. Hi to everyone out there from us up here in the sunny (but sometimes wet) state. We've certainly caught up with lost rain so far this year. As far as I know, none of our members have suffered damage from the floods. A fair bit of my pool paving collapsed but a word to the guy that did the job got some action and now it's better than ever.

We held a BBQ get-together at Miami Beach Gold Coast on 31st January and had a good roll-up. There was a bit of rain but all enjoyed the day.

Our AGM was held on 14th March at Currumbin RSL. Election of office bearers as follows:

President: Barry Lister

Vice President: Mich Blair

Secretary: Trevor Tite

Treasurer: Des Kelly

Committee: Eric Cottrell, Gary Reid, Bill Strahan and Ray Murrell.

Ron Powell and Bob Witt didn't stand for re-election and we thank them for the support over the past year. Sadly, we have no Gold Coast members on the Committee. Thanks to Max Gant for taking the chair during the procedure. Unfortunately, I wasn't able to attend due to looking after Marian. Mick took the reins - thanks Mick. It was decided to look at a few options for a mid year function. A trip on the steam tug 'Forceful', a steam train trip or a brewery visit. Enquiries are in hand now.

After some discussion re membership dues, it was proposed and seconded from the floor to increase the levy to \$10 p.a. making a total of \$25. It was passed unanimously. Our renewal rate this year has been better with about 20-25 outstanding. Last chance to renew coming up!

The Anzac Day arrangements are hopefully better organised for the afternoon at Bulimba Army Barracks. The new RSM is very helpful and will be arranging catering at \$5 per person, subject to final approval. We're last to march this year so will be a bit later than usual. I believe the FESR association are marching as well for the first time, well done. We hope our numbers won't be depleted.

There is a strong move to hold a Reunion Diving 2000. We're looking at a 'Mini' Reunion, similar to the one we held at Bundaberg with an open invitation to other state members to join in with us. We will be advising of a venue, date, etc. in the near future. The aim is to keep it simple, arrange your own accommodation, hold a dinner, maybe a tour or two. More to come on that. It will be fun!

We were sad to hear that Jack McLoughlin passed away early in March. Champ Manning (who lives just a few doors away from Jack's place) phoned me to say he'd passed away in his sleep in the afternoon. His funeral was on Monday 15th March and we

arranged a card and flowers on behalf of the Association.

Also Chuck Churcher

phoned to say that Tommy Dodds had passed on early in the year.

Shorty Neilsen is home again after another attack and has to use a wheelchair now. He and Shirley attended the AGM - good one Shirley! Don Vincent has had a stroke and is now in a Nursing Home in Caloundra, opposite the RSL. Trevor Tite tells me he responds well to FAA talk.

Flossie Nugent has been in Royal Brisbane Hospital for plastic surgery for sun cancer removal on her face. I phoned her and we had a good laugh. She sent Marian a beautiful bunch of flowers for Marian's 50th birthday. Thanks Flossie - you're a winner.

Ian and Florence Henderson sent a long letter and then we spoke on the phone. After a spell in Melbourne and Ian working for a couple of weeks for one of his previous clients, they now should be on the Great Ocean Road wending slowly westward. They were called to Shepparton to pick apricots etc. and then Florence had an argument with a steel ladder which took a chunk out of her hand - so, she was on compo for the first time in her life - her Doc. reckoned they should look for a more gentle style of work! Still, they're enjoying their travels and have met up with Tom Carroll and his wife a couple of times.

Dulcie Blair and Lorraine Tite have organised a couple of 'girls day out' lunches at the Treasury Casino, Brisbane and all enjoyed themselves. A few of the husbands attended as well (to make sure the girls kept out of trouble, of course!). These lunches could grow into bigger events!

Warren Walters had a marvellous cruise prior to Christmas, as a 'gentleman host' for 47 days. Had a lot of fun and is now in the US of A visiting a friend he met on the ship. He intends to be here to march with us on Anzac Day and me thinks we may meet his friend as well. He's pretty wrapped by the sound of things.

Marian is having a tough time this year. She came off steroids in January and has been home since then. It's left her very weak so her mobility is not much good. My brother is here full time and doing a marvellous job helping, backed up by various ladies who come each day during the week. She's in good spirits, looks great and sends her love to all.

Jock Collins, Trev Bolitho and Ray Murrell are working hard at the Queensland Air Museum at Caloundra Airport. Jock tells me the Gannet is coming on well, canopies, windscreens, getting the hydraulic operated canopy cleared to enable it to slide. The tail area is undergoing major surgery - props being repainted etc. The Sea Vixen has been repainted and looks brilliant.

Jock damaged a tendon in his ankle (gannet rash) and is taking it a bit easier. I told him he's not in the flight deck now. Margaret reckons he's the young, active one at the Museum! If any of you are on the Sunshine Coast, call at the Museum on a Wednesday. You could almost imagine being back on a squadron. Trev has them all jumping after stand-easy!

Okay that's it for this run.

Best wishes to all out there.

Barry Lister, President

Secretary:
Alan Andrews,
P.O. Box 88, Exeter, TAS.7275
Phone: (03) 6394 3448

TASMANIA



Time again to send in our news items and let the rest know our happenings and bits of interest.

Not a great deal has gone on I'm afraid. It does seem everyone has

settled in to the new and last year of the century.

Bill Lowe and niece Karyn have had a tour of Mainland Australia, no doubt they enjoyed every minute of it.

John Nobes has had an operation for throat cancer at a Melbourne hospital and from what we are told all went OK.

Ron Pennington from Hobart (ex Firefly Pilot) has had neuro surgery in Royal Hobart and although we've had no news from him we must assume he is OK.

To both these people we all wish you well.

Tasmania Division had its quarterly meeting and luncheon in

Launceston on 22nd February with a reasonable roll up. Too soon after Christmas to expect big numbers I suppose. But we all had a good chin wag - some played the pokies - no fortunes won. I'm told someone missed out on a sizeable win after leaving a machine to a later player. Win some - lose some.

A matter of interest - our Secretary Alan Andrews received a book entitled "Navy 1998" it seems this is an annual edition published on the activities of the RAN for this year gone by. I had a look at it and it's quite an interesting publication. Alan has written back to Navy as to availability, price, distribution and so on and will keep us posted on the subject. If any other Division has any info on it could they let him know so it can be passed on.

So till next issue time, we all wish you well.

From Tas. Division,

Jake - Matt Jacobs

WESTERN AUSTRALIA

Bevan Daws,
15 Byron Road,
Kalamunda, WA 6076
Tel: (08) 9293 0229

Secretary:

Theo Bushe-Jones,
PO Box 8336, Stirling Street,
Perth, WA 6841

Greetings from the West.

Our usual scribe, John Green, has decided to go off wandering around

Kalgoorlie in search of Golden Nuggets I think, and I have been conned into writing this newsletter.

As a result of the AGM in February we have a new Treasurer in Joe Jost and Eddie Cook is still our President. Theo is in there as Secretary. We are still very light on numbers at the meetings and I urge all the West Wallabies out there to get off their butts and support the great work done by so few.

It has been suggested by John that we have our meetings on a weekend followed by a barbecue; just a thought.

Anzac day is nearly upon us again and hopefully we will have a great turn out, again, this year. I have been informed that Pancho

Walters will be arriving in Perth on the 19th April and will be spending 10 days with us and will be attending the March.

I hear that Keith Doncon has a big smile on his face lately, whilst escorting his young lady friend, Sue, around Mandurah.

Theo is accepting names for yet another luncheon, hopefully to be held at the Esplanade or an even better venue. The last get together was a great success so maybe we can hope for even greater numbers.

It was with great sadness to hear about the sudden death of Trevor Eppis. We send Jan all our sympathy and support.

In closing I wish to thank all those responsible for the great job done in organising the reunion. Kaye and I had a ball and have already booked our bed for the next one. I would also like to thank George and Judy Szymoniczek for their marvellous hospitality in putting up with Kerry Sojan, Kaye and myself.

All the best from the West.

Bev Daws

I WAS THERE

We present snippets of interesting information from the eye witness of the event. Strange but true, the information is given without embellishment. Maybe it can be told another way but the story is in the telling.

The stands along Piccadilly, backing onto Green Park were filled by the ticket holders. A generous sprinkling of officers dressed in their best uniforms, sat in their seats talking with their companions. The general order given to all officers attending the Coronation Parade as spectators in the stands lining the route was, " uniform with medals and sword. As Her Majesty is about to pass by, you will stand and salute with your sword." NOT ONE OFFICER DID. I know cos I was there.

Another one from the coronation.

Several Admirals took part in the Coronation Parade in June 1953, they wore frock coats and rode horses side saddle. I know cos I was there.

Send your eye witness accounts to

The Editor, 4 Journal Street, Nowra, NSW 2541, Australia or Phone/Fax (02) 4423 3448.



News from the Divisions

NEW SOUTH WALES

Secretary: Mr Mike Heneghan
PO Box 28, Nowra NSW 2541
Phone/Fax: (02) 4441 2901



Greetings to all members throughout the State, trust you are all well and keeping yourself busy. Our AGM was held recently, a couple of new faces on the Management Committee and that can only be good news. Greg Wise and Keith Boundy join us to manage NSW affairs. The Management Committee for 1999 is as follows: President, Max Altham; Vice President, Nev Newbold; Secretary, Mike Heneghan; Treasurer, Denis Mulvihill; Committeemen, Kevin Longford, Ray Burg, Greg Wise and Keith Boundy.

My report to the AGM is included for the information of those who could not make the meeting.

"President's Report for the Annual General Meeting of the NSW Division of the FAAA held Sunday 21st March, 1999.

Welcome everyone to this Annual General Meeting.

The past year has been a very busy one for many, including the Management Committee. Our major assignment for the year was in organising and conducting the Golden Jubilee reunion celebrations and from reports which have filtered back, a successful and enjoyable time was had by all.

Everything at our disposal including accommodation and event venues was stretched to the utmost. This led to some things not going to plan for which the Committee apologises, however, the reunion was a success due largely to the numbers of people who 'came home' for the 4 days (or more). They intended to enjoy themselves meeting old friends and they did just that. Didn't you find (as I did) that all your old friends had not aged very much? 1044 members registered for the reunion and with family and friends accompanying them the total was nearly 2000 people which is an excellent result. The Committee and the Sub-Committee thanks all members, families and friends for coming and celebrating the Jubilee reunion and in so doing making it the success it turned out to be.

Very early in the Sub-Committee deliberations it was firmly established that we were not going to make a fund raising exercise out of the events being arranged, personal expenses for each person to get here, accommodate themselves and return home was itself considerable so it was important that the costs for various activities on the programme were kept at a minimum.

This we did - however - circumstances (in our favour) resulted in a considerable profit being made after all bills had been paid. This profit is going to be shared with each State Division (on a pro rata membership basis) and they can pursue their own aims and objectives with the aid of a few extra 'dollars'. I might add that the National Executive, NSW Division Committee and the Reunion Sub-Committee all agreed to this sharing of profit.

Our Management Committee met monthly over the past 12 months and all matters coming to our attention were dealt with (satisfactorily I believe).

Several of our elected Committeemen are not standing for re-election during this meeting. Terry Hetherington has decided to wear just 1 hat, that of National Treasurer. Frank McPherson is standing down — he has other commitments that prevent him devoting extra time for committee meetings. He is still involved with the sorting of A/C spares at the Museum so he will still be around and Clive Smithers found it necessary to step down several months ago.

To all you retiring guys, thank you for the enormous support you have given the NSW Division during the year. You will be missed from the Committee but you are not lost to the Association and that is the important thing.

Finally, thank you to all members of the Management Committee for having given your time on behalf of the Division with special mention of our Secretary Mike Heneghan and Treasurer Denis Mulvihill. Both these guys pay great attention to the affairs of the Division and as far as I am concerned we are lucky to have them.

Thank you members for allowing me to serve in the office as President, it has been a hectic but enjoyable year.

Yours aye, Max Altham"

As a result of a Notice of Motion dealt with at the meeting, Les (Juke) Matheson was made a Life Member of the NSW Division. This honour was very much deserved in recognition of the many hours he spent in promoting the FAA in general and this Division in particular. Les was out of town attending family commitments so we could not present the award yesterday so we will attend to that duty at our Anniversary Dinner in August.

Speaking of Anniversary Dinners, we plan to hold our 51st Dinner on Saturday 28th August, no details to pass on yet but please note the date. A Family Air Day is scheduled for the Sunday so it could be made into an enjoyable weekend. More info in the next Slipstream.

Very sad to note the passing of Jack McLaughlin recently in Mackay Qld. I had the privilege of being a friend of Jacks as did many others and I can only be thankful that I was able to see him at our Jubilee Reunion. My son Geoff lives in Mackay and I had him go to the funeral for me and he represented all NSW friends.

Newly appointed Museum Director, Mark Clayton, has slipped into the driving seat of our Museum and he is busily settling in. We welcome Mark (and his family) to the area and look forward to being associated with him.

Still a lot of overdue membership subscriptions which is a worry . . . and an expense. Providing 'Slipstream' to unfinancial members has been a big drain on Divisional funds and the committee has had to order the Journal for those who are financial only. If any of those around you happen to mention that they did not receive their copy of 'Slipstream', please ask them to check if their subscriptions are up to date . . . please.

Still on the subject of 'Slipstream', the Editor welcomes interesting 'bits-n-pieces' that might be of interest to other members. Does not have to be pages long (preferably not) and any photos sent to him are scanned and the original is sent straight back so please give it some thought. You can Fax the Editor on (02) 4423 3448 with your bits or you can Fax me on (02) 4421 6042 and I'll make sure he gets your input. My mail address is PO Box 28, Nowra, 2541 if you want to post anything.

If you have got this far, thanks for reading the NSW article, hope everyone is well and in good spirits and from the NSW members, best wishes to all other Divisions.

Yours aye, Max Altham

Secretary:
Ron Christie,
15 Bianca Court, Rowville, Vic.3178
Mobile: 0418 551 235
Phone: (03) 9764 5542 Fax: (03) 9755 5417

VICTORIA



Greetings and best wishes to all. As reported in the last edition of Slipstream the notice of the 1999

Victoria Division AGM, this did take place on the 14th February as promulgated and the Executive and Committee elected for 1999 is as follows:

President: Ralph Mayer

Vice President: John Champion

Secretary: Ron Christie

Treasurer: John Ikin

Committee: Alan Clark, Les Jordan, Geoff Litchfield, Bill Martin, Ian Stanfield.

There were forty members in attendance, including two visitors from the Queensland Division, Florence and Ian Henderson, two new members were signed up on the day, they were John 'Swampy' O'Donnell and George Self, both full members. Prior to the meeting Alison Henshaw signed up as an Associate member. A traditional 'Welcome Aboard' is extended to those new members.

Whilst on the subject of the AGM, a special notice of congratulations to John Ikin, John has held the office of Treasurer of the Victoria Division since day one of its formation on the 4th February 1984, a sterling effort. Frank Crowe is moving house in the near future and declined nomination this year, on behalf of the members thank you for your efforts over the years on the committee etc. hoping all works out well with the move and keep in contact Frank.

Mark these dates on your calendar: General Meetings for 1999 are 28th March, 6th June, 4th July, 12th September and 5th December (Xmas break-up).

Anzac Day March and Reunion: Firstly the March: Mustering point south east corner of Swanston and Flinders Streets (approximately 100 metres down Flinders Street) usual spot, form up time is 0840 at the latest.

Anzac Day Reunion: If you require lunch a two course meal is as follows - Spit Roast as a main meal followed by sweets.

Once again we have secured the services of the same caterers, so we know the meal will be good and the cost is the same \$10.00 per person. This year no ifs or buts we will be adhering strictly to the bookings and prepayment, not having people turning up on the day expecting to, and in some cases like last year, demanding they be able to receive a meal, creating a lot of unnecessary stress

on all concerned, especially the Social Co-Ordinator and Caterer.

So remember the criteria is: NO BOOKING, NO MONEY, NO LUNCH.

If you have not already done so, book now! Close off date is 16th April, 1999. All cheques made payable FAAA of A (Vic) Thank you.

The after March Reunion venue is the Melbourne Naval Centre (ESU) 146 Toorak Road (West) South Yarra, full bar facilities will be available (as usual) drinks at club prices.

Come along make the effort to attend on this memorable day, join your ex shipmates and show the strength of the Fleet Air Arm Association.

Another date to pencil in on your calendar, the RAN FAA Annual Memorial Service to be held on the 29th August 1999 commencing at 1100. The Service this year will be held at Our Lady of the Sea Chapel at HMAS CERBERUS. Followed by a brief Service and Wreath laying at the RAN FAA Memorial Plaque in the Memorial Gardens.

ON completion of the ceremonies all members are invited back to the WOSSM for light refreshments, once again let the Social Co-Ordinator or Secretary know by the 23rd August so the necessary catering arrangements can be carried out and, of course, full bar facilities will be available with drinks at Mess prices, so please keep that date in mind.

Several of us intend heading off to the Apple Isle to attend the All Ships Reunion at Ulverstone over the 5th, 6th and 7th November, 1999. These are the dates of the Reunion, but a number of us are going over in the Spirit of Tasmania, departing Melbourne 3rd November 1999 and depart Tassie on the 13th, taking our cars with us of course.

A number of us attended this Reunion several years ago, then travelled here, there and everywhere around Tasmania in convoy, it was an excellent time, good company, good food, a lot of laughs and a lot of beautiful country. So if anyone is interested I suggest you get your bookings in promptly. The people to contact for the Reunion are: Bob & Jean Boyd, PO Box 220, Ulverstone, Tasmania 7313.

So if anyone is interested in joining our little caravan they are most welcome.

Yours Aye. Ron Christie

The Ship's Sports Day Again

You betcha this is going to be a great day. I've trained and trained and now the time has come to perform in front of all my mates. If I'm real lucky I might get one of those beaut cups on display. Today I think I'll go into the high jump, long jump and hop step and jump, maybe even a race or two.

That's funny, these shorts fitted me last year when I wore them, but now they seem tight everywhere. That's alright, it will give them that 'painted on' look. I'll wear this singlet my wife washed with her clothes. The boys won't mind some-one wearing pink. And now for my running shoes. Ah! That's got them on. These will give me an advantage over the other competitors. As I run towards the cross bar, I can feel the power gained from those weeks of training. Now with little effort I leap and clear the cross bar by about 15cm. Again and again I leap and clear bar until there are only the two of us left. Now the excitement rises in me, now is my chance to win, now I will put all of my effort into this final leap. He runs up to the bar, leaps and knocks it off. My turn, I run up to the bar, leap and knock it off. The officials come over onto the mat behind the posts and start talking between themselves. It must be close. It must be a countback. They look at me and beckon me to approach. With a smile on my face and pride in my heart I go forward to collect my prize. "You Sir are disqualified," they say, "You have ruined the landing mat, churned up the flight deck paint and punctured a fuel hose. Don't you know that wearing running spikes is dangerous, especially on a steel deck."

Gee, now I can't wait to get ashore, I bet my shoes will do good on the turf.

The Ex-Birdie Athlete

Establishment of Australia's First Naval Air Base **HMAS ALBATROSS**

Part Two

Sam Smith was a motorcycle despatch rider delivering messages and orders between Sydney and Nowra, among other places:

'My stay at Nowra Base was a very happy one. Our Commanding Officer was Lieutenant Barrow who worked in the gold mines in South Africa before the war and was a gentleman. On the troopship SS STIRLING CASTLE 26,000 tons in which we sailed over we had a sing song one night and he sang Danny Boy after which that is what we used to call him.

I was the only dispatch rider on the Base and had two motorcycles, one was a British 350cc Ariel and the other an American 500cc twin cylinder Indian. My duties were to take documents etc. regular from the Base to Sir Bruce Fraser's office in Sydney and to ships in the docks. I could do the trip to Sydney and back comfortably in one day but on many occasions I would stay the night in Sydney and go to the cinema or theatre, or Luna Park which was an entertainment place very similar to a Fairground.'

Mrs Brodie forwarded the story of her husband who was in the RN BPF and visited HMS NABBINGTON in 1946. Interestingly, she comments on the 'Brides Ship' and is the only reference we have of HMS VICTORIOUS departing for England after the war with Australian brides of RN sailors:

Ted joined the Royal Navy on 7 September 1942 at RN Barracks, Lee-on-Solent, most of his training as an observer took place in Walrus, Swordfish Lysanders, Albatross and Ansons at ARBROATH in Scotland, and then before joining his pilot and gunner in Lewiston and Boston, USA to collect their Avenger and form what he believed was 857 Squadron.

Immediately on their return to England they were transferred to 847 Squadron then attached to Coastal command at St Eval, and later joining HMS VICTORIOUS with the same squadron to become involved in the South East Asia campaign. The bombing of Palamborg, Sumatra oil refineries in January 1945 was on the list. On arriving in Sydney, they left the VICTORIOUS and spent short periods of time on HMS SLINGER, HMS UNICORN, HMS FENCER at Ponam, Manus, before returning to Nowra to join 854 Squadron at the close of the war.

Ted returned to England in May 1946 on the ATHLORE CASTLE, after we were married at Nowra in September 1945. I followed him to England in July 1946 on HMS VICTORIOUS with seven hundred brides on board. We arrived back in Australia in March 1949 to live in Sydney.'

Edward Charles Brodie RNVR FAA. Died 25 April 1997 at the age of 73 years.

The following article discussing life at Nowra through the eyes of a civilian appeared in Wings magazine - 15 May 1945, written by the RAF Special War Correspondent, Burton Graham:

The Fleet Air Arm in the Gum Trees

It all began back in 1661 when Charles II was King. Every British Naval Establishment had to be named as one of His Majesty's Ships, so that everyone could be placed on the ship's books. The fact that a person is "on the ship's books" is legal proof that he is subject to Naval discipline, which itself is based on the Articles of War.

Thus, when you are driven on to the former RAAF land base on the coast of New South Wales, you are boarding a British man-of-war, HMS NABBINGTON. Perhaps, it would be more correct to say you are boarding an aircraft carrier, for its flight deck - the hardstanding - is alive with the din of roaring motors.

Parked in lines, their wings folded, were Avengers, Hellcats, Corsairs and Seafires when I arrived at HMS NABBINGTON. There was a busy training programme in progress: torpedo attacks with runners and concrete torpedoes - against a sleek destroyer emulating the evasive tactics of an enemy cruiser - and practice landings on a carrier a few miles out to sea. Many of the newer pilots were doing practice "addles" - making landings by following the visual signals of the batsman. This batsman, I found, was an

experienced pilot. He was armed with two yellow ping-pong bats. By means of signals with these bats he told the pilot come on faster, OK, come on as you are, go lower, go higher, too fast, go slower; or he waved him off to go round again. At night, the batsman wears a harness, which carries three yellow lights, one on his chest and one in each hand. On board HMS NABBINGTON the atmosphere is wholly naval.

The day begins with Divisions and Morning Prayers, carrying on the centuries old tradition that divine worship must be carried out daily on each of His Majesty's Ships. The Chaplain is an Australian, Chaplain Knox, who was with the British Fleet in the Normandy invasion.

I found that the CO of the Station is called the Captain, who normally on a ship is in charge of the safety of the vessel. The Adj or SAO is the Commander. The Master-at-Arms is much the same as our WOD. And in place of our Duty Stooze, there is the Officer-of-the-Day who, on board, is the Officer-of-the-Watch.

Life aboard HMS NABBINGTON is ship like in every respect; the parade ground is the "quarterdeck"; the mess is the wardroom; when an officer gives an order to a seaman and then changes his mind, he says: "Belay that" That means: "Forget it, delete all reference."

Another quaint old custom I found during the pay parade. The ship's company rating, on approaching the Paymaster, would "off caps". Each rating would place his cap in front of the paying officer and his money would be tolled out into it.

I was told that this procedure dated back to the days when seafaring men were paid in coins; at the end of a long voyage they would have so much due they needed their caps to carry it in.

"It's also very useful for checking on haircuts", the Master-at-Arms told me.

The Liberty Boat is the tender that takes men into town at 1430 hours each day. The "Liberty men" are inspected during a parade before leaving the ship. They are inspected again when they return "on board".

The shore patrol consists of ordinary seamen who take their turns to do the job carried out by our SPs. Each man has his turn at shore patrol and plays a part in keeping discipline in public places. The seamen on HMS NABBINGTON have their "beer canteen" as well as the officers. Each man is also entitled to his daily tot of grog, which consists of rum and water. "Neaters" - undiluted run - is given after actions and under special circumstances. The officers receive theirs neat on all occasions.

Going back to Nelson's day, the Officer-of-the-Day carries out a thorough inspection of the ship's quarters. The Marine bugler goes into the cabins first and sounds the G-note. The Petty Officer says: "Attention for rounds," and walks in front of the Officer-of-the-Day.

I found that most of the slang used by the men was much the same as that used in the RAAF, with some exceptions.

A Shore Establishment is called a "Stone Frigate". The sea is the "ogwash" or "oggin" - instead of a plane going in the drink, it goes in the ogwash.

The Met Officer is called "Seaweed", the Dental Officer "Toothie", and the Ship's Carpenter, "Chips".

A Seagull Floatplane is a "Stringbag" or "Shagbag". A "Sprog" is an "urk".

And a mysterious person by the name of Harry keeps cropping into the conversation. If you've "had it", it's Hadders; if you're going to bash the spine, or "flake out", it's Harry Flakers and so on.

The men of the Fleet Air Arm have their songs, too. One night in the Wardroom I was introduced to some of them One of the lyrics went -

*They say in the Air Force the Landing's okay
If the pilot can step out and still walk away;
But in the Fleet Air Arm the prospect is grim
If the landing is poor and the pilot can't swim
When the batsman gives lower, I always go higher
Straight into the barrier and prang a Seafire -*

*The boys up in goofers all think that I'm green
But I get a commission from Supermarine.'*

723 Squadron later joined by 706 Squadron were both resident squadrons providing the necessary training to the Fleet and aircrew. 723 Squadron was a Fleet Requirement Unit (FRU) and provided targets for the ships and fighters while 706 Squadron was a Refresher Flying School with all types of aircraft flown by the BPF. The Senior Pilot of 706 was an Australian.

On 2 August 1945 the 3rd Carrier Air Group formed up at RNAS Nowra with Avengers and Corsairs. Shortly afterwards, on 15 August 1945 the war ended and VJ Day was declared.

The run down of the BPF commenced but squadrons continued to arrive at Nowra. Some to pay off, leaving their aircraft here in Australia and the officers and men catching the first available troopship home to "Blighty", or to take their "demob" in Australia.

As MONAB 1 (HMS NABBINGTON) was the longest serving RN FAA Unit in Australia she was the first to pay off, on 15 November. On the same day, RNAS Nowra became HMS NABSWICK (MONAB 5 transferred from Jervis Bay) and the run down continued. Jervis Bay was returned to the RAAF.

In February 1946 HMS NABSWICK's Ships Company and remaining Squadrons sentimentally marched through the streets of Nowra to say farewell to the town.

On 18 March 1946 HMS NABSWICK was paid off and the Royal Navy finally departed Nowra. The Base was returned to the RAAF, albeit in a caretaker capacity, 'to be retained, but not maintained'. 828 Squadron remained until 5 May 1946 when they flew back on board HMS INDEFATIGABLE.

It was on 8 May 1948 that a party of cars and trucks departed the Main Gate of HMAS PENGUIN heading south to the deserted airfield at Nowra. They were the advance party tasked to bring the airfield back to life to be commissioned as HMAS ALBATROSS, the first Royal Australian Naval Air Station.

One can well wonder what the members of the advance party thought when they first arrived and looked out over the desolate scene of wartime buildings and hangars. The base had been virtually abandoned for two years and over that period all the buildings had been vandalised, doors torn off hinges, windows broken, fittings stripped, wash basins and toilet bowls broken etc. Tumbleweed rolled across the airfield and around the buildings. One of the five hangars, when it was first opened was found to be guarded by a large black snake which took great umbrage at being disturbed and reared up to strike the intruders - but they had all fled. One might have said that it resembled a ghost town.

It would be the job of the new arrivals to put it all together, vanish the ghosts of yesteryear, restore power to the airfield and have it all ready for when the first aircraft was to arrive in 1949. It was a daunting task.

One of the major problems was a lack of electrical power. It was a time of industrial unrest, with the electrical and coal unions calling frequent strikes: the equipment available was in poor condition and limited supply. On top of all that communications to the outside world consisted of one telephone shared by all the staff officers.

Fred Randall joined RNAS Nowra (HMAS PENGUIN as it was then) in early 1948 as an Electrical Warrant Officer on 2 years loan from the Royal Navy. He had served out the war at sea and first arrived in Sydney 10 May 1945 on HMS IMPLACABLE as part of the British Pacific Fleet. He was therefore no stranger to Australian shores and this is a precis of his account of Nowra preparing for Naval Aviation:

'In early 1948 I arrived to live in the Prince of Wales Hotel in Nowra as there was no officers accommodation on the base.

The hotel was owned by Wally Watson and he and his wife Mary ran it. As I arrived I was greeted by Mary and I said "After 5 hectic weeks on the ship I'm due for a rest." Mary's response was clear "If you have come for a rest you've come to the wrong place. The weekend starts in Nowra on Thursday night and it doesn't finish 'till Tuesday morning." Certainly at the Prince of Wales Hotel that was the way of it!

As this time the law on drinking and the sale of intoxicating liquor

was vastly different from today. The pub closed at 6.00pm and there was the 6.00 o'clock "swill" with everyone trying to get last orders from 5.30pm onwards. Neither hotels nor bottle shops were allowed to be open to the public on a Sunday. Guests at hotels were treated differently as were "bone-fide" travellers who had to have a least a specified distance and had to sign the book and to provide addresses. Similarly drinks were not on sale nor supposed to be taken into functions and dances. The way this was overcome was that booze was left in a car the minimum prescribed distance away from the location of the dance or smuggled in soft drink bottles.

Whilst there was a wet canteen on board, there was nowhere a sailor could get a drink after 6.00pm on a weekday or on a Sunday away from the Air Station. It was this law that had a great deal to do with the creation of the "White Ensign Club" at Nowra for sailors.

Most of the buildings which had been left when vacated by the RAAF and the RN had been vandalised, most windows were broken and what little resemblance they had to their original state was (in the case of the concrete bomb dumps) further devastated by the sailors when they held what were known as "Smokey Joes" in them. A fire was lit for heat and light, and a keg or two of beer breached. These Smokey Joes were generally held when one of the RAN sailors paid off. This was an era in the RAN when sailors stayed on for only 2 years.

At this time depending on the weather the Air Station was either a sea of mud or an enormous dust storm, although efforts were being made to sow grass and encourage its growth.

Because sailors were in residence but no officers, the junior officers were on a roster to do Duty Security Officer. On my first night after doing rounds, the driver, an RAN sailor and I returned to the guardhouse. There he asked me whether I was going to go with him to put the car in the hangar. I said, "I hadn't intended to but did he want me to?" "Yes please Sir". The last time I was just locking the hangar door and "I turned around and there was this aborigine with a long knife". I asked, "did you catch him?" to this the sailor replied, "Who me?, Jesse Owen wouldn't have caught me as I ran back to my quarters". After locking the car in the hangar, I went to the room supposed to be habitable for the Duty Security Officer. I found there was a broken window immediately adjacent to the head of the bed. In fear of being slain in my bed I spent the next two hours shifting the wardrobe adjacent to the window and the bed across the door! It appeared that the derelict Air Station buildings had been used by aboriginals of the Nowra district until the Navy returned. In the early days some were still around.

The aftermath of the 1939 - 1945 war had left NSW in a desperate state for power supplies and even when there was power (when the miners were not on strike), there were insufficient transformers. The transformer supplying power to the Air Station was to be increased in size progressively as the need increased. Meantime all areas had to take their share of power-cuts when the whole district was blacked out.

We were desperate to get a stand-by diesel supply but as soon as one came on the market, those with cash in hand snapped them up. Sydney's department stores had their own stand-by sets. The Naval Air Station did not!

With thoughts on where to get stand-by power I remembered that there had been a MONAB at Nowra when the British Pacific Fleet had been in Australian waters. I wondered where their mobile generators had finished up. Enquiries soon located them on the RAN's Transport Works Depot at Bunnerong, however, the prime-movers of the trucks had already gone! We got our hands on a number of these generators and had emergency power points set up in key areas of the establishment; the ships company galley, the communications building and elsewhere. Depending on the power needs at the time of the black-out, these motor-less trucks with their generators were manhandled or pushed and shoved through the mud by the Duty Watch and more often by Electrical branch volunteers.

It was only later after the CAG arrived that we negotiated with the 'El-Supremo' of NSW Power (a Mr Conde if my memory serves me right) that powercuts at the Air Station would only be when we were not operating aircraft. This tended to make our turn for blackouts in the evenings, unless there was night-flying.'

VALE

Fleet Air Arm Top Bean Counter Closes Muster Book for the Last Time

Older members of the FAAAoA will be saddened to learn that Naval Stores Warrant Officer (Rtd) Keith Burchell passed-on during the first half of 1998. Keith was one of the original Air Stores staff when the FAA was formed in 1948, the Air Arm having its own dedicated stores branch in those days (Fred Dawson, of Nowra, an Association members, was also one).

Keith had an outstanding career in the RAN, starting 'at the bottom' as an Ordinary Stores Assistant during the latter stages of WW-2, for which he held the 39-45 medal. After serving in the Occupation Force in Japan he saw service in Korea and Later Vietnam - not too many of us got to serve in three major wars. As well as medals for all those campaigns he held the UN Medal, the DFSM, LSGCM and RASM. Additionally, he was awarded a USN Commendation and an RAN Board Commendation, both for his service in Vietnam.

In 1963 Keith was posted as a member of the commissioning crew for HMAS HOBART when she was later brought back from the USA. He remembered HOBART with great affection - so much so in fact that he managed to secure a unique number plate for his car: DDG 39.

Those who stayed on in the permanent RAN after WW-2 enjoyed fairly quick advancement and Keith was promoted LSA(N) in 1947, then PO(SN) in 1948. He was in the original contingent to UK in 1948 to join the 20th CAG, returned in SYDNEY, then came to ALBATROSS in 1949. Eventually,

the specialist Air Stores Branch was incorporated into the General Naval Stores Branch and thereafter, Keith had many postings to a wide range of ships and establishments but kept in touch with the Air Arm at various times. He retired in 1975 as a WO(SN). However, he didn't leave the Navy entirely because he joined Hawker de Havilland in the Air Stores Department when HdeH was the RAN's main air repair contractor.

Keith became a Director of the Parramatta RSL and was also active with the Registered Clubs Association. His passing elicited many tributes, including from Parramatta's Lord May at the time, John Haines, himself a Vietnam veteran. As might be expected, Keith's ashes were scattered at sea after his funeral. So passes another foundation stone in the RAN's FAA history.

Hope Burchell, Keith's widow, lives an active life in the refined suburb of North Parramatta. Her sideboard is crammed with Keith's naval memorabilia and she has another very visible and mobile reminder of Keith too: the car she drives has a very special number plate - DDG 39.



Keith Burchell and Daughter-in-law at ANAM

Courtesy 'Parramatta Advertiser, Wednesday 13 May, 1998'

HONOURS FOR TOP CAREER IN NAVY

Parramatta RSL Club director Keith Burchall, who died last week, had a distinguished Navy career including honours from both the Australian and United States governments.

Mr Burchall, who was 70, was born at Wentworthville and attended Wentworthville Public and Arthur Philip High schools.

He was just 17 when he joined the Royal Australian Navy in January 1945 and when World War II ended he remained in the service.

His first ship was HMAS QUADRANT in which he served six months with the British Commonwealth Occupation Forces in Japan.

He went to England to train for Fleet Air Arm duties, joining the 20th Carrier Air Group to return home aboard the aircraft carrier HMAS SYDNEY on her delivery voyage to Australia.

He remained with this ship as a member of the Sydney Air Group for service in Korea in 1951.

In 1963, Mr Burchall was posted for training in the US and to join the commissioning crew of the guided missile destroyer HMAS HOBART. He returned again to Australia in this ship in 1966 and the following year went with HOBART to Vietnam where the ship served with distinction earning the United States Navy Meritorious Unit Citation.

Mr Burchall transferred to HMAS VENDETTA, also on Vietnam service, in 1969.

He was awarded a Naval Board Commendation for his service in Vietnam.

His final sea posting was to another guided missile destroyer, HMAS BRISBANE. He retired from the RAN as a Warrant Officer in 1975.

Parramatta RSL Club president Tom Montgomery said his old board election adversary had been "a great bloke with a great sense of humour".

"He challenged me for the presidency a number of times but we remained good friends. There was no malice in Keith Burchall and he was a conscientious director who worked hard for his club. He will be hard to replace." Mr Montgomery said.

Mr Burchall had been a member of the club — his father was a former president — for 27 years and a director for 17, becoming a life member.

He had been active in the club's house, promotions and entertainment committees and the darts and golf clubs and was Parramatta's delegate to the Registered Club's Association.

Parramatta Lord Mayor John Haines, metropolitan vice president of the RSL in NSW and also a Vietnam veteran, said Mr Burchall's death was a "sad loss to the ex-service community as a whole".

"He was well known and respected far beyond the confines of his own prominent 'home' club and sub-branch at Parramatta," he said.

Mr Burchall was to have been keynote speaker at Parramatta's Anzac Day commemorations this year but was admitted to Westmead hospital prior to the event.

A funeral service was held at St Monica's Church North Parramatta, yesterday followed by cremation at Pine Grove. His ashes will be scattered at sea.

James Anthony (Curley) Fahey, AM Naval Engineer and Veterans' Counsellor 1924 - 1998

Commander James Fahey, who was known throughout the Navy and the Veterans' Community of Australia, as Curley, has passed away and his death has left a void which will be extremely difficult to fill in the counselling of former Service personnel and their widows and families. He had great concern for the rights and welfare of returned and retiring servicemen and women and worked tirelessly on their behalf. His care and compassion were a by-word amongst ex-Service organisations.

For several years his health had been failing, but it did not stop him carrying on his heavy schedule of work for the Ex-Service community almost until the final hospitalisation which terminated in his death from secondary cancer, two and a half weeks later. His funeral service was held in the Dockyard Chapel, Garden Island and was attended by a great throng of friends and admirers from the Navy and the wider Veterans' Community.

Curley was born in Randwick, but at an early age his family moved to Melbourne and his secondary education was undertaken at St Joseph's College, Abbotsford, an academy noted for its strict adherence to the disciplines of learning. It was not a finishing school for the weak-kneed or faint hearted.

Shortly after his eighteenth birthday he joined the Navy as a Stoker II in January 1943 and because he had former fitting and turning training, was able to complete a trade test to become an Engine Room Artificer.

He saw operational service in New Guinea/South West Pacific theatre, serving in HMAS WAGGA for two years and then in HMAS DIAMANTINA. It was in this ship that he was present at the Japanese surrenders at Torokina, Mauru and Ocean Island.

Curley remained in the Navy after the war and was almost continuously at sea until 1953. He served in the Korean War in HMAS ANZAC, after which he underwent specialist aircraft catapult training and subsequently served in the aircraft carriers HMAS VENGEANCE and HMAS MELBOURNE. He completed three tours in the Far East Strategic Reserve in the latter ship.

In 1955 he was promoted to Commissioned Engineer. He'd worked his way through the junior ranks in a wide variety of both sea and shore postings. His analytical and inquiring mind led to positions with the Fleet Engineering Staff, conducting inspections and working on refit planning in the dockyard. His skills were recognised when he was made a Member in the Military Division of the Order of Australia in 1975 and he was always proud that he was honoured in the first Order of Australia Awards granted.

Further recognition of his abilities came in 1976 when he was promoted to Commander. Upon retiring from the Navy in 1979 after 37 years' service he joined the Repatriation Commission where he worked for five years on pensions and related matters. He had a remarkable capacity to read, remember and apply provisions of the relevant acts and these abilities were put to extremely good use during his time with the Commission.

After his second retirement the Regular Defence Force Welfare Association was fortunate to obtain his voluntary services and he quickly applied his knowledge and expertise on pensions and entitlements, dedicating himself to helping his fellow servicemen and the welfare of their families. His knowledge of the law and the various Acts and determinations, ensured that his advice and input were sought on a wide variety of service-related matters by the whole family of ex-Service organisations.

He was a member of the Minister's Advisory Committee on veterans' interests set up by the Hon Sciacca when Minister for Veterans' Affairs. His intellect and integrity were highly respected by all with whom he worked. One of his unfinished projects which regrettably was not resolved before his death, was to have the decision not to grant the Navy full repatriation benefits for Far East Strategic Reserve Service, reversed. The shameful and inexplicable refusal of succeeding Governments to grant the Navy equity with the Army and Air Force, was a cause he had fought for a number of years.

Curley married in 1950, Nola Joyce Cook, who survives him as does his daughter, Susan and son in law, Keith.

His lasting tribute will be the many veterans and their wives and widows to whom he has brought security and happiness.

Courtesy RDFWA

It is with great sadness that I advise you of the death of my dear wife Betty on 20th February 1999, age 74 at the Hervey Bay Hospital. She had suffered from bowel cancer for several months and an operation last July proved unsuccessful.

Betty will be remembered as the author of "Full Circle - A Young Wife's Tale" in the October 1997 edition of SLIPSTREAM where she detailed her experiences travelling from England to Nowra to join me and her life there. This triggered off the now popular Womens Section.

It would have been our 50th Wedding Anniversary next June.

She will be sorely missed by us all.

Regards, Tom Allwood, Hervey Bay, Qld.

TOM, I AM SURE THAT ALL OUR READERS WILL BE SADDENED TO LEARN ABOUT THE PASSING AWAY OF YOUR WIFE, BETTY, EARLIER THIS YEAR AND JOIN ME IN EXPRESSING OUR DEEPEST SYMPATHY AT YOUR LOSS.

AS YOU SUGGEST IN YOUR LETTER BETTY PENNED HER OWN MEMORIAL WHEN SHE WROTE OF HER EXPERIENCES IN "FULL CIRCLE - A YOUNG WIFE'S TALE" WHICH, BECAUSE IT WAS PUBLISHED IN SLIPSTREAM, NOW BECOMES PART OF OUR RECORDED HISTORY.

WOMEN'S BUSINESS EDITOR

This is to advise the passing of Maurice V. McNulty (Ex - CAAH) who passed away 17th March, 1998 at Belura Private Hospital, Mornington, Vic. aged 71 years. He served from December 1945 until April 1967 in the following ships: WARREGO, SHOALHAVEN, VENGEANCE, SYDNEY, MELBOURNE, ALBATROSS AND CERBERUS.

Somewhat belated report but I am sure many will remember old Maurie and give him a thought.

Eric Bush

South Australia Division advise of the death of their member Jim (Blue) Elston, during February this year - actual date unknown.

ACT Division advise the death of one of their shipmates, Arthur Hussey after a long fight against cancer. He was always cheerful even in the face of adversity.

Training and Another Learning Process

A great number of us older ex Fleet Air Arm men received our training in the United Kingdom. We served at Air Stations in England, Scotland, Wales and/or Northern Ireland and quite a few of us brought back wives from these areas.

Our training came in various ways, in the class rooms, in the hangars and everywhere on the Air Stations. I can remember the Active and Passive Defence Exercises in the snow and ice at Arbroath, the Assault Course and the Australian's endeavour to be the fastest at completing it, the Australian contribution to the football and other sports teams, but there are experiences that stand out and need to be told. Some wives have told their stories of the hardship in learning to live in a new country and over the years we have heard stories of happenings from some of the men but there must be hundreds of other stories waiting to be told. I personally have heard many of them and would like both the older and newer members of the Association to also hear and perhaps read them in SLIPSTREAM, but they are not my stories to tell. Really, one does not have to be a journalist to put pen to paper so I'll tell you about what happened to me in my "training".

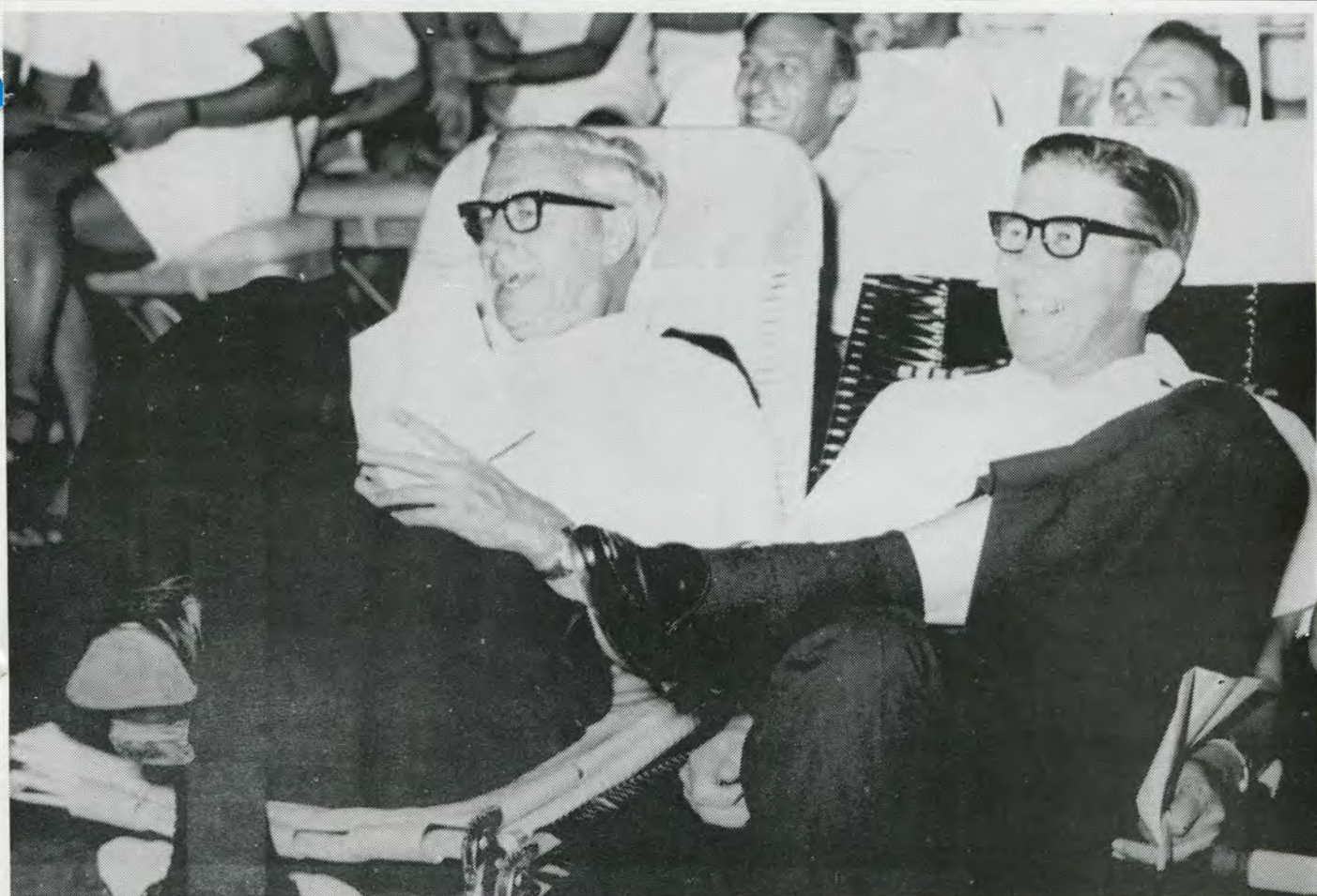
In the early nineteen fifties at HMS FULMAR, the Royal Naval Air Station at Lossiemouth in the north of Scotland, we on 766 Squadron, had been practising 'evolutions' for weeks. If we had a "fire" in our hangar, we could roll out the fire hoses and spray water, we could easily move those large wheeled, dry chemical powder fire extinguishers, (we developed a technique to tip and roll in one movement), and we could clear the aircraft out of the hangar, all in just under five minutes. All of this of course, while conducting a normal flying program. Now we were ready for the Admiral's inspection.

Divisions came and went without incident and the other inspections proceeded. We, on the squadron were all keyed up this particular day because the buzz going around was that E Hangar, the hangar of our squadron, was the site chosen for the fire exercise. Nothing concrete mind you, just a buzz. Naturally we listened with great intensity for the pipe that would let us show the Admiral how good we were. Word came down to us from the lookouts that the Admiral's party was approaching E Hangar.

At exactly 1120, the pipe was made, "For exercise, for exercise. Fire. Fire. Fire. For exercise, fire in crackle, crackle, crackle, crackle, E Hangar." Our elated state of mind(s) took over and we did not wait for the repeat of that pipe. Our reaction was immediate and positive: The whole squadron, air crew, ground crew and even stray visitors sprang to the tasks of operating tail wheel steering arms, directing the movements of aircraft or just pushing aircraft, ground equipment and anything moveable out of the hangar. The hangar was cleared of aircraft, we had sprayed water from the deployed fire hoses and we fell in to be mustered by the Air Engineer Officer in a tad over three minutes, a record time. Yes we had created a new record.

The next day after the Admiral and his staff had left the Air Station, a note from the Captain appeared on the squadron notice board outside the CO's office. It read: "The Admiral informed me he was impressed by the speed, efficiency and enthusiasm 766 Squadron personnel displayed in clearing aircraft and equipment from E Hangar during his inspection. Unfortunately for you, the site of the fire exercise was in the Flammable Liquid Store at the Western end of E Hangar. Had the 'fire' not been an exercise, the squadron would have lost half of its aircraft. Consequently, he asked me to convey to you a very qualified "Well Done".

The Trained Ex-Birdie



l to r: RADM O.H. Becher - Captain H.D. Stevens (HMAS MELBOURNE 1964 "Off The Cuff")



Peter Girven (Nurse) - Charles Lloyd (Doctor) (HMAS MELBOURNE 1964 "Off The Cuff")

