

Slipstream

Established HMAS Albatross 1957



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Divisions at HMAS ALBATROSS

Photography by PO PHOT Shane Camron by courtesy RANAS Photographic Section

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FOREWORD

As Commander Australian Navy Aviation Group, I take great pleasure in writing this forward for the Fleet Air Arm Association journal *Slipstream*. I congratulate David Farthing as the incoming national president and thank Toz Daswell on his sterling service as outgoing president.

Recent years have seen the Fleet Air Arm engage in its most operational period since the Korean War. With a record number of flights at sea and continuation of training the FAA has once again demonstrated its professionalism and commitment to providing an outstanding capability to the RAN fleet. All Squadrons have achieved a high serviceability rate and have had the most number of aircraft at sea since the carrier HMAS MELBOURNE.

723 Squadron has continued to provide excellent training, not only to pilots, observers and aircrewman but also to the fleet. During the past 12 months 723 Squadron has had a total of 12 detachments at sea ranging from participation in the Minor War Vessel Fleet Concentration period in Darwin and Cairns, to a three month detachment to South East Asia and support of Operation RELEX. This outstanding contribution provided essential aviation exposure and training to fleet units including patrol boats, hydrographic ships, ADELAIDE and ANZAC class Frigates.

805 Squadron has accepted the sixth of eleven Seasprite with trials and training continuing. In December, 805 Squadron is due to conduct an airworthiness board. It is expected that the board will approve continued flying activities that will result in first of class flight trials being conducted early next year. The Seasprite, once completely on line, will provide the fleet with an unrivalled Anti Surface Warfare capability.

816 Squadron continues to support the fleet whilst providing five flights at sea. They have maintained a high rate of training during the year, training a total of personnel as Pilots, Airborne Tactical Officers and Sensor Operators. The ship flights have completed an outstanding year. Notably, during operations in the Northern Arabian Gulf, HMAS STUART's Seahawk Flights' aircrew and maintainers, were involved in a rescue operation and casualty evacuations following an attack on USS FIRE-BOLT. On their return to Australia I had the pleasure of flying out to HMAS STUART to present the Flight Deck Team with a CANAG commendation for their outstanding efforts.

817 Squadron faced some difficulties with aircraft issues throughout the year, however, this did not diminish their determination in embarking three aircraft to sea in September. With all three aircraft based on different platforms, 817 Squadron could be excused if they felt a little stretched. Due to a lot of hard work and positive attitudes the detachments achieved the aim of providing a valuable capability for each fleet unit and exercise .



Cmdre G.A. Ledger RAN
CNAG

Over the 12-month period 817 Squadron and flights participated in eight operations and exercises both in Australia and abroad. 817 Squadron is the operational response Squadron over the Christmas period and they remain poised to provide support to the community if the need arises.

After such a busy operational period for the Aviation Force Element Group, HMAS ALBATROSS and support units, it is now time for all of us to reflect on a job well done and take time out to relax and recuperate with family and friends. To assist in maintaining the fleet's operational focus and to allow us time for rest Chief of Navy has implemented a new initiative called 'Sea Change'. Some of these initiatives involve personnel management, fleet wide safety and the recognition of excellent service away and at home. The changes will be implemented over the coming six months.

The Fleet Air Arm is a proud and noble organisation. Over the past few years we have been tested on our abilities, determination and professionalism. I believe that we have maintained the impressive standard set by past members. We continue to strive to make all those that have served and are serving in the RAN Fleet Air Arm proud.

To all FAA Association of Australia members and families I wish you a Merry Christmas and a safe and prosperous New Year.

G.A. LEDGER, RAN
Commander Australian Navy Aviation Group
HMAS ALBATROSS



Commanding Officer HMAS Albatross
Cmdr S. Elms RAN

Today the primary task of ALBATROSS is to support the four Naval Air Squadrons, which provide aircraft and air support for our ships. The four squadrons based here are 723 SQDN, 816SQDN, 817SQDN and 805SQDN. Lodger units at ALBATROSS consist of the Australian Joint Acoustics Analysis Centre (AJAAC), the RAN Tactical Electronic Warfare Support Section (RANTEWSS), Navy Aviation Systems Project Office and the Army Parachute Training School. These units perform very important operational and raining roles for the other elements of the Australian Defence Force.

The Naval Air Station, including the Army Parachute Training School has a population of 1135 uniformed personnel, and 400 Defence civilians. Uniformed personnel numbers are made up of approximately 981 Navy, 114 Army, 40 RAAF. There are also a number of large and small contractors operating from the base and from the Albatross Aviation Technology Park, adjacent to the airfield.

ALBATROSS is also the home of the Aviation Fleet Element Group (AVNFEG) headed by the Commander Australian Navy Aviation Group (COMAUSNAVAIRGRP). The Aviation Group provides Naval Aviation capabilities required to fight and win at sea, and to contribute to military support operations, including development and oversight of Operational Airworthiness (OA) standards and management of current and future aviation capabilities. In particular, it is responsible for safety standards, maintenance of operational airworthiness, operational flying standards and aviation engineering standards. AVN FEG also provides advice on strategic level aviation policy, aviation logistics and aircrew training requirements. COMAUSNAVAIRGRP consists of the AVN FEG HQ, Air Warfare Systems Centre (AWSC), Air Maintenance and Flight Trials Unit (AMAFTU) and the Fleet Aviation Engineering Unit (FAEU).

Extensive redevelopment of ALBATROSS has taken place to meet the recent increases in Naval Aviation capability. **Stage 1** was completed in 2001 and comprises new Air Traffic Control Tower, Airfield Lighting System, new hangar complexes for the operation and maintenance of Seahawk and Super Seasprite helicopters, a new Training Centre, a new Explosive Ordnance storage facility and fleet support aircraft shelters. There have also been some changes to hardstands and taxiways as a result of the new hangars. A new Fire Station and workshops for AMAFTU is complete. **Stage 2**, completed in 2002 includes a helicopter underwater escape trainer, gymnasium, runway arrestor systems, and aircraft pavements and wash systems.

ALBATROSS is also home to Australia's Museum of Flight

EDITOR'S CORNER

FROM THE 'STAND-IN EDITOR'

This I am afraid will be a bit rough around the edges and probably not up to our regular standard but as I presume you know the regular Editor John Arnold has been laid low with a series of ailments and has not been able to complete the magazine for some time. We have let it go for as long as possible and now find that an attempt must be made, somehow I finished up with the job this time and with some able assistance from a few people we will try and produce some copy before Xmas. Please do not stop sending your articles to 'Slipstream' – same address will find us and believe me it takes a lot of info to fill the pages. Unless we all contribute a little there will be a lot missing from the next edition- you don't need to be celebrated author to put pen to paper and relive some old 'dits'.

This edition will focus a fair bit on the Navy of today, they still do things that we did years ago like 'Go to divisions', I think 'rounds as such no longer exist but as an invited guest of the Commanding Officer HMAS Albatross, Commander S. Elms last week to the annual parading of the depot at "Divisions" I was taken back a lot of years. The band still plays the same tunes, some things are late as always but the final result was well worth the visitation. The sailors dressed a bit differently but some of that was to do with the gender of them (no mixed groups in my days) and the hair done up in buns would have given the "Joss-man" a heart attack, but I also had some encouragement on the side lines – Cmdr (Ret'd) "Dicky" Bird was among the seated guests and that along with his comments certainly took one back a few years.

Deadline for entries in the next edition—January 30

There will probably be a new Editor from next year and the article base is very depleted so remember that the magazine cannot exist without input from you the members. It does not belong to any one group of us but publication of material is controlled by input so if you want article in 'posterity' put the pen to paper (or better onto a floppy disc) and send them to us.

(AMoF) and RAN historic Flight. The Museum is a high profile tourist attraction in the Shoalhaven operated by the Australian Naval Aviation Museum Trust: a Corporation limited by guarantee.

Tingira Children's Centre is located just outside the establishment and can cater for up to 79 children. Tingira provides Long day care and Pre School care for children 0—5 years of age. The centre is operated by KU Children's Services, a contractor employed by the Defence Community Organisation.

LETTERS Editor

Stubbo again

We were about to board 'The Overlander' from Adelaide Railway station, our destination – HMAS Cerberus Recruit Training School. Mick's Mum and Dad were farewelling Mick their eldest son. I had met Mick at the Recruiting Centre, so I introduced my Mum and Dad to Mick, Mr. and Mrs. Stubbington. As we moved to board the train I noticed that my Mum (a little lady) was earnestly talking to 'Stubbo', and I found out later that she asked the big handsome stranger to look out for her innocent little 'Garth' (Polly) Perkins.

Once the train had pulled away from the station we settled down, in those days you could pull the stowaway table from under the window. From my bag I produced a pack of playing cards, a bottle of whisky and a packet of 'Phillip Morris' cigarettes and said to my new mate " Show us your money".

You should have seen his jaw drop.

Garth (Polly) Perkins



'D' area car park 1959
George Richmond, Fred Husband & daughter, Garth Perkins



Stubbo and Polly



extreme sports

YOU NEVER KNOW WHAT IS ROUND THE CORNER

She was the third person I'd asked the question "I wonder if you could tell me how far it is to the Naval Air Station" – but this time adding to HMS Condor"

It was April of last year and I was driving through Scotland with my 24 year old daughter, Monique and having completed a Short Aircraft Maintenance Course (SAMCO) on Sea Venoms and Gannets at HMS Condor back in 1955, had decided to call in and renew a few old memories.

The answer to my question surprised and I think flattened me a little....."Nor (No) said the dear old lady (it was in a local supermarket), 'tis nae the Navy there, 'tis the Condor Army Base – and 'tis just a wee stretch up the road past the garage (service station) on the next corner.

The 'wee stretch' was in actual fact a few miles and as we drove to the main security gates, a small sign announced that we were at the home of the "Royal Marines Condor", with two fully armed guards in full 'combats' watching us closely from a small 10x8 (ft) glassed in guard house. We parked just off the road and walked towards them to make some enquiries. After politely listening, and their attention focusing keenly on Monique (I thought anyway), we were directed to the main guardhouse some 20 metres away.

Here, my story of having been stationed at 'Condor' so many years ago was recounted three times to different marines until the Duty Officer was called in to check us out. A very helpful Warrant Officer by the name of Mark Ehversom, who explained that the bulk of the regiment was away fighting in Iraq and although it was in the early days of the conflict they had already, suffered casualties. They're being only a minimum complement at the base, then and our security obviously checking out as A1, he offered to personally show us through.

With ID photographs having been taken and a special pass showing inside the windscreen we were then shown though as much of the base as was allowable, security wise. The CO seemed somewhat surprised at first when coming out of his office to find his Duty Officer and two civilians walking past. He settled down fairly quickly and when I explained to him my reasons for wanting to visit was then that he seemed more interested in quizzing Mark on the best dishes available at the local Indian Restaurant IN Arbroath!

I must confess that there was very little that I recognised during the tour through, although there was one section of the old guardhouse still standing. I recall lining up for Liberty Inspection in civvies along the verandah section here with my mates prior to stepping ashore for the night (or day on the weekends) with a motley assortment of hats, a fez, cricket - cap, fedora, - you name it, perched rather strangely on the regulation haircut (it being mandatory for headwear of some sort to be worn when stepping ashore in civvies)

The parachute jump tower and the long ski-ramp interested me, and when relaxing over coffee in the sergeant's Mess with Mark after our tour, I commented on two large silver ski trophies featured in one of the many numerous trophy cases. It appears that these trophies are competed for every year when the regiment takes off for 3 months snow training in Norway – this year 2003 having been the exception due to them fighting in Iraq.

Of the four weeks that I was overseas, I guess I count this as certainly one of the most interesting. Finally after taking our leave of Mark, the Duty Officer for the day, I had to chuckle at Monique's whispered comments on the two well-built guards, obviously armed and ready to do battle with whoever, as we passed them at the guard house. "I like the one on the left- the other one's cute too".

To those who were drafted from headquarters Vengeance/ Melbourne Air Engineering section who with me in Arbroath in September 1955 see how many you can name.



Peter Greig

RETURN VISIT

Last year I wrote to you and gave you an account of my experiences on the Kokoda Track, which I completed in June 2003. After returning and reading other material about the Kokoda Track, especially Peter Brune's "A Bastard of a place", I realised that there was more to the New Guinea Campaign than the Kokoda Track. It extended to the beachheads of Gona and Buna; fierce fighting at Milne Bay and Sanawanda took many lives. There was much more action on the East Coast than on the Kokoda Track.

Statistics show that 625 diggers were killed and 1055 were wounded along the track and in the Gona –Buna area, 1054 were killed and 2478 were wounded. Kokoda's glory constitutes about one fifth of Australian Legend of Papua in 1942. Although an integral part of that legend, it is not the whole story. Milne Bay, Gona, Buna and Sanawanda contribute to the story as well. It is sad that people are ignorant of this great Australian legend and unaware of some of the feats of deserving military commanders and the soldiers that served.

With all this in mind I felt that I had not completed my Kokoda experience if I did not visit the East Coast battlefields. I felt that I had to go back as I would not be satisfied until I did. Some research showed that World Expeditions added two days to their itinerary, which included Popenetta, Gona, Buna and Sanawanda, but sadly not Milne Bay. However four out of five was too good to miss so I was booked along with my 14-year-old grandson who is an Army cadet and really wanted to do it. Early September saw us under way.

The only way to do the last two days was to complete the track again. This I did and found it much harder this time round. It rained every afternoon or night, sometimes for three or four hours. This made the track wet, slippery and hazardous. Many a slip or fall was endured by all and this time round I was not the eldest. Norm was 67 and I only 65 and Norm was fitter than I. There were eight trekkers of which two were women and we had one guide and thirteen carriers. It was really a great experience and a good crew to trek with.

One of the highlights was our overnight stay at Menari Village where I met up with the three 'fuzzy wuzzy' angels I met there last year. It was good to spend some time with them and chat via Alecks Wageri, Guia's nephew, who interpreted for us. Faure Bakoi was one of three originals left locally and after inquiring if we would like to see the other two. He took us to them. Guia Karea was now a cripple and only had a bush fashioned crutch to help him get around with while Sori Io was not all that mobile either. Through the interpreter we listened to some of their stories took some photos and then went back to our camp. I felt very privileged to have met these forgotten heroes. To have spoken to them and shook them by the hand was a highlight of the trek, since their independence, Papua New Guinea do not observe Anzac Day so these famous guys are forgotten by their own people and Australians. I presented them with a certificate each which I had had made up prior to going on the trip. It was my way of saying 'thank you' to them.

Last year we detoured through Naduri Village, where we met Ovuru Ndiki (famous fuzzy wuzzy angel). I did not know at that stage it was a deviation off the track.

This time we followed the original track, which took us through Kagi Village and Mount Bellamy campsite.

That day was the hardest day of both treks, the climb up to Kagi was so steep and slippery it certainly took its toll. I was exhausted by lunchtime at Kagi and we had to continue on to our overnight stop at Mount Bellamy campsite. It was still Up! Up! And Up and by the time we reached the campsite I was in 'automatic pilot'. Just to put one foot in front of the other was a great effort, and I was so pleased to finally arrive and relax, although at 7000 feet it was cold and misty anyway. A quick tub in the freezing cold stream certainly woke up the weary body.

The Popenetta, Gona – Buna part was a little disappointing as we did not stick to the itinerary and only saw about 50% of what we were supposed to. I have since lamented my feelings to the Tour Company and World Expeditions on the matter. At least I did get to visit the area and that was my main goal.

To have completed the Kokoda Track once is quite a feat, to complete it twice in 15 months is extraordinary and this I have done and really enjoyed it. To walk the track and see where diggers fought and died is a very moving event of its own and to realise what they went there for even more so. The hardships they encountered are incomprehensible and to just have survived the rigours of that PNG campaign must have been a super human effort.

When we got back to Port Moresby a couple of us went shopping and got a pair of crutches for Guia, we sent them up via our head porter, who had them included in a ration drop to the area. Guia's nephew, Alex Wageri with whom I still correspond has been to Australia and with complements of Rotary Australia took back a wheel chair for his uncle. Anzac Day this year stirred up memories of these forgotten few so I have written to our local member Joanna Gash MP with a copy of my trek log and asked the question "What is Australia's position or obligation to the 'Fuzzy Wuzzy Angels'". They lived on Australian soil at the time, fought and died for Australia just the same as our 'Diggers'. Our 'Diggers' receive all the benefits of a returned serviceman, why don't our 'Angels'? Joanna Gash MP has promised that she will draft a presentation for parliament and will supply me with a copy of the Hansard entry. I will keep you all informed. I am enclosing a copy of a poem written by a 'Digger' during the war. Once again the spirit of Kokoda will live inside me forever as its an experience that will never be forgotten and I feel it was a pilgrimage well worth doing, even for a second time.

Kevin Camm

Dear Ed,

Regarding the 725Sqd photo on page 18 of volume 15 No1, perusal of my logbooks indicate that the photo was more than likely taken in March 1969, and is a Course Photograph on completion of No1 Wessex 31B OFS. That is the only time that I can place myself at 725 with at least most of my companions. As well, some of the 'Crewies' names are mis-spelt, viz. Muscia should read Musch, Revter should read Reuter and Barney should read Barnes.

Please keep up the good work – I find the 'Moments in time' and letters section two of the most enjoyable parts of Slipstream.

Jim Firth

The three 'Fuzzy Wuzzy Angels'



Fuzzy Wuzzies

Many a mother in Australia
 When the busy day is done
 Sends a prayer to the Almighty
 For the keeping of her son.
 Asking that an Angel guide him,
 And bring him safely back.
 Now we see these prayers are answered,
 On the Owen Stanley Track.

Tho' they haven't any haloes,
 Only holes through their ear.
 And their faces marked with tattoos,
 And scratch pins in their hair,
 Bringing back the badly wounded,
 Just as steady as a hearse,
 Using leaves to keep the rain off,
 And gentle as a nurse.
 Slow and careful in bad places,
 On that awful mountain track,
 And the look upon their faces,
 Makes us think Christ is black.

Not a move to hurt the carried.
 As they treat him like a saint,
 It's a picture worth recording,
 That an artists yet to paint.
 Many a lad will see his mother,

And husbands wee'uns and wives,
 Just because the Fuzzy Wuzzies,
 Carried them to save their lives,
 From mortar or machine gun fire,
 Or the chance surprise attack,
 To the safety and the care of doctors,
 At the bottom of the track.

Many the mothers in Australia,
 When they offer up a prayer,
 Mention these impromptu angels,
 With the Fuzzy Wuzzy hair.

This poem, in dedication to the Papuan Carriers was written by Sapper H. (Bert) BEROS, and published in the Courier Mail on the 31st October 1942. It is featured on a pictorial display board at 'Owens Corner', the start of the Kokoda Track in Papua New Guinea.

Dear Editor, My observations

Museums to go

My wife and I made the trip to the NSW South Coast early in May and dropped in to the Temora Aviation Museum on the way. All the aircraft on display there actually fly on the designated days, together with numerous others that fly in to put on the display. We dipped out on the flying but found the static displays fantastic. More info can be obtained from their email address: [in-fo@aviationmuseum.com.au](mailto:info@aviationmuseum.com.au) or on their web site www.aviationmuseum.com.au Well worth the trip even now, and they have an F86 Avon Sabre under reconstruction which is expected to fly within the next 12 months.

On the South Coast took the caravan to Moruya for a few days and then travelled to Batemans Bay, Dalmeny and Nowra with great difficulty due to the widening of the highway in those areas – delays were common. The trip to Nowra necessitated a visit to the Aviation Museum at Albatross. To say that I was disappointed would be to put it mildly. Back in about 1994 I was asked to put in \$250 to become a member of the Naval Aviation Museum and so to help to get things rolling, that was the last I heard about the Museum except for what I recall in Slipstream. No notification of any title changes or policy changes, again except for those mentioned in Slipstream. Then to walk into the building and see all the aircraft on display there was a bit of a shock, the biggest being the lack of Naval Aircraft. After all it did start out as The Australian Naval Aviation Museum. I think, at least that those Navy Birds that are on show could be presented in their proper colour schemes (e.g. Gannet with an orange nose section, looks like one of the old RN COD kites) and that they should be all placed together in pride of place instead of being shoved in here and there without any apparent rhyme or reason. My disappointment heightened as I penetrated deeper in the hangar, I could not find one of the originals, a Sea Fury, nor was there any Macchis. No KD2R5 PTAs, which served the ships at sea so, well as airborne targets, no Sycamore, and no Skyhawk (I guess the Kiwis would hang onto them pretty well) With all of these missing the question arises, “Just how did the whole shebang start off as a Naval Aviation Museum”? There are hardly any former Naval Aircraft on display and the museum at Albatross is just another Aviation Museum the like of which are springing up all over the place like mushrooms. Narromine is the latest to appear on the list.

Naval Heritage has been allowed to slide down the proverbial ‘gurgler’ and it seems an insult to those that put so much time and effort into the original concept. The items from toolboxes, cupboards and souvenir collections combined with the assistance to new chums of invaluable technical advice on old aircraft and the sorting out of the odd problem or two somewhere along the line have been lost or just chucked out and probably for keeps. A pity because the original concept did have a lot of support from those who were there from the start and shortly after and they did a bloody good job with what they had. I share their disappointment because of what has been allowed to happen.

Don Roberts, former CMechAE

(From the Editor)

A lot of water has gone under the bridge and to the disgruntled we (the association) hope that the discussions we have had with the Museum Board has shown us all a way to the future that will benefit everyone. Check the reference from the AMoF in this issue.



A sailor left the Navy and joined a circus
When asked why, he replied:

“ Two reasons, the live-in accommodation is better, And you don’t have to salute the clowns”

Phil Rowe and Tony Eccleston



RUM, SODOMY & THE LIFEJACKET



It's almost 200 years since Lord Nelson's famous naval victory over the French and Spanish in the Battle of Trafalgar. To kick-start the anniversary celebrations, an actor dressed as Nelson posed for pictures on the River Thames at Greenwich. But before he was allowed to board an RNLI Lifeboat, safety officials made him wear a lifejacket over his 19th century admiral's uniform.

How would Nelson have fared if he's been subject to modern health and safety regulations.

You are now on the deck of the recently renamed British Flagship, HMS Apeasement.
Order the signal. Hardy.

Aye, aye, sir.

Hold on, that's not what I dictated to the signal officer. What's the meaning of this?

Sorry, sir?

England expects every person to do his duty, regardless of race, gender, sexual orientation, religious persuasion or disability. What gobbledegook is this?

Admiralty policy, I'm afraid, sir. We're an equal opportunities employer now. We had the devil's own job getting "England" past the censors, lest it be considered racist.

Gadzooks, Hardy. Hand me my pipe and tobacco.

Sorry, sir. All naval vessels have been designated smoke-free working environments.

In that case, break open the rum ration. Let us splice the main brace to steel the men before battle.

The rum ration has been abolished, Admiral. It's part of the Government's policy on binge drinking.

Good heavens, Hardy. I suppose we'd better get on with it. Full speed ahead.

I think you'll find that there's a 4 mph speed limit in this stretch of water.

Dammit, man, we are on the eve of the greatest sea fight in history. We must advance with all dispatch. Report from the crow's nest, please.

That won't be possible, sir.

What?

Health and Safety have closed the crow's nest, sir. No harness. And they say that rope ladder doesn't meet regulations. They won't let anyone up there until proper scaffolding can be erected.

Then get me the ship's carpenter without delay, Hardy.

He's busy knocking up a wheelchair access to the fo'c'sle Admiral. Wheelchair access? I've never heard anything so absurd. Health and safety again, sir. We have to provide a barrier-free environment for the differently abled.

Differently abled? I've only one arm and one eye and I refuse even to hear mention of the word. I didn't rise to the rank of admiral by playing the disability card.

Actually, sir, you did. The Royal Navy is under-represented in the areas of visual impairment and limb deficiency.

Whatever next? Give me a full sail. The salt spray beckons.

A couple of problems there, too, sir. Health and safety won't let the crew up the rigging without crash helmets. And they don't want anyone breathing in too much salt – haven't you seen the adverts?

I've never heard such infamy. Break out the cannon and tell the men to stand by to engage the enemy.

The men are a bit worried about shooting at anyone, Admiral.

What? This is mutiny.

It's not that, sir. It's just that they're afraid of being charged with murder if they actually kill anyone. There are a couple of legal aid lawyers on board, watching everyone like hawks.

But you must hate a Frenchman as you hate the devil.

I wouldn't let the ship's diversity co-ordinator hear you saying that sir. You'll be up on a disciplinary.

You must consider every man an enemy who speaks ill of your King.

Not any more, sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest, it's the rules.

Don't tell me – health and safety. Whatever happened to rum sodomy and the lash?

As I explained, sir, rum is off the menu. And there's a ban on corporal punishment.

What about sodomy?

I believe it's to be encouraged

In that case—"Kiss me Hardy"



The Qld. Executive :

Ray Murrell, Des Kelly, Mick Blair, Barry Lister, Trevor Tite, John Stewart, Gary Reid (Bob McBride absent)

Could this be a Handler's reunion ?

Rear : Ted Fotek , Dave Smith , Bob Hingston , Lindsay McDonald , Trevor Tite , Bob Witt

Front : Col Spence , Joe Linnaker , Blue Bryant , Bear Hammond , Glen Hartig



Doug Jago , Dave Randall , Joan Randall



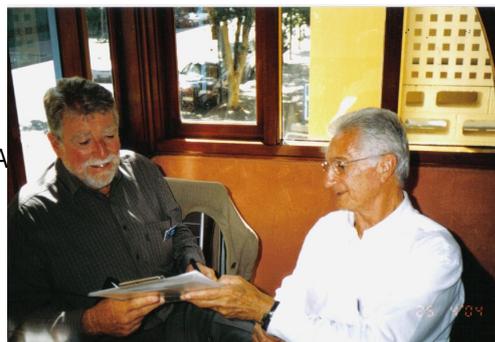
Tom Henry ,

John Wilson,

Vince Nolan ,

and

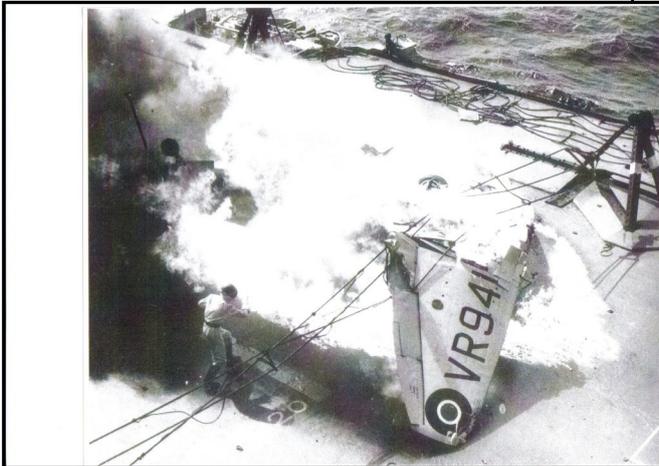
John Ward



Barry Crowe and Mick Ryan

A Fire-fighter's Lot

Please find enclosed a better copy than I provided before of a moment on "The deck", the photo in question was resurrected by a well known ex RAN photographer 'Kevin Pavlich'. It shows a rescue attempt from an upturned aircraft (type to be identified by some keen eyed reader?) on the deck of a carrier. It is probable that the vessel is the HMS Illustrious but where and when



is also a mystery. Perhaps someone knows the story Photographers on ships and carriers performed the valuable task of filming each launch and recovery. These films were analysed for evidence in the event of an accident. Trainee air-crew on trials working up in very powerful piston aircraft on ships for the first time made for interesting but very hazardous work. On the 25th May 1949NA(Phot) Paul Johnson captured this aircraft (Type for you to determine) upside down on deck. The pilot was trapped until he was released by the Flight deck rating seen running in from the left.

'Kanga' Bounds'



Smile you are on 'Candid Camera'

Dear Ed,

Old thoughts

Many thanks for the last issue post marked 12April and arriving on the 19th. The trouble is that every issue stirs up something in the grey matter from days of yore. This edition it is Ron Robb's "Going the wrong way", and the following may be of interest especially as it illustrates that even Crabfats can swing the lamp.

It may be re-called in the previous issue; I mentioned instruction at RAF Halton. In December 1940 we O's moved to the recently commissioned "Daedalus" at that famous port of Newcastle-under-Lyme in Staffordshire (where the locals did not know the difference between a coat hook and a boat hook) to continue our training under RN supervision at Halton. A Flt / Sgt had started us on the subject of Bomb Carriers, which was continued at Newcastle by a RAF Sgt, whose claim to fame was that he had been in one of those excruciating wartime films as he came up on one of "Ark Royal's" lifts when that vessel was used as a background for what was, especially reproduced on a video tape, the biggest load of old cod's wallop ever displayed on the silver screen. One of the earliest skills acquired by apprentices was that of side tracking the instructor – "Ever been to China Chief?" – and the Sgt. Was thus delivered from bomb carriers to weather at sea. He told us of the time, when at sea with his squadron in. it may have been "Ark" or another ship, operational requirements necessitated flying in a howling hooligan such that, for the take off, the ships forward motion was reduced to the bare minimum to maintain steerage way but, even so Stringbags were airborne after a run of about 10 yards. However, for the subsequent recovery, the ship steamed as fast as possible in that sea, downwind and the aeroplanes landed over the bow whereupon, after a negligible run they were pounced upon before they were blown off backwards. Although we said we suspected that a Crab could not be expected to know the bow from the stern, he insisted that his yarn was factual. Readers will make their choice.

Mentioning bomb carriers reminds me that the Flt / Sgt at Halton opened his subject by placing before us a rectangular contraption which he described as a "Light Series carrier". He explained that as it was already old hat, it would be obsolete by the time we passed out but, as its Type 'A' electro magnetic release unit (Type 'A' EMRU) was the simplest it was a good example on which to start. A little later, we learnt all about the 4.5" Reconnaissance Flare and the Marine Marker both of which were carried on the LS Carrier. When I was finally pitched out on my ear in 1972, all three were still in service with the Gannet AEW 3. We also were taught a coffin like gubbins called The Small Bomb Container which could be stuffed with little nasties such as incendiary bombs, which were retained by drop bars also released by the Type 'A' EMRU. This also was still in use, when I left, with the pot bellied Oozlum Bird, now designated "The 'G' dropper" by which an inflatable dinghy could be released via the drop bars and the Type 'A', and hurled at distressed aviators in the drink.

Instruction in my apprentice days incurred much writing of notes as dictated by the Instructor from the AP, accompanied by our reproducing diagrammatic drawings using coloured crayons, I still have some of those notebooks in my loft!

Stop him someone or he will go on all night,

Maurice Ayling.

A MATTER OF PRIORITIES

By

An Ancient Aviator

The sub-lieutenant paused at the door leading from the island to the flight deck. He peered out at the air world's fiercely protected domain.

"What's up lad? Lost your way?"

The young officer turned to face the ageing Aircraft Control Room Officer. "No Sir, but I want to speak with the Flight Deck Officer and I'm not sure if I am allowed on the flight deck during flying operations"

The ACRO consulted the clipboard he was carrying. "Well according to the programme, we don't have a launch or recovery for the next forty minutes, so it should be OK. Take your cap off and keep clear of any aircraft being moved around the deck"

The Sub removed his cap and stepped onto the hallowed deck. Just forward of the island he saw the FDO in deep conversation with the Flight Deck Captain. As he approached the FDO noticed him and frowned. It was most unusual to see a fish head type officer on the flight deck, unless of course a wardroom cocktail party was in progress.

"Well what do we have here? A troglodyte escaped from the nether regions. What are you after Sub? Some hands to rig the quarter-deck in readiness for another of the Commander's orgies? Hell, we don't reach Hong Kong until the day after tomorrow--it's a bit it's a bit early to be setting up shop, isn't it?"

"Can't spare any hands Sir," interjected the Chief.

The young officer ignored the Chief's remark. "No Sir. I don't want any hands. Actually I've come to save you manpower."

"Save me manpower? That will be the day. Whenever there is something to be done in this ship it's always the birdies that cop the job"

"Yes Sir, I am aware of that. So when the Flight Deck Chief volunteered ten hands to move the wardroom beer from A Hangar to C Hangar I felt I should try and devise a new system for moving the beer. One that would use less hands"

The FDO turned to his Chief and fixed him with a steely glare. "No hands to spare eh?"

The Chief returned the stare without batting an eyelid. "Just a matter of priorities Sir. Keeping the officers happy is our top priority. If the wardroom runs short of beer that would put the officers in a foul mood and the Ship's Company would suffer"

The FDO shook his head. "I hear you Chief but I don't believe you. Go on Trog. What is this labour saving scheme that you have thought up? And make it snappy. The old man has us under his gaze from the bridge and I feel I am about to be summoned to explain just what this conference is all about".

"Right Sir. As the ship's beer officer, I have to keep the wardroom stocks at a certain level, especially when we are about to enter harbour. So from time to time I have to shift forty cartons from the beer stowage forward to the wardroom cool room. To do that I usually ask your Chief for ten hands and he has always obliged." The chief ignored the FDO's questioning look and continued to be deeply interested in an aircraft being pushed aft to its spot.

The FDO however, was very interested. "Go on Sub. I'm listening"

"Well Sir, each hand carries two cartons of beer per trip from A Hangar through the hangars to the chute above the wardroom in C Hangar. I can't supervise the entire route and each time we carry out the exercise we seem to mislay about six cartons"

"Really Sub?" The FDO hadn't taken his eyes off the chief who continued to show little interest in the discussion. "Six cartons eh! That's a lot of beer. I suppose we officers have to pay for the missing cartons?"

"Yes Sir. The losses have to be made up and I have never been able to trace the missing items."

The FDO nodded. "Pity you didn't come to me sooner Sub. No doubt the Chief and I could have thrown some light on the matter. That right Chief?"

The Chief shook his head. "First I've heard of it Sir. Probably those thieving stokers in league with the stewards. You just can't trust anyone these days"

"And that's the gospel truth Chief. Right Sub, you have a plan to defeat these villains. Let's hear it"

"Its very simple Sir. The beer comes up the bomb lift into A Hangar and is stacked near the forward lift. I can supervise it there. Now if I can have it loaded straight onto a fork lift and then have the fork lift come up on the forward lift and be driven across the flight deck to the after lift, down lift and there we are in C hangar. That way I can be with the load all the way, so no losses"

"The boy's a genius Chief. Simple, swift and safe. What do you think?" The weather-beaten Chief had suddenly lost all interest in aircraft movements and was concentrating on the heresy that was flowing from the young officer's lips. It was a time-honoured tradition that the Air Department moved the wardroom beer from forward to aft. And what sort of a name would he get if that tradition was abandoned during his reign as Flight Deck Captain? How could 2 Delta Chief's Mess properly entertain during the stay in Hong Kong if they didn't have their quota of wardroom beer? These were serious questions.

The Chief shook his head. "Well Sir, if we were in harbour I'd go along with it, but it sounds a bit risky to bring a fork lift loaded with beer onto the flight deck during flying operations. The Old Man and Wings might not like it."

The FDO nodded. The Chief was right. During flying operations the flight deck was out of bounds to anybody or any activity not related to the flying programme. But the plan put forward by the Sub-Lieutenant was so simple, and so saving in manpower and time, he felt sure his superiors would see it in the same light as he did. And what could go wrong?

"Right Sub, you've convinced me." The FDO pulled a crumpled copy of the flying programme from his jacket. "How soon can you be ready to move this precious cargo?"

"I could be ready in A Hangar in an hour. Sir "

The FDO consulted his piece of paper. "Splendid. We have launch at 1100 but no recovery. Can you be ready by then?"

"No problem Sir."

"Good. So here's the plan. Immediately the 1100 launch is completed I'll send down the forward lift. You be ready with your forklift. As soon as the lift arrives, drive on and we'll raise the lift. When you reach the flight deck drive aft at high speed. The whole operation should be over and done with before Winds or Little F can move. Off you go" The sub departed at the double.

"Damn good idea, don't you think Chief? The sub shouldn't lose a single can with his new system. Quite a bright lad for a fishhead."

The Chief shook his head. "I still don't think it's a good idea. The old way was OK. You'll cop it for sure when Wings sees a forklift of beer trundling down the flight deck"

"Rubbish Chief. The new way is sensible and saves time. Common sense dictates that we should do it this way"

"In this outfit, common sense usually doesn't come into considerations when suggesting changes to a system that has been proven by time. You know what will hit the fan if something goes wrong."

"All right Chief, I hear you. So you tell me what can go wrong?"

That was the Chief's problem. He couldn't see what could go wrong. After all his years at sea, he was the one they were going to point the finger at and say: -"He lost our beer supply." The two men parted to take up their positions as Flyco ordered "Aircrew. Man your aircraft"

The morning programme ran smoothly with launches and recoveries going according to schedule. As 1100 approached, two Gannets were ranged on deck for the launch. Both the FDO and the Flight Deck Captain were kept busy with aircraft movements and gave little or no thought to the matter of the beer transfer. "Aircrew, man your aircraft", was soon followed by, " Stand clear of propellers and jet pipes. Stand by to start. Start up" The two Gannets belched clouds of smoke as the starter cartridges fired. The pilots checked their instruments and when cleared by the Flight Deck crew spread their wings. It was all very routine. Both aircraft started their second engine. Still no problems. However it was clear to the watchers on the deck that the second aircraft did have a problem in the cockpit-- from the actions of the crew it looked like a radio problem. Much shaking of heads and waving of arms at Flyco. A messenger appears from the island and ran to the Flight Deck Officer. As there were no Walky -Talky headsets in those days, all orders and instructions were passed by hand signals or by yelling in the ear of the listener. " Second aircraft has gone U/S, Sir. As soon as you have launched the first aircraft, Wings wants a replacement from A Hangar brought up and launched. The Hangar party is standing by".

The FDO beckoned to the Flight Deck Captain. "No2's not going," he yelled. "Shut it down and get the crew out. Leave the aircraft where it is until we spot a replacement. Get the lift keys ready and as soon as we launch No: 1 send the forward lift down. The Hangar is standing by."

The Chief nodded. On the flight deck everyone knew his job and by a few hand signals the Chief was able to inform the team what was about to happen.

The lead aircraft taxied onto the catapult. Checking that the green light was still on in Flyco, the FDO gave the wind up signal to the pilot. The Mamba engines rose from a deafening roar to a high scream. The pilot checked his instruments and gave a thumbs-up signal. After checking again with Flyco and again with the pilot, the FDO dropped the flag and the catapult hurled the aircraft into the air. Seconds later the sound of the lift-warning bell could be heard as the forward lift descended. The ship, surrounded by the SEATO Fleet, continued to steam into the wind.

It was the antics of the Flight Deck Chief that first alerted the FDO that something was amiss. The Chief was standing on the edge of the lift-well and clearly trying to direct the lift operator to take the lift back down. But it continued to rise and to the horror of the FDO, one beaming Sub-Lieutenant complete with forklift and its load of beer arrived on the flight deck. The FDO sensed that the ship was turning out of wind rather than noticed it. But he didn't have to wait long for the loud speaker to issue its dreaded message. "Flight Deck Officer, report to the bridge"

Late that night the Flight Deck Officer tossed and turned in his bunk. It had not been a good day. The Captain refused to hear his explanation of the unfortunate train of events. It seemed the FDO was incompetent, useless, of doubtful parentage and perhaps should look elsewhere for gainful employment. The threat to load the forklift, with two officers perched on its precious cargo, on the catapult, didn't eventuate, but nevertheless it certainly was a real prospect for a while. But it was the Captain's final words that struck home. "Go away and have a good think about your job. It seems you have got your priorities all wrong. Perhaps you could learn from your Chief".

Forward in 2 Delta Chief's mess the Flight Deck Chief slept soundly, a smile on his lips. A couple of beers after flying was completed had ended a most satisfactory day. After all, he was the toast of the mess. He had saved the beer and the reputation of the Air Department.

Not a bad day's work.

How smart is your right foot ?

This is so funny that it will boggle your mind , and you will keep trying at least 50 more times to see if you can outsmart your foot, but you can't. Its weird man !

While sitting at your desk, lift your foot off the floor and make clockwise circles. Now while doing this draw the number " 6 " in the air with your right hand.

YOUR FOOT WILL CHANGE DIRECTION.

Golfers bliss

To celebrate their 50th anniversary, a husband booked a round of golf for his wife and himself at old St Andrews' Golf Course in Scotland. On the third tee, the husband hesitated in teeing off and turned slowly to his wife and said contritely, "Darling, I have to confess something. Twenty years ago I had a brief affair. It meant nothing and I hope you can forgive me". His wife was hurt but said, "Dearest, those days are long gone, and what we have now is much more valuable, I forgive you".

They embraced and kissed

On the seventeenth tee, the husband was starting his back swing when the wife blurted out, "I'm sorry darling I have been so conscience-stricken since you told me, but since we are being honest with each other, I have something to tell you also. Fifty-two years ago I had a sex change operation; I was a man before I met you. I hope you can forgive me. The husband, froze at the top of his swing, and then threw a fit! He slammed the driver into the ground, kicked the ball into the woods, stormed off the tee, pushed the golf cart over on its side, broke the rest of his clubs one by one, then started on his wife's clubs. He screamed and ranted. "You liar ... you cheat.. You despicable deceiver! How could you? I trusted you with all my heart and soul ... and all these years you have been playing off the ladies tees!"

Seniority

The first mother tells her friends, "My son is a priest, When he walks into the room everyone calls him 'Father'"

The second mother (a catholic) chirps, "Well my son is a Bishop. Whenever he walks into the room people say, 'Your Grace' "

The third woman (also a catholic) says smugly, "Well, not to put you down, but my son is a Cardinal. Whenever he walks into the room people say, 'Your Eminence'"

The fourth woman (another catholic) sips her coffee in silence. The first three women give her a subtle "Well?"

She replies, "My son is a handsome, 6'2", hard bodied, Chipendale stripper. Whenever he walks into the room all the women say, 'Oh my God!!'"

Blonde enters a store that sells curtains. She tells the salesman, "I would like to buy a pair of pink curtains. The salesman assures her that they have a large selection of pink curtains. He shows her several patterns, but the blonde seems to be having a hard time choosing. Finally she selects a lovely pink floral print. The salesman then asks what size curtains she needs. The blonde promptly replies, "fifteen inches". "Fifteen inches???" asked the salesman. "That sounds very small, what room are they for?" The blonde tells him that they aren't for a room; they are for her computer monitor.

The surprised salesman replies, "but Miss, computers do not need curtains!"

The blonde says, "Helllllooooooo ... I've got Windooooows!"

A Mixed Bunch

The new way, called out at Divisions and presented with a certificate of appreciation for 20 + years of service and a medal.

Damp at the office

A woman was having a daytime affair while her husband was at the office. One wet and lusty day she was in bed with her boyfriend when, to her horror she heard her husband's car pull into the driveway. "Oh my God! Hurry! Grab your clothes and jump out the window. My husband is home early!"

"I can't jump out the window it's raining out there".

"If my husband catches us in here, he will kill us both!" she replied. "He's got a hot temper and a gun, so the rain is the least of your worries".

The boyfriend scoots out of bed, grabs his clothes and jumps out the window. As he runs down the street in the pouring rain he quickly discovers that he has run into the middle of the town's annual marathon race. So he started running along beside the others in the race, about 30 of them. Being naked, with his clothes tucked under his arm, he tried to blend in as best as he could. After a while a small group of runners who had been watching him with some curiosity, jogged closer.

"Do you always run naked?"

"Oh yes!" he replied, gasping in air. "It feels so wonderfully free".

Another runner moved alongside him.

"Do you always run carrying your clothes with you under your arm?"

"Oh yes!" our friend answered breathlessly. "That way I can get dressed right at the end of the run and get in to my car to go home."

Then a third runner cast his eyes a little lower and queered "Do you always wear a condom when you run?"

"Just when it's raining."

WEEKEND TRIFECTA



Nat Gould and Toz Dadswell after the unveiling of the Plaque at the AWM.



CHANGING OF THE GUARD
National AGM
John Goble, David Farthing, Toz Dadswell



Greg Wise, David Farthing getting their slice of the action

Thursday morning 30-9-04 dawned wet and cold in the National Capital and one could only wonder at what laid ahead for today was the Plaque Dedication Ceremony to the Fleet Air Arm at The Australian War Memorial.

With the weather being what it is and the ceremony to be held in the Western Courtyard it seem it could turnout to be a quite gloomy affair. But almost to script while passing the Army collage of knowledge the rain stopped and the sun broke through it was as if someone in a higher place had taken control. As someone after the Ceremony said " the most senior of all Birdies [Sir Victor] is still in command " and this seemed very true as the service was carried out in bright sunshine.

The gathering in the courtyard-resembled scene from many years ago of the ships company assembled before Divisions, only the hair was very much greyer, but one couldn't help but think they are a very smart looking lot and there wouldn't be anybody sent around again

The Ceremony began with a Fly Over by a Sea King and opening remarks by Toz, followed by an address by the Most Senior of all Pilots Nat Gould. He related to his service during WW11 and Korea in H.M.A.S Sydney a long and most devoted service to his country. He was heard to say at a recent gathering that he plays two or three 18's a week which is great to hear of a man who flew during the Battle of Britain, Pacific and Korea.

Chaplain Col Action carried out the Dedication. Followed by the Plaque Unveiling by Commander Nat Gould RAN [Ret'd] and LCDR Paul Moggach RAN Sea King Flight HMAS Kanimbla. The Ode by our Patron John Goble and Last Post. By Musician Ben Fixter of RMC Duntroon

This was followed by refreshment in the AWM provided by ACT Branch of the FAA many thanks to the branch for a job well done.

Then it was back to Nowra for the National AGM, which was held ANAM [AMoF] and found Toz in control. A full report on the meeting can found later is this addition. The major changes to come from this meeting were the retirement of Toz as President to be replaced David Farthing, our long serving Patron John Goble to retire and Replaced by Toz and our most enduring secretary Mike Heneghan retires and Tom McDonald take up the job. Mike will remain as NSW secretary; our Treasure Denis is still in control purse strings so all is well.

To John Goble I am sure we all say thanks for many hours of dedication to the FAA, which has benefited greatly by your help. Thanks again. Toz you may think it is time to go fishing but I am sure there are people who other plans for you so don't relax just yet.

Welcome aboard David I think you will find the airframe is very strong and the engine will give less trouble then the Gannet, so all the very best for the years to come.

After the meeting a few light refreshments and lunch were enjoyed in the Flight Deck lounge and the normal amount of tales told.

Saturday Night the Annual Dinner was held at Bomaderry Bowling Club with 100 or so in attendance, a good meal was enjoyed by all and the normal round of lies and stories were told. Hope to see everybody back next year

A MERRY CHRISTMAS and HAPPY AND HEALTHY NEW YEAR TO ALL

Cricket
AKA Bill Kerr



NSW Annual Dinner

Bill Kerr (photographer)



Our youth attend Anzac Day

The spirit of the Fleet Air Arm is certainly alive for years to come when the likes of Jessica Lockrey (Don McLaren's grand-daughter) attends the Anzac Day ceremonies in Sydney this year. It is a happening that seems to be growing Australia wide and certainly ensures that the event just keeps growing each year. Locally at Greenwell Point Dawn Service this year there was in excess of 1500 in attendance and this is the biggest crowd ever – a large proportion of them were the younger generation as well. Good work and keep the flag flying.

Believe it or not

A retired Naval pilot who bought an Airfix model of a type of plane that he used to fly was stunned to find that it carried his name and service number on the side of the cockpit.

Lt. John Crossley bought the 'Sea Venom' kit as a memento of a two year stint on the aircraft carrier HMS Albion in the 1950s. He said: "When I got home and started putting it together I looked at the transfers, they had the shark's teeth and then I noticed the side numbers - 490" this rang a bell and I dug out my old log books and blow me down if it wasn't my old aircraft. Mr Crossley who joined up at 17 in 1957 and served with RNAS Yeovilton – had even a bigger shock coming, the transfer of the crew although hard to read when in place on the fuselage revealed his name also – amazing but true.

John, 64 who retired two years ago, flew the innovative twin-tail jet in the Far East and his model (also pride and joy) sits next to a photograph of the real thing in his study at his home in Ditcheat, Somerset.



Photo by Rod Farquhar

Martha, the church gossip and self-appointed arbiter of the church's morals, kept sticking her nose into other peoples' business. Several members were unappreciative of her activities, but feared her enough to maintain their silence.

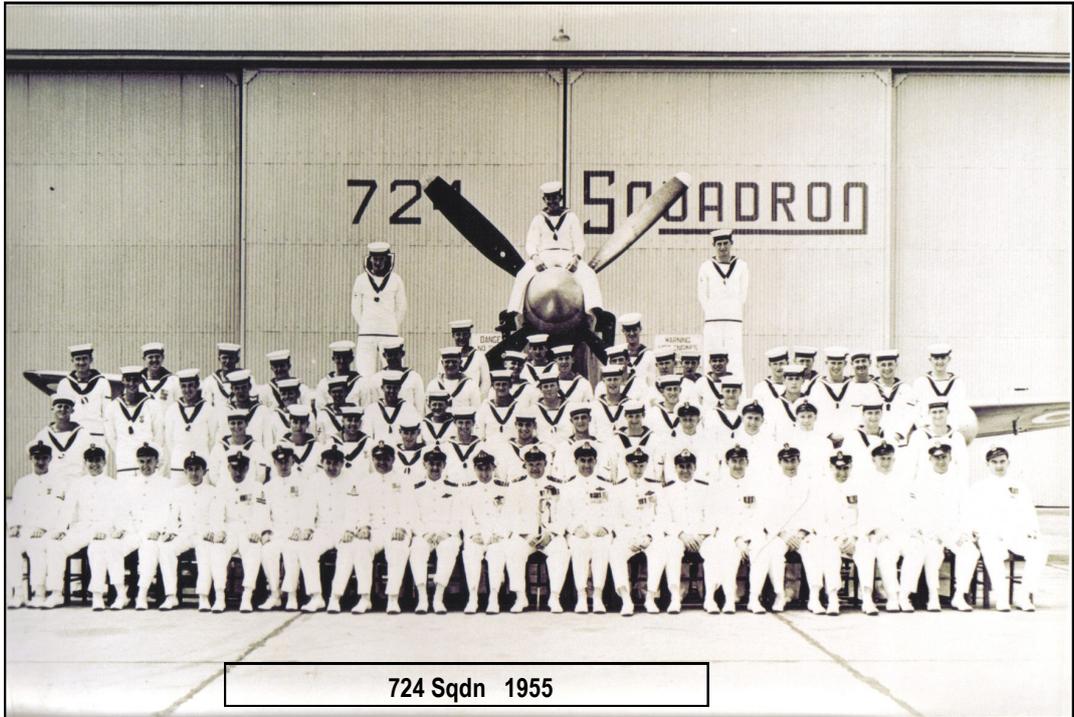
Martha made a mistake, however, when she accused Sam, a new member, of being an alcoholic, after she saw his pickup truck one afternoon parked in front of the town's only bar. She commented to him and others that everyone seeing his truck there would surely know what he was doing. Sam, a man of few words, stared at her for a moment and just walked away. He did not explain, defend, nor deny; he said nothing.

Later that evening, Sam quietly parked his pickup in front of Martha's house and left it there all night.

A Maori bloke called Rangi was driving through Rotorua, when off in the distance he saw a booze bus (police). Rangi thinks this is great and heads straight for it. He pulls up and Rangi winds his window down and says, "Two cans of Lion Red thanks bro!!" The policeman looks at Rangi and says, "You must be drunk! Get out of your truck and blow into this bag for me." Rangi got out of the truck and said, "Sorry bro, I can't blow in that. I got a letter from the doc saying I'm asthmatic and I'll pass out if I blow in that." The cop looks at him and with a bemused look says, "OK. In these cases we require you to give a blood sample." "Nah nah sorry bro. Can't be doing that either. I got a letter from the Red Cross saying I'm a hemophiliac and I could bleed to death. Sorry bro can't do that said Rangi. By now the copper is getting fairly pissed off and finally demands a urine sample for testing. Rangi looks at him and says "Sorry bro, can't do that either." The copper says "Surely you can't have a letter for that! Bloody oath bro" says Rangi." It's from the government. Called the Treaty of Waitangi. Says that you white fellahs can't take the piss out of us Mari'



MOMENTS IN TIME



724 Sqdn 1955

Hard at Work

Harry Jenkins, Arthur Jenkins and Greg Wise



Mulvaney , Bill O'Brien , Merv Willers , Chris O'Niell
John Forrest , Swainy , Ray Annan , Ron Jenkins , Shorty Ackerly



**Air Department
'Smokey'
Hong Kong
1957 ?**

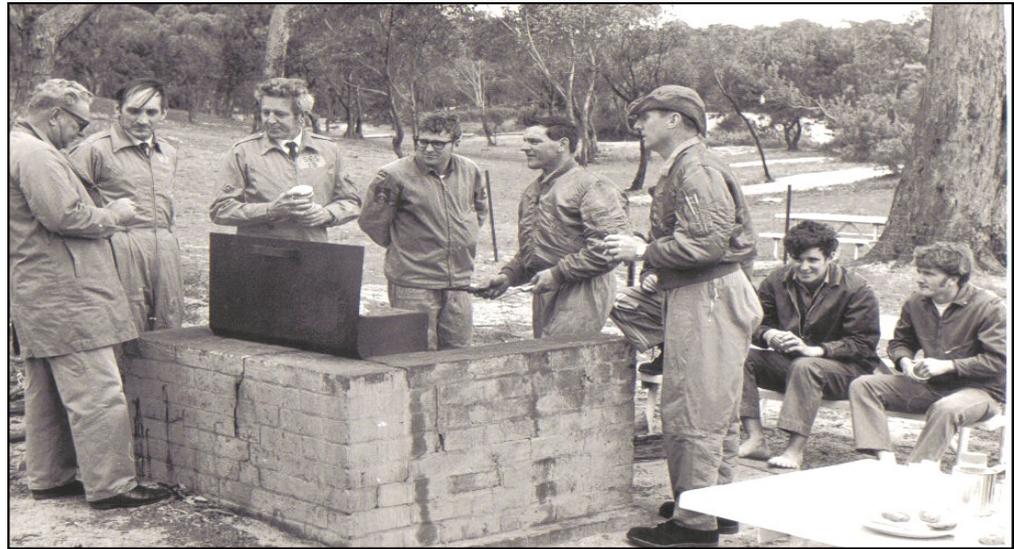




2 'Camels' - 4 Humps

The 'Pres' at work
G.G. in Canberra
(Lt Nestor ?)

Civvy driver, John Crawley ?, Kel Duncan, Mick Hunter, Greg Wise, Eric Wainman, ?, 'Pommie' Owens
SURVIVAL EXERCISE at JB



724 Squadron Reunion

• Cutting the cake at the 724 Squadron reunion held at Bomaderry RSL on Wednesday night are (from left): Batsy Lee, Ron Jenkins, Brian Weaver, CPO Camm, Seaman Allen, Bill Kerr, Rusty Marquis and Ray Larsen.

Inside: Travel Feature



Australian Government
Department of Veterans' Affairs
OFFICE OF THE SECRETARY

CDRE David D Farthing DFC AM RAN (Retd)
National President
Fleet Air Arm Association of Australia Inc.
50 Railway Terrace
WILLOW VALE NSW 2575

Dear Commadore Farthing

I am writing to inform you of the Department of Veterans' Affairs services that will be available during the Christmas-New Year period.

All DVA offices will be closed for the Christmas-New Year period from Monday 27 December 2004 to Monday 3 January 2005 inclusive. These offices will re-open for business as usual on Tuesday 4 January 2005. As in previous years, DVA services over the festive season will be provided through standard after-hours arrangements, such as those in place for the Easter break, public holidays and weekends. It is important to note that under after-hours arrangements many DVA services are available including:

- transport – if transport is not booked prior to the Christmas period, it will need to be paid up front and reimbursement from DVA can be sought at a later date;
- hospital admissions – hospitals can admit DVA patients and request admissions approval, where required, when DVA re-opens;
- crisis counselling – the Vietnam Veterans Counselling Service offers 24-hour crisis counselling through *Veterans' Line*. This service is available to veterans of all conflicts and their families, including members of peacekeeping missions, toll free on **1800 011 046**; and
- Defence Service Homes Insurance – policy and claim inquiries are available 24-hours a day on **1300 552 662**, and payments can be made on **1300 304 989**.

Anyone requiring Rehabilitation Appliances Program supplies should also make sure they have enough to meet their needs through the Christmas-New Year period, as many suppliers will be closed.

It would be greatly appreciated if you would circulate this information among your members. The Department extends its best wishes for the festive season to all members of the veteran, defence and ex-service communities and their families.

Deputy Commissioners in each State will write to State ex-service organisations to inform them about the Christmas shutdown arrangements.

Yours sincerely

Ian Campbell
ACTING SECRETARY
13 October 2004

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Saluting Their Service

PO's Morale Course

Whilst browsing through your excellent journal (Vol 5, no1 2004) I came across a letter written by a Mr John Buchanan, under the title, Riff-Raff "Military Justice Audit Team Report" on page 7. In it he refers to a Petty Officers Course at FND in the 1950's where two non Naval NCOs one from the RAAF and one from the Army were included on it. It was inferred that the course was the first one where these two NCOs were included, which brought back memories to me, as I was the Army sergeant referred to.

At that time I was an Sgt Instructor at the 14th National Service Training Battalion at Puckapunyal, and was selected to go on a Naval Petty Officers Morale Course at Flinders Naval Depot coincident with the 1953 Coronation of Queen Elizabeth. I was told when I arrived at FND that with the RAAF Flt/Sgt we were the first to attend this course. The RAN personnel were CPO Air Riggers, ERAs, Stoker POs still in round rig who were to learn all about Instructional Technique, Range Practise, Drill Weapons Training and in general "smartening of the footwork". In fact similar to an Army Drill and Weapons Training Cadre for NCOs but with a Navy flavour.

I had served with an Army Commando (no6) in the British Army during the war and had joined the Australian Regular Army in the UK in 1952. My only contact with the RN had been during boat training for D-Day and on various LCI (T) or LCI (s) landing barges so did know a little about the Navy and had a great deal of respect for sailors in general so I looked forward to the course.

I arrived at Crib Point railway station on a very wet (normal) Sunday evening to be met by CPO 'Bungy' Williams the Course senior rating and Instructor. A draft for the Naval College was also on the train and these young Midshipmen were lined up and told to double time march to the depot while the rest of us went by service bus. Halfway the bus was stopped and two very exhausted 'Mids' were put on the bus and told to stand up until they got to the Watch-room (Gate). This seemed to me to be a bit harsh and would certainly not have happened to Officer Cadets in the Army, but no doubt toughened up the potential Naval Officers.

Once in the depot I was asked where were my blankets and sheets etc: as I was apparently expected to bring such things with me. Somehow the stores rating got me a couple of blankets (of doubtful origin!) and issued me with two mattress covers in lieu of sheets. I was introduced to a dormitory with a mismatched single bed that looked like it had been bought at a garage sale upon which a mattress (with indefinable stains) and a pillow (no cover).

I spread a towel on the pillow and used the mattress cover as a sleeping bag. The dormitory was part of the Pos Mess and was a throughway to another building so there was much coming and going between whites.

Each morning at 0600hrs we were given PT on a tennis court next to the swimming pool, and on occasions also had a swim in the pool before breakfast. At 0800hrs we were paraded in the big covered drill shed and were each placed in charge of a NS Intake Squad for the daily march past the Training Commander who stood beside a big ships' wheel on the parade ground. As I was in the Army I only gave Army words of command, which were sometimes at variance with the RAN, but we soon overcame this when I used the RAN terms. After each parade CPO Williams gave a critique of our performance, which had been passed down from the Training Commander. In my case the only criticism was "What is wrong with that Army chap's salute". I replied that we saluted using the open hand and kept our left arm still when marching past. I got the word that I was to continue as I normally did and never got another criticism while I was there! During the range practise we went over in a boat to the rifle range where we proceeded to fire the same course as the Army from 600-200 yards. We first went to the 600-yard range and once we had fired we had to run to the next mound and were warned to look out for snakes, which were apparently abounded on the range. I fired Army style and several naval officers stood behind me to study what I did as apparently they were to adopt the army style of rifle shooting (i.e. lying with legs apart and body oblique to the line of fire) as apparently the RN style was the prone position with legs together. I was also very surprised to see in the armoury on the range several Lanchester Sub Machine guns, which were still in use and dated before WW2.

The RAAF Flt/Sgt was no challenge as he was, as I understood a clerk from Point Cook. His attitude was similar to the one expressed in the letter, and I imagine that the whole course came as a big shock to him! I thoroughly enjoyed it more especially as the 'Mainbrace was Spliced ' twice while I was there, once for the actual coronation and once a week later as it had been "spliced " at the Royal Spithead Review. I got 4 large bottles of beer on the RAN ! ~ Never happened again I imagine.

I think you have an excellent magazine and I wish you luck in the future.

PHB Pritchard AVM, RVM (Maj Ret'd)



AUSTRALIA'S MUSEUM of FLIGHT

by Neil Ralph



Since the last Museum report there has been some significant changes made to staff, aircraft display configuration and in the progress of future planning.

Firstly to staff. Most readers will know that Mark Clayton resigned from the position of Director of the Museum to take up a post at the Powerhouse Museum in Sydney. This was a career move by Mark, he had spent 5 years here and in the career context it was time he moved on. Neil Ralph has taken on the role and this will result in saving a salary to benefit the Museum's finances, and to allow us to employ a much-needed part time promotions manager. Vivian Richardson is now onboard in this role, she is a local Nowra native who has a Master's degree in marketing. She works 2 days per week with us and among other things promoted the recent air day very well. In the shop we lost Belinda to her native Brisbane and we have two volunteers manning the shop over the 7 days of the week. Long term staff members Don Parkinson and Rochelle Morey-Hype continue in their roles.

At the Annual General Meeting on 2 October, Neil Ralph gave an outline of Museum happenings and described proposed plans for developing the Naval Aviation theme within the Museum. The aircraft reconfiguration was in place before the AGM so that delegates could see the basis of the display and provide comment. The reconfiguration features the grouping of aircraft types to carrier era, e.g. the Sea Fury, Firefly and Sycamore are together with the HMAS SYDNEY model which shows those aircraft embarked, the Sea Venom and Gannet are grouped with the HMAS MELBOURNE model with those types embarked, and the Skyhawk and Tracker are together with the MELBOURNE model relating to their embarked period. There is one video tape being played continuously in the display area and the intention is to place one in each group to show embarked operations for each. The Scout will be hung above a mock-up of Moresby's landing deck (to be built when we have the time and effort). Access to these displays is now very good. We have yet to build the consoles describing each exhibit or group of exhibits.

On the Museum configuration generally, the critics say that the Naval Aviation theme should take up the centre area as they perceive it to be the showcase or more important display area. This is not true, there is really no 'up the front' or 'down the back' in any museum, exhibits are not located according to their 'importance'. In our case, the centre area is configured the way it is because civil aircraft are generally bigger and need more space for access. The main difference at the moment is that the Naval Aviation display is not well described either on the consoles or by other media and this is now the focus of our efforts, but it will take some time to get right.

We have also to progress the WW1 display and we are starting a new project of Aviation in the Shoalhaven which will mainly feature on the development of NAS Nowra from before WW2. An ADFA student is available to do all the research for that project.

Another project slowly being progressed is the development of plans for an education centre to be built between the Federation Wing and the workshop on the southern side of the hangar. This centre will be used for school groups, Aero Club students, other classes at Aerospace Training Services and other group users, with appropriate training aids some of which can double as Museum exhibits. The plan is to finance this through the Federal Government's Regional Partnerships program.

We are aware generally of the progress of Captain David Ramsay's feasibility study into the proposal for the Museum to come under Navy control (and therefore funding). This initiative was taken by the Foundation because it could not guarantee the Museum's financial viability without some form of subsidy or sponsorship to meet all operating expenses in the present difficult environment of limited corporate donations. The Chief of Navy initiated the feasibility study to quantify the costs to Navy of operating the Museum under its own control, or perhaps some option between full Navy control and the present Foundation control with greater Navy presence.. Captain Ramsay has also kept President David Farthing informed of his progress. We understand that Captain Ramsay will be putting his recommendations to the Chief of Navy within the next few weeks, although there are yet many stages in the process beyond that.

The Museum together with the Historic Flight conducted a most successful air show on 31 October last. The program was one of the best we have had, the Roulettes performed very well again as did an L39c Albatross flown by former Navy pilot Mark Scott, a Cessna twin jet Dragonfly from Temora, a Hawker Hunter flown by another former Navy pilot David Baddams, and a supporting cast of the Super Constellation, Catalina, Harvard, Excess 300, Navy Squirrels, Seahawk and the Sea Sprite. Top of the billing was a privately owned Sea Fury from the stable of Flying Fighters at Archerfield in Queensland. The aircraft performed a great display of aerobatics and many former Navy FAA personnel were gratified to hear the roar of the Centaurus at full power again. The day also turned out to be the best financial outcome we have had.

We hope many FAAA of A members will visit the Museum over the Christmas/New Year break and give us their opinions on the re-configuration of Naval aircraft in the hangar. Meanwhile the best wishes of the Foundation, staff and volunteers of the Museum to all members and their families throughout Australia.



The following is an overview of the reply by the Australian Museum of Flight to the Paper from the FAAAA of Australia's Concerns about the direction the AMoF was taking in regards to the Museum.

Response to the Concerns of the FAAAA on the Direction of Museum Development.

In reply to the paper from the FAAAA to the Board of the AMoF regarding our concerns as to the direction the organization was taking we have received this reply from the Board. The following is a condensed edition of their response.

The main concerns raised were that the Memorandum of Association of the Foundation has not changed from this objective but the name change to the 'Australia's Museum of Flight' and the addition of civilian aircraft of significance to Australia's aviation history to the displays has diluted the naval aviation component and reduced its capacity to tell the story of Australia naval aviation, thereby in its opinion not giving proper expression to its charter and breaching a covenant with those who originally set up the Museum. Other major concerns were that

- (a) The absence of any RAN involvement / association with the Museum,
- (b) The change of direction the Museum has taken in relation to its stated objectives,
- (c) The denigration of the naval aviation historical collection,
- (d) Some managerial practices observed at the Museum

As the FAAAA's main concern was expressed as the change in direction in Museum developments by the Foundation and the concurrent diminution of naval aviation in the Museum's displays, this was the main focus of the response. From the start the Foundation acknowledged the sincerity of the Association's concerns and appreciated its motives in raising them.

In 2000 the Board was compelled to consider the Museum's future in the light of trends and events mainly that operating costs were significantly exceeding operating revenue and the shortfall had to come from capital and general donations. This trend had to be arrested if the Museum was to stay solvent. In consideration of this the Foundation made the following assessments

- Giving the declining trend in visitation rates and financial performance over the last 3 years any projection would show continued significant deficit trading unless there was fundamental change to one or more of the factors.
- The Museum operated in a commercial environment and had to compete for the tourist dollar, gain greater general community support and not be seen as a closed establishment,
- In the prevailing circumstances, sponsorships for operating costs were unlikely to be forthcoming on a scale to meet the annual trading deficit,
- The name of the institution was unfavourable to securing sponsorship either privately or by government since it was assumed that the RAN should take financial responsibility for its own heritage,
- Continued deficit trading was theoretically possible for a few more years, using remaining capital funds for subsidies, but audit advice counselled otherwise,
- Aviation industry would more likely consider financial support for the Museum if it reflected more general aviation history of Australia and its own part in it.
- Government at all levels would likely be more disposed to assist an institution which had a community role and be a community education and informative resource,
- There was very little possibility to extend the naval aviation collection under Defence policy, this meant that there could be no real growth in that collection to vary displays in the future and they would stagnate,
- By comparison there were other military and civilian aircraft more readily available which could contribute to a wider study of aviation and enable the Museum displays to continue to be varied, without detriment to the naval aviation,
- Professional museum advice favoured a broader collection base and activity to add to its general educational value and its appeal to a wider field of interest,
- The founders and original supporters of the Museum would expect the first duty of the Foundation would be to ensure that the Museum survived, taking whatever measures and initiatives that it judged necessary rather than allow it to fail,
- While the Memorandum of Association and Articles of Association of the Company detailed the Foundation's responsibilities in relation to naval aviation heritage, these documents did not suggest the Museum's collection was to be exclusively naval aviation, moreover they required all steps to be taken to preserve, maintain and expand the institution in the furtherance of Company objects. Implicit in these responsibilities was the primary and higher duty of keeping the Museum operating.

The foundation acting on these aims proceeded with what was named 'Stage 5' which included upgrading displays, enhancing their appearance, and meet the broader objectives of education, information and entertainment with particular focus on themes related to naval aviation, technology, social and history of flight.

The Foundation appreciated that there would not be any immediate increase in the visitor flow after the name change, especially since there were delays in proceedings with Stage 5 - exhibition enhancement. The foundation expected that the name change, the additional themes and displays and the exhibition upgrade would all come together to produce the wider appeal it sought, however the upgrade was not completed until December 2003. There has been an increase in visitors for each of the last three years but a more significant increase in visitor numbers is needed which the Foundation considers might be achieved when the whole change has had time to take effect. But an important outcome for this response was the observation by Foundation members that the re-orientation of the displays under Stage 5 implementation had reduced the visibility and access to some of the former Naval aircraft and relics. Secondly, the move of the Museum administration to the IMB Centre from the Federation Wing has dislocated and fragmented the Fleet

Air Arm display, which now would make it difficult for visitors to understand the story of Naval aviation. In March this year the Foundation postulated a "Stage 6" project which provided for a re-organisation of the aircraft, deck-landing mirror, sea boat and other display material to be co-located and planning for this is in hand. The Association will be consulted in relation to Stage 6 planning and implementation.

The Foundation agrees with the 'Concerns Paper' that the institution has changed from a dedicated Australian Naval Aviation Museum to an institution, which has a wider purpose. However the Foundation does not agree that this has meant that the functions of the Museum in relation to the recording, preservation and presentation of the history of RAN aviation have been or need to be discarded nor was that ever its intention. There remains sufficient space and facility to meet its responsibilities with respect to Naval aviation and indeed the Foundation has continued to actively seek and acquire aircraft types of significance to the FAA e.g. a former US Army Iroquois actually used by the RANHFV has been bought by the Museum and is being freighted to Australia by the RAAF with arrival scheduled for July. (Since arrived and installed in its display in the Museum)

The Foundation agrees that the recorded history of the Fleet Air Arm is not up to date, Displays mainly relate to the Carrier Navy and before, small ship helo operations are not displayed. If the foundation is able to secure from Navy, aircraft and relics relating to the helicopter Navy then it should be able to bring the history up to date, given funds and labour. Displays need an actual aircraft and associated relics as a centrepiece to give authority and credibility to them.

The Museum Director's view in relation to the name change as stated in the paper was considered as one of the factors for change, in 2000. His view reflected an informed opinion, was consistent with that held in some areas of the museum profession where public opinion is always under survey, and was the product of 25 years in that profession. Rightly or wrongly and without trivializing this issue the change occurred four years ago and, with respect to the Association, it might agree it seems academic now to attempt to explore qualitative judgements and views on what might otherwise have been done if the aim of the discussion is a constructive outcome.

THE ASSOCIATION'S RECOMMENDATIONS

Returning the central focus of the Museum to the unique contributions made to Australia by Naval Aviation

The foundation agrees the present naval aviation display is less than optimal and needs to be developed to give coherency, cohesiveness and substance. It has conceived a plan termed "Stage 6" which will be aimed at achieving this and will be pleased to discuss this plan with the Association and involve its participation. The Foundation does not need to or intend to abandon its current stage of development to achieve this purpose. Funds will have to be raised to finance the "Stage 6" project.

Take action to record the history of the RAN fleet Air Arm

The Foundation is supportive of this objective, but achieving it will require the assistance of the Association, volunteers and the RAN.

Take positive steps to present Australia's Naval Aviation Heritage in a vibrant manner

This recommendation is seen to be consistent with the first and again, "Stage 6" should be the means of achieving it

Seek a creative way to return "NAVAL AVIATION" to the title of the institution

The Foundation agrees in principal with this recommendation and is considering its options

Actively seeks and encourages former and current naval aviation personnel to be part of the life of the Museum

The Foundation cannot identify good reasons why more former and present FAA personnel do not volunteer for Museum work and projects – there is a vibrant volunteer force involved currently with such people in it. The present management team cannot really be held responsible for events of many years ago. We need volunteers for shop manning, aircraft restoration, hangar and aircraft cleaning, archives management and so on. The Foundation would like the Association to add its weight in attracting volunteers to the Museum and sees this as consistent with the 'Concerns Paper'

Reviews procedures and practices to ensure preservation and documentation of all naval aviation heritage terms

The Foundation undertakes to do what it can in this respect and, again, seeks the assistance of the Association in this regard.

FOUNDATION GENERAL SUMMARY

The following is a summary of the Foundation's views on the matters raised

- The Foundation reaffirms its commitment to the wider scope and collection in the Museum and to the title "Australia's Museum of Flight" for the reasons given in this response, principally to enable the Museum to survive, grow and strengthen.
- The Foundation agrees in principal there should be recognition in the title of the naval aviation collection and that the Theme is more prominently and appropriately displayed in the Museum, 'Stage 6' being the vehicle to achieve this.
- The Foundation's experience shows that an exclusive naval aviation museum to support the terms of Heritage Trust Objectives of 1982 unless supported Defence and Navy, would unlikely remain viable in an institution subjected to commercial pressures and suggests to the Association that it supports the Foundation's approach to Chief of Navy for a change of status of this Museum to a Defence museum.
- The Foundation notes in this regard that Navy should remain responsible for its own heritage and, where this is uneconomic to be done in-service, it should make some arrangement for institutional support of such organisations willing to conduct its heritage functions.
- The Foundation's policy is to conduct Museum business according to professional museum advice and develop its procedures, displays and other activities accordingly.
- The Foundation by its own experience well appreciates the role of volunteers and extends an invitation to former FAA members to join its active volunteer force.
- The Foundation seeks better communications with the Association on a regular basis, it notes in this context that the 'Concerns Paper' is the first intimation received from the Association on the change o development direction and this four years after the event: raising issues of apparently long-standing that might have been sorted out much earlier to a mutual satisfaction.
- The Foundation conveys to the Association its readiness to discuss further the matters raised in the 'Concerns paper' with a view to constructive outcomes.

**The Australian Naval Aviation Museum Foundation
July 2004**



Using the newly renovated 'Function Room' at the Museum. The renovated murals and some of the plaques have been hung; hopefully it will all be finished soon. The project has been a combined effort of the FAAA and the Ex NAA (Shoalhaven branch) nearly all of whom belong to both groups. It is proving a valuable position to display a lot of the FAAA artefacts that had been relegated to 'boxes' and on completion will certainly be an asset to the association. Linking both rooms together via a large doorway may give us an even better usage of our space. Our thanks go to the volunteers who have spent some time on the project.

Bill Kerr / Greg Wise

National President

I am very pleased to be taking over as National President and I am very well aware that I have big shoes to fill after Toz Dadswell's distinguished reign. No one has done more than Toz to advance the cause of the Fleet Air Arm and its members over a very long period and I was delighted when the recent AGM elected him as Patron and also appointed him as a 'Life Member'.

Thanks also to our out going Patron, John Goble, who has been tireless in advancing our cause over many years in this position.

I have two immediate priorities that I feel I need to address from the start:

Firstly to convince many more of our Vietnam veterans to join and actively participate in the association. To this end I will be conducting a "mail-out" in the near future to ask them all to consider joining. If any of our existing members are in contact with our Vietnam veterans, I would appreciate your assistance in this campaign.

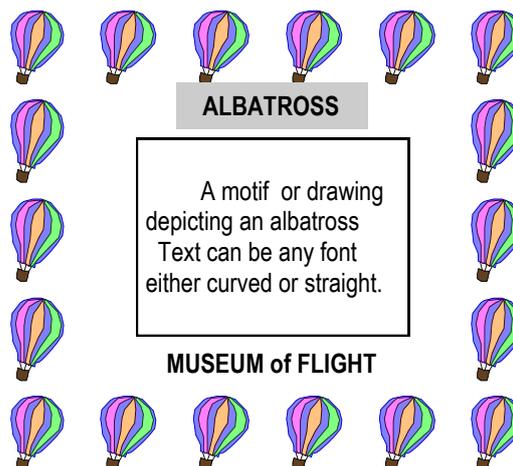
Secondly to re-establish true harmony and common purpose between the Museum and the Association. I was impressed with Neil Ralph's address at the AGM and he is carrying an enormous load in running the Museum, effectively single handed and we all owe Neil a debt of gratitude for his effort, but there are issues that require resolution. I will cooperate as closely as I can with Neil and the Board and I have already spoken to the Chief of the Navy, VADM Ritchie, concerning support for the Museum. I believe that it is essential that 'NAVY' be reinstated in the Museum's name and this opinion was strongly reinforced by views expressed by all delegates at the AGM.

Further to my aim of achieving a closer and more sympathetic relationship between the Association and the Museum, a number of alternative names have been considered. It is clear that 'Australian Museum of Flight' is too general and does not reveal any connection with the Fleet Air Arm. On the other hand, simply using "Navy" and / or "Fleet Air Arm" has caused problems in obtaining sponsorship as sponsors see these titles as indicating that the Museum is a Navy responsibility. Further, there has been political opposition to those titles as not being general enough, nor related to the local community.

At a recent meeting chaired by RADM Andrew Robertson, a number of proposals were considered. After lengthy discussion it was suggested that the title : "**ALBATROSS MUSEUM OF FLIGHT**" had much to commend it.

Advantages include: "ALBATROSS" is clearly understood as being synonymous with Australian Naval Aviation in the FAA community, the Navy as a whole and in the local community. The name "ALBATROSS" has been used since the inception of Australian Naval Aviation. It is a succinct title which is easy to fit into an attractive Log with a stylised Albatross.

[alternative names considered tended to be over-long and confusing .]

**URGENT ! URGENT ! URGENT !**

Please engage your brain and after computation your pencil finger.

Firstly, give us your opinion on the proposed name change for the "Museum" and secondly give us your ideas of a suitable logo - Basic requirements :

- The name 'Albatross Museum of Flight'
- A picture, a drawing or any other version of an 'Albatross' in the central position.

Send replies to :

The Editor -Slipstream
PO Box 662 Nowra , NSW, 2541

Also we need to attract more and younger members. I will be conducting a mail-out to ex Vietnam Flight members to encourage them to join and I would be grateful if all our current members would assist in the recruiting drive. I suggest that we emphasize the camaraderie, fun and incredible spirit which has driven the FAA over the years.

With all best wishes for Christmas and the New Year,

David Farthing

OUTGOING PRESIDENT'S REPORT

I thought I would make my final report one that covered the activities of the Executive Committee over the past three years.

I first wish to place on record my sincere appreciation of the support given to me by the members of the Executive. Vice-President Ian Ferguson, Secretary Mike Heneghan and Treasurer Denis Mulvihill, have been a great team to work with. I would like to pay tribute to our previous Treasurer, Nev Newbold, who sadly passed away while still in office. Nev was a great team worker and contributed much to the FAAA. I would also like to place on record my thanks to Greg Wise, President of the NSW Division, who has attended Committee meetings as an observer and has worked tirelessly for the Association, especially in the running of the National Reunion in 2003.

When the Committee took office in October 2001 a decision was taken to instigate at least one positive programme each year. We achieved that goal and I have much pleasure in listing some of the projects and activities undertaken by your Committee over the last three years.

Christmas Hamper Appeal

This has been an outstanding success and has been much appreciated by the men and women of the Fleet Air Arm who have been serving overseas during the festive season.

Medallions of Merit

A very successful project, which, has been very well received by the serving community.

This years recipients were:

Air Engineering Officer Application Course - SBLT Andrew Collard - NASPO

Chief Petty Officer Aviation Advanced Technical Training Course - POATA Colin Jeffrey Paton - NASPO

Basic Aircrewman Course - LSA Colin McCallum - 723 SQDN (currently posted to HMAS Tobruk)

Congratulations are extended to all winners

Installation of Commemorative Plaque in the Australian War Memorial

It took a while to get this project organized, but with the assistance of the Director and his staff at the AWM, the Fleet Air Arm has now taken its rightful place alongside other Australian units, ships and squadrons in the AWM Sculpture Garden. I thank the Department of Veterans' Affairs who made a generous donation towards the cost of the project. I also thank the ACT members of the FAAA who hosted the refreshments served after the ceremony. If you are in Canberra I suggest you make the time to see this very important memorial.

The National Reunion 2003

With a lot of help from the NSW Division a successful national reunion was held in Nowra in October 2003. The aim was to hold the event at minimum cost to the attendees while at the same time not run into debt. Both objectives were attained.

Restoration of the FAA Memorial Outside the Museum of Flight

The sandstone plinth, on which the beautiful Albatross memorial outside the Museum of Flight rests, suffered severe cracking damage from heat during the bushfires at Nowra. The Committee approached TENIX for financial assistance to repair the damage and TENIX has kindly donated \$1000.00 towards the cost. The NSW Division will supervise the restoration work.

Paperback Collection

This project was very successful in collecting a large number of paperback books, but then we found out that the serving personnel were not particularly interested in reading material. An oversight on our part, as it seems in this modern world if you wish to be entertained you insert a CD or Tape in an appropriate machine.

I wonder why we put pens and paper in the Christmas hampers ?

Refurbishment of the FAAA Headquarters

This was a project undertaken by a small band of members ably assisted by members of the Shoalhaven Branch of the Naval Association. The rooms are now a credit to the Association and I thank those who did all the hard work.

Statement of Concerns held the FAAA in Relation to the Museum of Flight

This was a document to which many people contributed. Not all inputs were used as the Committee had to be absolutely certain that any claims or allegations made were supported by facts. The general reaction from the Divisions indicates that we managed to adequately express the concerns held by the members. The response from the Museum of Flight was disappointing and the incoming Executive will have to decide what further action, if any, needs to be taken

The FAAA Web Site

The South Australian Division, which had established the FAAA web site, requested the National Executive to take over its operation. My brother, Harley Dadswell, agreed to act as the Web-Master and the site has been an outstanding success. More and more people are visiting the site. The Executive and Divisions have made extensive use of it as the vehicle to advise members of items of interest. I thank Harley for his work.

SLIPSTREAM

The issues of SLIPSTREAM produced during the tenure of this Executive have been of the usual high standard and we thank our editor, John Arnold, for his excellent work. The production of our magazine is a task that requires a lot of time and effort. John has not enjoyed very good health over the past couple of years and his wife Brenda has also been in poor health. So we are very grateful to John for his work, which has been carried out under very difficult circumstances, and we wish he and Brenda better health in the years ahead.

The Patron

It was with regret that I accepted the resignation of John Goble from the position of Patron of the Fleet Air Arm Association. John has been an excellent Patron. Nothing was ever too much trouble for him and he has given much appreciated advice and assistance to the Executive.

We wish him well. At the AGM the delegates made me an offer I couldn't refuse and so, with some misgivings, I accepted the nomination to be Patron of the FAAA. I thank all members for this opportunity to continue serving the Association.

ACT Division

The dissolution of the ACT Division was a disappointment to the Executive. However the majority of the ACT members have transferred to the NSW Division and so will stay in the "family". It seems the reason for the collapse of the Act Division was the lack of volunteers to hold office within the Division. This is not an uncommon problem and I urge all members to take an interest in Divisional activities and assist your Committee in any way you can.

Conclusion

I believe that the members of the outgoing Executive are handing over the reins with the Association in good shape. We have tried to lift the profile of the Association within the ex-service community and to establish closer ties with the current-serving members of the Fleet Air Arm. We consider that we have achieved both these aims. However the strength of the Association rests with the members and I hope that the support and encouragement given to my Committee will continue to grow in the years ahead.

Thank you for granting me the privilege of being your President and for honouring me with life membership of the Association.

Seasons Greeting to All

Toz Dadswell

NSW DIVISION



The season has changed rapidly since the last edition and the last week or so have seen us almost revert to full winter whereas we looked like we were well into piccaninny spring. It has not been a good time in relation to departed members and the attendance at funerals seems to be a regular occurrence. By now most members will have heard that the ACT branch has run into problems and have decided to 'cease trading', the majority of their members have transferred to NSW and although we are happy to accept them the circumstances could have been more favourable as no one likes to see the demise of one of our branches. Welcome aboard to those transferring members and we hope we can accommodate you well.

Our annual dinner went of well and thanks to this go mainly to our Social Sec (Phil Robinson) who did an outstanding job organising it all. Thanks also go to our guest speaker, Shelley Hancock MP our local South Coast member.

Our continued association with the present navy is always to the fore and since the last edition we have continued to build bridges along those lines. The FAA Chapel at 'Albatross' is a very good avenue for our attention as our members also make use of the established practises carried on there and towards this aim we have recently with the assistance of the National body presented them with an outside setting of 6 chairs and a table to be located in the courtyard adjacent to the "Memorial Wall" for the use of those people attending ceremonies there. One of our members (Jim Eagles) who was the fortunate winner of the Firefly painting in the last raffle has also donated this painting and it is now hanging in the foyer of the Chapel. The Navy have reciprocated in kind with the offer of a room in the Professional Offices for our Welfare Representative to avail himself of and this has been accepted (a couple of small matters to clear up but they are in hand and we should get the final okay shortly). We hope to also be able to offer some limited legal advice to both our members and serving members of the Navy, this gesture being offered by one of our members, Phil Carey. We have also had two more members do TIP courses with the DVA and these are available to help you with matters relating to Dep .of Vet Affairs, contact with these can be made via our Welfare Officer – Ray Burt either by phone or email. See web page for details.

Members will be aware that the FAAAA National Executive undertook to survey all Divisions and then report on the concerns, which had arisen, about some of the directions being taken by the Australian Museum of Flight at Nowra. That report has been completed, distributed and the Board of the Museum has presented a reply to it. We can but hope that there will be implementations from it that will help to alleviate the feelings of frustrations that have filtered back from the association members in their replies to the request from the executive for "anomalies in the system". We certainly hope that 'NAVY' is reinstated in the profile of the organization and that it can return to being our Fleet Air Arm history.

We locally have been doing our bit to the retention of artefacts and our office space at the museum is having a facelift.

The FAA murals that were commissioned years ago and were relegated to a dusty 'hide-e hole' have been reinstated to the walls of our office / meeting room and refurbished by some able volunteers and what was before used basically to put Slipstream together has now been converted into a much more comfortable meeting room that can be utilized by a lot more people. The assistance of the local branch of the Ex Naval men's Association helped and they almost to a man being fellow members of our branch united to a common goal. Our esteemed editor proved he was a passable hand with a touch up brush and the mural returned to its former splendour. Local crests, honour boards and similar effects will along with the TV and brew boat help to bring an air of familiarity to those who use it. Slipstream correlation and mailing will still be done from there as well as most of the National Executive meetings.

Wall of Service

There have been a lot of enquiries over the past few years about a wall at the museum in the garden area where we could have affixed a small plaque bearing the following information FAA Logo / Name / Rank / Official number / Period of Service This suggestion has been bandied around and up until now and has met with a lot of official resistance. Amid the change of policy of the AMoF and only today I further discussed the matter with the director and he advised me that the Museum Board are going to give control of the Garden area to our association and as such we will be able to install this feature. A lot of discussion has taken place in regards to the matter and now we would like any further changes discussed. It is envisioned that the plaque will be a half brick in size cast in bronze and affixed 2 plaques to each full brick allowing about 6,000 to be placed. The costs for the construction of the wall will hopefully be able to be defrayed by some of the local business organizations. There are some requirements that the committee decided must be enacted to qualify to have a plaque affixed and among these are: - A member must be over the age of re-entry and not serving in any manner in the Fleet Air Arm (eg reserves or similar) to have a plaque fixed to the wall.

Plaques for deceased members are welcome and it is hoped that word of mouth advertising will send the message to friends and family of these so that they can participate. The expenses for such a plaque would be considered by lots of people to be a very worthy present to give to an ex members family.

All plaques will be affixed in a random first come first served basis. Eligibility to participate is restricted to those who served in the Fleet Air Arm, Squadrons and detachments of the same and backup organizations. The National Executive would decide final approval in any disputed cases.

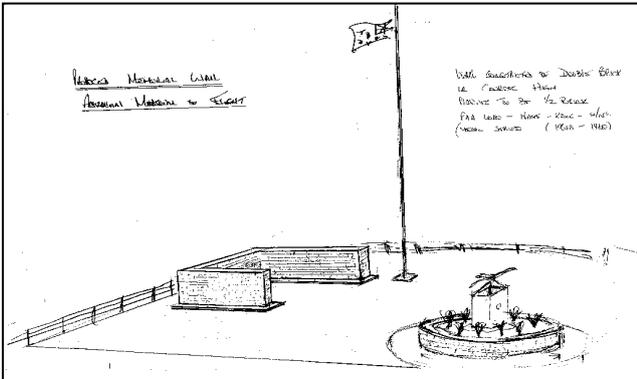
Officers and ratings will be intermingled and fixed as they come, there will not be any special section for either group.

The payment for the plaques will be held in the "Memorial Garden Account" a dedicated account for the upkeep of this area that is controlled by the NSW Division as will the ordering and fixing. Payment will be required when ordering and the plaques will be minted when a practical amount is attained – this is essential to keep the costs down to a minimum.

The charges will derived from the basic cost of the plaque and a small administrative cost to cover the division costs, it is not envisioned that this will be a profit making venture but any small gains will be held as part of the funds allocated to maintain the 'Commemorative Garden Area'.

A name for the wall is required, it has been suggested that it just be called "The Fleet Air Arm Wall of Service". Any names that you as members would like to have considered just forward them to the secretary and they will be considered. The NSW Division Committee will have the final selection. (sorry for the quality of the drawing but it will give the general layout and position)

Suggested layout of "The Plaque"



The logo is that of the Fleet Air Arm Association and this will be altered to read either "AUSTRALIA" or "RAN" in place of the word "ASSOCIATION".



I would like to reiterate our thanks to John Downton, John is a well-known and respected local artist and I must add a honorary member of our association for all the work he does for our fund raising activities. John provides the paintings that we raffle annually at very minimal cost to us and they are in themselves quite valuable and as years go on they will continue to gain in value. John was born in Sydney and attended art classes at The Royal Art Society and learnt his trade under many well-known artists not least of those being Leonard Long. His works have gained him acknowledgement from all over the world and even appointed as a Navy Artist in Timor in 2000 .He has just been awarded Fellowship of the Royal Art Society 2000 and the Australian Society of Marine Artists President's Medal 2004 and the fellowship of the A.S.M.A. 2004. This leave John a very busy man and we are indebted for his considerations to us in the form of the paintings he does us. This years main prize is a scene of "Sea Furies" over HMAS Sydney and is valued at present at \$6600.00, it is a large painting 900 x 10000 and will be a welcome edition to the wall on anyone's lounge room. The second prize this year is a scene from Kosciusko valued at \$1650.00 and third prize is a large 'gum tree' in SA valued at \$825.00. Tickets for the raffle are available from our secretary and if the interstate visitors who have inquired about them at the dinner contact him he will be able to arrange them for you.

At this time of the year it is timely to wish everyone a 'Merry Xmas' and goodwill and health for the ensuing year.



NATIONAL SECRETARY'S REPORT

Less than one month has elapsed since I had the privilege of being of being elected to this Nat. Sec. position, which means that not a great deal has yet occurred on which I am able to comment. However, for most of the past year I have been understudying and assisting my predecessor Mike Heneghan, and am grateful to have gained much practical knowledge and experience from him in the performance of the various important tasks involved. During the lengthy hand-over period, Mike has not always enjoyed the best of health, and both myself and the Association are much indebted to him for the determination and courage he has invariably shown, especially at times when he was clearly incapacitated. My immediate aim is to establish good lines of communication with all FAAAA officials, and my preferred option in doing so is to make the maximum use of the Internet. The National/NSW Branch office at Albatross has recently undergone a major upgrade of its computer installation, one very significant outcome of which is to improve both the accuracy of the Association's data base and to improve on the 70s and 80s method of printing and posting magazines. The FAAAA web site has been updated with all the latest personal details, including e-mail addresses.

Finally, for those I haven't yet met, my full-time service career spanned 40 years 20/20 RN/RAN, from 1951 to December 1990, retiring with Warrant Officer rank. thmcdnld@tpg.com.au

Tom McDonald

'Four blokes are out playing golf.'

The first golfer says, "You have no idea what I had to do to be able to come golfing this weekend. I had to promise my wife that I would paint all the outside of the house next weekend." The second golfer said, "That's nothing, I had to promise my wife I would paint all the rooms in our house." The third golfer said, "Man, you've both got it easy! I had to promise my wife I would remodel the kitchen for her."

After a few holes they realized that the other golfer had not said a word, so they asked him, "Didn't you have to promise your wife anything in order to go golfing?"

The fourth golfer said, "I just set the alarm for 5:30 AM. When it goes off, I give the wife a dig and say, "Golf course or intercourse?," and she replies, "You had better wear your sweater because it might be cold."

TASMANIAN DIVISION



Time again for our news report to the nation from the 'Land down under', how time flies. Anzac has gone again and snippets that came in from those attending in the various cities and towns were favourable.

As our members are scattered all round the State it was decided that we gather and participate with the local Naval Association of your individual area. Also as we are small in numbers this seems the best way to go, it also boosts the numbers of the Naval Association and most of us belong there anyway our flag is passed around the various districts in turn and is proudly carried within the group. Until recently it was held and carried at Launceston but at present it is along the North West coast at Ulverstone. This year it was carried by Ron Melville and his colour party comprised Gus Tuck, Barry Simpson and Ken Allen. As suggested by Ron it is perhaps a good gesture on the FAAA to show our flag, as it was the 80th anniversary of the first service at the Cenotaph and the 50th anniversary of the first service at the War Memorial in Ulverstone. This Memorial is an icon in this country as memorials go, with its three-towered clock representing the three branches of the Armed Services. The town is also the home of 'Shropshire Park' named after the old 8 inch cruiser of WW2 and lovingly designed and built by a dedicated team of ex matelots and their equally dedicated families and supporters.

Our last meeting was held in Launceston at the Ravenswood 50 and over club and a good roll up of members and their wives enjoyed the gathering and the meal afterwards. One of the items to come up for discussion was the concern of the FAAA about the Museum at Nowra. The main concern regarding this was that it was getting further and further away from our heritage since it was renamed the AMoF. Some of our members have visited it in recent times and are voicing their concerns. I have not been there since the big reunion in 1998 so I personally cannot comment but so much discussion must have some grounds and if so are we missing something.

It was agreed that in future we hold our meetings quarterly at the "50s and Over Club" in Launceston in the interim. The locality is the most central in the state and will ease the travelling burden for those who attend from down South, along the North West Coast and the other extremities. Time will tell if it helps to get more members to attend and that is the main objective.

Just recently we learned of the passing of Commander John Alliston DSC RN (Ret'd) in Melbourne. During his service career and in WW2 he served in the Pacific and captained HMAS Warramunga – the Tribal Class destroyer (described by him as "That Beautiful Ship"). CDR Alliston, his wife Elanor and family lived on Three Hummocks Island after retiring from the service in the late 40s early 50s and the reason I mention this is because the island is just off the North West tip of Tasmanian North Coast.

They lived and farmed there all their lives and from there he wrote a book on his service life and named it "Destroyer Man". I have a copy and it is a good detailed account of his exploits. A good mate of mine served with him in HMAS Australia and described him as quite a character.

This is all for now, so as our Editor always says 'Be kind to each other' and we hope this finds all well if not all that fit,

Cheers from Tasmania,

Matt (Jake) Jacobs

VICTORIA DIVISION



Attention on the Flight Deck!

Face to starboard, as our esteemed leader and mentor of many years mounts the gangway and slips ashore, having passed the con to David Farthing. Preceded by Patron, John Goble, of noble representation and meaningful support, 'Toz' was caught short by the awaiting wheelchair to propel him back to the vacated 'chair', there to continue his association, himself as popularly selected replacement overseer.

But not before successfully delineating the termination of his portfolio of self-adopted tasks. He led the attending 200-or-so witnesses in the execution of proceedings to officially unveil our commemorative plaque, dedicated to the RAN Fleet Air Arm, in the northern courtyard of the Australian War Museum on Thursday 30th September, 2004. Signifying the restrictions of modern times, the single, but nevertheless precisely timed fly-past of a Seahawk helicopter served to trigger the ceremony's commencement.

Somewhat restrained by the authority of AWM committees, the representative attendance of members from near and far States permitted a refreshing reunion of old shipmates, the swapping of many updates and the demonstration to younger, serving personnel of the lasting comradeship that can be theirs.

Appropriately, a vintage Nat Gould accompanied by Lieut. Cdr. Paul Moggach RAN, (the latter a Sea King pilot recently returned from Iraq), jointly unveiled the plaque as the refined emissions of the Last Post echoed from the museum's walls.

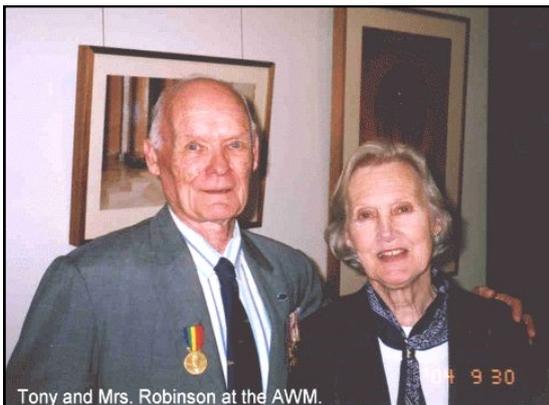
The following social gathering within the museum for refreshments revealed the presence of many stalwarts:- Dicky Dyke, Tony Robinson, Digby Johns, 'Digger' Bourke, Noel Knappstein, Fred Lewis, Norm Lee and Fred Lane as well as numerous other more junior participants like Roley Waddell-Wood, 'Sandy' Sandberg, 'Blackie' Barrett, Mike Astbury, Peter Mc Nay, Les Powell and Eddie Bell. The Victorian Division was represented by Noel Knappstein, Ron Christie, Les Jordan, Clem Conlan, George Self, Bryan Roberts and Geoff Litchfield. Of course, most of the glamorous wives were also in attendance in their finery, giving the support they have forever become renowned for, and providing a very feminine and colourful lift to the event.

Onward to Nowra and the National AGM, where the above-

Reports of proceedings have been circulated to all Divisions, so I will not duplicate those offerings. The dumping of a couple of inches of rain on the Friday eased sufficiently to humour those in gloomy mood over the drifting prospects of an undermanned museum. Numbers at the NSW Division dinner held at the Bomaderry Bowling Club were a little disappointing, though presenting attendees with the chance of easier socialising and better access to provided services. Well organised, well controlled and creditably catered, the event earned a star for the staff of the Club and the NSW Committee. The standard and quantity of the menu choices could be adjudged by the silence of those partaking of courses presented at a bargain basement price. BZ NSW! An interesting expose given by Guest of Honour and South Coast MP, Shelley Hancock, provided a different view of parliamentary procedures. Victorian members enjoyed the evening to the extent that they missed the last bus back to their accommodation!

Back home, a few of our members have been experiencing less than 100% good health. Philip Worssman, David Watson, Jim Kalmund, Don McIntosh and Len Baggott being on the sick list. I know all members would want me to extend their very best wishes to all for a speedy and complete return to normal health. Until recently our vintage member, Len Baggott, at 82 years of youth, has moved to the Freemason Homes, 313 Punt Rd., Prahran, and is in desperate need of companionship. Other than family, he has had few visitors and his morale has slipped somewhat from his cheery presence when he joined us to complete the course last Anzac Day. Len used to have a host of enthralling stories relating to his years as a Fleet Air Arm Rating Pilot during WW II with the Royal Navy and members are encouraged to 'make his day' by, at the very least, ringing to say g'day. Personal phone number is (03) 9510 4504 – if no answer, reception on (03) 9011 7311. While we are on the subject – if you feel a flush of Christmas Spirit, pick up the phone and dial (03) 9489 8444 - ask for Monsignor 'Tiger' Lyons and say something appropriate. Since you now have the phone in your hand, next try (03) 5248 8357 and pass on your best wishes to Jim Ferguson. You'll feel good after that, I promise!

We are sincerely hoping that some of the 'Oh, so silent' members of the Victorian Division may find the time to join us at the Naval Centre (ESU) 146 Toorak Rd., (West), South Yarra on the occasion of our final Committee and General Meeting for 2004. Commencing at 1100 on Sunday 5th December, this meeting will be followed by our annual Xmas Break-up BBQ and at \$5.00 per head, would have to be the cheapest pre-Christmas celebration with old friends that you could find in this fair city. BE THERE!!



Tony and Mrs. Robinson at the AWM.



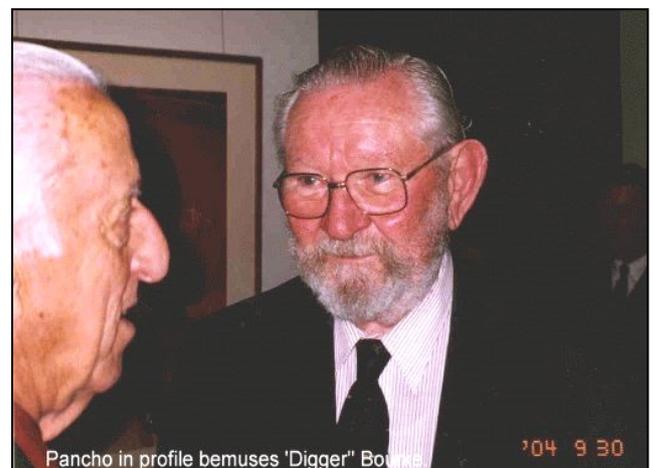
Don McLaren & Ben Dunne spin a dit.

Don McLaren & Ben Dunn



Margaret and Fred Lewis enjoy a cuppa

Margaret & Fred Lewis



Pancho in profile bemuses 'Digger' Bourke

'Digger' Bourke & 'Pancho' Wal-

Photos courtesy of Geoff Litchfield

SOUTH AUSTRALIAN DIVISION

Now that the celebrations of the Port Power win in the AFL has subdued somewhat, we here in SA are settling into the pre-Christmas work up. Our illustrious secretary, Barry "Dooley" Lord, having spent years working with Air Traffic Control computers and systems, has abandoned the Internet technology and its attendant email system. Apparently the volume of "Spam" mail soliciting all sorts of exotic offerings, together with the onslaught of ever more clever viruses and worms, drove Barry to such an advanced state of frustration that he turned the whole system off! So its back to "snail mail" and faxes for us here in these Southern latitudes.

Navy week was quickly turned on again here in October to coincide with a brief visit by HMAS Melbourne to Outer Harbour. The Association participated in the Naval Association sponsored ceremony at the Naval Memorial Gardens in North Adelaide on the 31st. It was a beautiful day weather-wise and the RANR Chaplain laced his comments with some amusing "pussers" anecdotes that were only really understood by the matelots present!

Our big news is that John Saywell was recognised for his contribution to the RAN Radio Mechanics Association with the award of the Member of the Order of Australia. The Governor, Her Excellency Marjory Jackson-Nelson, recently presented John with his decoration at Government House. BZ John – very well deserved. John also represented the Association at the Remembrance Day service at the Daw Park Repatriation General Hospital chapel.

Unfortunately, due to conflicting priorities, we were not able to send a representative to the Federal Council meeting at Nowra. The WA Division acted as our proxy and I thank their team for helping us out. Many congratulations to the new National Executive. Toz Dadswell will be an excellent patron and I know that all of us really appreciated the support from our past patron John Goble.

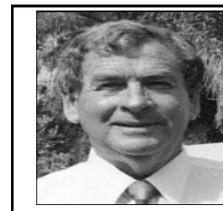
On the people side, a few are moving house; John and Jo Hamilton are off to Queensland, and Paul "the Seal" Shiels is moving closer to the ocean at Henley Beach. Dinsley and Eunice Cooper have been the stalwarts of our fund-raising campaign throughout the year. Peter Coulson reports that his wife Sandy (ex Senior Naval Officer SA) has been on the sick list for a while but is now on the road to recovery. "Grime" Quick is now settled into SA and has been very busy with his specialist CRM and pilot engineering courses for National Jet Systems.

Looking ahead, we have our normal get together at the Adelaide Airport Club at 7:30 on the 19th of November. If you are in town, please come down at around 6:30 for a meal and join us. Dinsley has arranged a Christmas dinner at Belair (up in the Adelaide hills) on the 4th of December. Then, 2005 commences with a BBQ in the Botanic Park on Sunday the 16th of January.

To all members and their families, the SA Division wishes you a safe and happy Christmas.

John Siebert

Queensland Report



We would like to welcome the new National Exec. Committee and thank Toz for his great work as President, and John Goble for his support as Patron of the Association. Congratulations to David Farthing as new President and Peter Welsh as Vice Pres. and to Toz as our Patron. Our day at Currumbin RSL was enjoyed by about 50 of our members-the weather was good and I believe all enjoyed the day. Cy Dakin came along and all enjoyed meeting him again after a long time.

We were on our way for a 5000 km trip via Broken Hill, so missed out on the festive occasion. We enjoyed the trip and spent a night in the Underground Motel at White Cliffs. Kept the light on all night and I woke and got up at regular intervals to find the quickest way out in case of a blackout. It was a long night!! We enjoyed the Murray region and I flew a Blanik Glider at Tocumwal. First time I'd done an aerotow since '69. Thermalling, etc., came back to me pretty quickly and it was good fun.

Our next event is the Christmas BBQ at the Maritime Museum in Brisbane on 12th December. It should be a good day again.

We're sorry to hear that John and Brenda Arnold aren't well and hope they come back to strength again soon and thanks to Greg Wise for his offer to get Slipstream out soon.

We aim to have another get together at Bundaberg next September and I will be going up early in the New Year to make arrangements. We hope the RSL will be able to look after us again and we'll be looking for events to entertain the crew. Interstate visitors are invited and I will advise definite arrangements before too long.

Ray Murrell and Gordon Walters represented us at Nowra for the AGM. Thanks for that. Ray and Barbara went to the unveiling of the Plaque at Canberra on 30th September and reckoned it was a good day. We were sorry we couldn't make it.

Well, I don't have any more news for now, so that's it from us up here for now.

Best wishes to all and have a good festive season.

Barry Lister.
President

The Unveiling of the Fleet Air Arm Plaque at the Australian War Museum on the 30th September 2004

On 30th September 1944, the light fleet carrier **HMS *Terrible*** was launched at the Devonport Dockyard. *Terrible* was not destined to see service with the Royal Navy, as the ship was commissioned into the Royal Australian Navy as **HMAS *Sydney*** on 19th December 1948. Thus beginning the Fleet Air Arm of the Royal Australian Navy.

Sixty years later on the same day of the launch, 200 people gathered at the Australian War Memorial on to witness the unveiling of the Fleet Air Arm memorial plaque. The plaque, which recognizes the operational service of Fleet Air Arm units, joins other similar memorials in the western courtyard of the Australian War Museum. To enable all ships, squadrons and units to receive appropriate recognition of their operational service, the AWM has created a courtyard where commemorative plaques are installed for all visitors to see. The plaques are of equal size and are made of bronze.

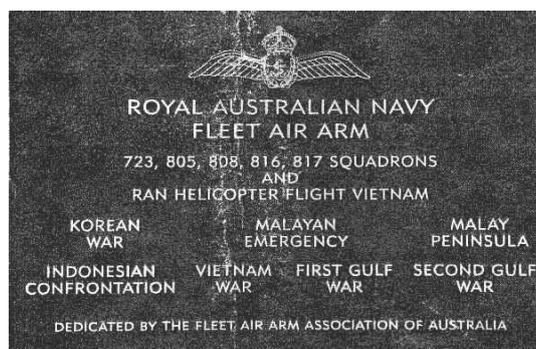
The idea for the plaque came from the Association's National Executive, which negotiated with the AWM to have the plaque installed to recognize the role of Australian naval aviators in wartime. It records the participation of 723, 805, 808, 816 and 817 Squadrons and the RAN Helicopter Flight Vietnam in the theatres of Korea, the Malayan Emergency, Malay Peninsula, Indonesian Confrontation, Vietnam and the Gulf Wars. Some people have questioned as to why HMAS Melbourne was not listed on the plaque and the reason being that you may only list a squadron or ship once in the War Museum Dedications and out of consideration to the many who served on HMAS Melbourne over the years and their possible desire to have a plaque dedicated to the ship the vessel was not listed on the Fleet Air Arm operations. HMAS Sydney is the same as there is already a plaque for her in the Museum.

Earlier Commander Nat Gould, who has seen service in the Australian Army, the RAAF, RN and the RAN, spoke of the beginnings of naval aviation in World War One, the formal establishment of the Fleet Air Arm in 1948, and the more recent operations in the Gulf. Also taking part in the dedication ceremony were the Association Patron, Commodore John Goble RAN (Rtd); FAAAA National President, Commodore Toz Dadswell AM RAN (Rtd); Chaplain Col Acton, Chaplain RAN at the Australian Defence Force Academy; Mr. Mark Dawes, Assistant Director at the AWM; and Musician Ben Fixter, bugler from the Band of the Royal Military College Duntroon.

The western courtyard of the Australian War Memorial looked more like a reunion than anything else, hats covering grey hair were more the order of the day as a marvellous gathering of both old and new 'Birdies' presented themselves in an orderly fashion for the proceedings to commence. A large contingent of FAA members traveled Inter and Intra-State to witness the ceremony and were joined by serving naval officers from Canberra and Nowra. The ceremony began with the fly-past of a Sea Hawk helicopter from HMAS *Albatross*. The emcee, Toz Dadswell got the ceremony off to a start and was closely followed by a commemorative address by the oldest FAA 'flyer' Nat Gould. The actual plaque was unveiled by one of the old and one of the new, a fitting representation of the service in the Navy from day one to now by the members of the Fleet Air Arm. Nat Gould did the honours for the old and Lt Cdr Paul Moggach of the Sea King Flight off HMAS *Kanimbla* officiated for the new. Our Patron John Goble in what was probably his last official function as Patron delivered the Ode – his retirement from the position was effected by health and a desire to see some younger blood become involved.

The bugler provided by the RMC Band from Duntroon did us well but because of inter-service difference of opinions we were without "Flying Stations" and I must admit he did all the high notes as only a good service trained member could. Reveille or Wakey-Wakey, none of the general public would have noticed but some of the senior service did.

Among the guests at the ceremony were Lady Smith, widow of Sir Victor, "the father of the RAN Fleet Air Arm", Admiral Sir Richard Peek, former Chief of Navy and Commanding Officer HMAS *Melbourne*, and Commodore Harold Adams, National President, RDFWA. Commodore M. Smith represented the Chief of Navy, VADM Chris Ritchie.



The plaque unveiled by Commander Nat Gould RAN (Rtd) and Lieutenant Commander Paul Moggach RAN, Sea King Flight, HMAS *Kanimbla*.

VALE:**Neville (Tod) Wanstall**

Ex RAN FAA Aircraft Handler, Neville (Tod) Wansall passed away in Mt Morgan, Qld his home town after a long illness on the 30th July 2004. Tod was one of those quiet "Salt of the Earth" Australians "Who served as a sailor in the early days of the Fleet Air Arm, an expert bushman, a horseman and a miner. Always non-advertising but staunchly proud of his carrier days on 'Sydney' and 'Vengeance' and at 723 Squadron at Albacross in the 1950's. A close mate of Darcy Doyle, Barry Tyrell and many others. He was an outstanding boxer and footballer for the RAN FAA as well as an outstanding runner around Woolloomooloo and Garden Island, outperforming many a Naval Policeman and their civilian counterpart. A self-admitted frequent 'jumper'. He was typical of aircraft handlers of the day who built up beautiful 'Mother of pearl shell', hand-painted albums purchased in Japanese ports, not of pristine photos of neatly arranged fireflies and sea furies flying in formation but of the numerous "crashes on deck" and the results of human carnage the humble handlers had to clean up afterwards. He often spoke of the fun times in the bars of Singapore and Hong Kong and of his run-ins with the 'Teddy Boys' in Portsmouth and getting his face opened up with a bike chain from the gangs. He also spoke of the aircrews of whom he watched and assisted in strapping-in to their aircraft and then, as he stood by in the crash rescue team, having the sadness of them being killed in accidents. "Good young blokes – nasty terrible business" – Tod's standard summary of the crashes.

A wild, free spirit in his navy days, he had many mates he served with off Korea and throughout our aircraft carrier's travels on the world's oceans. He is survived by his one and only wife, Roslyn and children Neville, Trevor, Susan, Jimmy, Billy, Lisa and their families. If anyone wants to forward their wishes to the family send to :

100 James St
Mt Morgan Qld
4714

It would be greatly appreciated by the Wanstall Family

FAAA of Australia web site: <http://www.faaaa.asn.au>

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SLIPSTREAM EDITOR - slipstream@pacific.net.au

OBITUARY**VALE :**

CPO (O) J Miles	3 Jan 2004
CPO (O) C Smithers	17 Oct 2004
Lt Cdr (Ret'd) F Goodfellow	18 April 2004
Lt Cdr (Ret'd) H (Bert) Webster	
William (Bill) Tierney	24 April 2004
NASE D Alcorn	30 June 2004
Kevin Leo Pascoe	15 October 2004
Lt Cdr (Ret'd) CE (Cec) Cooper	5 July 2004
Barry Roberts	13 June 2004
N (Tod) Wanstall	30 July 2004
Cmdre (Ret'd) G Jervis	10 November 2004
Cmdr (Ret'd) G Beange	15 November 2004



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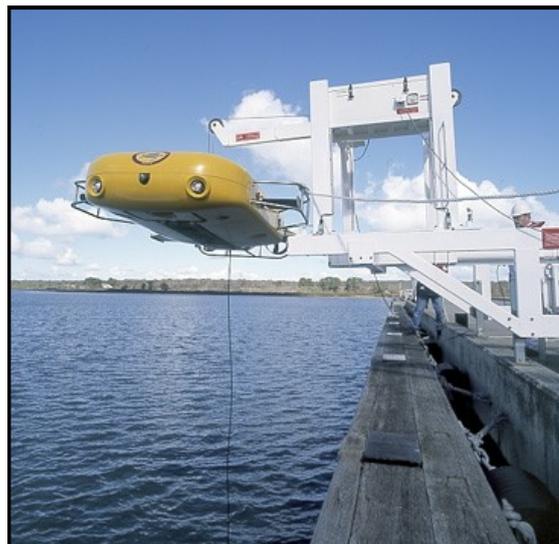
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* * *



Search for Knowledge : What is it ?

Answer next edition

Damp at the office

A woman was having a daytime affair while her husband was at the office. One wet and lusty day she was in bed with her boyfriend when, to her horror she heard her husband's car pull into the driveway. "Oh my God! Hurry! Grab your clothes and jump out the window. My husband is home early!" "I can't jump out the window it's raining out there". "If my husband catches us in here, he will kill us both!" she replied. 'He's got a hot temper and a gun, so the rain is the least of your worries'.

The boyfriend scoots out of bed, grabs his clothes and jumps out the window. As he runs down the street in the pouring rain he quickly discovers that he has run into the middle of the town's annual marathon race. So he started running along beside the others in the race, about 30 of them. Being naked, with his clothes tucked under his arm, he tried to blend in as best as he could. After a while a small group of runners who had been watching him with some curiosity, jogged closer.

"Do you always run naked?"

"Oh yes!" he replied, gasping in air. "It feels so wonderfully free".

Another runner moved alongside him.

"Do you always run carrying your clothes with you under your arm?"

"Oh yes!" our friend answered breathlessly. "That way I can get dressed right at the end of the run and get in to my car to go home."

Then a third runner cast his eyes a little lower and queered "Do you always wear a condom when you run?"

"Just when it's raining."



FAA – HMAS ALBATROSS At Work (Top to Bottom)

Cleaning stations—	AB PHOT P McCallum
Seahawk at hover	LS PHOT B Fullerton
At work Avionics workshop	AB PHOT P McCallum
Squirrels over the runway	LS PHOT B Fullerton
Seasprite near the Drum Sticks	LS PHOT B Fullerton
Seaking overhead	AB PHOT N Richards
Close scrutiny	AB PHOT B Darvill

Front Cover
 'ALBATROSS' at Divisions PO PHOT S Cameron

Foreword
 COMAUSNAVAIRGRP
 Cmdre G Ledger
 Commanding Officer
 Photographic Section

