

Slipstream

Established HMAS Albatross 1957



**The Quarterly Journal
of the
Fleet Air Arm Association
of Australia Inc.**

Volume 16 Number 1

2005



FIREFLY returns to ALBATROSS

Published by the Fleet Air Arm Association of Australia Inc Editor: G Wise email : gregwise@pacific.net.au
Print Post Approved - PP201494/00022



FOREWORD

Cmdre T A Dadswell AM RAN Rtd

Patron - FAAA of Australia

Firstly I would like to express my sincere appreciation to the members of the FAAA for the kind invitation to be Patron of the Association. To be asked to follow Sir Victor Smith and John Goble as patron is a truly great honour.

The Association is in good shape and I have no doubt that the new executive, under the leadership of David Farthing, will continue to progress the aims and objectives of the FAAA. From my own point of view I believe that there are two areas of concern that need to be addressed as matters of priority. Firstly the FAAA and the Museum of Flight must find rapprochement for the future of the Museum. I know that this matter is high on David's agenda.

Secondly, I would draw attention to the recently released plans for the development of new galleries at the Australian War Memorial. The new galleries will cover all post 1945 conflicts. The Australian Fleet Air Arm has taken part in the majority of conflicts that Australia has been involved in since 1945 and it is important that the contribution made by the FAA is recognized and displayed in the new galleries. The AWM has invited interested parties to contribute to the galleries by providing comment, memorabilia, etc. The invitation to participate in the preparation of these galleries must be accepted and actively pursued.

On a personal note I can report that life in a retirement village is agreeing with Gwen and I. There are not enough hours in the day to do all the things we want to do. Best wishes to you all.

Toz Dadswell



FROM THE NATIONAL EXECUTIVE

Due to failing health and a desire to finally perform a myriad of domesticated jobs that Brenda has compiled for him, it is with some sadness that the job of Editor of this publication has been officially passed from John Arnold onto Greg Wise. Poor health has dogged the family for some time and with the improvement of both of them it is time for them to encompass some of their needs and reduce the size of the toilet paper roll being used to scribe "on-going tasks".

The National Executive would like to express their thank and appreciation for the time and effort that has been put into this publication by both of them. One for the actual input and the other for putting up with the disruptions that the work load associated with it created.

John will still be involved because the new Editor is finding that more "On The Job Training" is essential to even try and produce a product on a par with that that we are used to. This expertise is not learnt overnight so with a few bribes of fresh fish hopefully any queries and problems that arise will find helping hands to fix them. He is also on the Committee of the NSW Division so his input and knowledge will not be lost.

Any correspondence can still be sent to the same address as usual for the time being but would you please note the change of email address.

Slipstream Editor:

gregwise@pacific.net.au

ANZAC DAY MARCH SYDNEY 2005.

The assembly point in Castlereagh Street, and the time (0830-0845), remain unchanged. The venue for the joint HMAS MELBOURNE/FAA post-March reunion will, this year, be in the Mezzanine Bar area of the Mandarin Club on the corner of Pitt and Goulburn Streets. Finger food will be available at \$5 per head; pay HMAS MELBOURNE Secretary Mitch Miller at the venue.

The present (unknown) custodian of the FAAA (Sydney) banner is requested to have it unfurled at the assembly point by 0830".

See you there.

John Da Costa
Hon coordinator

EDITOR'S CORNER

Hopefully this will not contain as many glitches as the last edition, those that appeared were pointed out by many and the only reservation being that the job of doing the magazine is available to anyone who wants it and many of the please remember the salary is above average. (10 times zero is still zero)

Before it slips my mind again I wish to acknowledge the assistance given to me by CPO Green from the 'Phot Shop' at Albatross and his staff in providing excellent photographs for our use. (My error if the naming rights are amiss)

Welcome onboard to those members of the RANHFV who have come back to the fold, you will find some relevant info on an upcoming reunion on pages 23 & 24 of this issue.

Congratulations are in order for one of the 'unveillers' of the Plaque at the AWM recently - Paul Moggach from the Sea King Flight got an CDS in the Australia Day Awards, and Frank Eyck of Nowra was awarded the OAM for his work with veterans and their families and, in particular, for organizing the memorial at Bomaderry for the 'EMU'S'.

The AMoF has just opened a gallery that contains a lot of the work of Mr. David Marshall relating to aviation and it is well worth the time to inspect. A lot of the works are for sale including some prints.

Reunion notices posted in this issue only goes to show the diversity of members of our organization.

Deadline for entries in the next edition—May 30

There will probably be a reduction in size if material from you the members is not forthcoming, the article data base is very depleted so remember that the magazine cannot exist without input from you. 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 pen to paper (or better onto a floppy disc) and send them to me. Think of the kick one of your great grand kids will get someday when they read your article, the magazine is kept on record in quite a few places.

Front and back page photographs are with the courtesy of PO. Shane Cameron from the Phot section at Albatross.

From left to right the workers on the project are, L/Cdr Doug Purvis, Eric Saltor, Keith Boundy, Garth Evans, Dion Harmer, Terry Hetherington and Brett Wills.

SERVICE SHOWS OFF NEW EQUIPMENT

I think it was in the year 1963 and I was working in "H" hangar when we suddenly heard an enormous bang and the crash alarm sounded ominously. All together we raced from the hangar to find a brand shiny new (was earlier anyway) RAAF Caribou aircraft in a very unceremonious heap on the end of the runway adjacent to the hangar. I cannot remember the number of the runway, something to do with time fogging the brain but it was the one that started at the back of "H" hangar and ran down past the Bomb Dump. Within seconds the crew evacuated the aircraft and trucks and personnel from salvage and the Fire Section were on the scene. From memory all escaped with out any more than a shakeup , a rather dented ego and a very dented areoplane that was up until then the pride and joy of the RAAF.

I am sure someone with more inside information and a better memory than me will be able to give a more accurate account of the incident but the story we were told was that the Air-force had come to 'Albatross' to show off one of their new acquisitions. As they came in to land they were warned about the downdraft on the approach to the nominated runway but failed to compensate enough and had hit the runway apron very hard, resulting in sudden deceleration of the airframe and a change in shape of the original article.

Word had it that the RAAF Training School had plenty of training aids for the new type aircraft and one pilot is still doing "Duty Officer" whilst trying to pay off the debt.

The photo was taken just prior to the aircraft being cut up and removed on the back of trucks.

Bill Barlow



A Welsh rugby fan, a Irish rugby fan and an English fan are all in Saudi Arabia, sharing a smuggled crate of booze when, all of a sudden, Saudi police rush in and arrest them. The mere possession of alcohol is a severe offence in Saudi Arabia, so for the terrible crime of actually being caught consuming the booze, they are all sentenced to death!

However, after many months and with the help of very good lawyers, they are able to successfully appeal their sentence down to life imprisonment. By a stroke of luck, it was a Saudi national holiday the day their trial finished, and the extremely benevolent Sheikh decided they could be released after receiving just 20 lashes each of the whip. As they were preparing for their punishment, the Sheikh announced: "It's my first wife's birthday today, and she has asked me allow each of you one wish before your whipping."

The Welsh fan was first in line, he thought for a while and then said: "Please tie a pillow to my back." This was done, but the pillow only lasted 10 lashes before the whip went through. When the punishment was done he had to be carried away bleeding and crying with pain

The Englishman was next up. After watching the Welshman in horror he said smugly: "Please fix two pillows to my back." But even two pillows could only take 15 lashes before the whip went through again and the Englishman was soon led away whimpering loudly (as they do).

The Irishman was the last one up, but before he could say anything, the Sheikh turned to him and said: "You are from a most beautiful part of the world and your culture is one of the finest in the world. For this, you may have two wishes!" "Thank you, your Most Royal and Merciful highness", the Irishman replied. "In recognition of your kindness, my first wish is that you give me not 20, but 100 lashes."

"Not only are you an honourable, handsome and a powerful man, you are also very brave". The Sheikh said with an admiring look on his face. "If 100 lashes is what you desire, then so be it. And your second wish, what is that to be?" the Sheikh asked.

"Tie the Englishman to my back."



HELL ?

The following is supposedly an actual question given on a University of Washington chemistry mid-term. The answer by one student was so "profound" that the professor shared it with colleagues, via the Internet, which is, of course, why we now have the pleasure of enjoying it as well.

Bonus Question: Is Hell exothermic (gives off heat) or endothermic (absorbs heat)? Most of the students wrote proofs of their beliefs using Boyle's Law (gas cools when it expands and heats when it is compressed) or some variant. One student, however, wrote the following:

First, we need to know how the mass of Hell is changing in time. So we need to know the rate at which souls are moving into Hell and the rate at which they are leaving. I think that we can safely assume that once a soul gets to Hell, it will not leave. Therefore, no souls are leaving.

As for how many souls are entering Hell, let's look at the different religions that exist in the world today. Most of these religions state that if you are not a member of their religion, you will go to Hell. Since there is more than one of these religions and since people do not belong to more than one religion, we can project that all souls go to Hell. With birth and death rates as they are, we can expect the number of souls in Hell to increase exponentially.

Now, we look at the rate of change of the volume in Hell because Boyle's Law states that in order for the temperature and pressure in Hell to stay the same, the volume of Hell has to expand proportionately as souls are added.

This gives two possibilities:

1. If Hell is expanding at a slower rate than the rate at which souls enter Hell, then the temperature and pressure in Hell will increase until all Hell breaks loose.
2. If Hell is expanding at a rate faster than the increase of souls in Hell, then the temperature and pressure will drop until Hell freezes over.

So which is it?

If we accept the postulate given to me by Teresa during my Freshman year that, "it will be a cold day in Hell before I

sleep with you", and take into account the fact that I slept with her last night, then number 2 must be true, and thus I am sure that Hell is exothermic and has already frozen over. The corollary of this theory is that since Hell has frozen over, it follows that it is not accepting any more souls and is therefore, extinct...leaving only Heaven thereby proving the existence of a divine being which explains why, last night, Teresa kept shouting "Oh my God."

THIS STUDENT RECEIVED THE ONLY "A"

This item is posted in the faint hope that it may expand the knowledge of some concerning their professional element
Todd Glynn

TOGETHERNESS

The decision had been made
They would do it
Strong young hands gripped firmly with determination
They had a real purpose
Nothing should go wrong
They joined together
Precision and grace
Then there were three
No - one must leave
Pity - it was fun while it lasted -
They're getting close now "
No time for distraction .
The goal is clear
But wait -two more are joining
What ecstasy, what bliss !
The joy of doing it together after so long
And now they are as one
Perfect -nothing out of place
Those few minutes together have convinced them
- they must do it again
ten seconds and its over
Oh well, another day
As long as they get home safely
Perhaps they will try another way, next time....
Did anyone else get this enjoyment from being in
a helicopter formation fly past ?

Don McLaren



RAN Radio Mechanics Association Reunion

The RAN Radio Mechanics Association 7th National Reunion was recently hosted by the Queensland Branch at Caloundra. This most memorable event was centred around two evening functions held at the Caloundra RSL, firstly a meet and greet and then the formal dinner, and was supported by organised bus tours in and around the many attractions offered by the Sunshine Coast

The 180 attendees came from all over Australia as well as a contingent from the United States. Tribute was paid to the first "Radio Mechanics" at the dinner – the Hostilities Only Wireless Mechanics of 1942, which included one RDF Officer. Also present was Windy' Geale who was a WW2 Telegraphist Air Gunner in the RN flying in Swordfish and Barracuda aircraft and when not flying he had to maintain his own radio equipment. Windy had the distinction of serving in three Commonwealth Navies – the RN in WW2, the Royal Canadian Navy and finally the Royal Australian Navy.

The Fleet Air Arm was well represented by a cheerful bunch of birdies, some of whom are in the group photo below. If any past or present Radio Mechanics would like to join the Association please contact John Saywell, Email: jsaywell@bigbutton.com.au or Telephone: 08 8344 1554 or John Macartney, Email: jrmaca@tpg.com.au or Telephone: 07 4984 8413.





Australia's Museum of Flight

The Editor
Slipstream

Firstly, congrats on putting out the recent Slipstream edition and keeping everyone up to date on events.

I write in response to a contribution titled 'My Observation,' by Mr. Don Roberts who expressed disappointment with the Museum during a recent visit. While he is obviously entitled to express his opinions, I need to correct some of his observations on the basis of fact since they may give the wrong impressions to other readers who may not have been to the Museum for some time.

During his visit Mr. Roberts was shocked by 'the lack of Navy aircraft'. There are 18 former Navy aircraft in the display, more than half of the total of the aircraft held. This number includes a Sea Fury (courtesy of Historic Flight), Macchi (also courtesy of HF) 2 sycamores, 2 Gannets (both ex RAN) Northrop PTA and Rushton targets, 1 Skyhawk (hanging) plus at least one of each type of aircraft the RAN has operated until the end of the MELBOURNE era, except the HS 748. The Gannet with the orange nose section is one of the original RAN T Mk2 aircraft which was sold to the RN and re-acquired by the Museum as a gift from the RN.

I am not clear on what evidence supports the reference to 'items from tool boxes, cupboards and souvenir collectionsbeing chucked out', and therefore make no comment, but no long term staff member is aware of any such actions. Any of us would have been pleased to discuss Mr. Roberts' concerns with him during his visit.

Yours sincerely,
Neil Ralph



Answer from last edition: A rather unfortunate Sea Fury on the deck of 'Illustrious' - The pilot survived.

F Larbalestier
Lane Cove
Dear Editor,

Whilst on an organized tour of the Rockies this year (2004), my wife and I were asked if we would mind sharing our breakfast table with another couple. During the ensuing conversation we found that our new Canadian acquaintance Nance had been trained by an Australian under the Empire Flying Scheme of WW2, and that whilst I had only worked on Swordfish aircraft, he had actually flown one without being part of the Fleet Air Arm. It transpired that having completed training, he had been sent to Newfoundland Base to await passage to Europe.

To keep him active he was detailed to take aspiring TAG's (Telegraph Air Gunners) on training flights. So off he would go for a couple of hours with the TAG's so they could do some air training. One day whilst flying off the Brunswick Coast he encountered a submarine on the surface, blithely cruising up the channel towards Halifax with no ensign flying. Our gallant unarmed tyro, decided to engage the sub or U-Boat. Panic on the bridge as they managed to fly the White Ensign! It did save them from being deafened by the roar of the mighty Pegasus engine.

Suffice to say that on reaching Europe he was immediately returned to Canada to train on Lancaster aircraft for the invasion of Japan which of course was further cancelled and he was demobbed.

He ended up as a Canadian QC, the people you meet whilst traveling.

I would also like to pay tribute to Fred Randall who passed away last year. He was one of the very originals, living in the Empire Hotel and being the first Electrical Workshops Officer. He further went to FND to start off the Air Electrical Section there. On return to the UK Fred's aspirations were such that he resigned from the RN, thence migrated to Tasmania to work on the Hydro Electric Scheme, then to the Snowy and finally to Garden Is. I believe that one of his many claims to fame would be him being involved with the movable ramp used to load and unload carriers whilst alongside at GI. Fred ran the largest man-power department on the island and thereby had sufficient lee-way to do favours to many a ship or task force. Unfortunately, he fell prey to arthritis and hip surgery etc. and so has passed another character of the old school.

Was there anybody he didn't know?

Frank Larbalestier



Noel Fischer
PO Box 883
Woodridge Qld. 4114

Hi Everyone,

Just a short note to let all my compatriots know where I am up to. Some of you have contacted me over the past few months and I have spoken to you, however I may have confused you or not even known who you were.

Late last year I suffered a stroke. I was extremely lucky as my neighbour (Alice) found me, probably not long after it happened. She phoned Steve (my son) and organized for an ambulance to take me to Logan Hospital and there I remained for about a week.

I have what is called 'Wernecks Dysphasia' (eat your heart out George S-Z) which affects a part of the left hand side of the brain which controls most communications. Therefore I have a lot of trouble understanding what is being said to me (especially over the telephone). For example if you said to me "how are you today Noel", I may think you said "two little vegemite sound". It is easier for me to communicate face to face and my family now write things down as I can read quite well.

I am getting better each day and my understanding is improving all the time. I have been told that I will never be 100% my old self again but am hoping to get as close as possible to that.

Steve, his wife Viv and their three boys have been a great support to me and I have to say it would have been a different story had they not have been there. I may not have even been able to stay here in my flat. My daughter Julie and her husband Rick have also been great. (Julie is scribing this note for me as I speak)

Physically there has been no problem and I am even able to drive myself where-ever I need to go. It is really just the communication and as I mentioned before I am aiming for as close to 100% of the former self that I can get.

I spent a quiet Xmas with Steve and Julie and like all ate too much, however I am dieting like mad (imagine that) and have lost a bit since I got out of hospital.

Please keep in touch, if you do write to me I would appreciate printing as it is easier for me to read. And please, do continue to phone me as I need to keep practicing my communication and anyway I just like to hear from my friends.

Yours sincerely,

Noel



The Editor,

Please find enclosed a photo of an albatross in flight which is 'hanging in an updraft' I feel this would be a good basis for a logo for the Museum as it typifies flight itself. I fully support the proposed new name as it reflects the home of Naval Aviation.

Regarding items for Slipstream- Some time ago I submitted an article for Slipstream, which I considered would be of interest to readers. This article concerned the shooting down of an Auster aircraft over Sydney by a Fleet Air Arm Sea-Fury.

I feel that this article would be of more interest to readers of the Australian Fleet Air Arm Association than some of the foreign stories that we have been getting.

I look forward to receiving my copy of Slipstream, as it keeps me in touch with events, keep up the good work.

Kevin Hawkins
ex Safety Equipment 1950-1956

.....

By the Editor :

You will be pleased to know 'Chic' that yours is the only letter I have received re the logo - go to the top of the class

The Shooting down of the Auster over Sydney" has been previously published but if any of you want to get a complete run down of the events as they unfolded there is a very good story on <http://www.adf-serials.com> written by one of ours, Cdr John Crawley.

As for the comment regarding the foreign stories nearly all that is published comes from members of the Australian Fleet Air Arm Association, where they may be at present or their parentage doesn't alter the fact that they belong to this association and like you, think enough of sending articles that I have no doubt interest a lot of other members. Our members are spread all over the globe as the mailing list for this shows only too well and their input is important and interesting to most members. You can't please everyone all the time.



723 SQUADRON

To the Editor

I think I must have been the youngest member of the squadron when it was formed up in 1952 at the tender age of 18 with 15 months service behind me.

I do have several photos of this mighty squadron [I was seconded to the position of squadron writer at the time and I am still impressed by the amount of memo's that Lt Cdr Gledhill could produce]. One of these photo's shows me carrying a parachute to the squadrons front line fighter {a Wirraway} apart from the Wirraway I remember the Sea Otter [pussers' duck] and of course the Dakota.

If there are any original members of this squadron coming up here to sunny Queensland and passing through Maryborough they are welcome to come and visit me they will be able to get my address and phone number from the local directory or send me an e-mail.

Clive Podd

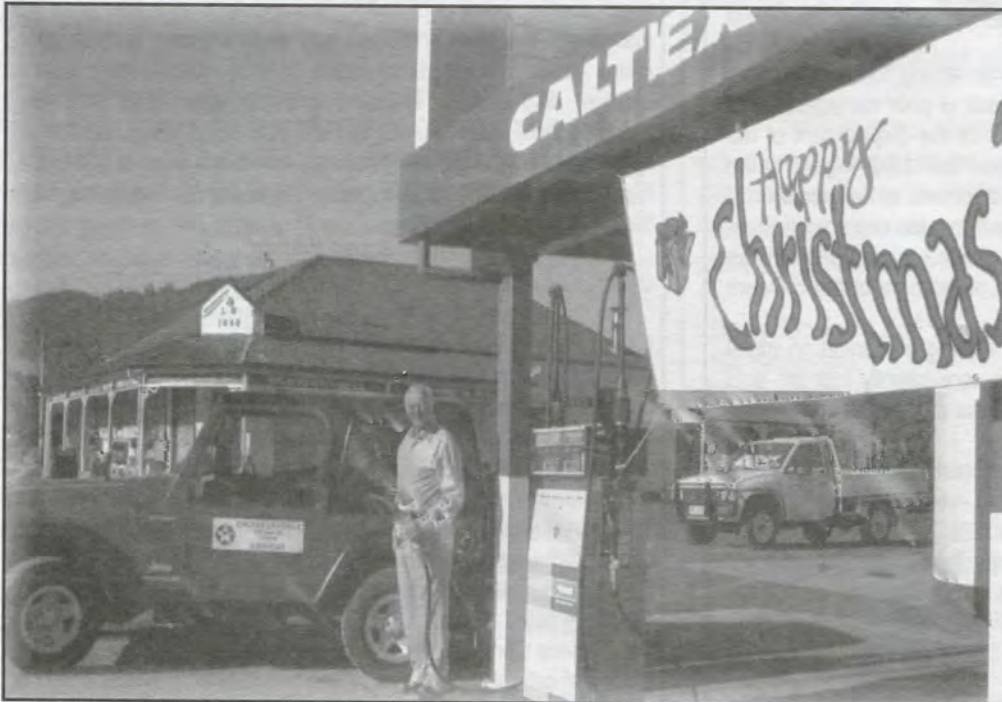
A44974 ex-safety equipment

poddsan@bigpond.com

ANOTHER VIEW OIF THE NAVY

"Men go into the Navy, thinking they will enjoy it. They do for about a year, at least the stupid ones do, riding back and forth quite dutifully on ships. The bright ones find that they don't like it in half a year, but there's always the thought of that pension if only they stay in. Gradually they become crazy. Crazier and crazier. Only the Navy has no way of distinguishing between the sane and the insane. Only about five percent of the Royal Navy have the sea in their veins. They are the ones who become captains. Thereafter they are segregated on their bridges. If they are not mad before this, they go mad then. And the maddest of these become admirals." George Bernard Shaw 1856-1905

Ed. Of course this only applies to the Royal Navy??



Lilydale

Tasmania 7268

Ed,

Happy Xmas and a prosperous New Year to you all and congratulations on the latest Slipstream. Also to David Farthing (with whom I served) on his 'promotion' to National President. Any travelers to this paradise round me up when you get here,

Alan Condell

Back seat driver in a 'Gannet' ?? The pilot was sitting in his seat and pulled out a .38 revolver. He placed it on top of the instrument panel, then asked the navigator, "Do you know what I use this for?" The navigator replied timidly, "No, what's it for?" The pilot responded, "I use this on navigators who get me lost!" The navigator proceeded to pull out a .45 and place it on his chart table. The pilot asked, "What's that for?" "To be honest sir," the navigator replied, "I'll know we're lost before you will."



NEWSPAPER REPORT - RAN Admits Deadly Metal Used on Ships.

The use of the Jason Gun as pictured on naval ships from the early 1950's till 1985 using metal rods tipped with the heavy metal beryllium has proved to be another deadly blunder by the Navy in relation to the health of users and others in the vicinity of the work.

As with asbestosis and atom bomb testing former members of the RAN are now showing the result of poor management of their health whilst under the control of the Department of the Navy. The Navy once again has been found out regarding the medical records so thoughtlessly disposed of by persons of little respect of others rights and will they also neglect to inform former personnel who were using or were likely to be in the vicinity of the use of the Jason gun at the time of the dangers that they faced.

It is to be hoped that records of serving personnel on naval ships using the gun have not been conveniently lost (as was the case of the Monte Bello explosions etc) and that they can be produced without mistakes.

For those who ask what is a Jason gun. The Jason gun was used to remove paint and rust from naval vessels and consisted of a vibrating gun with a nozzle of about one to two inches which was filled with metal needles (rods). They are still in use elsewhere but instead of the rods being tipped with beryllium (used to stop sparks for safety? From flash fires) they are not plain tipped. I do not know if they are used as such by the navy now.

FACTS:

Chronic beryllium disease (CBD) is an inflammation in the lungs caused by an allergic reaction. The first indication of beryllium exposure is an abnormality in the blood. Medical experts urge that everyone exposed to beryllium is tested as soon as possible. Although beryllium poisoning is incurable, early detection can aid treatment and prolong life.

An article that may have some bearing on a lot of our members. At the same time there is a renewed push in relation to asbestos and related diseases, there is a survey being carried out and if you wish to join the list (recommended) ring the following free number and answer a couple of ordinary questions and ask for the relevant survey forms be sent to you. A minute of your time may be worth an hour at a later date.

1800 000 655

Symptoms include shortness of breath, scarring of the lungs, wheezing, coughing and fatigue. Some people eventually can not breathe without the use of an oxygen tank.

It is advised by medical experts that all users and those who were in the vicinity of the use of the Jason gun, see their GP and ask to be referred to a testing Lab, have a urine test without delay and should they be unlucky they should immediately contact the Department of Veterans Affairs or an Advocate for further advice. Remember, if you are worried, get to your GP and ask for a referral to a testing lab for a twenty-four hour urine test.

WHAT IS BERYLLIUM

Beryllium is a naturally occurring metal first discovered suspended in emerald deposits in 1798. It was 150 years before its value was recognised by industry. It is grey in colour, tougher than steel but lighter than almost every other metal. It does not reach melting point until 1287c, is impervious to acids, does not rust, is non-magnetic and stays cool when exposed to heat. Commonly mixed with copper to create an alloy which is then used in springs, disc brakes, electrical contacts, electrodes and non-sparking tools such as JASON PISTOLS. Extensively used when lightness and strength are essential, commonly used in golf clubs, high speed aircraft, missiles, satellites and even the space shuttle.

JUST OUT—STOP PRESS

BERYLLIUM INFORMATION SERVICE NOW OPERATIONAL

The Department of Defence has today announced that the Beryllium Information Service (BIS) is now operational via the ADF Defence Service Centre, Cooma, providing an opportunity for concerned Defence personnel and the public to register their names. Individuals who believe they were exposed to beryllium as a result of Defence-related activities will be offered the opportunity to register their details with the Defence Service Centre.

This Beryllium Information Service is now available and concerned individuals are encouraged to ring 1800 000 644. The Beryllium Register will record each caller's personal and potential exposure details.

The Service Centre expects to be contacted by four potential groups of callers.

* Currently Serving ADF and APS members.

* Ex-serving ADF members.

* Contractors working on ADF facilities or projects.

* Other third parties including former APS civilians, cadets and family members. Individuals who register will be contacted in writing regarding the appropriate course of action for their individual circumstances.



Navy Wives

I went to a lunch recently where I had the good fortune to meet a lot of ex Navy wives and talk to them about service life.

I made an observation that, in my opinion, in Naval marriages that produced children, it was the Naval wife who "kept it all together". Those ex Navy wives in attendance seemed in awe of my understanding. But let us consider the following scenario...

Young people meet, there is a mutual attraction, a relationship develops, a decision to marry, then children. Then, in too short a time, separation due to service requirements and the Navy wife is pregnant.

Where are we ?

Navy man at sea, Navy wife having first child and also, very much "at sea" ! No experience in bearing this new life for which she now has complete responsibility.

We move on.

There are further children and more separations due to service needs. In the absence of the "man of the house", the Navy wife must suddenly be mother and father. Routines are established. The kids are allocated tasks, disciplined and steered down a certain path. The Navy wife's aim ? To have her beloved husband proud of his children on his return.

But what often happened ? After the joy of re/uniting, despite the best efforts of the Navy wife, "Dad" wants to "buy in" to the organization of family activities and responsibilities.

And the outcome ? Dad asserts his authority, his ideas differ from the routine established by his wife in his absence and the kids get totally confused ! The system is in danger of complete break down. And that's where we get back to the Navy wife. She doesn't want temporary change. She believes the routine she has introduced is a "winner". She rebels and says "leave well enough alone". In most cases, the Dad sees reason and retires gracefully.

I met a lot of Navy wives in my 32 years in the RAN and so we get back to my original observation.

In most Naval families, it was the Navy wife who "kept it all together".

Note:

1. For my fellow ex servicemen - No, I do not get any "brownie points" (privileges ?) for writing this article.....
2. I recognize and appreciate the fact that we also have servicewomen who are married and separated due to service requirements. That is an issue I would prefer to leave for someone else to discuss.

Don McLaren

Warm eyes give deep-sea predators super vision

(Was that why aircrew wore helmets and goggles?)

A Brisbane scientist has discovered deep-sea predators such as swordfish, tuna and sharks warm their eyes and brain to give them superior vision when hunting.

Working with researchers from the US and Sweden, the University of Queensland's Dr Kerstin Fritsches showed that by keeping their eyes warm, these powerful predators could see 10 times better than their cold-blooded prey.

Big gamefish such as swordfish and marlin have a specially adapted heating organ in muscle near their eyes which warms their retinas and improves their ability to detect fast moving prey such as squid.

Swordfishes, which hunt in water as cold as three degrees several hundred metres below the surface, can maintain brain and eye temperatures up to 15 degrees above water temperature.

The large, fast and sensitive eyes of swordfishes give them a crucial advantage in pursuing and intercepting fast-moving prey in the cold and dimly lit depths of the ocean," the scientists wrote in the science journal *Current Biology*.

The scientists spent most of their research time on board deep sea fishing boats in the North Pacific Ocean. Dr Fritsches, a Research Fellow with UQ's Vision Touch and Hearing Research Centre, uncovered the advantages of warm eyes while undertaking wider research into gamefish vision. She is investigating if tuna, marlin and other billfish see colours and movements differently, which could help make more specific fishing techniques, reducing unnecessary and illegal catches. To expand the research, she is installing a tuna holding tank at UQ's Moreton Bay Research Station on North Stradbroke Island.

The tank will be stocked with mack tuna from Moreton Bay which will be used for experiments on vision and response to colours, schooling behaviour and night activities – as the fish have to swim constantly to survive. An infra-red camera will be installed on top of the tank to observe their behaviour and see how they respond to obstacles in the water. Much of the testing is with the fish's retinas, the light sensitive inner coating of the eyeball only lasts between six and eight hours once removed. Having the fish at the station maximizes research and observation time which would otherwise be spent at sea. She also believed tuna could be trained like dolphins to respond to different flashes and colours. This could mean flashing lights and colourful lures could be added to long liners to make more selected catches.



BIRDS FROM THE SAME NEST

Hopefully this page for the next few editions will cover some of the families that have been represented in our 'Navy' -
"Siblings in the Fleet Air Arm"

With the election of a new National President, and he being one of the above it seems only pertinent that his be the first family covered in this format. I hope as I go along that don't miss any families and I am relying on you all to bring to notice any that I inadvertently overlook. A short note and I will add them onto my list of people to contact for their histories. Ed.



Brian and David Farthing

Brian, the elder joined the Navy on the 27th April 1953. He proceeded from basics to Observer training in the UK and joined 816 Sqdn on its Formation. He continued and went to the RAF for Night Fighter Training, and from there to general flying duties which encompassed 808, 724 and 805 Squadrons. He retired on the 2nd June 1963 with the rank of Lieutenant.

In the following civilian life he worked for Mobil Oil in Mildura, Melbourne and Lae. From there he went to General Motors and was the South Pacific Manager until he retired in 1986. This life suffered an interruption when he re-entered the Navy as a full time reservist for 6 years where he was utilized as an Establishment Inspector. Retirement again, this time permanently in 1992 aged 62 and having attained the rank of Lt/Cdr. He now lives at Tumberumba and spends his time raising 'Fat Cattle'.

David joined RANC ON 25 January 1955 and after various "fish head" type courses joined 46 Pilots' Course in 1962. He flew Gannets with 816 Squadron, had a tour as Aircrew training officer at HMAS Cerberus and then went back to sea as CO HMAS Snipe. He then went to Vietnam as OIC RANHFV. On return he was CO 723 Squadron for two years, before moving to Navy Office as the Aircrew poster. Time to join the other Navy again as CO. of HMAS Swan, followed by some time at Fleet Staff until he moved on as OIC RAN Tactical School, then a trip to the desert as NOC North Australia before taking to the oceans again as CO. HMAS Hobart. From here he rose to be the Fleet Chief of Staff and finally at the age of 50 he retired in 1989 with the rank of Commodore.

Too young to put up his boots he took up the legal profession (something he had been studying for some time) and to this day is still practicing law at the Sydney Bar where he was admitted as a barrister in 1986.

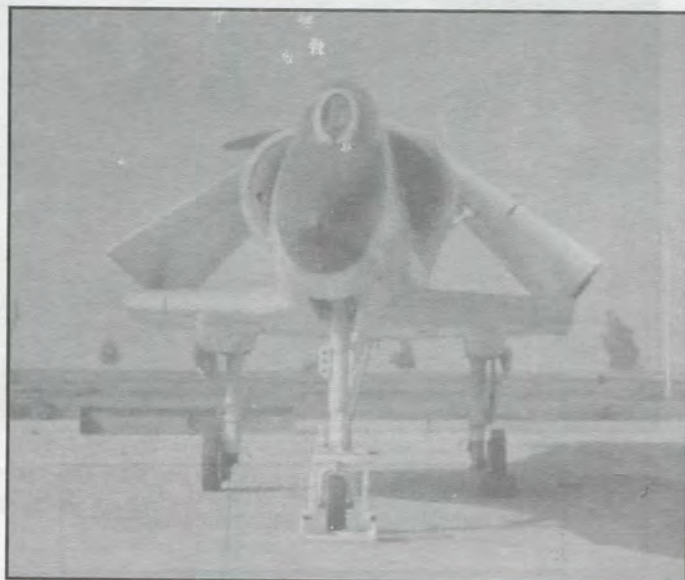
This evolves to half a century the "Farthing" family has been with the Navy and the majority of that closely tied to the Fleet Air Arm.





A couple of socialising
'young' aviators

Old mates at leisure, Taff Hughes and Lofty Kenderdine



Just a little bit pregnant.

An extraordinarily handsome man decided he had the God-given responsibility to marry the perfect woman so they could produce children beyond comparison.

With that as his mission he began searching for the perfect woman.

After a diligent, but fruitless, search up and down the East coast, he started to head west.

Shortly thereafter he met a farmer who had three stunning, gorgeous daughters that positively took his breath away. So he explained his mission to the farmer, asking for permission to marry one of them.

The farmer simply replied, "They're all lookin' to get married, so you came to the right place. Look them over and select the one you want."

The man dated the first daughter. The next day the farmer asked for the man's opinion.

"Well" said the man, " She's just a weeeeeee bit, not that you can hardly notice, but pigeon-toed."

The farmer nodded and suggested the man date one of the other girls; so the man went out with the second daughter.

The next day, the farmer again asked how things went.

"Well," the man replied, "She's just a weeeeeee bit, not that you can hardly tell, cross-eyed."

The farmer nodded and suggested he date the third girl to see if things might be better. So he did.

The next morning the man rushed in exclaiming, "She's perfect, just perfect! She's the one I want to marry!" So they were wed right away.

Nine Months later the baby was born. When the man visited nursery he was horrified: the baby was the ugliest, most pathetic human you can imagine. He rushed to his father-in-law asking how such a thing could happen considering the parents.

"Well," explained the farmer, "She was just a weeeeeee bit, not that you could hardly tell, pregnant when you met her."

What do you think of this ????

One for the detectives among you— Obviously the aircraft featured is an A4 but there the resemblance would appear to stop.

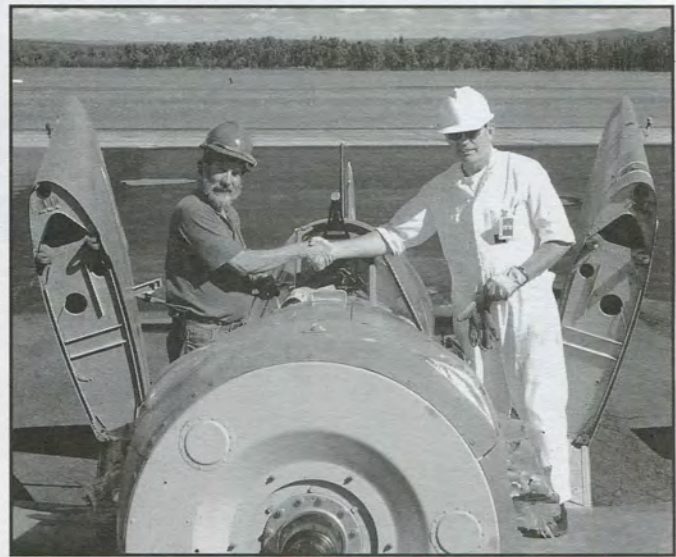
Folded wings, also by the looks it has its tail section folded as well. I am assured the photo was taken at a NAS in the States and it is a 'Dinky - Di' aircraft. Can anyone shed some light on the mystery.



Mixing with the oposition
Outside HARS Hangar at Albion Park, NSW with their new hangar and "Connie" in the background

Not far from home—a familiar background and a long journey over. A job successfully well done .

FIREFLY WD-826



Delivered to King George V Docks, Glasgow, Scotland and embarked in HMAS VENGEANCE sailing for Australia on 21 January 1953. Landed in Australia on 11 March 1953 and transferred to RANAS Schofields. Allotted to 816 Squadron and on 15 October 1951 it was damaged when it hit struck high tension wires. On 06 November 1954 while with 816 squadron embarked in HMAS SYDNEY the wing struck the runway on landing and the under carriage collapsed. Later modified to a Target Tower by Brain and Brown Ltd. Avalon Victoria and numbered 245/K. later re-numbered 845 in 1961. Transferred to HMAS NIRIMBA for apprentice Training. Held in storage until transferred to the Australian Fleet Air Arm Museum (now Australia's Museum of Flight) and in turn to the RAN Historical Flight. Presently back from Victoria after being serviced / restored.

(www.adf-serials.com info)



RAAF commissions its first aircraft carrier.

The Sandbergs



An upmarket design for the "816Sqd" logo - Gives vertical flight and hovering some credibility



“ Bananas. “

Containing three natural sugars - sucrose, fructose and glucose combined with fibre, a banana gives an instant, sustained and substantial boost of energy. Research has proven that just two bananas provide enough energy for a strenuous 90-minute workout. No wonder the banana is the number one fruit with the world's leading athletes. But energy isn't the only way a banana can help us keep fit. It can also help overcome or prevent a substantial number of illnesses and conditions, making it a must to add to our daily diet.

Depression: According to a recent survey undertaken by MIND amongst people suffering from depression, many felt much better after eating a banana. This is because bananas contain tryptophan, a type of protein that the body converts into serotonin, known to make you relax, improve your mood and generally make you feel happier.

PMS: Forget the pills - eat a banana. The vitamin B6 it contains regulates blood glucose levels, which can affect your mood.

Anemia: High in iron, bananas can stimulate the production of haemoglobin the blood and so helps in cases of anemia

Blood Pressure: This unique tropical fruit is extremely high in potassium yet low in salt, making it the perfect to beat blood pressure. So much so, the US Food and Drug Administration has just allowed the banana industry to make official claims for the fruit's ability to reduce the risk of blood pressure and stroke.

Brain Power: 200 students at a Twickenham (Middlesex) school were helped through their exams this year by eating bananas at breakfast, break, and lunch in a bid to boost their brain power. Research has shown that the potassium-packed fruit can assist learning by making pupils more alert.

Constipation: High in fibre, including bananas in the diet can help restore normal bowel action, helping to overcome the problem without resorting to laxatives.

Hangovers: One of the quickest ways of curing a hangover is to make a banana milkshake, sweetened with honey. The banana calms the stomach and, with the help of the honey, builds up depleted blood sugar levels, while the milk soothes and re-hydrates your system.

Heartburn: Bananas have a natural antacid effect in the body, so if you suffer from heartburn, try eating a banana for soothing relief.

Morning Sickness: Snacking on bananas between meals helps to keep blood sugar levels up and avoid morning sickness

Mosquito bites: Before reaching for the insect bite cream, try rubbing the affected area with the inside of a banana skin. Many people find it amazingly successful at reducing swelling and irritation.

Nerves: Bananas are high in B vitamins that help calm the nervous system.

Overweight and at work? Studies at the Institute of Psychology in Austria found pressure at work leads to gorging on comfort food like chocolate and crisps. Looking at 5,000 hospital patients, researchers found the most obese were more likely to be in high-pressure jobs. The report concluded that, to avoid panic-induced food cravings, we need to control our blood sugar levels by snacking on high carbohydrate foods every two hours to keep levels steady.

Ulcers: The banana is used as the dietary food against intestinal disorders because of its soft texture and smoothness. It is the only raw fruit that can be eaten without distress in over-chronicler cases .It also neutralizes over-acidity and reduces irritation by coating the lining of the stomach.

Temperature control: Many other cultures see bananas as a quote; cooling & quote; fruit that can lower both the physical and emotional temperature of expectant mothers. In Thailand, for example, pregnant women eat bananas to ensure their baby is born with a cool temperature.

Seasonal Affective Disorder (SAD): Bananas can help SAD sufferers because they contain the natural mood enhancer, tryptophan.

Smoking: Bananas can also help people trying to give up smoking. The B6, B12 they contain, as well as the potassium and magnesium found in them, help the body recover from the effects of nicotine withdrawal.

Stress: Potassium is a vital mineral, which helps normalize the heartbeat, sends oxygen to the brain and regulates your body's water balance. When we are stressed, our metabolic rate rises, thereby reducing our potassium levels. These can be rebalanced with the help of a high-potassium banana snack.

Strokes: According to research in & quote; The New England Journal of Medicine,& quote; eating bananas as part of a regular diet can cut the risk of death by strokes by as much as 40%!

Warts: Those keen on natural alternatives swear that if you want to kill off a wart, take a piece of banana skin and place it on the wart, with the yellow side out. Carefully hold the skin in place with a plaster or surgical tape!

So, a banana really is a natural remedy for many ills. When you compare it to an apple, it has four times the protein, twice the carbohydrate, three times the phosphorus, five times the vitamin A and iron, and twice the other vitamins and minerals. It is also rich in potassium and is one of the best value foods around. So maybe its time to change that well-known phrase so that we say, and quote;

A banana a day keeps the doctor away!

Recruit School 1951

HMAS Cerberus ran movies every night of the week which we attended fairly regularly. At the pictures it was customary for the "wits" among the sailors to call out derisive comments particularly if Errol Flynn was taking Burma back from the Japanese, single handed.

Two particular remarks stay with me - one was when a girl was being stalked by a tiger and at the first sight of the beast a voice called out 'I tawt I taw a putty tat,' and when it appeared again the voice called "I did, I did, I taw a putty tat," which brought the house down.

The second needs a little background. People on duty but without any actual work to do unless something went wrong, were allowed to attend the pictures providing they told the Quartermaster where they would be. If they were needed the sailor on duty at the cinema would shout out loudly, "Leading Seaman Smith" or whoever and the sailor would report to him and then go off to fix what ever the problem was. On one particular night the duty seaman called out, " Leading Cook Papadopolous," and we all roared when a voice replied "What initial?"

Once you passed recruit course you could visit the wet canteen ie the boozier.

From time to time we would be put on duty at the "Gangway" (main entrance) and we often had difficulty with our salutes as the "Boss" of Cerberus was a Commodore who travelled in a Navy issue Humber motor car and was entitled to the full treatment when "coming aboard." Other officers simply received a salute but many, many times the Church of England Chaplain who also drove a black Humber got the full treatment before the penny dropped and this, we were told, annoyed the Commodore somewhat.

Talking of the gangway, one of the roles of the Quartermaster was to ensure that we were properly dressed when going ashore although this role was carried out by the Officer of the Watch when there were large numbers of recruits "going ashore." On one notable occasion one fresh faced youth was seen to have a large amount of chest hair flowing over the top of his white and blue "shirt". He was ordered into the guardhouse and ordered to take the shirt off. As he did so the hair came with it. That shirt was hung on the wall in the guard house as a reminder to all intending sinners that our uniforms must remain as issued.

On another occasion one young sailor on leave went to Frankston where he managed to spend all his money in a pub. He then decided, that in order to raise the money for his train fare back to Cerberus he would go down to the

the first person he approached was a Lieutenant Commander who had him charged at the Captain's table the next day. It was quite an expensive leave in those days.

Punishments were fairly severe for example being late back from even a weekend's leave meant that you would be fined one day's pay for every three hours or part of three hours that you were "adrift" plus one days "stoppage of leave" for every three hours or part thereof !

Tony Batten

The Old and New



The reunion 88 and a similar group from the 92 bash. Still elegant but there is a marked change in the amount and colour of the matter atop the skull





Alternative accommodation for us all

There will be no nursing home in my future. When I get old and feeble I am going to get on a Princess Cruise Ship. The average cost for a nursing home is \$200 a day. I have checked on reservations at Princess and I can get a long term discount and seniors discount price of \$135 per day, that leaves \$65 a day for:

Gratuities which will only be \$10 per day, and I will have as many as 10 meals a day if I can waddle to the restaurant or I can have room service. (this means I can have breakfast in bed every day of the week. Princess has as many as three swimming pools , workout rooms, free washers and driers and shows every night. The rooms have free toothpaste, razors, soap and shampoo, into the bargain they will treat you like a customer not an inmate. An extra \$5 will have the whole staff scrambling to help you. I will get to meet new people every 7 days and if the TV is broken, the light bulb needs changing or the mattress needs changing—no trouble they will fix the lot and apologize because they needed doing in the first place. Clean sheets and towels come each day once again without having to ask for them. If you fall in the nursing home and break your hip you are on Medicare, if you fall and break something on the Princess Ship they will upgrade you to a suite for the rest of your life. Now hold on for the best! Do you want to see South America, the Panama Canal, Tahiti, Australia, New Zealand, Asia, or name where you want to go? Princess will have a ship ready to go. So don't look for me in a nursing home, just call shore to ship .

P.S. And don't forget, when you die, they just dump you over the side.

If this won't suit then perhaps for a holiday you can utilise the following.

If you can answer yes to one of the following questions, the RAN Central Canteen Fund would like to invite you to join our membership program. Are you a current serving member of the Royal Australian Navy, Navy Reserves or Navy Cadets? Are you a retired member of the Royal Australian Navy, Navy Reserves or Navy Cadets?

The RANCCF membership program is FREE and will entitle you to many benefits including, discounted holidays at the fixture below. The RANCCF own these establishments and they are first class accommodation.



Amblin Caravan Park NSW



Bungalow Park (Burrill Lake)NSW



Forster Gardens NSW

The centres are open to everyone and Defence rates* are available. Singles, families and groups are most welcome. No one belongs here more than you.

888888888888888888888888888888

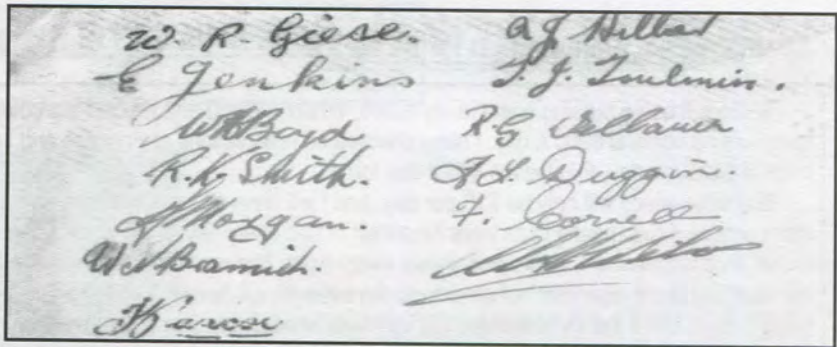
The RANCCF has also available a large variety of NAVY and individual ship memorabilia that you can access by using the following :- www.ranccf.com login R-4838390 password pq9y'B . The site offers wholesale prices and they are available to you as an ex serving member, it's a good place to get that ships' plaque that you couldn't find anywhere.



MOMENTS IN TIME



They name themselves, well almost .
 There are a couple that need identifying ?? Some may even be able to work out who they were as a group



First port of call - Fremantle - Melbourne home from the UK with our new aircraft , a few of the happy sailors



The main streets of Nowra on " Official " duty—apart from an odd bayonet awry a pretty good effort. 1950 I think . Naming these will be tough !

'Paddy' Donovan, 'Rastus' Parks and an ever so slim 'Pedro' Fenwick on duty in tropical paradise.(not sure of the handler.



Life was not meant to be easy

Reading the last rites and farewells before retiring to 'civvy' street.

A slight problem with more to come



Liesure Time up where it is EST all year round



Alan and Judy Arnell, Lorraine Tite, Florence Henderson, Brenda Stewart, Flossie Nugent and Sharon Reid

Col Spence, Sandra and Peter McDonald



Glen and Daphne Hartig



Paddy Williamson, Ron Powell, Kath and Rex Day and the leg and hand of John Ward!





Ladies Dining -In Night

On Saturday 22nd January last The Naval Association (Shoalhaven Sub Section) and the Fleet Air Arm Association combined to run a ladies dining in night in the Naval Aviation Museum.

Forty seven brave souls attended this ground breaking occasion of the two organizations. Pre dinner drinks and nibbles were held in the new combined social rooms that had been scrubbed and cleaned to a treat (old Slipstream room) and with John Arnolds deft hands reclaimed the Fleet Air Arm operational paintings around the wall of the room. Also there is a new TV, bar and refrigerator installed there. All members were pleased with the facilities available to them and used the bar and Bill Kerr's punch to the fullest.

Then it was time to adjourn to the Museum restaurant for mains in what was the original White Ensign Restaurant but now is all 'civilianised', but then isn't everything that was defence force!

The tables were wonderfully decorated by Nan Constantine in the red white and blue theme of Australia Day. The emcee for the night was our own Kobby Hall who is a great historian of The Naval tradition formality to be followed on these occasions – it was carried out to the letter.

Our guest speaker was our beloved local Federal Parliamentary member Joanna Gash who gave a wonderful insight of her life, coming to Australia from Holland after the war, and her family life in her new country. Also her return recently to Holland bringing back memories of her home during the war years.. It was obviously traumatic for her and she said she was very glad to be back home in OZ. I might add that since that night she has been in Iraq to observe the recently held elections in that country—she is quite an energetic lady.

The whole night was a great success , Denny Lynch was upstaged by the Guest Speaker as he had a model aircraft carrier to present to her to remind her of the RAN's immediate need to support our ships and army personnel, however she got in first by presenting him one to him first and it all turned out quite hilarious . (The moral seems to be do not try and out-think a woman)

The meal provided by the Roving Spit Roasters was great .Thanks goes to Greg Wise and

Phil Robinson of the FAA, Bill Kerr, John Bradshaw and Bob Norris of the NAA for their assistance. The main topic after the raffle was when was the next one, both organizations are to have their AGM's soon and it is to be hoped time will be found in the social calendar to organize another combined night.(maybe a pun on words as most of the attendees are members of both organizations anyway).

Yours Aye Denny Lynch





AUSTRALIA'S MUSEUM of FLIGHT

by Neil Ralph



EVENTS AROUND AUSTRALIA'S MUSEUM OF FLIGHT

So far this tourist season we have had a good visitor rate, some of this might also be due to more cloudy skies than we usually have at this time of year. But there have been more people in our region and there are indications suggesting the Museum is becoming better known. We still have a long way to go to overcome lack of signage and raising the general awareness of our existence. Entries in the visitors' book continue to be very complimentary.

Planning is well in hand for our next air show to be held on 15 May. We were to conduct it on 8 May notwithstanding that it was Mothers' Day on that day but good counsel prevailed to change the date. We are promised a good program which will consist of representation from the War birds Association to present a mock WW2 type battle over the airfield. If all goes well we should also have an Avenger and replica Zero in the program as well, and there is a prospect of the Sea Fury returning.

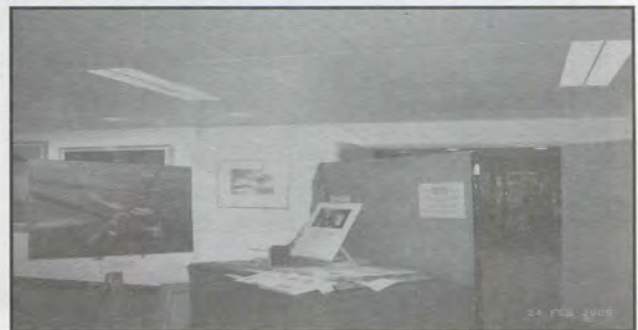
An art gallery displaying works of the eminent aviation artist David Marshall has been permanently set up in the Auditorium and has won great praise. It covers something of the origins of powered flight but highlights the Superstars of the Skies, namely people like Harry Hawker and other WW1 Australian aviators whose stories, because they joined the British RNAS or the RFC to become involved in aviation, do not generally appear in our aviation history. Many of the 'superstars' became responsible for pioneering aviation in Australia. There are about 60 paintings and a visit to the Gallery is very well worth while. David Marshall has done many works of Navy aircraft, scenes of Fireflies and Sea Furies, Gannets and Skyhawks abound in his collection and they are truly magnificent pictures. The downed Firefly of Neil McMillan in Korea is among the Gallery paintings as well as Jim Buchanan's Iroquois of the Vietnam War. Prints of the works are also available in the Museum shop.

We are currently very involved in setting up the education program for school groups the idea of this is to provide better opportunity for students to further their curricula studies and derive much greater value from a visit to the Museum. We have asked IMB to support the project and are hopeful they might agree. We will get a real benefit from entry charges as well as the kids learning more about Naval and general aviation.

Thank you Editor for including the Museum in Slipstream.



Some of David Marshall's works on show in the Federation Room





MISSISSIPPI COUNCIL OF CHAPTERS
FORT RUCKER ALABAMA CHAPTER
MILITARY OFFICERS ASSOCIATION OF AMERICA



135TH AHC (EMU) MEMORIAL/REUNION NEWSLETTER

May 25-28, 2005
Biloxi, Mississippi
Fort Rucker, Alabama

January 4, 2005

To Currently Registered Attendee's

The EMU Reunion Committee hopes everyone survived the New Year festivities in your part of the world and now have your sights on Biloxi, Mississippi and Fort Rucker, Alabama in May.

Extracts with modifications and updates from previous Newsletter, dated October 18, 2004.

The pre-reunion festivities and 'arrival sign in' is scheduled to begin at 1500 hours on May 25 and 26, 2005, 1264 Kensington Drive, Biloxi, MS.

(Interstate 10 to Biloxi, then Interstate 110 (exit 46 south which is also the Keesler Air Force Base exit) 2.3 miles to Bayview Avenue. Exit right (West) .9 miles (1.4 km) to Kensington Drive, then right .2 miles to 1264. House is on the right. Park anywhere along the street.

The Australian visitors will be the guests in the homes of the hospitable citizens of Biloxi. We hope to provide you names and addresses of these host families soon. For the American EMUs the Quality Inn Emerald Beach in Biloxi has a block of rooms' set-aside for the 135th members for the nights of May 25 and 26, 2005. Our group will have a discounted price of \$65.00 per night plus tax. This price includes breakfast. The rooms include beach chairs, coffee maker, microwave oven, refrigerator, hair dryer, iron/board, Home Box Office (HBO), data port, swimming pool, and free local phone calls. If you want a beach front room they will cost \$99.00. The Inn is accepting reservations for these special rate rooms **NOW** with a NLT or cancellation date of April 25, 2005.

Quality Inn Emerald Beach
1865 Beach Boulevard (U.S. highway 90)
Biloxi, MS 39531
Local phone (228) 388-3212
Toll free direct 1-800-342-7519
FAX (228) 388-6541

Email: www.qiemeraldbeachbiloxi.com

Directions to Quality Inn: Interstate 10 to Biloxi, take Interstate 110 (exit 46 south which is also the Keesler Air Force Base exit) to U.S. 90, west on U.S. 90, 3.3 miles to the Quality Inn Emerald Beach on the left, just past Hooter's restaurant.

On the morning of May 27th the vehicle convoy will get an early start to arrive in the Fort Rucker area for lunch prior to the 1300 hour memorial ceremony. The Memorial/Reunion events terminate at Fort Rucker. (We suggest everyone drive their vehicles to Rucker in order to proceed to their next vacation destination). Fort Rucker is a short distance from Florida and Georgia)

The Australians will also be accommodated by the local citizens in the Fort Rucker area on the night of May 27, 2005. The Holiday Inn Express has rooms blocked off for the 135th group for the night of May 27. The price will also be approximately \$65.00.

Holiday Inn Express
9 North Pointe Boulevard
Enterprise, AL 36330
Local phone (334) 347-2211
Fax (334) 347-2011

Email: hiexpress@snowhill.com

(Change) Following the memorial ceremony there will be free time for everyone to check into their motel or for the Australians to join up with their host family. Social time will begin at 1630 hours and dinner at 1800 hours, at Aviators Landing, Fort Rucker.

Reunion Expenses: Note: US EMUs should mail their registration and banquet fees prior to May 1, 2005 to: MCMOA- Memorial/Reunion fund. (These fees are fully refundable if for some reason you are unable to attend). Early payment helps defray initial expenses, confirms attendance and eliminates sign-in congestion. Australian EMU's can pay in U.S. dollars when they sign-in.

Registration fees: U.S. EMUs - \$50.00 per couple
Australian EMUs - \$ 30.00 per couple
(Exchange rate considerations)
(1/2 these prices for singles)

Banquet fees: \$19.00 (approximately) each and all, with a cash bar for alcoholic

beverages
(Meal selection is chicken or beef, with veggies, salad, dessert, etc.

Please notify us of special meal request due to diets, health reasons, etc.)

The May 27, 2005 Memorial Dedication Ceremony will be open to the public. If this is the only event you plan to attend there will be no charge.

Souvenir Booklet: An attractive souvenir booklet containing the memorial ceremony agenda, schedules, pictures and letters from military and political leaders will be presented to every registered attendee.



The booklet will also contain commercial advertisements. Sale of advertisements will help defray the cost of the memorial monument and the 135th plaque to be memorialized in the U.S. Army Aviation Museum. Anyone interested in obtaining information on the memorial souvenir booklet please contact the Memorial Committee Chairman. The committee would like to thank those who have already purchased ads in the booklet.

About the Military Officers Association of America (MOAA):

MOAA is a nonprofit national organization of over 390,000 retired and active duty officers of the military services. Its major purposes are supporting a strong national defense and preserving the earned entitlements of all the uniformed services and their families and survivors.

Additional websites: A second 135th website: www.emuinc.org

U.S. Army Aviation Museum:

www.armyavnmuseum.org

D-Day Museum, New Orleans, LA:

www.ddaymuseum.org

Museum of Naval Aviation, Pensacola, FL:

www.naval-air.org

City of Biloxi, MS: <http://www.biloxi.ms.us>

Mississippi Coast Chapter, MOAA:

www.mcmoa.org

REMINDERS:

1. Those who do not have a DOD sticker on their vehicle will need to show their driver's license, vehicle registration and proof of insurance at the entrance to Fort Rucker. (Australians will enter as guest in vehicles with a DOD sticker and will need a photo ID)
 2. Please check your name and address shown on the Attendee List on the 135th AHC website http://www.135ahc.com/reunion/images/reg_info.html for accuracy of information.
- For those interested the Fort Rucker post housing phone numbers are 1-800-GO-ARMY-1 or local (334) 598-5216.
For additional information please contact Fred:
fcunaway@bellsouth.net or
dunaway1053@bellsouth.net

"Three dead bodies turn up at the mortuary, all with very big smiles on their faces.

The coroner calls the police to show them what's happened. A Detective Inspector is sent and is taken straight to the first body.

"Englishman, 60, died of heart failure whilst making love to his mistress. Hence the enormous smile Inspector", says the Coroner.

The DI is taken to the second dead man. "Scotsman, 25, won a thousand pounds on the lottery, spent it all on whisky. Died of alcohol poisoning, hence the smile."

The DI is taken to the last body. "Ah" says the coroner, "this is the most unusual one. Irishman 30, struck by lightning."

"Why is he smiling then?" inquires the Inspector.

"Thought he was having his picture taken," replies the coroner."

NIRIMBA REUNION 2006 NEWS LETTER –
No.1 VOL. 2

Members of the HMAS NIRIMBA Family,

Since our first newsletter the committee has been engaged in the complex activity of placing some boundaries about our proposed activities so that we may provide for an enjoyable and memorable 50th Anniversary Reunion for all those in the NIRIMBA Family.

To this end the NIRIMBA REUNION 2006 Committee has compiled a list of activities and functions in which you may wish to participate. This list is attached to the newsletter and is to be considered a "work in progress" except for two events. The first is to mark the 50th Anniversary of the commencement of Royal Australian Navy Apprentice Training at HMAS NIRIMBA in July of 1956 after the commissioning of HMAS NIRIMBA on the 5th January 1956. This will be celebrated with a "Formal Welcoming Event" to be held on Saturday 22nd April 2006 at a number of venues across Canberra. The proposed event summary lists the activities and possible venues. The range, of which, the committee believes, will cover most if not all tastes and budgets. The reunion is for all those who were trained at NIRIMBA or instructed or served as ship's company and primarily as a venue for shipmates and old friends who have not seen and socialised for many a year to meet and enjoy good fellowship and company.

The centrepiece remains the NIRIMBA Veterans participation in the 2006 ANZAC DAY March as a formed marching body. This will be the definitive event of our week in Canberra. A committee member will be solely responsible for the planning of this event as it is seen as an opportunity to parade the number, diversity and pride of NIRIMBA's RAN technical personnel and staff to the public at large. As this is "our fifteen minutes in the sun" the committee intends that this march, and our participation in it will be a matter of individual pride for us all; and reflect our contribution to the technical excellence of the RAN and our ongoing contribution to the nation. This is also true for our Malaysia, PNG, Tonga and Brunei overseas members recognising their personal contributions to their respective navies and nations. So for the ANZAC DAY March come prepared to place our collective "best foot forward". At the initial conception of a NIRIMBA 50th Anniversary commemoration it was thought we may attract a 'couple of hundred' to such an event. The enthusiasm and interest shown by all members of the NIRIMBA Family has caused the committee to re-evaluate our planning goal posts and the management of an event that



will involve over a thousand participants at least. To this end the committee will engage an event organiser to advise and support the committee to ensure an excellent outcome for all. Attached to this newsletter is a list of activities proposed for the Reunion. In order to assist our forward planning we request that you complete the list with information about your interest in participating in the various activities, as well as your travel and accommodation preferences. We also ask that you return the list with a deposit of \$50 (AUS). This is to defray the initial set-up costs and to assist us to move forward with confirmed venue bookings, but will be discounted against each individual's costs for the Reunion in 2006. We request that you return the list to the event organiser, Conference Solutions, by 31 January 2005.

Using the weight of our numbers and the knowledge of the event organisers we will be in the best position to offer discounted accommodation and travel. Those who travel by car and/or caravan will not be forgotten in our endeavours and we will work with those members to secure sites in and around Canberra. The Committee continues to receive queries and details of members, placing their information on the database. This database will be used for ongoing communication with all members – by email if possible and by post to those not on the web.

NIRIMBA REUNION 2006 database now contains well over 3,600 names and addresses, this is less than half the number of those who attended NIRIMBA either as trainees or staff. So as you will appreciate the potential is huge and the committee is committed to achieving the best possible outcome for this reunion. Hence our engagement with an event professional. Next year we will be running hard and long to facilitate the development of the environment that will deliver an excellent Nirimba Reunion 2006.

The Committee continues to be open to any and all suggestions as to how we can celebrate the 50th Anniversary of the establishment of HMAS NIRIMBA at Quakers Hill, Sydney. Prudence, cost and propriety will govern the final program. The committee is focused on facilitating the best atmosphere in which to celebrate NIRIMBA, its students and staff, and all their contributions to the Nations and Navies they served and the many ways they continue to contribute to their respective countries prosperity. Welcome to the NIRIMBA REUNION 2006, take care and best regards.

Jake Jacobs
President, for
and on behalf of NIRIMBA REUNION 2006 Committee

COMBINED KOREA VETERANS ANNUAL RE-UNION

For the dedication of the Korea Memorial in 2000, I was asked to organize The Korean War Veterans of NSW (inc) Re-Union. This was such a success that I have been asked to continue again this year. **THIS IS NOW MY PRIORITY.**

The veterans memorial re-union will be held on the 22nd, 23rd and 24th October 2005 in Canberra.

I have put forward a 3 day weekend package which will include :

- | | |
|--------------|---|
| 22nd October | Meet and Greet Old Mates |
| 23rd October | Service to be held at the Korea Memorial
(wreaths may be laid)
Afternoon free
Evening : Dinner Canberra Services Club |
| 24th October | Service to be held at The War Memorial (UN Day) in conjunction with the Australian Federal Police , followed by a happy afternoon at the Club or a free afternoon if you wish to go sightseeing. |

We leave Canberra on the 25th October for a happy and safe trip home.

This letter is to request your EXPRESSION OF INTEREST as soon as possible.

Any further information may be obtained by phoning or writing to Mrs. Joan Casey—Co-Coordinator at :-

02 43655689

Joan Casey
5A Jessie Riley Ave
ERINA
NSW 2250

Please note :- If replying by mail please enclose a self addressed , stamped envelope with your enquiry and advise your Secretary' name and phone number.

yours faithfully,
J. Casey



National President

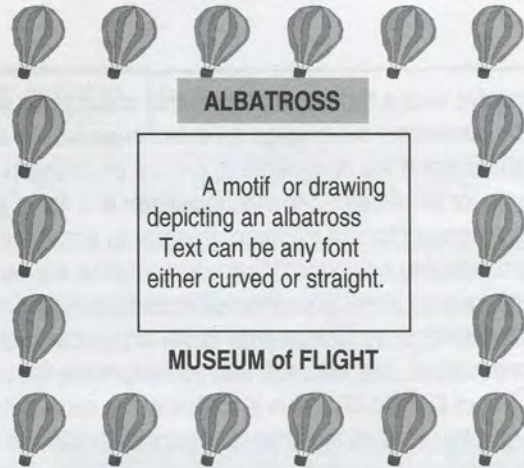


The desire of all the Divisions to restore the title of "Fleet Air Arm Museum, with the alternative of "Naval Aviation Museum" is fully understood AND SHARED by the National Executive. Unfortunately, it is my assessment that, at least for the immediate future, those titles are politically unacceptable. The reality is that the Museum cannot survive without political support; either directly or more probably through the office of the Chief of Navy.

A further unfortunate reality is that, at the end of the day, the views of members of the FAAA will be largely irrelevant to the long term survival, or otherwise, of the Museum. the "power players" are not part of the Association and, in the absence of a wealthy (very!) benefactor, this situation will not change. This does not mean that we should not try to influence the outcome, but, it does mean that we approach the problem from a position of weakness and an acceptable compromise is the best that we can hope to achieve. The "Ramsay Report" on the future of the Museum is currently with Chief of Navy and we await the outcome with bated breath. I will do what I can and will keep you informed of progress.

On a happier note; I attended the opening of a spectacular art exhibition at the Museum on 15 February. The exhibition, entitled "Superstars of the Skies" is by renowned artist David Marshall and traces the history of aviation from the box kite onwards. It is intended that the display should be a permanent part of the Museum, the paintings are stunning and it is a significant addition to the Museum experience. I recommend a visit!

David Farthing



ALBATROSS

A motif or drawing depicting an albatross
Text can be any font
either curved or straight.

MUSEUM of FLIGHT

ONLY ONE REPLY - IS NO ONE INTERESTED IN HAVING HIS IDEAS INCORPORATED IN THE HISTORY OF THE FLEET AIR ARM FORE-EVER ?

URGENT ! URGENT !

Please engage your brain and after computation your pencil or pen.

Firstly, give us your opinion on the proposed name change for the "Museum"

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

gregwise@pacific.net.au



SOUTH AUSTRALIAN DIVISION



This will be my last report for SA. I have decided to run away which I tend to do about every ten years. The dust gathers too much and rather than clean it out I leave it to mould. About March or April I will be in residence in Alice Springs, God willing! The big downer to this escapism is that I never become a life member of any bowls club. My history in that amusement has been in this order. Darwin, Yungaburra (to those lacking in geography—Atherton Tablelands), Kirton Point (Pt Lincoln), Nightcliff (Darwin), Kirton Point, Deception Bay, Alice Springs, Kirton Point, Lockleys, Adelaide' Beaumont and Novar Gardens. Alice will get back on the list but has yet to beat Kirton Point. This has happened over 30 years so it's a bolt more than once every ten years. We won't mention the pier head jumps prior to this history.

I have become a leper. I shut down my internet because of my impatience to the spam, virus risk, spy-ware and other dangers and from that time on I have experienced bliss of a non receipt of Association business matters. That means that I have no idea of what is going on which makes it difficult to submit a meaningful report. No electronics, no messages. However life is still going. SA members have had two great social events. The Xmas Dinner was well attended at Belair Hotel and after stuffing ourselves with tasty food the annual raffle was won by Betty McPhee. Betty is the widow of Gordon and wishes to remain with the Association as a full member. I think it is important to her that Gordon remains a close memory to us all. I personally would not forget him due to my close association with him in the early 50's. The other epic event was the annual Picnic in the Park in January. I could not attend but our Treasurer Michael Cain told me that it was good. Thanks to Dinsley Cooper and his helpers for making sure both occasions were memorable. Dinsley is a hard worker and has mainly been responsible over the years for the sound financial status of the Division.

Our meetings have been at the Airport Club but we soon may have to find a new home. Someone wants to knock it down to build something to make money, However we have met every two months to make routine decisions to maybe keep the troops happy and keep the Division feasible. Sometimes we get confused. At our last meeting we decided to affiliate with the new Naval Association umbrella

General policy and ditch the local mob, Dinsley was the only dissident and upon reflection I think he was right. We should stay local and let the National Executive do the National thing. I was contacted by Peter Welsh (by phone) to canvas the idea of injecting the word "Albatross" into the description of the Museum name. Those that I have spoken to have expressed a view that it should be the word "NAVY" or "NAVAL" or something that would describe the Museum as having a Naval Base. This notion is unpopular with the Museum Board so the SA boys will be ignored. Finally the SA Division is disappointed with the Museum progress but I suppose that is progress!

John Siebert laid a wreath at the Naval Peace Park during Navy Week. At first Navy Week was cancelled (there was the usual comment that there would be two next year) but a ship got lost on the high Seas and found its way to Pt. Adelaide. Navy Week was back on. I find time to attend this ceremony (one rubs shoulders with Marjory Jackson, Our Governor) because of the empathy the occasion brings. It takes me always back to a salute 'Fly Past' near Honiara by 817 Sqdn I was involved in it to honour those who lost their lives in the HMAS Canberra. John Goble was the CO, my mate Henry Albert Hall got out of it and I think with a guy called VAT Smith. I may need correction on this statement. Our reliable Jack Krieg also attended the cessation of the Korean hostilities and laid books for use in schools. Thank you Jack.

Now I have to buy a stamp and find a Post Office delivery site to get this report to the new editor. We wish him well. I will remain with the SA Division but also join the RSL in Alice as they have cheap meals. I think this may be my last escape but don't bet on it!

Barry 'Dooley' Lord
SA Secretary

NSW DIVISION



All the best for the on-coming year, time gets away quickly these days and this year seems no different, already we are well into the new year. There have been some address problems associated with the National Body moving to a standard format for all State membership lists and some of our members may have missed out on the last.

edition of Slipstream

To overcome this all members who are or were financial 2004-2005-2006 will receive this edition, subscriptions were included in the last edition along with the raffle tickets and if you didn't receive them consider your subscription due and when you pay them please include a note to the effect that you missed the last edition and it will be forwarded to you. I am sorry that it will probably be too late to get raffle tickets as it is to be drawn on the 12th March at the AGM. As far as we can ascertain the problem has been fixed once and for all, but due diligence will be employed to ensure the required result.

There has been a lot of interest in the "Wall of Service" and in the not too distant future I hope to be able to expand on the position and probable costs. The proposed plaque was one of the things missed out in the last issue and I have included it this time. It is constructed of bronze (virtually everlasting) an architectural plaque, flat relief cast of approximately 95mm x 64 mm dimensions and fixed with 4 mounting screws at the rear.

Construction costs are hopefully going to be offset by a sponsor from the local area and that is at present being pursued. There have been some offers from ex FAA members to cover these but it is probably better if someone or an organization not directly involved in the FAA takes up the offer. The wall is for all and it cannot be seen to be a memorial to any particular ex FAA person or family. Thanks anyway to those who offered.

Members are urged to check the following web site for eligibility for the medal provided by the Malaysian Government and if you think you qualify submit the application form that is included on the site. <http://www.defence.gov.au>, most people will have had notification from one of several sources but too many are better than not enough.

Good wishes and a speedy recovery is forwarded to those of our members who are not travelling too well. It is a certain fact that none of us are getting any younger and surely if not too slowly we are wearing out. If you have any problems that you need some assistance with don't hesitate to contact your Welfare Officer who in his wisdom may not be able to make you young again but just may be able to head you down the path to getting a solution to it that is suited to you. His contact details are on the web site or if you haven't crossed that cyberspace barrier the phone number is 02 44218815.

Sales of tickets in our annual raffle have according to the co-coordinator (Phil Robinson) been progressing at a very healthy rate and will hopefully ensure sufficient funds to cover our costs for the year. These never seem to diminish and are always a consideration to all similar type

organizations.

The raffle will be drawn at the AGM on the 12th March and hopefully the winners will be able to take their prizes home and save us some freight.

The name change proposal for the Museum is a subject dear to our hearts and the Committee although not happy with it accept that at least it is better than what is now so we have gone along with it. The final result will be determined by pressures of economics and business and if we can at least recoup this much we will be better off, so saying 'NAVY' should still be included somewhere as that is what it was laid down as and the basis of its heritage and origin.

Greg Wise

Layout of "The Plaque"



G.N. WISE

R51262 CPOASE

Aug 1955 - Sept 1976

The logo is that of the Fleet Air Arm Association and this will be altered to read "RAN" in place of the word "ASSOCIATION". Any designated decoration (eg. DSC, OA, BEM, will be listed after the name).

STOP PRESS

All loose ends seem to have been tidied up and the final proposal accepted and passed and by the National Executive and by the next issue the "Wall" should be well and truly under construction and the first of the plaques already fitted. Included in this edition is the application form needed to order a plaque. All members will get a form but if you know any others that you feel qualify either let them know or us and a form will be dispatched. It will take time to get to the deceased families so please spread the word. A copy of the form will be sent to all Divisional Secretaries so they will be able to provide members or ex serving personnel with a copy. If you need another form photocopy the blank form.



WESTERN AUSTRALIAN DIVISION



Greetings fellow Birdies across the land.

The WA Squadron wishes you and your families a happy and prosperous new year in 2005.

Our regular 'Scribe' John Green has taken a short break so you will have to forgive my petty ramblings and inept scrawlings. 2004 was fairly uneventful here in the 'west. Our VNHF boys still have their regular Wednesday 'Prayer meetings' at Rosies and it is pleasing to see the group grow from one or two to at least six every week. Happily, our meetings have been going the same way with an increased membership and attendance at Rosies every other month.

Our Xmas function was held at Rosies for the first time and was a roaring success. Following a very abbreviated General Meeting, we had about fifty members and family tuck in to the amber fluid & Buffet lunch with gusto. Brian & Elva Jost put together a huge Xmas Hamper with the many donations from members and the lucky winner was Bomber Brown.

We were pleased to hear that Pancho Walters got through his 'op' okay.

Our members currently on the 'sick' list are Ron Tate, Ian Ferguson, Keith Murdock and Colin Bushe-Jones; we wish them all a speedy and full recovery. With Member Transfer Forms once again available, we are delighted to welcome into the WA hangar, Bill Strahan from QLD and Bill Cregan from NSW.

Our AGM takes place on Sunday 13th February, 2005, so it will be out with the old and in with the new. (joke, Boris)

We would like to express our great appreciation for the effort made by Greg Wise in managing to keep 'Slipstream' in circulation while John is still ill. Well done mate!!!

Cheers for now
Yours Aye
Peter Welsh
Hon' Secretary
FAAAA - WA Division

Hope the 'scribe' comes back refreshed ready for the next copy -

NATIONAL SECRETARY'S REPORT



Since the previous Slipstream was published, life in the National Office has changed very little. The primary consideration has been focused on trying to improve the quality of communication between all the States and HQ. Simultaneously, further efforts have continued to ensure that membership data bases are both correct and kept up to date. The importance and immediacy of using electronic and Net technology to achieve these aims cannot be over-emphasized. Though not necessarily state-of-the-art, the recently acquired office hardware and software is comparatively modern and perfectly capable of meeting not only our current needs, but also any foreseeable requirements well into the future.

No doubt resulting from this more advanced technology, an unexpected follow-on has been the sharp increase in the number of general enquiries received by e-mail in National HQ. These range across a broad spectrum, and cover such topics as a quest for personal information on lost or deceased shipmates, a quest for technical information on historic aircraft or aircraft equipment, and a quest for historical details on a cornucopia of past naval aviation events or incidents. Whilst every effort is made to provide a satisfactory and timely response to all queries, often in a combined effort with our FAAAA Webmaster, there are occasions when that is simply not possible. However, every effort is made to ensure that all correspondents do receive a reply, even if the result is negative, and suggestions for alternative search methods whenever applicable.

Tom McDonald

FINAL CHANCE

This is the final call for anyone that may have any articles or photographs that they would like to have considered for inclusion in the life story of the Gannet aircraft in the RAN Fleet Air Arm. Ben has just about put the book to bed and whilst he himself is at present languishing in the tourist pleasures of China you can either contact me or John Arnold and we will forward your details to him on his return.



TASMANIAN DIVISION



After receiving the email re 'Proposed changes to the Museum Name' we discussed it and it would appear this is the best we are going to get so we go along with that. (Albatross Museum of Flight)

We are due to have our quarterly meeting on the 20th February and will check with the members then for their input and decision but it will more than likely be the same as it now is. Should there be any dissent or should I say previous dissent then we will advise you about it.

Things are very quiet down here and the sum total of our report is this. Thanks for the stationary and Xmas greetings and likewise to the rest of our shipmates, good cheer for the ensuing season,

written by,

John Nobes



An ' aircraft carrier ' for patrol boats

The commercial heavy lift ship Maria (pictured) departed from the Australian Marine Complex in Fremantle, Western Australia, on 9 February with a cargo of 10 new 37.5 m patrol boats for the Yemeni Navy. Built by Austal Ships under a A\$90 million (US\$70.4 million) contract placed by the Yemen Ministry of Defence in June 2003, the aluminium vessels (hull numbers 301-310) have a top speed of 29 kts and are equipped with a twin 25 mm gun mounting and two 12.7 mm machine guns. Maria is due to arrive in the port of Hodeida in late February.

VICTORIA DIVISION



Attention on the flight deck!

Hardly the way we would have chosen to end 2004 nor commence 2005 as the power of nature was demonstrated at its worst and most damaging by fire and flood. Staggering loss of life to the Asian tsunami, followed by the tragic termination of the lives of South Australian children and their minders, surely test the faith of those left to bear the burden of inexplicable loss. As if that was not enough, cancer won another victim when it took from our ranks the popular Doctor A.T. 'Tommy' Thompson who had recently returned from his birthplace in the United Kingdom to settle in Queensland.

Ageing of our Victorian members is becoming more readily apparent as a number of shipmates suffer from that natural progression. In recent times we have seen one of our number of World War II seniority, Len Baggott, move to a nursing home, a section of the Royal Freemasons' Homes, Melbourne. Ralph Mayer fought a bout with pneumonia, from which he has now, thankfully, recovered. Les Jordan has been in and out of hospital with circulatory and lung problems for which he is still undergoing checks. Monsignor Frank 'Tiger' Lyons continues to tend his adopted flock at the nursing home, the Little Sisters of the Poor in Northcote in spite of multiple strokes which have limited his mobility but not his spirit. Jim Ferguson awaits the return from overseas of his new bride while expressing to all and sundry his frustration with fools and his disability. A recent visit by Margaret and Jim O'Farrell to Fergie's new address in Whittington would have stirred the memory banks! Don McIntosh, now ensconced in Yarrawonga on the Murray, is his affable self after the removal of two benign tumours, and David Watson and Philip Worsam appear to be in fine form after their own, similar surgical encounters. Jim Kalmund remains under medical supervision after renal problems last year.

We endeavour to keep tabs on the welfare of our members, but have to rely very much on those familiar with circumstances of which we are unaware.

Although we find it difficult to attract new members from the younger generations, there has been no obvious deterioration in the bonding spirit of foundation members, who have, in fact, generously risen to the occasion with donations to help maintain the freeboard.

Our Annual General Meeting scheduled for Sunday 6th



February, 2005, seems unlikely to result in many new faces amongst Office Bearers and Committee, but one can only hope.

The contentious issue of the renaming of the museum remains high on the list of items to be thrashed out, while hoping the winning of active support from the RAN will ensure its survival into the future, after years of drifting in the doldrums.

There are two items worthy of inclusion for the information of all members of the FAAA of Australia. The first relates to eligible members who served from Independence until the end of Confrontation, in the security of Malaysia with the Commonwealth Far East Strategic Reserve during the period 31st August 1957 to 31st December, 1966, inclusive. The Government of Malaysia recently made an offer to confer a special medal of service on such personnel, to be known as the 'Pingat Jasa Malaysia'. Precise details of eligibility and application forms are available from the Secretary, Geoff Litchfield. The second relates to an article appearing in the Melbourne Sun Herald newspaper, dated 24th January, 2005, wherein it was stated that personnel serving in HMAS 'Supply' and HMAS 'Melbourne' between 1950 to 1985 and used Jason pistols to scour paint and rust from the superstructure, may have been exposed to the toxic dust from rods containing the heavy metal, beryllium. "...it is now known beryllium dust can cause a fatal and untreatable lung disease similar to asbestosis."

Bob Currin, National President of the Naval Tanker man Association stated: "We have established that 3000 seamen and women were serving on the ships that used Jason pistols over the relevant period."

Any member who has encountered breathing problems, served in 'Supply' or 'Melbourne' and feels he/she may have been thus exposed should consult their doctors and have medical tests.

A large number of our members are overly-passive and attendance at social gatherings seems to be waning. There is a real need for fresh ideas to promote attractive outings or other gatherings to rebuild that spirit that once was a natural consequence of belonging. The invitation is always there for any member to offer positive suggestions to this end and I encourage that effort. We have had the offer of interesting presentations provided an assurance of the attendance of sufficient members can be guaranteed to allay fears of embarrassment to either party. That's up to you - and you!

Hopefully, the next issue of 'Slipstream' will permit the inclusion of elevating news more aligned with the 'joie de vivre'. Meantime, we extend our very best wishes to all shipmates of all Divisions for many unexpected pleasant surprises and the best of good health throughout the rest of 2005.

Carry on!

Geoff Litchfield - secretary

QUEENSLAND

DIVISION



January 2005

Best wishes to all for 2005. Now that the festive season is over, it's time to start getting ready for the next one! We had Warren Walters here with his daughter, Tracey and husband, Barry, for Christmas and New Year which was fun. I fired my double barrel 12 gauge shotgun, as I usually do, and got quite a bruise on my right bicep from the 2nd shot as I didn't have it tucked into my shoulder. It kicks like a .303. Let rip with my old bugle as well just for the hell of it. There was a lot of noise from fireworks so I don't think the bangs were noticed.

Warren has sold his house in Wollongong now and went back to California on the 27th Jan. to a wet and cold climate. I spent a few days helping him getting the house and surrounds ready for the sale. I sure didn't need any extra gym work that week!

Our Christmas BBQ at the Maritime Museum was pleasant, on the banks of the Brisbane River. 35 turned up and all enjoyed the company. The raffle prizes were won by Col Spence, Daphne Hartig and Gwen Powell.

We are holding our AGM at Currumbin RSL on March 20 and expect a good roll up there. After the meeting, some will picnic and others will have lunch in the restaurant. The Fishing Club BBQ is wood fired but no wood supplied and a bit neglected now.

Membership fees are due in now-deadline- 31st January.

The subs are coming in pretty well, although there's always some late runners. We welcome new member, Peter Miller, and John Hamilton has transferred in from South Australia. Dave Blundell has transferred to NSW Division and lives at Mollymook these days.

After a phone around of the Committee, we gave \$200 to the Red Cross via Westpac bank for the tsunami appeal. What an awful business! I was sent some photos not seen on TV and it was hard to believe they were real. Those of us who live by the beach or near to realised the reality of the risks involved!

We plan to hold a mini Reunion at Bundaberg again. We've been up there for a few days getting things arranged. It will be commencing on Thursday, 6th October to Sunday 9th. We will be using the RSL again as a base, with check in day on Thursday, Golf, Bowls, etc., on Friday, Dinner on Saturday night and Remembrance Service Sunday morning.



Bill Bryant has friends who operate River Cruises and we will probably book one or two boats for Saturday afternoon. The boats take 50 each. They run in the morning as well, so we can do that if we wish. I am waiting for confirmation of costs, menu, etc., and will be advising firm details as soon as I have them. There is a web site- www.bundabergregion.info-which details all of the things to do and see there. All or any interstate visitors welcome. Let Trevor Tite , 37 Miles Street, Caboolture, 4510, ph. 07 54993809 if you're interested in coming. We always have a great time there. Put it into the diary now!

Our Ladies' day continues at the Casino, but costs have increased considerably so, at the next day-18 February-discussions will be held on any possible other venues. Research is going on now.

At our last committee meeting, we discussed the possible name change of the Museum and suggested that it be "Albatross Naval Museum of Flight" on the basis that no one would have any idea of the meaning of "Albatross". Most people these days have no idea of what the Fleet Air Arm is or was! They certainly know what the RAAF is. Shame on Navy Office for never really pushing the Fleet Air Arm to the public, particularly since the Carriers have gone.

I am writing to the Minister of Vet. Affairs, re the issue (or non issue) of the Long Service Medal. I'm told that, on serving 15 years, you had to sign on for a further period before you were awarded the medal. I would encourage others to write to the Minister if they have a complaint about the matter.

Well, that's it for now. Best wishes to everybody from us in QLD.

Barry Lister.
President

An old Sailor and an old Soldier were sitting at the Returned Servicemen's Club arguing about who'd had the tougher career. "I did 30 years in the Army," the Soldier declared proudly, "and fought in three of my country's wars. Fresh out of recruit training, I hit the Kokoda Track in New Guinea, clawed my way up through the blood-soaked jungle, and eventually took out an entire enemy machine gun nest with a single grenade. "As a sergeant, I fought in Korea. We pushed back the enemy inch by bloody inch all the way up to the Chinese border, always under a barrage of artillery and small arms fire. "Finally, as a Warrant Officer, I did three consecutive combat tours in Vietnam. We humped through the mud and razor-grass for 14 hours a day, plagued by rain and mosquitoes, ducking under sniper fire all day and mortar fire all night. In a fire-fight, we'd fire until our arms ached and our guns were empty, then we'd charge the enemy with bayonets!

"Ah," said the Sailor with a dismissive wave of his hand, "all shore duty, huh?"

Far East Strategic Reserve Navy Association 50th Anniversary National Reunion

The Far East Strategic Reserve Navy Association is holding its 50th anniversary national reunion in Melbourne from 30th June to 3rd July 2005.

As part of this reunion, it will be unveiling a number of memorial plaques at the Shrine of Remembrance, St Kilda Road, Melbourne at 1pm on Sunday, 3rd July.

This unveiling ceremony is to be followed by a reception in Government House, co-hosted by John Landy AC MBE, Governor of Victoria, and Steve Bracks, Premier of Victoria. Admission to Government House is strictly by invitation only
- no invitation, no entry.

During the reception, personnel from HMAS *Cerberus*, supported by members of the New Zealand, Malaysian and Singapore Navies, will present a specially-written remembrance ceremony.

While the reunion functions of the 30th June, 1st and 2nd July are restricted to members of the Association, the events at the Shrine of Remembrance and Government House are open to all RAN and RNZN personnel who served in the FESR during the period 1955 to 1971, their wives and partners.

Naval personnel who are recipients of the Australian Service Medal 1945 - 1975 with Clasp FESR or its New Zealand equivalent are invited to attend these functions.

As these events are being sponsored by the Association, a registration fee of \$10 per person wishing to attend the Government House reception and/or wind-up dinner is required. There is no registration fee or other cost required for a person who wishes to attend the unveiling ceremony only. As all attending the Government House reception and/or wind-up dinner are required to be registered, Secretaries are requested to provide names and address details of all of their members their wives or partners, where applicable, who wish to attend. This information is required by Government House for the issue of invitations -

no invitation, no entry.

In addition, if any of your members wish to purchase any of the items of memorabilia, they are invited to fill in a memorabilia order form indicating the number of items required and the size where applicable.

For registration to attend and memorabilia order forms, please ring **Les Bailey on (03) 9244 4155.**



VALE

Gilbert (Jock) Fraser

Died 19 June 2004 suddenly at home after a long illness, aged 79 Jock was in the RN during WW2 , after that he joined the London Police . In 1950 he enlisted in the RAN and in 1956 following his discharge he joined QANTAS.

Jock was with communications in Head Office in Sydney starting at Shell House then QANTAS House and finally at QIC in George street. He took early retirement in 1982 and the family moved to the Gold Coast.

John (Darky) COLE

From David (son),

I live in Germany and I got your address(Les Matterson) from Brian Sargeson . I have been trying to contact some of Dad's old friends from Nowra and the base, specifically Arthur Healey and Robby.

Dad passed away on the 11th October in his sleep aged 75. My email address is davidcole2002@aol.com. Would you pass on this information for me to any of his friends.

Did You Know?

A venom component from the Taipan, the world's deadliest snake, is being developed in Brisbane as a new drug to treat heart failure. Over 3,000 Australians die as a result of CHF each year with a further 300,000 people affected by the disease. a unique set of active molecules had been isolated from taipan's venom.

Initial tests indicate these molecules are extremely effective at easing the heart's workload. In addition to being very effective these molecules are also extremely stable in the body with the therapeutic effect lasting long after administration, two extremely attractive features for new drugs.

OBITUARY (missed in last edition)

CAF [O] JOHN MILES RAN 1942 – 1954

John (Jack) Miles was born at Narrandera NSW on 22 February 1924. With his family John lived on the family farm at Boree Creek. In November 1942 at the height of World War 2, he joined the RAN. After training in the seaman category at Flinders John was posted to sea. Apart from a gunnery course and short leave periods, John spent the next five years at sea. In that time he served on HMA Ships Tamworth, Launceston, Hobart and Wagga, not necessarily in that order. In September 1947 Leading Seaman Miles was the 'Buffer' on HMAS Warrnambool, sweeping allied mines near Cockburn Reef off the coast of Queensland. Sadly, they struck one of the mines and Warrnambool was sunk. Two crew were killed in the explosion and one drowned. John once told me, 'I was last to leave the ship and I stepped off the quarter deck as water started lapping over it wearing only a pair of khaki shorts, my cap and sandals'.

John decided a change of pace was needed and decided the newly formed Fleet Air Arm was the way to go. Within three months he, along with a contingent of other volunteers embarked for the UK on TSS Esperance Bay to undergo training in the aircraft-engineering world. Being a gunnery rate he trained as an armourer, returned to Australia (Albatross) late in 1949 and shortly after married Marjorie. Almost immediately John bought a block of land on the Princes Hwy at Bomaderry, not far from the old Copper Kettle and commenced building a home. Every night he was not on duty John could be seen straight after liberty-men, pedalling out of the Air Station on his push-bike with an old sugar bag containing a few tools slung over his shoulder, heading for the home he was building for his family. Their first daughter Mardi was born shortly after. John served the next five years at Nowra on squadrons with stints at sea on the CAG and at the Air Ordnance section, being eventually promoted to Chief Air Fitter.

After paying off in late 1954 John decided to return to his first love and become a farmer. He procured a virgin bush block at Carabost near Tumberumba and set about the work of clearing his land. In the early 1960's John's brother, who had inherited the family farm at Boree Creek, died and left the property to John. For a time he ran both properties, a task, which placed considerable strain on his physical health. By now their second daughter, Jaquiline had arrived. In 1964 he sold the farm at Carabost and moved permanently to Boree Creek. John worked his farm to the day he died.

Heart problems had plagued him for many years. Early on the third of January 2004 he suffered an attack and passed away later that day.

A lifetime of service to his country and the land he loved had finally taken its toll. We extend to his widow Marjorie and daughters Mardi and Jacqui, our sincere sympathy and express our own sadness at his passing. Smooth seas old shipmate, you were one of the best.

J.J. 'Blue' Harrison.



OBITUARY

Ian McDonald

Died 27th July 2004, aged 75 years. Ian enlisted in the RAN Fleet Air Arm in 1947 and trained as a pilot at RAAF Point Cook. On graduation he was posted to Scotland for further training. He returned to Australia in 1950 and was commissioned As a Sub Lieutenant. He flew Sea Furies with 805 Sqdn RAN in Korea in 1951/52 and later in 1952 crash landed a Sea fury with engine trouble at Cape Gloucester, New Britain. Ian joined Qantas in 1955 as a second Officer on DC4's, became a First Officer in 1956 and then in 1959 transferred to L 188 Electras. In 1961 he transferred to B707's and subsequently gained command on this type. Ian became a Captain in B747's in 1975 and retired from this position on the 30th April 1983.

A thorough gentleman he died of asbestosis related disease

VALE

Bruce (MORT) Constable 1947-2005

Former shipmates are advised that Mort crossed the bar after heart failure in Greenslopes Hospital, Brisbane last Friday 28th January 2005.

Mort's career in the RAN spanned 23 years, commencing in 1963 when Mort trained as a Safety Equipment sailor serving at HMAS Albatross, and in HMAS Melbourne. A switch to the Coxswain branch saw a change in direction for Mort, to general service in HMA Ships Parramatta, Duchess, Supply, with tours of duty in Vietnam, Malaya, and Borneo during the Indonesian Confrontation. His service time included periods at shore establishments HMAS Harman, Penguin & Moreton. His final posting was Coxswain of HMAS Barricade and Coxswain of the Patrol Boat squadron at Cairns. Mort retired from the RAN in 1986 as acting CPO Coxswain. Mort, who cared for his wife Shirley during her long battle with cancer until her death in 1998, is survived by sons Shane presently serving in HMAS Yarra, Craig, a successful travel executive, and daughter Melissa, who works in a law firm. Mort's family have arranged a funeral service at the Newhaven Crematorium & Memorial Gardens, Quinns Rd Stapylton, Qld, 1600 Wednesday 2nd February 2005. The ashes of Bruce (Mort) Constable will be committed to the sea from a RAN warship at a date to be fixed.

God Speed & Good Sail
Lest We Forget.

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

Members' E-mail Directory

If you wish your E-mail address published, please contact the Editor.

SLIPSTREAM EDITOR - slipstream@pacific.net.au

OBITUARY

Dr A.T. 'Tommy' Thompson

Tommy Thompson joined the Royal Navy Fleet Air Arm in 1943 and was sent to Canada for pilot training. He returned to the UK for a naval conversion course in Barracudas and carried out his first deck landings in that type. He subsequently flew Swordfish and Sea Otter aircraft before the end of World War Two.

Post-war, he graduated as a Bachelor of Medicine and Bachelor of Surgery from Manchester University. He continued flying with the RNVR in Harvards, Fireflies, Avengers, Balliols and Vampires, including Firefly deck landings on HMS *Illustrious* during her last commission. In 1957 Dr Thompson joined the RAN as a Medical Officer but was able to continue flying, doing a full jet conversion on Vampires and Venoms including deck landings on HMAS *Melbourne*. Whilst at HMAS *Albatross*, Dr Thompson was Chief Flying Instructor of the Navy Gliding Club.

He joined Qantas as a Medical Officer in 1969 and specialised in Aviation Medicine. He became President of the Aviation Medical Society of Australia & New Zealand.

Since 1969 he continued his interest in gliding, and managed the Australian Gliding Team at the World Championships in Poland and the USA. For several years he was Honorary Medical Adviser to the Australian Branch of the Guild of Air Pilots and Air Navigators. In 1986 he was reported to have retired to England, but subsequently returned to Australia.

He died in Queensland on 7th January 2005 after a battle with cancer.

VALE

LREM(A) Bill Graham	Jan 2005
Gilbert (Jock) Fraser	19 June 2004
Doc Thompson	7 Jan 2005
Bruce Mortimer	28 Jan 2005
Ron Storey	Jan 2005
Darky Cole	11 Oct 2004



Search for Knowledge : Answer

FAA Association contact details**NATIONAL EXECUTIVE**

President : CDRE D Farthing DSC RAN (Ret'd)
02 4872 3237 email : pennyfarthing1@bigpond.com

Secretary : Mr Tom McDonald - PO Box 7115,
Naval PO, Nowra 2540
02 4421 6719 email : thmcdnld@tpg.com.au

WESTERN AUSTRALIA

President : Mr Bevan Daws -46 Berry Dr ,Maida Vale ,
WA 6057

(08) 9454 7228 0411 831609

Secretary : Mr Peter Welsh - 42 Saddleback Cir ,
Maida Vale, WA 6057
(08) 94546045 email : pwelsh@efitel.com.au

SOUTH AUSTRALIA

President : CMDR John Siebert RANR - Box177, Mitcham ,SA 5062
(08) 83511314 email : jsiebert@bigpond.com

Secretary : Mr Barry Lord - 65 Whitmore Sq, Adelaide, SA 5000 (08)
82122439

VICTORIA

President : Mr Ron Christie - 15 Bianca Crt, Rowville, Vic 3178
(03) 97645542 email : seafury60@hotmail.com

Secretary : Mr Geoff Litchfield - 9 Stringybark Rd, Eltham , Vic 3095 (03)
94399736 email : geoff805@optusnet.com.au

TASMANIA

President / Secretary : Mr John Nobes—8 Elizabeth St, Somerset , Tas 7322

Treasurer : Mr Ron Melville - 5, View Street, Ulverstone ,Tas 7315
(03) 6425 3636 email : ronm@keypoint.com.au

QUEENSLAND

President : Mr Barry Lister - 3 Royal Close Regatta Pk, Wurtulla, Qld 4575
07 54934386. email : blister@caloundra.net

Secretary : Mr Trevor Tite - 37 Miles St ,Caboolture ,Qld 4510
(07) 54993809

NEW SOUTH WALES

President : Mr Greg Wise - 4 Bindaree St, Greenwell Point, NSW 2540
(02) 44471602 email : gregwise@pacific.net.au

Secretary : Mr Mike Heneghan— 16 Ibis St ,Sussex Inlet, NSW 2540
(02) 44412901 email : mheneghan@pacific.net.au

DISCLAIMER

Slipstream is published by the Fleet Air Arm Association of Australia Incorporated. All rights reserved. Reproduction in part or whole is forbidden without the express permission of the Editor "in writing".

All care will be taken with material that is submitted for publication but no responsibility is accepted or assumed by the publisher or editorial staff for any loss or damage incurred to it. The views and opinions expressed in this publication do not necessarily reflect the views and opinions of the Association or Committee of Management.

Latest Underwater Technology on show

The latest underwater technology developed by Defence and defence industry is being showcased at Pacific International Maritime and Naval Exposition (Pacific 2004) currently underway in Sydney. The Defence Science and Technology Organisation (DSTO) has spent more than \$2 million on researching and developing a submersible unmanned underwater vehicle (UUV). The UUV is affectionately known as Wayamba, the aboriginal word for turtle. Wayamba was developed to be capable of carrying out research, deployments and communication tasks in today's military environment. UUVs are poised to play a major role in defence research, strategy and operations for decades to come. DSTO has also been tasked to advise on potential systems for autonomous deployment of sensors, to interrogate the mine warfare and hydrographic environment, which may have an influence on future ADF acquisitions. A one-third-scale model of Wayamba is on the DSTO stand at Pacific 2004, along with the Scientists who developed her to answer any of your questions. Sonartech Atlas (Australia) is currently developing a revolutionary new hydrographic-grade sonar, the Fansweep30. As part of DSTO's industry interaction a collaborative program is underway with the company, which will ultimately demonstrate that high-grade surveys can be undertaken from autonomous underwater vehicles. The Wayamba/Fansweep combination is on the Sonartech Atlas stand at Pacific 2004. The Fansweep30 system has been wholly designed and developed in Australia by Sonartech Atlas. Based in Sydney, they are a high technology R&D Company that specialises in advanced sonar systems. Atlas Fansweep Coastal is the first of the new generation of Fansweep30 broadband multi-beam sonar systems that can be installed on a range of platforms including small survey boats, submarines, UUVs and ships. The mechanical integration of Fansweep30 with the Wayamba research vehicle was successfully trialed in HMAS Cerberus on 22 January 2004. Max Coxhead, Project Manager Wayamba says 'The in-water trials in January were great because it proved the capability of both research projects and showed how successful partnerships between Government and industry can contribute to national wealth creation.'

Image

Trials of the Fansweep30 with the Wayamba research vehicle at HMAS Cerberus in January.

FIREFLY WD 826

Restored , Renovated and Returned



The recovery crew and aircraft all loaded at Tyabb ready for the return journey to Albatross

Anti - Submarine role once again. A brief rest alongside the submarine at Holbrook



Typeset by Greg Wise – Printed by Klimpton Press, Cnr. Angus Avenue and Flinders Road, South Nowra NSW 2541 - Phone (02) 4423 1996