

Slipstream

Established HMAS Albatross 1957



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FOREWARD



I was delighted to be asked to provide the foreword for this edition of *Slipstream*, and thus have the opportunity to introduce myself. I feel very lucky and especially honoured to have been appointed to command the Naval Air Station. Command is a rare privilege and for me, returning to Nowra where 'it all began' is a particular thrill. I'm not an aviator – I'm a supply officer, but my connections with the Fleet Air Arm are strong.

I spent the best part of the first 12 years of my life living in and around Nowra. Many of you will know my father Ian - to this very day a very proud and one-eyed armourer! Dad paid off in 1970 and the family moved to Canberra where I attended high school. In 1976, after I completed my schooling, I joined the RAN College at HMAS CRESWELL. Early the following year I met my wife to be. She was living in Sycamore Road at the time, the daughter of the then Commander (Air), Mike Astbury. Kay and I have been married for nearly 25 blissful and contented years (at least from my perspective?!) and have three remarkable children, none of whom I'm sad to say have shown the slightest interest in joining the Navy. But I can't imagine why they haven't considered it?

My career, which now spans nearly three decades, has been a great experience. I've been fortunate enough to serve with some superb people – many of whom, you'll not be surprised to learn, were birdies. As a pusser, one of my most important duties was as Helicopter Control Officer. In this role I had a lot to do with the members of various ships' flights - in the late 70s, the Wessex flight in HMAS STALWART, during the late 80s the Squirrel and Seahawk flights in HMAS ADELAIDE, and HMAS SUCCESS's Sea King flight in the mid 90s. In recent years I've served in Canberra, as Director Naval Officers' Postings during 2001 and 2002, as a student at the Centre for Defence and Strategic Studies in 2003 and as Director Navy Preparedness and Plans last year.

Coming 'home' to ALBATROSS means a great deal to me. I'm extremely proud to now command the establishment in which both my father and father-in-law and their many mates served from the earliest days of the RAN Fleet Air Arm. While the Navy as a whole is a 'club' to which I feel most privileged to belong, the 'sub-branch' that is the Fleet Air Arm boasts a unique and proud tradition of professionalism and enduring comradeship. I experienced that comradeship well before I arrived in Nowra this time; it was apparent throughout my childhood and was a strong motivating factor in my decision to join the Navy.

For all the foregoing reasons I am very much looking forward to the next couple of years at NAS Nowra and I trust I will have the opportunity to meet as many of you as possible during my tenure as CO.

**Captain Grant Ferguson, RAN
Commanding Officer
HMAS ALBATROSS**

HMAS KANIMBLA Flight Shark 02

It is with sadness in our hearts that we offer condolence from all the members of the Fleet Air Arm Association to the families of Squadron Leader Paul McCarthy RAAF, Lieutenant Mathew Goodall RAN, Lieutenant Paul Kimlin RAN, Lieutenant Johnathon King RAN, Flight Lieutenant Lyn Rowbottom WRAAF, Petty Officer Stephen Slattery RAN, Sergeant Wendy Jones WRAAF, and Leading Seaman Scott Bennett RAN who lost their lives in the crash of the 817 Squadron Seaking whilst carrying out humanitarian duties in Indonesia.

Four of the deceased were Fleet Air Arm personnel and they will surely be missed by the aviation fraternity of HMAS Albatross.

STOP PRESS

The health of John Arnold has been a worry of late, he was hospitalized to have a new hip fitted. That part of the procedure went well and it was only the events that followed during the 'recuperation period' that caused the headaches. The other way to look at is that he may have just been commissioned by the government to run some spot checks on some of the hospitals around NSW. He has been inside quite a few different ones in the last month; so, the info he can give them and the pointers on their operational expertise should be invaluable. Disregard the costs and travel inconvenience he caused his son Mark getting back home urgently from UK and the disruption to general day to day life for Garry, Bronwyn and Brenda as well as a lot of friends - He gave a lot of us a big scare but the main thing is that he is on the mend and should soon be back feeding all the animals.

The first batch of plaques for the 'Wall of Service' have now been fitted. A subsequent order to the manufacturer is almost ready to send. These orders are in blocks of 50 (to stabilize the costs) so please don't despair if you cannot see your name as yet. The plaques are fitted in order of receipt of applications; each application is given a number and production and installation is held to that sequence.

Some members have voiced their feelings in the negative for this project but the majority are happy with it and in our society, the majority rules. "Don't like it - disregard it". An application form is available on the web site or from the National or NSW Secretaries. If you know any ex FAA personnel who are not members of the FAAA please tell them about it as they may be interested in it for themselves or their mates.

EDITOR'S CORNER

The old adage of "loose lips sink ships" was well displayed with the statements of a lot of the press regarding the age and condition of the Seaking aircraft of 817 Sqdn. Obviously they know nothing about the rigid servicing schedules that service aircraft are maintained to and that all the components and parts run a separate 'life cycle' to that of the actual airframe. Probably closer to the truth is that those facts wouldn't make their news items seem so dramatic.

OUR CONGRATULATIONS

CHANGE OF COMMAND IN THE MIDDLE EAST

Commodore Geoff Ledger has been appointed Commander of the Australian Forces in the Middle East Area of Operations, Defence Minister Robert Hill announced today.

Senator Hill said Navy Commodore Geoff Ledger will replace Air Commodore Greg Evans who has commanded the Australian contingent since November last year.

Based in Baghdad, Commodore Geoff Ledger will lead around 1370 Australian Defence Force personnel on active service in the Middle East to support Coalition rehabilitation and reconstruction efforts in Iraq.

"Commodore Ledger arrives at a time of considerable growth for Australia's operations in Iraq," Senator Hill said.

"Not only will he be responsible for our force elements that have been there for some time, he will also be in charge of the Al Muthanna Task Group that recently arrived in Iraq."

Senator Hill endorsed Commodore Ledger's appointment which will build on his exemplary career that began when he commenced military training as a pilot in 1972.

"Commodore Ledger's capacity to operate in conditions of adversity has been consistently demonstrated throughout his years of dedicated service.

"He was involved in the clean up following Cyclone Tracy, flew helicopters for the United Nations Emergency Force in Egypt and was awarded the Silver Commendation Medal by the Singaporean Government after he led the rescue effort to save 14 people following the Sentosa Cable Car Disaster in 1983."

NEXT DEADLINE - - 31st AUG 2005

Does not upset the applecart if they arrive beforehand

LETTERS

Editor

Museum of Flight

I believe the Museum of Flight should be renamed "Australian Naval Aviation Museum".

My reasons are as follows:

I agree with many that the inclusion of ALBATROSS is inappropriate. Fleet Air Arm is also inappropriate as many Australians don't identify this name with naval aviation, let alone overseas visitors. We must also remember that Naval bases close down but museums can "linger on"! The museum could be moved to Canberra, or some other site, but the proposed title would remain valid. If this title was accepted, every effort should then be made to get political support, emphasizing that this is what we want and it is a deserving cause. I couldn't think of a better person to construct the necessary words to the politicians than Dave Farthing, who could put his legal training and experience to very good use!

Whatever the outcome, you know you have all the support of us "fringe dwellers" for the effort you are making.

Sincere regards to all,

Don McLaren

Dear Ed.

I may be able to cast some light on the comments by Paul Pelczar on the subject of Naval personnel at Canungra. I was selected to attend a jungle Survival Course at Canungra in the mid 50's to learn more about this specific subject.

The course consisted of six SAS one of whom was to be awarded the Victoria Cross for his heroism in Vietnam (WO Ray Simpson), several RAAF pilots and Commander 'Butch' Haines who would be well known to many of the readers. The course duration was three weeks and consisted of escape and evasion techniques and the psychology of being a prisoner of the enemy. Commander Haines was able to provide first hand experience on this topic from personal experience he endured in WW11 in German P.O.W. camps.

Physical training and many jungle exercises were the order of the day and some of these lasted from a day to many days for the final exercise. These exercises provide us with opportunities to develop and hone bush-craft skills and strengthen our techniques of evading the enemy, which on this occasion consisted of soldiers on course at Canungra. Much more happened during the course but I'll conclude with this incident which could only happen in the jungle and by the army.

Before leaving on the final exercise the RSM directed me to park my car in a specific area so that parking spaces could be defined correctly whilst we were away.

On returning after a week in the bush I was told to report to the adjutant who informed me that my car had been incorrectly parked. As this couldn't be true, having parked the car under the command of the RSM, we walked to the car park. There was the car parked where directed and a paint line marking the correct area was unswervingly under my car. Alas, some innocent 'army bod' had commenced painting the parking spaces from the wrong direction.

Fred Wessel

Dear Ed.

I take this opportunity to comment on an article published in a previous edition of this excellent magazine on *Airfield Defence* by Jim Parsons.

About ten Chiefs and POs were selected to undertake special training similar to that mentioned by Jim Parsons. This group undertook physical training under the expert tuition of Ocker Collins a Chief PTI and Allan A'Church a Chief Gunners Mate who also trained us in unarmed combat. Two names only can be recalled those of Pat Lawford and Vic Puckpitt.

We trained daily for at least two hours before returning to our normal places of duty.

Two exercises were held by this group, one being a night infiltration of an Army Reserve Company, camped near the airfield, and the other an attack by submarine and boats on an installation in Sydney. I missed the latter but participated in the former.

Our clothing on this exercise consisted of facial camouflage, "pussas" blue overalls and a 38 revolver, devoid of ammunition.

The intention of the exercise was to test the efficiency and ability of the Army Reservists to respond to infiltration and attacks on their camp by the enemy.

During the exercise, we were successful in capturing four of their perimeter guards and using one of their vehicles removed a 40 mm anti aircraft cannon from the camp. The anti aircraft weapon was hidden and not returned until orders from a higher authority were received.

Those captured were housed in the cells, at the guard-house, until they were ready to be released. Their incarceration had been forgotten by many until later in the day when it was realised where they were and they were soon released. One imagines that they were four happy chappies when released and returned to their mates.

This exercise became a topic of conversation when being interviewed for the position of Chief Executive of a large country hospital the Chairman of the Board asked had I served at HMAS Albatross. The reply was in the affirmative. He then informed me that he was the Major in charge of Army Reserve Company and the other Board Member was the Company Sergeant Major and was I aware of the events previously mentioned.

My reply was in the negative and during my years at that hospital the exercise was never mentioned for reasons of recrimination.

Fred Wessel



8 Valerie Close
Edens Landing Q 4207

First, congratulations and best wishes on taking over the job as Editor and I suspect that good luck should be included for many of us are very slow in sending stories etc into Slipstream.

As an ex-handler I felt a bit left out over the years even though my wife and myself attended the re-unions of 1988, 1998 and 2003 of the FAA and we enjoyed ourselves I always felt that more could be done.

I mentioned this to Boxer Banks who got the idea that ex-handlers should get together to share the old times. Along with Weed Smith, Ken Staff and Doug Murray it was decided in 2002 to hold a re-union in Queensland of ex-handlers to see what would happen. The re-union was a huge success and we have had three since and three more are planned for the future. We have grown from 51 registered at the first meeting to 402 at present. As an example our sister organisation in pommy land has around 945 and from a far bigger and still regular handler numbers. This can mostly be put down to our aim of a no bull, no committee and no fee rule with all work voluntary.

At our last re-union in Maitland NSW it was decided to hold another in the same venue on the first Saturday in July 2006, such was the feeling of good will. People like Peter and Beryl Girven from the Metropolitan Hotel Maitland are hard to come by and are regarded as treasures by us. Likewise Monty and Jan Brown from Victor Harbor have arranged for a re-union there on the first Saturday in March 2006. Monty has fixed the venue at the Victor Hotel and has arranged for a reduction in accommodations costs as well.

Of course, every November on the first Saturday there will be a re-union in Queensland whilst there are still two of us standing. You know it only takes two to have a re-union but ours are attracting more than one hundred with most bringing along their wives which promotes good relations.

The reason for writing to you is to inform you that we also put out a three monthly newsletter free of charge posting or e-mailing it out. Most of our members send us stamps or make donations at our re-unions. Printing is done at our local MPs office at no cost for materials or labour (maybe handing out how to votes can be helpful). All registered get a copy regardless whether they send stamps or make a donation. We feel that there are a lot of ex-handlers as well as ex-birdies out there who just love to get news of what some of their old shipmates are doing but some are not in the position to attend re-unions or send stamps and that is why we are having several re-unions a year in different locations around Aussie.

At all times we request of our members that they retain their FAA and FESR memberships and if they are not members suggest that they join. We feel that both organisations are a must join and in the long run nothing but good can come by being members.

Finally should any ex-handlers wish to enrol, drop me a line and it will be done and in the meantime I shall request that any of our ex-handlers who has a general interest story that they send it into you.

Yours sincerely,
Glen Hartig.

If you take up the offer don't forget the donation for postage, it is a major consideration in production
Ed

A COUPLE OF HAPPY GROUPS

(that's why they are segregated)



Ross Reid, Lindsay McDonald, Len Henderson-Smith, Jock Standfield, Norm Charman, Basil Sheather, Keith Whitby, Cam Reid, John Williams, Noel Jackson, Phil Castle, Frank Howard, Blue Quinn & Ron Powell, Mick Tattersall, Blue Bryant, Ollie Olinga, Peter Girven, Alan Strong & Glen

Ross Reid, Lindsay McDonald, Len Henderson-Smith, Jock Standfield, Norm Charman, Basil Sheather, Keith Whitby, Cam Reid, John Williams, Noel Jackson, Phil Castle, Frank Howard, Blue Quinn, Ron Powell, Mick Tattersall, Blue Bryant, Ollie Olinga, Peter Girven, Alan Strong, Glen Hartig.



Gloria Tattersell, Erin McDonald, Gwen Powell, Majorie Whitby, Dawn Castle, Ruth Howard & Beryl Girven, Yvonne Sheather, Daphne Hartig, Dianne Stanfield, Judy Bryant & Chris Williams

Gloria Tattersell, Erin McDonald, Gwen Powell, Majorie Whitby, Dawn Castle, Ruth Howard and Beryl Girven
Yvonne Sheather, Daphne Hartig, Dianne Stanfield, Judy Bryant and Chris Williams.



Stray Rocket

No 'chok man attached either.

FOUND

On a recent trip to HMAS Creswell this badge was found among the archives there. It is probably a right arm 1st Class rate but what the branch is poses a problem. It is hoped someone can come up with the answer. Please help out with its significance .

Don Parkinson



LOST and FOUND DEPARTMENT

Back in February I ran a barbecue for past residents of the Married Quarters at Nowra. It was an all male affair as the wives were running their own get-together here in Canberra. Someone left a red pullover at my place and despite every effort we can't track him down. I would appreciate it if you could run the following in Slipstream.

" Would all those who attended the barbecue at my place in February please check their wardrobes to see if they are missing a red pullover. Despite every effort we haven't been able to track the owner down. I know we are all getting old and with winter coming on you might need it!"

Norman Lee
25 Rubbo Crescent
WESTON ACT 2611
02 62 882285



Football is definitely the game but can you :

- A. pick the team
- B. Name the players

A couple of hints—the game is 'rugger' and its in the 80's

From K Staff , a lot of replies will read similar to this but never the less submit an application anyway if you think you even go close to qualifying—there may be some alterations before the matter closes.

Thank you for your application of 18 January 2005 concerning your entitlement to the *Pingat Jasa Malaysia Medal (PJM)*.

The Australian Government has developed the eligibility provisions to accord with the criteria as set out by the Malaysian Government. To qualify for the PJM it is a requirement to have been in direct support of operations in the Malaysian area for 90 days or more, made up as follows:

- a. Malaysia during the period 31 August 1957 and 31 December 1966 inclusive, and
- b. Singapore during the period 31 August 1957 and 9 August 1965 inclusive.

Note that qualifying service between 12 August 1966 and 31 December 1966 may only apply if a member was posted for operations to Malaysia on or before 12 August 1966.

Examination of your service records reveal that you have qualifying service of 69 days, I regret to inform you that you do not qualify for this award.

Yours sincerely


KAREN CREET
 Director of Honours and Awards

22 February 2005



Probably need the services of a 'Handler' one way or another

Air crew—take note

Navy Wives

Agreed they are a unique bunch. Margaret and I met and married while both serving at Lee-on-the-Solent. She had lost her Mother in 1941 and her father had re-married and was living in a Displaced Persons' Camp of which he was the Commandant. We therefore decided on a DIY job at Lee in July 47. We continued to serve together for another year until the pitter patter of tiny feet put the kybosh on that. In early 46, in response to a call for volunteers I slapped in for loan service in the RAN—I had already served at Nowra where we were disembarked when WW2 ended. Having heard no more I had forgotten all about it until Margaret had finished her terminal leave. A call from the drafting office rekindled the subject and after a short family conference over lunch I confirmed, thinking that in due course we would go to Nowra where I would instruct young ordnance ratings or something shore-based.

Wrong, it was then that they told me to go to Guzz and stand by 'HMS Terrible' until she was commissioned as the "Sydney" when I would be in charge of the air armament workshop! So, off I went leaving a first time, seven months pregnant wife on her own at Lee. My folks were beyond easy range in Sussex, and Margaret's mob were all miles away. Daughter Anne arrived in October '48 and shortly after I completed a form which told the RAN that I had a wife plus one and I wanted a passage to OZ for them, but would wait until I found digs for them there before I took up the passage. The Sydney commissioned just before Xmas 48 and commenced shakedown cruises in the New Year. In the meantime, I had been refused weekend leave out of watch to move Margaret and baby to Sussex. Do as everyone does, pay someone else to do it was the verdict and she had to get on with it herself, although one of her WREN mates did give her a hand.

About half way through February stuck in the Irish Sea, I had a signal saying that passage had been allocated in the "Moreton Bay" for April 1 (how appropriate) three weeks before 'Sydney' was due to depart. In those days if a passage was turned down I am afraid you went to the bottom of a very long roster, most places being taken by emigrants. The RAN was no help at all—as in the RN, your wife and family were your responsibility. One of my CPO messmates said 'You'll have to do as our forefathers did, get out there and make the best of it'. Salvation was in Sussex, in the next village to mine was a long standing lady friend of my folks who had a brother in Wentworth Falls. The latter and his wife, via cablegrams expressed willingness to meet Margaret and Ann and look after them till we found some digs of our own. So with the apprehensive co-operation of my parents, Margaret put all our goods and chattels such as they were into a large packing case, only retaining suitcases full of gear for a six weeks voyage. Not the least of her problems was obtaining an eight weeks supply of tinned baby food, the rationing gauleiter being unwilling to release more than enough

for one month. I did manage to obtain leave to take them to Southampton but even that had its 'enjiggerance factor' in that the ship could not leave Tibury because of fog and everyone was billeted in hotels until the following morning. We arrived at the brow as the ship was letting go aft and with a crane ready to hoist it a steward grabbed the carry cot while we had a quick peck and then it was away to the opposite side of the world in a country of which she only knew what I had been able to tell her, to folks that she had never previously met. I was worried sick over this caper but—"Oh it will be alright love" was my scant consolation.

Fortunately, the Wentworth Falls folk were splendid and looked after Ann (suffering from measles) while Margaret came to meet the "Sydney". As we were to make a weekend of it, we booked into a room near Central Station, it was on the top floor and very basic. There was a washstand and basin and a jug, a bed and one chair. It became apparent that this was where ladies of leisure were wont to bring their customers and guess who was incensed at being tarred with that brush! The sneering male receptionist came close to facial re-construction.

We eventually found digs in a rather primitive dwelling in Ka-toomba, which herself occupied while I was away at sea. She once again had to cope on her own, the only support being in the very nice young Australian couple in the adjoining flat. Many of the local commercial fraternity tended to treat her as 'another bleedin' immigrant' and could not understand the concept of loan service which entailed return to UK in due course.

I was drafted to Nowra, which was not exactly awash with accommodation and any of these being an exorbitantly price anyway. In conjunction with Jan Bosworthick and Bob Trout rented a holiday bungalow in Dee Why and commuted weekly. This edifice was rather short of amenities and had dry heads 25yds up the garden path, under a small cliff. Margaret was in there one day when a blue tongue lizard stuck his mug under the door and laughed at her, had she been constipated it would have been an instant cure. We had a similar arrangement at home in Sussex that my Dad looked after but lizards and Dirty Dan the Lavatory Man, who came once a week spilling half the contents of the bucket down the path were beyond the ken of Margaret, Babs Trout and Eleanor Bosworthick. I tried to convince them that an 8 inch spider behind the lounge curtains was the best antidote to flies, but the poor creature eventually had to go. Pommie sheilahs were not used to that sort of caper. Movement south was in the offing and Bob found digs at Greenwell Point and Boz and I moved on to the Nowra Showground, he in an elaborate tent and me in a touring van. We joined the 'Albatross Gypsies' along with Ron Higgins, Arthur Sarah, Tom Ashworth, Bluey Harrison, Gordon Foale, Jack lacey, and ex RN now RAN Harry Wade. Although there was no despondency on that site I doubt if many modern wives would accept those conditions.

That was the first five years of our married life and when I returned to the RN in 52 we lived in a married quarter in Boscombe Down—what luxury. The RN still had no MQ and in 54 we bought our present home in Bognor Regis and apart from eleven months in OMQ at Englington before the place was shut down, Margaret bore the brunt of bringing up three children while I was away. Don McClaren is so right. The re-action of herself?— "What did he expect then?"

The fact that she is still talking to me speaks for itself.

Maurice Ayling

Dear Ed,

The photo and story in the previous issue of "Slipstream" of restored Firefly WD 826 brings back memories of my last stint at 'Nirimba' in the early to mid 1970's before paying off.

I had received a crash draft from 817 Sqdn on the ship to Nirimba in the early 70's and took over the running of the Training Hangar from Jimmy Eagles. One of the tasks was to maintain the aircraft and teach the apprentices ground running of piston engined aircraft being the Firefly and later the Dakota (thanks to Bob Skinner).

Probably the hardest things in this project was obtaining a supply of "Coffman Starter Cartridges", (can anyone tell me what they are using now?) and the refueling of the aircraft with AVGAS. The fuel came in 44 gallon drums (no bowser with 'Bats' at the wheel) and was pumped into the aircraft with a hand pump, a long arduous process.

The last time I took a class of apprentices and the aircraft over to the runway to run it, whoever was the brake number in the cockpit must have pulled the cockpit hood jettison handle but not enough to activate the mechanism (My story and I am sticking to it). Of course yours truly jumps into the cockpit and starts her up and decides to open her up to "Zero Boost +". At which point the hood blew off and landed on the runway and was a total write off with the Perspex in a thousand pieces. I am very pleased to see that it has been replaced or repaired now.

We (Russell Boyce) and myself went to Naval Sores at Randwick chasing a new hood and other pieces for the Firefly shortly after. I was to ask for a "Mr. Hart" at the entrance. "Mr. Hart" turned out to be Jimmy Hart an ex NAM (E) (remember the Shirley Butler story) an old class mate of mine from the 1951 vintage who was as surprised as me to see each other. We ended up with a load of goodies and could have had a main plane for the "DAK" which he produced along with many other rare items but alas no hood.

Nice to still be receiving and enjoying "Slipstream". Think I will be taking the 'Alternative Accommodation' on the Princess Cruise Ship if anything happens to Val. Keep up the good work,

Bill Strahan

After a quarrel a wife said to her husband,
"You know, I was a fool when I married you"
The husband replied,
"Yes dear, but I was in love and didn't notice"

Q & A's from some elementary school kids
Whom do you marry ?

You got to find someone who likes the same stuff. Like, if you like the sports, she should like it that you like sports, and she should keep the chips and dip coming.

How can you tell if a two people are married?

You might have to guess based on whether they are yelling at the same kids.

Repairs to the "Memorial Garden Area

With the aftermath of the bush fires last year we were confronted with a severe problem with the sandstone plinth that was sited in the middle of the actual garden. The stainless steel sculpture of an albatross done by Dennis Allen and John Little and mounted atop a sandstone plinth had been affixed with the use of stainless bolts and these in turn secured in place by 'araldite' or a similar substance. When the steel components got very hot because of the proximity of the fires they expanded and because the substance holding them had no give in it they forced the block to crack in quite a few places. These cracks became so severe that one corner broke away completely so urgent rectification was essential.

The quoted cost of the restoration was not insignificant and the original sponsor was approached with the aim of getting some assistance from them towards the project. TENIX who were the original sponsors saw fit to help us with a donation and the project was initiated.

It was decided with some technical help to change the mounting material as sandstone is not a good weathering agent in this situation so a more resilient material was sourced. The outcome being a local material supplier "Norman's Quarries" assisted with the supply of a large basalt rock from nearby quarries and this was then modified and shaped to fit on the existing base (VAT's rock) and after that the onerous task of re-affixing the 'bird' which in itself had undergone a "Main check 5" to it.

All new attachment brackets had to be made and fitted and the whole assembly lifted into place by crane. The new structure was considerably heavier than the original one and caused its fair share of headaches before it came to rest on its new home. The original plaques on the sandstone were a mixture, one was a brass plate which had weathered badly, another was a bronze casting and was quite okay whilst the other (FAA wings) was made of fiberglass resin and was not in a very good state at all—crazed and brittle. The replacements had to be of cast bronze so as to withstand the weather and time and these were made and affixed in due course and I can now report that all is back to normal, the only difference being that the new structure is larger and more realistic than the previous one and will let the 'Bird' fly securely for a long time.

The 'assistance with costs' from outside parties has been acknowledged by our President and suitable photographs (and a CD) have been forwarded for them to see how we spent their money.

A good job well done which only helps to enhance the entrance to the Museum of Flight

Next two pages give a visual account of the construction

The Memorial Garden and its problems



The sponsor's weathered brass

The sandstone plinth that the "Albatross" was mounted on suffered severe cracking as the result of the heat from the bush fires last year and the method used to affix it to the same. It was cracked on all four side and the top corner completely separated



The original structure with the sponsor's plaque and the fiberglass FAA wings, the sculptors plaque is on the reverse side





The new look garden

The front cover gives an overall look at the almost finished re-vamp and repair - these show the details



The new home for the 'Bird', mounted on a large basalt rock which in turn is sited on "VAT's" rock. A very rugged and natural looking structure



The new Sponsor's plaque



Wall area and plaque layout



Some World War 11 Operations

After a time flying Swordfish and Albacores preparing to go to Malta, I spent nearly two years in 827 Sqdn on Albacores and the first Barracuda Torpedo /Dive Bombers. We joined with 830 Sqdn to form the first TBR Wing (No*) under a great leader, Lieutenant Commander R. Baker-Faulkner DSO,DSC,RN, subsequently lost at sea . Flying from HMS Furious and Victorious we spearheaded the attack, in which I led a flight of dive-bombers, on the great German Battleship TIRPITZ of 122 guns. 15 hits and several near misses were achieved . Other German ships and convoys were attacked , sometimes in snow storms. German gunnery was accurate and claimed its victims. FW 190's were based in Nth. Norway and I witnessed ME 109's claim a tail-end Seafire. These operations took place in the North Atlantic, Arctic Circle and over Norway. Anti-Submarine patrols were routine and our presence gave distant support on the Russian convoy route, in which submarines were always concentrated.

Against my wishes on D-Day 1944 , I was appointed to RN Air Station Easthaven in Scotland , as a deck landing instructor. Here DLCO's, Flight Deck crews and new pilots were trained. Pilots learnt how to deck land by day and night, before we took them out to land on carriers working- up. In addition , bombing and formation flying in Balbos were included in their training. Large numbers of aircraft were required for this program—I had a flight of 22 aircraft.

In my time we carried out landings on HM Ships Ravager, Rajah, Ranee, Khedive and Speaker (when I ceased service flying in 1973, I had landed on 14 different aircraft carriers).

Dr. Tommy Thompson wrote to me a few years ago and said" you probably didn't know that I was one of your pupils in those days ". Sadly his Obituary in the London FAAO News Sheet showed what a remarkable and distinguished career he had—a man of many skills and talents.

As an instructor we not only had to lead in the air but had to become DLCO's by day and night—a qualification I did not disclose to the RAN.

I was battling one dark night on the runway with several aircraft in the circuit when an aircraft in the groove seemed to ignore my signals—very frustrating ! It turned out to be a twin-engined aircraft arriving after a daring flight from Sweden.

My very good friend and "Best Man" a former senior pilot in ILLUSTRIOUS vied with me to do a TEST FLIGHT—HE BEAT ME. It crashed on finals. First on the scene I knelt beside the cockpit wreckage and was so appalled at his torn, twisted and mangled body. I heard his last words. Another of the so many tragedies one will never forget.

Whilst in Scotland I was able to attend an investiture by HM King George VI at Holyrood Palace.

The war went on and it was almost 5 years with only short leaves , before I saw the shores of home again.

I wish to commiserate with our first Squadron writer in 723 on formation. The air and ground crews joined on formation date but where were the aircraft, ground equipment, furniture, tool kits, office equipment etc ? Navy Office hadn't got the word on the procedure for forming a Squadron. It was art detailed in an AFO in 1945. Standing Orders, Temporary Orders, Rosters, Watch bills all had to be written. It was a bit tough on a young SE to cop that job ! We eventually had our complement of aircraft—Fury's Firefly's, Werriwa's, Dakotas and Sycamore helos and some of the best ground and air crews in the Navy. (Vol. 16 No1 refers)

Jeff Gledhill

Military Survival Rules

"Aim towards the enemy " -instruction printed on US Army rocket launcher

"When pin is pulled, Mr. Grenade is not our friend " - US Army training notice

" Cluster bombing from B-52's is very accurate. From 30,000 feet every bomb always hits the ground " - US Air Force ammunition memo

" If the enemy is in range so are you " - Infantry journal

" Tracers work both ways " - US Arm Ordnance Corps

" Five second fuses only last three seconds " - Infantry journal

" If your attack is going too well, you're probably walking into an ambush " - Infantry journal

" No combat- ready unit has ever passed inspection " - Joe Gay

" Any ship can be a minesweeper—once " - Anonymous

"Never tell the Platoon Sergeant that you have nothing to do " - Unknown army recruit

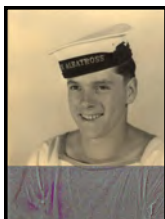
" Don't draw fire; it irritates the people around you " - Unknown

" If you see a bomb disposal technician running, try and keep up with him " - US Army Ordnance manual

BIRDS FROM THE SAME NEST

THE JENKINS FAMILY

Born to Mercy and Robert Jenkins from the 'Huon' in Tasmania were eight children most of whom were to have some small bearing on the RAN. Six of the family were to join the Navy and between them contribute almost a 100 years of service, most of which was served concurrently and at HMAS Albatross. The first five were 'birdies' whereas the sixth member (Dorothy) was a WRAN Steward.



Thomas Albert Robert Jenkins

The first in a line of family members that probably started the desertion from home. Tom joined in January 1949 as a recruit Naval Airman and progressed from Cerberus to Albatross and on completion of his Naval Airman course, finished up as an Ordnance rating. Overseas service saw him go to Korea on the HMAS Sydney. Further sea service on HMAS Melbourne - Up top- in company with 3 other brothers (set a family record for the RAN). HMAS Albatross again and the passage of time saw him progress to HMAS Nirimba for course and promotion to Mech 3. Cerberus for his PO's Course thence Albatross again, with his family growing up he continued his service life there until his 12 years expired and he terminated in his services with the RAN in January 1961 attaining the rank of AM1(O).

Life after the Navy saw Tom move to Adelaide where he put his mechanical skills to work as an employee of GMH. He maintained this environment until his retirement and still resides in that city.

Harry Cyril Jenkins

The second member to join in May 1954 and he also was a recruit Naval Airman. This time the Handler branch was supported and courses completed he was ready to proceed to sea on HMAS Melbourne on her trip 'Up North'. Local Australian ports saw 'natives - leave' in Tasmania for the



four before they faced the perils of the Far East.

Shore time brought courses, promotion and job changes. From the Fire Section to the Drivers' School occupied him for a few years amid a trip or two back to HMAS Melbourne to complete the necessary sea time for further promotion. The Driving School, the new Fire Ground at Jervis Bay and a stint in Recruiting saw him retire with the rank of Warrant Officer in September 1974.

Although leaving a life at sea he purchased a fishing trawler at Newcastle and proceeded to operate that until 3 years ago when he parted company with it. Promotion in 'civvy street' also saw him elevated to President of one of the local service clubs and this takes up a lot of his time but even so he still continues to assist several other fishermen in the port and is still traveling the ocean today.



Brian Neville Newbold (Dec)

The third eldest in the family he was adopted very early in life by his parents' sister and moved to New Zealand where he stayed until he reached the age of 16. He returned to Tasmania and moved back into the family life until the decision to join the Navy (as Naval Airman) was made by three of the remaining four boys. Age was a barrier to one but Neville and Greg joined in August 1955. These two stayed together until the completion of recruit school and the start of their trade qualifications. Neville selected the Meteorology branch and Greg joined the Safety Equipment branch.

Sea time was a certainty for METs as they served on all ships in the Navy so it was off to the oceans for Neville to accrue time toward his ongoing promotions. These came and led to some strange postings for a birdie. A stint at Woomera being but one. Following the to and fro to sea his time was well occupied until the 'MET Office' at 'Albatross' was his final posting. He retired as a CPOMET in April 1976.

Civilian life after service brought a very large change in life style as he purchased a Taxi—Bus operation in Berry. He became involved with the FAAA and held several executive positions in both National and State Divisions of the association. The conveyance of people and school children didn't suit him so he then bought two engraving businesses which he combined and stayed in this line of work until he succumbed to cancer in 2003.



Gregory Neil Wise

The fifth eldest member he was adopted by his parents' other brother but grew up in close proximity to the rest of the family. One of the three that decided to join up together, he and Neville completed the operation. As life proceeded he enjoyed as did the rest an early life at sea.. Overseas trips,(punctuated with two years at RAAF Richmond) seemed to become the norm and the ports in the Far East became well known and enjoyed but then it was back to study and promotion from which started a disjointed time for a 'birdie'. A bit more sea time, two years at HMAS Cerberus, some more sea time but this time on HMAS Sydney on the Vietnam run then finally back to 'Albatross'. A normalized life finally led to some stability in posting and retirement as a CPOSE in September 1976.

Civy street seemed to pose no problems and the call of the sea caused him to purchase a fishing trawler and continue on that way of life. Because of his family position (loss of wife and children's' schooling) he stayed locally at Greenwell Point and finally parted with his trawler in 1988. To encompass a change in life style he purchased two charter fishing boats then it was back to school again to get the necessary MSB tickets. This operation continued until total retirement in 2004. Like Neville he became involved in the FAAA and currently is the NSW Division President and Editor of Slipstream.



Arthur Neil Jenkins

The youngest of the boys he had trouble with the recruiting office when the three went to engage and his enlistment was deferred until October 1955. The road for him followed those before him, HMAS Cerberus then HMAS Albatross where he finished up as another member of the Handlers' branch. Sea time encompassed him quickly and he joined HMAS Melbourne along with more of the family to enjoy the 'jewels of the East'. Shore time, courses and promotions found him regularly transiting between ship and shore and among those postings were stints at the driving school and ATC. With promotion to CPO came another unusual posting to HMAS Leuwuin where he finished out his time in the RAN in April 1976.

finally led to a position on the security team at 'Argyle' diamond mine. On completion of this assignment and a few health problems convinced him to join the ever growing population of 'Grey Nomads' and he can still be found on the road somewhere around this country of ours.

There was one more, **Dorothy Faye Jenkins**. Joining in January 1961 she completed recruit training and was then transformed into a WRAN Steward. Posted to HMAS Harman, her life in the Navy was destined to be short. She met her future husband there and left the service to get married in February 1963. Had this not eventuated I have no doubt she would have finished up with the WRAN contingent that arrived at HMAS Albatross and that would have been too much to endure. In keeping with the established naval way of life of the family she married a CPO RS(S) who after completing pension time and a while at the MSB looking after lighthouses now live onboard their motor vessel and sail the shores of our country at their leisure.

To the other members of the FAA who were unfortunate enough to bear the same name we offer our condolences for any undue stress and grief that was caused to you.



Never trust an SE



MISSING THE NAVY?

1. Build a shelf in the top of your wardrobe and sleep on it inside a smelly sleeping bag. Remove the wardrobe door and replace it with a curtain that's too small.
2. Wash your underwear every night in a bucket, and then hang it over the water pipes to dry.
3. Four hours after you go to bed, have your wife (husband/girlfriend/boyfriend) whip open the curtain, shine a torch in your eyes, and say "sorry mate, wrong pit."
4. Renovate your bathroom. Build a wall across the centre of your bath and move the shower head down to chest level. Store beer barrels in the shower enclosure.
5. When you have a shower, remember to turn the water off while you soap.
6. Every time there is a thunderstorm sit in a wobbly rocking chair, and rock as hard as you can until you're sick.
7. Put oil instead of water into a humidifier, then set it to "HIGH".
8. Don't watch TV, except for movies in the middle of the night. For added realism, have your family vote for which movie they want to see - then select a different one.
9. (Mandatory for engineering types) Leave a lawnmower running in your living room 24 hours a day to re-create the proper noise levels.
10. Have the paper boy give you a haircut.
11. Once a week blow compressed air up through your chimney. Ensure that the wind carries the soot over onto your neighbour's house. When he complains laugh at him.
12. Buy a rubbish compactor, but only use it once a week. Store up your rubbish in the other side of your bath.
13. Wake up every night at midnight and make a sandwich out of anything you can find, preferably using stale bread. Optional: cold soup or canned ravioli, eaten out of the can.
14. Devise your family menus a week in advance without looking in the fridge or larder.
15. Set your alarm clock to go off at random times through the night. When it goes off, leap out of bed, get dressed as fast as you can then run into the garden and break out the garden hose.
16. Once a month, take every major household appliance completely apart, and then re-assemble.
17. Use four spoons of coffee per cup, and allow it to sit for three hours before drinking.
18. Invite about 85 people you don't really like to come and stay for a couple of months:
19. Install a small fluorescent light under your coffee table, and then lie under the table to read books.
20. Raise the thresholds and lower the top sills of all the doors in the house. Now you will always either hit your head or skin your shins when passing through them.
21. When baking cakes, prop up one side of the cake tin while it is baking. When it has cooled, spread icing really thickly on one side to level it out again.
22. Every so often, throw your cat in the bath and shout "man overboard", then run into the kitchen and sweep all the dishes and pans onto the floor while yelling at your wife for not having secured for sea properly.
23. Put on the headphones from your stereo, do not plug them in. Go and stand in front of your dishwasher. Say, to nobody in particular, "Dishwasher manned and ready Sir". Stand there for three or four hours. Say, once again to nobody in particular, "Dishwasher secured". Remove the headphones, roll up the headphone cord and put them away.

Dear ED,

I know there have been many articles describing the early days at Albatross but each individuals perceptions differ so I am tossing in my two bobs worth. I must admit that I was inspired by Tony Battens description of the early days at Flinders. He should also have mentioned that the punishment for absenteeism was a good dose of 'chooks' to go with the 2 & 2 's.

Before I begin I should say that the times I am talking about occurred more than 50 years ago. My memory is not perfect so if anybody has different memories of the same events so be it.

I arrived at Albatross in July or August 1949 as a member of NA 14 class. There were 19 of us in that class of whom more than half were West Australians. One of the first observations was that there were very few sealed roads and because of the mud when it rained rubber (sea) boots seemed to be the accepted dress of the day. Most wore knee high boots but for some peculiar reason wore them with the tops turned down. Forbidden in Recruit School of course.

When we were introduced to our living quarters we were amazed at the opulence compared to the dreaded Flinders J Block from whence we had just come. For those of you who had never lived in or have forgotten J Block, it was a single storey structure containing six or seven large dormitories each capable of housing up to 80 bodies. With the usual very basic shower and toilet facilities, the floors in each dormitory were stained wood that had to be polished by hand each Saturday: No electric polishers in those days. The only furniture was a couple of hammock bins, yes we slept in hammocks. At either end of each dormitory, two or three bench type tables with the accompanying bench type stools. Our lockers were simple box type structures arranged in tiers along the walls. They were just large enough to accommodate a sailors kit providing it was rolled and tied in the prescribed manner. Hammocks were slung from a series of pipes suspended from the ceiling and about seven foot from the floor, great for playing 'Tarzan of the Apes'. Towels were hung from a wire stretched along one wall: imagine trying to find your towel among about 80 identical towels. The laundry was adjacent to J Block and consisted of two wood fired coppers, one of which leaked, four concrete tubs and a drying room that was a constant source of theft.

Our new accommodation was WW 2 vintage huts true but they only housed twenty bodies and were equipped with good sized lockers, a writing desk, a full sized bed and even a bedside mat. The showers and toilets were just outside the mess and the dining hall and canteen were no more than a hundred yards away. The day following our arrival we mustered up at the Naval Airman Recruit School and were introduced to Mr. Crozier RN our new Divisional Officer. Mr. Crozier was a commissioned

pilot and his real job was the station Safety Equipment Officer. He could also be seen driving one of the old Sea Fires around the 'Dummy Deck' giving Handlers flight deck practice. An activity that occasionally caused great amusement to the goofers. We also met the training Officer one Lieutenant Commander Boddam Wettam RN who was as eccentric as his name implies. The recruit naval airman's course was of six weeks duration where we were introduced to all of the various trades available to us. Top scorers got first pick of what was considered the more elite courses such as meteorology or safety equipment. I think they were only considered elite because you did not get dirty. This was followed by the engineering courses, i.e. ordnance, engines and airframes. Yes engines and airframes were two separate trades then and lastly came handling. I always wanted to be an armourer and as ordnance was not a popular choice had no problem getting it.

On completion of our recruit training we were promoted Naval Airman 2nd Class and this gave us a great deal of prestige as we were no longer macca's, we were booted out of recruit school blocks and better still we now had access to the 'Wets'. We were also posted to Ships' company domestic duties pending the start of our various courses. Ships' domestic duties included such things as gangway bosuns mate, cell sentry and work at the telephone exchange. Each of these was watch keeping i.e. 24 on 24 off or 4 on 4 off. Other areas were wardroom heads and showers, the various dining halls and the Buffers' Party. I along with several others was assigned to the main dining hall and galley. This complex was referred to as the new dining hall as it had just recently been opened. The old dining hall was over in D area and it later became 'Happy Hawkins Pie bakery'. This complex was made up of two buildings side by side and joined by the dining hall scullery and a passage way. The larger of the two buildings was the kellicks dining hall! The main building was divided in half and separated by the sailors servery and the dining hall PO's office a pantry. One half was the sailors dining hall and the other half the ships company galley. The dining hall was in charge of a seaman PO Angus McDonald and his 2ic was LS Humphrey ??? These two guys used to play the good guy bad guy routine to keep the diners in check but in actual fact both were great fellows.

The furniture was a number of long uncovered wooden bench type tables and wooden stools that had to be scrubbed with sand soap each week for Captain's Rounds and the sailors ate off those peculiar compartmentized steel trays that always managed to mix the gravy with the custard. Consumable victuals such as tea, sugar, bread, butter and condiments were drawn by the mess men from the nearby victualling yard on a daily basis. Bread came unsliced and unwrapped and the 'Chief Starvo' insisted that all old bread be used before he would release fresh stuff. Bread was cut by the mess men on a hand cranked slicer. Tea, sugar and butter were still rationed and each pound of butter had to be cut by hand into 16 one ounce cubes and doled out to diners at

The rate of one ounce per diner per meal. There were no limitations on tea or sugar. Ration tickets were issued to liberty men going on leave of more than 24 hours commensurate with the length of their leave. Good for gaining favours ashore. The troops were in three watches; red, white and blue of course, and weekend leave was also phased with one watch off from close of work Friday to turn-to on Monday. Duty Watch took over from mid-day Saturday until the Duty watch of mess men turned to at about 0600 and set up for breakfast. The rest of the mess men turned to at 0745 and worked through until secure when the next duty watch took over and served through to supper. Duty mess men were supplemented with hands from the station duty watch bill.

I and a class mate Arthur Hodges were consigned to the scullery in charge of a three badge AB (AA gunner) Jock Watters RN. Jock was one of those characters about whom a separate article could be written. Suffice to say that he joined the RN in about 1937 and served throughout the war and survived although he had been peppered with small shrapnel pellets from time to time and still carried some about his body until he paid off. Unknown to us at the time Jock was also waiting for the next armourer's course.

The scullery was a terrible dark and dismal place and it was always hot and steamy. It had one door and the only other opening was a large hatchway leading into the dining hall for diners to chuck their trays and fighting irons through. Furniture in the scullery was very basic, a single continuous bench around the four walls. Set into one bench was the largest double sink that I have ever seen and in the middle of the floor was the most peculiar dish washing machine. The mess trays were washed by hand by Arthur and myself in the double sink and PO Angus always insisted that if you could get your hands in the water it was not hot enough to do the trays in. There was of course some logic in this because if the water was any cooler the trays would come out greasy and the diners, ungrateful wretches would bitch. The dishwasher was used solely for fighting irons and mugs and was operated by Jock who guarded this prerogative jealously. Another task of the scullery hands was to periodically clean the grease trap, which was located between the two dining halls and always gave off a pungent odour. This was made even worse immediately after cleaning and was a great encouragement "to eat it and beat it" so to speak.

My sojourn as a ships company mess man came to an abrupt end when I was posted to Ordnance Class 3 towards the end of November 1949.

Jim Parsons

No person really decides before they grow up who they are going to marry. God decides it all way before, and you get to find out later who you are stuck with.

"Request to see the Captain to state a complaint" **ADF COMPLAINT HANDLING FAST TRACKED**

Members of the Australian Defence Force can look forward to improved complaint handling, as a result of a Joint Review of the ADF's Redress of Grievance process conducted by the Department of Defence and the Office of the Commonwealth Ombudsman.

The Review was initiated in August 2004 by General Peter Cosgrove, Chief of the Defence Force, and Professor John McMillan, Commonwealth Ombudsman.

While in recent years the ADF has made many advances in processing complaints submitted by its members, it was obvious that there was scope for greater reform - particularly in reducing the time taken to resolve complaints," General Cosgrove said.

"The review is now complete and I am confident that ADF members will shortly notice a marked improvement in complaint handling turnaround."

The Ombudsman noted that a joint review of this kind recognised that effective complaint handling was a blend of internal and external controls.

Professor McMillan said "Complaint handling will only be effective if an organisation is fully committed to resolving disputes efficiently, professionally and promptly.

"In doing so it is also necessary to have regard to best practice and to the experience of other agencies."

Staff from the Ombudsman's office and Defence jointly conducted the review and the team sought input from many ADF members, including some of those who had lodged complaints. The submissions gave the review team valuable insight into the issues affecting complainants. The ADF redress of grievance system is a formal complaint handling process that is underpinned by Defence legislation, which will be amended to enhance the process.

The Ombudsman and the CDF have supported the recommendations from the Review. These include recommendations to ensure appropriate staffing levels within the ADF's Complaint Resolution Agency, provide further training for investigation officers, improve management information systems, introduce performance management and reporting standards, and to seek changes to the legislation and policies on complaint handling. Additional resources have already been allocated as an interim measure to reduce the existing backlog of complaints. Action is also under way to consolidate the areas in the Department responsible for complaint handling.

"The Review has demonstrated the advantages of cooperation between the ADF and the Ombudsman's office in finding solutions that benefit ADF members," General Cosgrove said.

"They can expect to see more responsive and effective handling of their complaints as the new processes are implemented. "I can assure ADF members that their complaints will continue to be handled thoroughly and impartially and in a shorter timeframe."

The recommendations of the Joint Review of the ROG processes were developed after extensive consultation within the ADF and a review of the recommendations of earlier studies. The report of the Review has been sent to the Senate committee currently conducting an inquiry into the Effectiveness of Australia's Military Justice System. (The NEW NAVY)



MOMENTS IN TIME



No 1

HMAS Australia arriving at Barrow-in-Furnace for the ship-breakers , with the almost completed HMAS Melbourne (still the 'HMS Majestic') alongside.

No2

Newly commissioned HMAS Melbourne – 8th November 1955 , about to carry out steaming ,turning and speed trials in the Clyde off Greenoch. The light almost white colour of the carrier can be attributed to its original (new) handover paint job done in 'Mediterranean Grey'.

The ship was recognized at that time as the most modern light fleet carrier in the world, with the new deck landing mirror, angled flight deck and other 'secret' equipment. This photo was taken by the then young Mal Wilson who completed 23 years and attained the rank of CPOPHOT. As an aside to this , I understand that in his latter RAN time he was given the job of heading the government designated team sent to photograph 'Cyclone Tracy' , Darwin 1974.

No 3

R & R in Paris

Flying trials over , a break with Monique, NAM(E) Peter Greig, NA(PHOT) Mal Wilson, Chantelle, , NAM(E) Kevin Mitchell and Suzette. A pleasant break after all the hard work.

Peter Greig



1952 HMAS Albatross A19 Class Photograph - Airmanship Training School



Back : Kev Parks, Vic Brown, Ron Wickson, Dennis Ward, Ron Randall, Ted Ellis, Noel Lamb, Len Willshire (dec), Bevan Mewitt, Lile Pukallus, Darcy Berrill
 Front : Don Rudd, Ron Atyeo, Ron Moore, Kevin Smith, CPO Bob Beamish (dec), L/A Merv Manuel (dec), Kev McCall, Bill Mead, Mick Wurtz, Jimmy Welsh.
 Complements : Ron (Pony) Moore



A swim in "The Basin" for a Sycamore and a not so illustrious trip home by road instead of air.

It proved quick and easy to arrive at the watery destination but an evolution of some great magnitude to recover it from the watery grave and finally return it home on the back of a low loader.

photographs from the archives of Denny Lynch

I am submitting this article because I believe it has relevance to our Fleet Air Arm and is therefore worthy of a place in our much valued national publication.

Title : The way it was.

I will preface this article with the statement that I believe the feelings of this American naval aviator would echo those of our own Navy pilots ,many of whom moved on to command and other flight duties in commercial aviation.

Farewell remarks of an F/A-18 Squadron Commander: Being an F18 pilot and an airline pilot at the same time gives you an interesting and different perspective. Unlike others, at my airline (NWA) they do not have a history of hiring Single Seat Naval Aviators and as such we are definitely in the minority.

On every trip when you first sit down next to a guy, the first volley of questions in getting to know each other always includes "what is your background?" Based on 3 years in the airline industry, I have recently decided to flat out lie and stop telling guys that I am a Naval Aviator and an F18 pilot. You might be asking yourself, why would anyone do that? There are 3 reasons.

One Because everything that the uninformed population knows about Naval Aviation they got from the movie Top Gun. A credible and reliable source of information if there ever was one.

Two Because when I tell guys that I am an F18 pilot, the machismo and bravado that immediately comes from the left side of the cockpit becomes somewhat intolerable and I am forced to sit and listen to stories for the next 4 days that go something like....."Mike, did I tell you about the time when I landed my C5 on a 15,000 foot runway with only 30,000 pounds of fuel in the tanks, with the weather at mins..... and oh, oh yeah, did I say it was at night.--Under the breath response:" You gotta be sh----n' me!!!

Three Because, in their state of curiosity, invariably questions get asked about what flying the F18 is like and what this business of Naval Aviation is all about. It is in my futile attempts to answer these question that I have finally decided that it is impossible to do so. How can anyone possibly explain Naval Aviation? How do you explain what it has been like to have seen the entire world through the canopy of an F18 like a living OMNI-MAX film? How do you explain what it is like to fly an engineering marvel that responds to your every whim of airborne imagination? How do you explain the satisfaction that comes from seeing a target under the diamond disappear at the flick of your thumb?..... on time. How do you explain cat shots.....especially the night ones? How do explain the exhilaration of the day trap (arrest) ? the NIGHT trap? How do you possibly explain finding yourself at 3/4 miles, at night, weather down, deck moving,

hyperventilating into your mask, knowing that it will take everything you have to get aboard without killing yourself? How do you explain moons so bright and nights so dark that they defy logic? How do you explain sunrises and sunsets so glorious that you knew in your heart that God had created that exact moment in time just for you? How do you explain the fellowship of the ready room where no slack is given and none is taken? How do you explain an environment where the content of a man's character can be summed up into two simple 4 word phrases....."He's a good s--t" or "He's a f----n' idiot."

How do you explain the heart of maintenance professionals like Rudy and Frank who's only enjoyment comes from taking care of our young sailors and providing us with "up" jets to execute our craft? How do you explain the dedication of our young troop who we burden with the responsibilities of our lives and then pay them peanuts to do so? How do you explain the type of women who are crazy enough to marry into Naval Aviation, who endure long working hours and long periods of separation and who are painfully and quietly forced to accept the realization that they are second to the job? The simple fact is that you can't explain it. None of it. It is something that only a very select few of us will ever know. We are bonded for life by our proprietary knowledge and it excludes all others from our fraternity. As I will, no matter where you go or what do, you should cherish that knowledge for the rest of your life.

For when I am 90 years old sitting on my porch in my rocking chair and someone asks me what I have done with my life. I will damn sure not tell them I was an airline pilot, but rather I will reach into my pocket, pull out my Blue Dolphin money clip and tell them I was a Naval Aviator, I worked with the finest people on the planet, and that I was the Commanding Officer of the Blue Dolphins.

Don McLaren
(Still breathing due to good pilots and maintainers !)



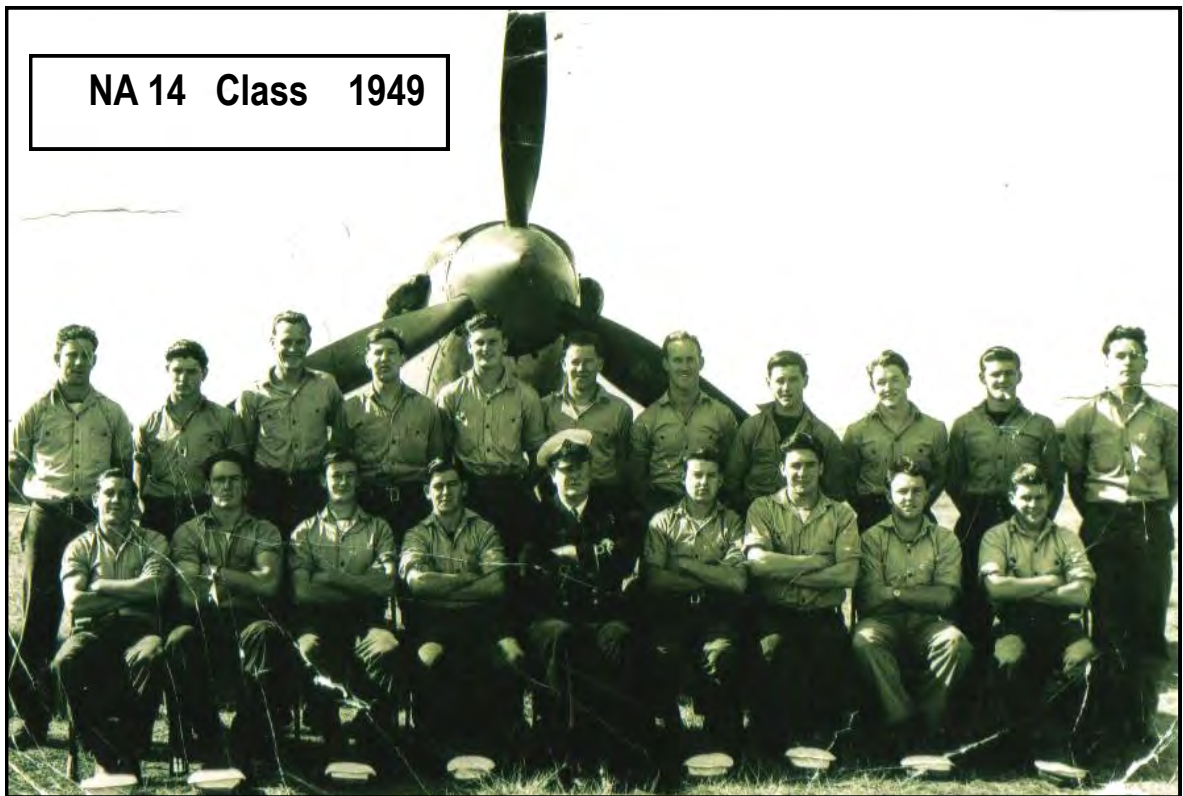
How Much !
Bob McBride digging very deep



I have attached several ideas for a Museum Logo that may be of some help. It is a pity that the Fleet Air Arm or the Navy Cannot get some recognition in the name.
Regards
Doug Sutherland.



HMAS Sydney 1951
'Relaxing at sea'
Geoff (Bags) Baker ??
Jim Parsons
Tom Legge
Wally Mackie



NA 14 Class 1949

Bill Gault, George Harvey, Arthue Jarrett, Bill Coombe, Max Altham, Jim Napier, Mick Bloomfield, Ernie Harrison, Scotchie McMillan, Jack Liesk, Kieth Haris
Paddy Williams, Rusty Brooke, Jim Parsons, Shorty Wilcox, Mr. Crozer, Kev Mansfield, Bob Manners, Ron Hayes, Ron Cole

Pack My Parachute ?

Charles Plumb was a US Navy jet pilot in Vietnam. After 75 combat missions, his plane was destroyed by a surface-to-air missile. Plumb ejected and parachuted into enemy hands. He was captured and spent 6 years in a communist Vietnamese prison. He survived the ordeal and now lectures on lessons learned from that experience!

One day, when Plumb and his wife were sitting in a restaurant, a man at another table came up and said, "You're Plumb! You flew jet fighters in Vietnam from the aircraft carrier Kitty Hawk. You were shot down!"

"How in the world did you know that?" asked Plumb.. "I packed your parachute," the man replied. Plumb gasped in surprise and gratitude. The man pumped his hand and said, "I guess it worked!" Plumb assured him, "It sure did. If your chute hadn't worked, I wouldn't be here today."

Plumb couldn't sleep that night, thinking about that man. Plumb says, "I kept wondering what he had looked like in a Navy uniform: a white hat; a bib in the back; and bell-bottom trousers. I wonder how many times I might have seen him and not even said 'Good morning, how are you?' or anything because, you see, I was a fighter pilot and he was just a sailor." Plumb thought of the many hours the sailor had spent at a long wooden table in the bowels of the ship, carefully weaving the shrouds and folding the silks of each chute, holding in his hands each time the fate of someone he didn't know.

Now, Plumb asks his audience, "Who's packing your parachute?" Everyone has someone who provides what they need to make it through the day. He also points out that he needed many kinds of parachutes when his plane was shot down over enemy territory -- he needed his physical parachute, his mental parachute, his emotional parachute, and his spiritual parachute. He called on all these supports before reaching safety.

Sometimes in the daily challenges that life gives us, we miss what is really important. We may fail to say hello, please, or thank you, congratulate someone on something wonderful that has happened to them, give a compliment, or just do something nice for no reason. As you go through this week, this month, this year, recognize people who pack your parachutes.

I am sending you this as my way of thanking you for your part in packing my parachute. And I hope you will send it on to those who have helped pack yours! Sometimes, we wonder why friends keep forwarding jokes to us without writing a word. Maybe this could explain it: When you are very busy, but still want to keep in touch, guess what you do -- you forward jokes. And to let you know that you are still remembered, you are still important, you are still loved, you are still cared for, guess what you get? A forwarded joke!

So, next time when you get a joke, don't think that you've been sent just another forwarded joke, but that you've been thought of today and I wanted to send you a smile, just helping you pack your parachute.....

Have a great day and stay in touch.....

Attention all you story tellers :

The intrepid aviators — why not relate some of your worst and best moments associated with the ancient art of flying, there must be some good dits to be heard here.

The maintainers — remember the good ,bad and perhaps ugly events of servicing those beloved aircraft and the supervisors whims.

Hillbilly Birth !!!

Deep in the back woods of Kentucky, a hill-billy's wife went into labour in the middle of the night, and the doctor was called out to assist in the delivery. Since there was no electricity, the doctor handed the father-to-be a lantern and said, "Here. You hold this high so I can see what I am doing!."

Soon, a baby boy was brought into the world. "Whoa there", said the doctor, "Don't be in such a rush to put that lantern down I think there's another one coming."

Sure enough, within minutes he had delivered a baby girl. "Hold that lantern up, don't set it down there's another one!" Said the doctor. Within a few minutes he had delivered a third baby. "No, don't be in a hurry to put down that lantern, it seems there's yet another one coming!" cried the doctor.

The redneck scratched his head in bewilderment, and asked the doctor, .

"You reckon it might be the light that's attractin' 'em?"

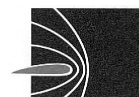


I've heard of 'Stress Tests' but this is going too far



AUSTRALIA'S MUSEUM of FLIGHT

by Neil Ralph C of Board



Autumn Air-show 2005

With the great help from ALBATROSS, and a partnership with the Historic Flight and the War birds Association, we conducted the Autumn Air-show on 15 May. The theme of the show was a tribute to WW2 aviators and present were several of these of whom Bob Geale was one. They participated in a short parade seated in beautiful Mazda sports cars and drew great applause from the crowd.

Its difficult to estimate crowd numbers but it was clear that whatever the number was, it was bigger than we have had for many years. The volume of vehicle traffic caused the use of the old MQ site along Bedford Street as an overflow car park.

The program featured an Avenger, Mustang, Zero (replica), Catalina, DC3s along with Yak52s, Namchang, and other war birds which put on a great display to include a mock battle over the airfield aided by pyrotechnics and a paradrop from a DC3 in WW2 fashion by our colleagues at the Parachute Training School. We narrowly missed out on including a Kittyhawk and Wirraway in the WW2 warbirds line-up. The Avenger, flown by Nigel Arnot and owned by Randal McFarlane, a former Air Traffic Controller here at Nowra and now the proprietor of MACAIR Airline in Queensland, drew a lot of attention and gave us the opportunity to focus on its role as a carrier-based aircraft in WW2.

The Air-show also featured the excellent Squirrel Helicopter dance, a superb display of flying by 723 Squadron pilots, and also a terrific display of aerobatics from Australian champion Pip Borrman in his Edge 340 – a most skilful exhibition of flying.

Our next air show is on 30 October and will again be something of a tribute to WW2 aviators, to celebrate 60 years since Victory in the Pacific.

I would like to acknowledge here the excellent co-operation, contribution, effort and facility provided by ALBATROSS and the Squadrons to our Air-shows and therefore to the Museum. Our Museum volunteers also put in much effort and made the arrangements work well.

Another factor working in our favour for the next air show is the selection and sponsorship by Tourism NSW of this event as a Regional Flagship Event which attract promotional funding, this year its worth \$10,000, saving our costs and extending the scope of advertising.

Events

We are now in the Winter mode and the number visitors are reducing. We are working on conducting events, on a lesser scale than air shows of course, to bring revenues up during these quiet months. There are remotely controlled motor

cars, aircraft and trains whose owners form clubs and we intend an open day featuring these. Other more museum-related activities are also planned. More visiting groups and school groups will be encouraged.

Schools Project

We have for some time working up a plan to attract more school groups, the effort directed to structuring student visits to better meet their school subject curricula. Obviously we do not have that sort of expertise in house so we applied to the IMB Foundation for a grant to employ part time an educator familiar with a range of subjects to which a museum visit might be relevant. The indications are that we will secure this grant and enable us to work out plans to satisfy teachers and students of what could be achieved in terms of curricula objectives during school student visits.

There will be a lot of work in this but we are hopeful of outcomes useful to students and an increase in our revenue which if we struck the right mix could be substantial. Its surprising that now schools actually study military history and, in this case, the use of aircraft in warfare.

Education Centre

For some time now we have been working on an idea of building onto the Federation Wing an extension in which we could house 3 classroom type spaces, an instructional production centre, floor space for training aids, and meeting rooms for Air and Navy Cadets. This is a big project and we would seek funding from the Federal Government's Regional Partnership Programs. The IMB Grant will help to qualify for this grant but we need other partners as well.

Again, this would help facilitate school group visits and studies along with providing Aerospace Training Services the right sort of facilities to conduct their school training and apprentice training programs. It would result in revenue raising also.

Visitors recently spotted at the A M of F

Barry Washbrook - Hervey Bay	Roy Coulter - WA
Garry Read - Qld	Bob Dickenson—Gerrington
Leo Burgraaf - Canberra	Jock Hetherington - Hastings Vic
Baz Todd—Mandurah WA	Mick Doyle—Canberra
Jim Tavener—Dapto	Des Reardon—Adelaide
Barry Thatcher - Dorrigo	Keith (Bags) Baker—Nowra

Dear Editor
Slipstream

In response to your request for some input to the Slipstream, I have dug out these photos that represent an era in FAA history with the introduction of the Wessex Mk31 into the RAN in 1962.

March 1962 saw the departure of this worthy team for the UK to undertake several manufacturers courses on Wessex Mk31A and Scout helicopters and to spend some time with the RN at Culdrose in Cornwall learning to operate them.

We formed the Special Maintenance Party and it was our function to become proficient with all aspects of maintenance and assembly of these aircraft. As each of them came off the assembly line they were test flown then dismantled to their major assemblies and packed into large packing containers for shipment to Australia and subsequent reassembly at Albatross.

On our arrival in London we had a few days to recover from jetlag, it was a fairly long haul in those days. We then went to the RNAS at Yeovil in Somerset where we were billeted while we undertook our Wessex Mk31A training at the Westland factory, the photo shows the main fuselage structure of the first of, I think, 10 Wessex Mk31A. It was very interesting to watch them grow to completion.

We moved about quite a bit during the next few months, back to London for the Napier Gazelle engine training (later taken over by Rolls Royce), then down to Bristol for training on the Nimbus engine fitted in the Scout. We also went to Dover to the packing company that packed and shipped the helicopters and associated equipment to Australia.

Some considerable time was spent at RNAS Culdrose, Cornwall, where we were able to operate the RN Wessex from flight line to major maintenance.

We arrived back home in September 1962 and the packing cases full of helicopter parts arrived soon after. The low loaders had to deflate their tyres in order to cross the Shoalhaven River Bridge; the new bridge hadn't been built at this stage.

A training group had preceded us so that when we were ready to commence re-assembly there were maintenance crews trained up ready, so the programme went ahead very smoothly as you would expect.

I hope that this will be of interest to our readers, the Wessex filled an important part in the RANFAA over a number of years.

Yours sincerely
Bob Willis



Observer Course No.1

1948 was the year that the Australian Government made the decision for the Navy to establish the Aviation Branch.

The HMS Terrible was refitted in the UK and Commissioned as HMAS SYDNEY. Aircrew were recruited from the RN and the RAAF to be trained for Carrier flying duties. Our first Observers recruited from the RAAF were Alan Macintosh (later Captain) Des Harvey John Griffin and from the RAN Naval College 'MOFF' Milford who became Senior Observer 816 Squadron. Late 1948 the Navy established a series of training courses for aviator's, they were recruited and entered as Naval Recruits Starting with NAP1 Recruit Naval Airmen Pilots.

NAP4 Len Anderson and another whose name I cannot recollect were sent to the UK for Observer training. Nap5 course was scrubbed and recruits either left the service or retrained as other rates. Jack Suriano and William (Dickey) Bird were selected to be trained as Observers and became the forerunner of No1. Observers Course.

December 6 1949 Jack and Dick were given 90 Pounds, a huge pile of money as we were getting about 3 pounds per week. We embarked aboard RMS MOOLTAN a one class P&O Liner. We sailed from Melbourne and began the voyage of a lifetime. Out of the Rip at Port Phillip Bay around to Adelaide. We spent a day there and that evening saw a stage show a farce named "A Ladies Night in a Turkish Bath" I still have the program. Then across the Great Australian Bight to Perth where we were met by two Pilots on Nap4, Andy Powell and Peter Wyatt. Enjoying their Christmas leave we were driven around Perth and Fremantle.

Reboarding our Home MOOLTAN we set off for Ceylon The main port for Colombo now Sri Lanka first experience of the abject poverty of Asia streets lined with beggars who were mutilated as young children to extract pity and of course money for the family to live. We saw people suffering from ELEPHANTITUS which is caused by a worm entering the bloodstream through a cut and the limb. Usually the leg swells and resembles that of an elephant hence the name. Dick and I went ashore together and enjoyed the sights including a native snake charmer with his Cobra. Back on board and heading for Bombay.

By this time we got into the swing of things and made a few friends also we experienced some rather exotic meals, well exotic compared to Australian type meals especially Navy SCRAN. I still remember those wonderful curries cooked by Goanese Chefs !!!!! our introduction to pappadums and Parathas taste sensation. Australians now generally enjoy a great variety of meals due to them being inveterate travellers and of course our immigration programmes developing a multi cultural society. We spent Christmas day in Bombay. Here we threw coins into the harbour to be gathered up by young children diving for the coins. Next stop Aden well this was a real desert then off through the Red Sea and through the SUEZ Canal to Port Said the trip along the canal was very interesting with the workers on the banks lifting their robes exposing themselves much to the delight or shock horror of the ladies on deck. At Port Said we were greeted by traders.

Offering their wares and GULLEY GULLEY MEN street entertainers great and amusing magicians and excellent sleight of hand. Next into the Mediterranean Sea past the fascinating Volcano 'STROMBOLI' rising from the sea then past the Rock of Gibraltar. We viewed the Apes through our binoculars. Next stop Marseilles then across the Bay of Biscay where we encountered a storm WOW A REAL storm we learned that the Biscay was renowned as the roughest patch of sea in the world. Then into the English Channel. The returning Brits crying for joy at seeing their homeland again. Dick and I reported to Australia House where we were given papers and directions to report to HMS Deadeyes the Home of the Fleet Air Arm.

Two weeks later we were drafted to HMS Merlin at Donniebristle Scotland. So we boarded the famous steam train 'The Flying Scotsman' .crossing one of the Seven Wonders of the World the Forth Bridge over the Firth of Forth After 3 months of cold water showers and shaving in mid winter plus a bit of flying. The navy reserve pilots did week end flying here and I managed to team up with the local green grocer who was a lieutenant reservist so I managed several flights in a Fairey Firefly. Britain's front line anti submarine carrier borne aircraft at the time.

Three months here with a group of RN Midshipmen also doing their Observers course. We managed to get 2 weeks leave so off I went with another fistful of dollars (pounds)which was equivalent to AB's pay and with flying pay we received more than a non flying RN Lieutenant. So Off to Paris Imagine a 21 year old Aussie in Paris !!! On completion of the course at Merlin Dick and I and the Midshipmen were drafted to Daedalus but this time we were to live in an old Manor House at Hill Head in Fareham Kent which was

The Schools of Signals. Here we were joined by Members of NAP6 direct from Australia and this made up the No.1 Observers Course.

Now there were Six Aussies Pat Stewart Brisbane, Dave Hilliard Kalgoorlie, Edward 'Steve' Wilson, Jack Suriano ,Dick Bird ,Charles 'Hank' Fargher, NSW. Dick and Pat were soon to be joined by the wives whom they married shortly prior to embarking for the UK. It was here that we commenced the flying part . We flew from a small private airfield at Gosport training on radio and radar in Avro Ansons .

After 3 months training we were given more piles of cash and 2 weeks leave so this time I headed to Rome to meet my uncle who was a Squadron Leader in the Italian Air Force so he took me to Napoli and then to my fathers birthplace in Sicily, on my return we were drafted for six months to St.Merryn in Cornwall Mid winter covered in snow. Our title was Probationary Observers shortened to PO's so the Brits put us up In the Petty Officers Mess. This state of affairs was enjoyed by Len Anderson 3 months prior and we were given the nod to say nought and accept this state of affairs. Much better accommodation still cold showers but this time the water was a rusty colour. The upside of this was we got to get neat rum as our ration, this could be bottled and as I did not drink rum I was able to trade it for duties and certain favours Yes I met a rather pleasant PO WREN. Who was partial to the odd sip of rum!!! So we became as they say nowadays 'An Item' On return from Christmas Leave we learned of a Sea Disaster. The vessel Flying Enterprise a World War 2 Liberty ship captained by Kurt Carlson became holed and was floating on its side. This made news headlines at the time. All the crew were able to get off safely. The Captain remained on board. The saga kept the world in suspense for about five days .We were flying around and photographing the vessel on a daily basis. The Tug 'Turmoil' got a towline attached and the mate Charles Dancy Jumped aboard to assist the Captain.

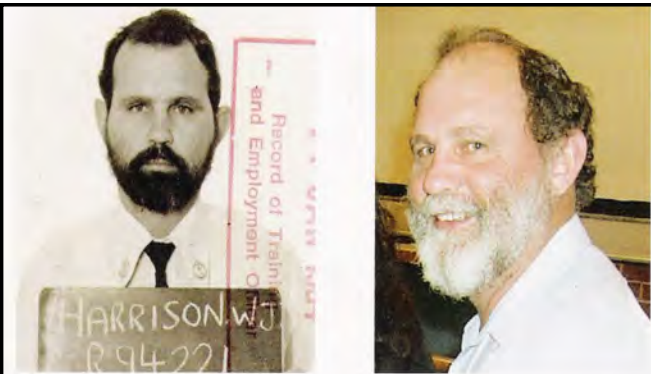
On the last day it became obvious in the rough conditions the Flying Enterprise would not make Falmouth Harbour Both the Captain ,Carlson and Mate, Dancy were able to run along the funnel and jump aboard the tug as the vessel was now lying on its side.

We received our 'Wings' and then headed to Northern Ireland to HMAS Gannet based at Eglington. The journey was interesting as we trained to Liverpool and took a ferry to Stranrear then train again to Londonderry. It was a cold and miserable day and the journey was not made any better on receiving the news that King George V passed away. So at every train stop the new passengers gave us an update as most of us were really in a state of shock. Eglington was for operational training and this included two days in an 'A' Class submarine and a few flights in Lincoln aircraft of Coastal Command .Four days after Dickie Bird and I did the submarine bit we learned of the loss of HMS AFFRAY a sister boat to our submarine HMAS Alaric. This was later discovered in the English Channel and for the first time using undersea Television, the latest in technology. During the Eglington stint Steve Wilson married and I was Godfather as a Proxy to their child. I also enjoyed another leave this time my father came over from Australia and met me in Rome . We enjoyed a great and very close time together. He arranged for us to have an audience with then Pope .Yes there were about 200 other pilgrims at the audience. We also trav-

Elled to Venice. It was very handy to have my father who spoke the language. At the completion of the operational training Dave Hilliard and Hank Fargher did a survival course whilst the rest of us did a course on helicopters in the Dragonfly Helicopters. During this course we went to Bristol to see the new Sycamore Helicopter which was soon to be in use by the Australian Fleet Air Arm in Korea on board HMAS Sydney's second deployment. On completion of our UK training we embarked in RMS MOOLTAN for the voyage home this time we managed a visit to Algiers each trip lasted 6 weeks. Pity those that followed our course they had to travel by air. On our return to Melbourne we were interviewed at Navy Office I St.Kilda road and learned that we all were commissioned as Acting Sub Lieutenants, after some training at HMAS Cerberus and HMAS Rushcutter we were appointed to HMAS Albatross at Nowra NSW and joined our Squadrons. Half to 816 and half to 817.

Soon after 817 Squadron embarked aboard HMAS Sydney for the UK and the Coronation of Queen Elizabeth. 816 Squadron embarked in HMAS Vengeance and began working up for the next trip to Korea.

Jack Suriano
WA



Bill Harrison: Bachelor of Education (Secondary) English/History (with Distinction), University of Wollongong. Master of Education (Education Policy and Strategic Planning), University of Wollongong.

Bill Harrison currently works as a Senior Lecturer and Director of Teaching and Learning in the School of Indigenous Studies at the University of Western Australia, where he has been for the past 3 years. He lectures on Australian Studies, Aboriginal History, Anthropology of Aboriginal Art, and Aboriginal Education. His previous role was as Head of the Aboriginal Education Centre at the University of Wollongong in New South Wales where, on top of his administrative workload, he taught in Aboriginal Studies, Australian Literature, Australian Aboriginal History and Aboriginal Education. Bill is an Aboriginal man of the Yorta Yorta people, and was the first Aboriginal Studies lecturer to be appointed into a tenured position at the University of Wollongong, back in 1990. His professional interests lay in the acceptance of Aboriginal literature as a genre, incorporating Aboriginal History and Indigenous Knowledge into school curricula, and in developing Indigenous Studies towards recognition as an academic discipline.

Royal Australian Navy: Retired as a Chief Petty Officer Air Technical Airframes and Engines. Served on HT725, HS817, VC851 and VS816 squadrons with both Wessex ASW helicopters and Tracker Fixed wing ASW aircraft. Also spent time working at AMAFTU, Tech Headquarters, Salvage (Oxygen Bay) and Air Training Department. Was Sports Captain of Senior Sailors' Mess for a few years prior to retirement.

Out of the mouth of babes

These come from a Catholic school elementary test, the kids were asked about both the old and new testaments, all errors have been left in.

1 In the first book of the bible, Guinesses. God got tired of creating the world so he took the Sabbath off.

2 Adam and Eve were created from an apple tree. Noah's wife was Joan of Ark. Noah built an Ark and the animals came in pairs.

3 Lot's wife was a pillar of salt during the day but a ball of fire during the night.

4 The Jews were a proud people and throughout history had trouble with unsympathetic genitals.

5 Sampson was a strong man who let himself be led astray by a jezebel like Delilah.

5 Sampson slayed the Philistines with an Act of the Apostles.

6 The Egyptians were all drowned in the desert, afterwards Moses went up Mount Cyanide to get the Ten Commandments.

7 The first commandment was when Eve told Adam to eat the apple.

8 The Seventh Commandment is that you shall not admit adultery.

9 Solomon, one of David's children has 300 wives and 700 porcupines.

10 Jesus was born because Mary had an immaculate contraption.

There is a dangerous virus being passed electronically, orally and by hand. This virus is called Worm-Overload-Recreational-Killer (WORK). If you receive **WORK** from any of your colleagues, your boss or anyone else via any means **DO NOT TOUCH IT**. This virus will wipe out your private life completely. If you should come into contact with **WORK** put your jacket on and take 2 good friends to the nearest pub. Purchase the antidote known as Work-Isolator-Neutralizer-Extractor (**WINE**).

The quickest acting **WINE** type is called Swift-Hitting-Infiltrator-Remover-All-Zones (**SHIRAZ**) but this is only available for those who can afford it, the next best equivalent is Cheapest-Available-System-Killer (**CASK**). Take the antidote repeatedly until **WORK** has been completely eliminated from your system.

Forward this warning to 5 friends. If you do not have 5 friends you have already been infected and **WORK** is controlling your life.

This virus is **DEADLY** (Destroys-Every-Available-Decent-Living-Youngster). Update 05-05-05: After extensive testing it has been concluded that Best-Equivalent-Extractor-Remedy (**BEER**) may be substituted for **WINE** but may require a more generous application.

SOME HINTS FOR THE FORGETFUL

Members and friends, the material below is allegedly advice from an attorney (un-named) regarding stolen credit cards etc. I asked the General Manager of the Police Credit Union to peruse the document and let me know what he thought. He reported back that he thought it was sound advice and he would even circulate it to the staff at the QPCU. Good enough for me.

ATTORNEY'S ADVICE - NO CHARGE (for a change)

A corporate attorney sent the following out to the employees in his company.

1. The next time you order cheques have only your initials (instead of first name) and last name put on them. If someone takes your cheque book, they will not know if you sign your cheques with just your initials or your first name, but your bank will know how you sign your cheques.
2. Do not sign the back of your credit cards. Instead, put "PHOTO ID REQUIRED".
3. When you are writing cheques to pay fees on your credit card don't put the complete account number on the "For" line. Instead, just put the last four numbers. The credit card company knows the rest of the number, and anyone who might be handling your cheque as it passes through all the cheque processing channels won't have access to it.
4. Put your work phone number on your cheques instead of your home phone. If you have a PO Box, use that instead of your home address. If you do not have a PO Box, use your work address. Never have your Centerlink Number printed on your cheques. You can add it if it is necessary, but if you have it printed, anyone can get it.
5. Place the contents of your wallet on a photocopy machine. Do both sides of each license, credit card, etc. You will know what you had in your wallet and all of the account numbers and phone numbers to call and cancel. Keep the photocopy in a safe place. I also carry a photocopy of my passport when traveling either here or abroad. We've all heard horror stories about fraud that's committed on us in stealing a name, address, Social Security number, credit cards. Unfortunately I, an attorney, have first-hand knowledge because my wallet was stolen last month. Within a week, the thieves ordered an expensive monthly mobile phone package, applied for a VISA credit card, had a credit line approved to buy a Dell computer, received a PIN number from DMV to change my driving record information on-line, and more. But here's some critical information to limit the damage in case this happens to you or someone you know:
 1. We have been told we should cancel our credit cards immediately, but the key is having the toll free numbers and your card numbers handy so you know whom to call. Keep those where you can find them.
 2. File a police report immediately in the jurisdiction where your credit cards, etc., were stolen. This proves to credit providers you were diligent, and this is a first step toward an investigation (if there ever is one).
 3. But here's what is perhaps most important of all: (I never even thought to do this.) Call the three national credit reporting organizations immediately to place a fraud alert on your name and Social Security number. I had never heard of doing that until advised by a bank that called to tell me an application for credit was made over the Internet in my name.

An interesting snippet, perhaps just a 'buzz', but a good one

JANE'S DEFENCE WEEKLY - JUNE 01, 2005

Australia delays JSF decision
IAN BOSTOCK JDW Correspondent
Sydney

Attention
Denny Lynch

The deadline by which Australia must commit to purchasing the Lockheed Martin F-35 Joint Strike Fighter (JSF) has been delayed by at least 18 months, according to statements by Defence Minister Robert Hill.

Before this, it was long understood that Australia, along with the other participating nations, was required to sign contracts detailing the number of aircraft it required in the second half of 2006. Each nation was also required to nominate which JSF variants it wanted.

Lockheed Martin's director of JSF international programmes, Michael Cosentino, confirmed this timetable with JDW in July 2004. According to Hill, however, the Australian government is now expected "to make a decision on aircraft purchases in 2008".

This will be preceded by a co-operative agreement between Canberra and the US committing Australia to the Production, Sustainment and Follow-on Development (PSFD) phase of the programme.

The Australian Department of Defence is leading a government team, currently in the US, to begin negotiations for a PSFD memorandum of understanding (MoU). Subject to satisfactory negotiations, the PSFD MoU is expected to be signed in late 2006.

The revised 2008 deadline is understood to have been brought about by delays in the JSF programme. Canberra is likely to use the additional time to further refine its JSF options for replacing F/A-18 Hornet fighters and F-111 strike aircraft currently in service with the Royal Australian Air Force (RAAF).

One such option may be to further explore the feasibility of a split JSF buy comprising the conventional take-off and landing (CTOL) and the short take-off and vertical landing (STOVL) variants. ***This would allow the RAAF to deploy combat aircraft on board the Royal Australian Navy's planned through-deck landing helicopter dock (LHD) amphibious ships.***

The two 25,000-tonne LHDs will enter service around the same time as the RAAF's initial batch of JSFs, expected to be around 2012-15, and will be capable of operating STOVL aircraft in a similar fashion to the US Marine Corps.

In June last year, the Joint Standing Committee on Foreign Affairs, Defence and Trade recommended the RAAF give consideration to acquiring both the CTOL and STOVL versions of JSF.

Australia may also be waiting to evaluate the US Air Force's final plans for acquisition of JSF, which include equipping three wings with 200-300 of the STOVL variant. The UK is also expected to order around 150 STOVL JSFs for operations off its new aircraft carriers. 'Canberra stands behind Joint Strike Fighter' (JDW 23 March 2005)

To the Editor - Not sure if John is "up and running" (hope so)
Thought this might be interesting to pass onto your readers.

Lost Your Keys or Need a Locksmith?

This is the "Russian variant"

One of the three locks we have on our inner door inadvertently locked itself and I was in a dilemma - what to do in Russia? Are there such things as "emergency locksmiths" .The answer to my question was yes? We rang and were told that the "serviceman" would be there in 20 minutes and the "service" would cost 700 roubles (\$35AU). On time, a car pulled up and two hefty blokes in what would equate to "firemen's suits" came and met me at the door. I explained what had happened and they looked at the door with a torch and probed with a screwdriver in the door jam. They told me which lock had "sprung" locked to which I replied, "Yes I know - that's why I phoned for you guys". They then got out the "master key" - you guessed it - a "jemmy bar" and wrenched open the door breaking the door jam in the process. No such thing as our "technicians" who tinker skilfully with the lock and opening it without the use of brute force. "All fixed sir" - in less than five minutes and I was able to enter the apartment. Now I already knew the cost, but I thought I would just ask. "800 roubles". But the office said "700 roubles"; she gave the "middle price". I said I don't care and here's your 700 and get out of here. Leaving me with more to repair than the initial problem - if I knew how "locksmiths" worked in Russia I would have saved myself the phone call, 700 roubles and would have pried the door open with less damage.

Just another everyday "normal" Russian experience....

Best wishes from Locko (Wolfman in Russia)



Computer literate ? The 'New-Age Pilot' had better be !

NATIONAL PRESIDENT'S REPORT



The highlight for this report was 'undoubtedly the magnificent Air Show on 15 May, which attracted an excellent, near record, crowd. Notwithstanding an unpleasant weather forecast, we had a window of several hours of fine weather and conditions were ideal for a spectacular display. Highlights for me were the immaculate Avenger and the beautiful Hunter, but, there were many more great aeroplanes to delight the eye.

I attended the National Memorial Service in Canberra for the Sea King disaster in Indonesia. Perhaps a bit over the top, but, beautifully done and a tribute to all our Servicemen and women.

No news yet on Naval support for the Museum. We still have our fingers crossed.

I have sent congratulations to the new Chief of Navy, Vice Admiral Russ Shalders on behalf of us all and a farewell note to the outgoing Chief, Vice Admiral Chris Ritchie.

I was delighted to hear a report on "Australia All Over" on the ABC concerning the RANHFV Reunion at Fort Rucker. The Reunion started at Biloxi Mississippi, followed by a procession of cars for the four and a half hour drive 'to Fort Rucker in Alabama, with a Police escort through each of the intermediate towns. I will try to get a full report for the next edition of Slipstream.

I was very pleased to be asked to be guest speaker at an ANZAC function held at the Bomaderry RSL by the RANHF Vietnam . Federal and State MP's , Local Government along with all local RSL's , FAAA and EX-Navalmans were represented . It was a very good roll-up and a good night was had by all,

My best wishes to all!

David Farthing

NATIONAL SECRETARY'S REPORT



Activity in this Office during the past three or four months has been relatively calm. Some anomalies and errors continue to occur between the new National 2005 Microsoft Windows-based database and those of the individual Divisions. In turn,

this causes a few problems with the Slipstream mail out, but these are now at a much lower level than a year ago, for which the liaison and assistance of Divisional Secretaries is commended.

With regard to matters of general interest, some progress has already been achieved in co-operation with other ex-Service agencies, most of which have similar goals to our own, both domestically and internationally. However, the immediate aim is to establish even better co-operation, particularly when responding to the many queries, which are received in this Office for information on a very diverse range of topics. Although no statistics are currently being recorded in relation to their number and type, it is my intention to look at this issue in the months ahead.

Still on the subject of information, Association members who have bridged the gap between ancient and modern, and have become part of the computer literati connected to the Net, will no doubt be aware that we have our own FAAAA Web Site. Mr. Harley Dadswell is the Site's Administrator. He provides an excellent service, and it's highly recommended that members avail themselves of the huge amount of interesting material available. It is comprehensive, current and always up-to-date. It should also go a long way to answering some recently received criticism that the National Executive were not sufficiently forthcoming in letting members know what is happening. It's all there.

Finally, for those members who are not, and have no wish to become computer geeks, as much of the above information as possible is contained within these pages.

QUEENSLAND DIVISION



Greetings to everyone from us in Queensland. There seems to be a fair bit of news since last Slipstream, and congrats to Greg for taking a grip on the job of Editor.

Our AGM in March saw a good roll-up again and I have to report that the whole of our committee was returned for another term. Mick Blair and I are now in our 14th year! We do enjoy it or else we wouldn't be in the slot. Max Gant was escorted by Trevor Bolitho and Roy Torrens. What a trio! Gary (Joe) Linnaker spoke about the FESR's effort in putting pressure on the Minister for Veterans' Affairs over the fiasco of the Navy being virtually cut out of the PJM Award and I have also sent a strong letter to the Minister on behalf of our members. Do please write to the Minister to keep the pressure on. How many Navy personnel were in the area for 180 days?? We should have been called a division of the RAAF!

We were all shocked by the Sea King crash. Some of us went to Jonathan King's funeral in Nambour and a lot of us wore black Armbands for the March on Anzac day in Brisbane.

There were about 65 of us there on the day and we had a good function at the Spring Hill Hotel-a room to ourselves and good food and drinks at normal prices. We'll be definitely booking up for next year. It was good to meet up with Paul Dugdale, Paul Woods, James Buchanan, Bill Strahan-over from the West. A great surprise was to see Jim and Norma Lee and Nobby Clark joining us for the day as well. Neil Kassulke has rejoined-welcome back, Neil. Our march was a bit painful-very slow trying to match the beat of a Pipe band (about 102 $\frac{3}{4}$ paces to the minute). But it was a nice day. Shirley Nielsen-Frank's widow and their son, Darrell, marched with us which was nice. Dave and Joan Randall are off cruising again. Mick and Dulcie have just returned from a visit to WA where they and Beau Bosanquet and wife stayed with Archie Atyeo on his farm 100k's north of Perth. They caught up with Stan Corboy, Noel Barrett, Terry Remens and Bill Strahan and sounds like they had a lot of fun telling tall tales. Warren Walters has sold up in Salinas and moves to Hot Springs Village in Arkansas. They have bought a nice place on a lake and by a golf course. His deal includes a golf buggy and trailer! We just might have to pay a visit next year. Ian and Florence Henderson, Gary and Sharon Reid are on their travels by caravan again. Tom Carroll and wife came down for the Anzac Day March. Errol and Jane-an Shelley have sold up in Bundaberg and have bought out at Rubyvale, near Emerald. Jan phoned a few days ago to say that Errol was in Rockhampton Hospital to have a hip replacement. He fell 10 or so feet off a ladder, landed on his feet, tried to walk and fell over. I think both hips were busted. Tough luck. Jan was worried about the treatment in Rocky and anxious to have him out of there asap.

Our planned Mini Reunion in Bundaberg is all set for the weekend of 6th October and I am sending Greg a separate sheet detailing same with a general invite for Interstate people to come for a fun weekend if you can. I hope he can include the details with this edition.

Good to hear from David Farthing that the recent Air day was a huge success. Good work from Neil Ralph and Co.

We are sad to say that Roy Fleming passed away recently. Trevor and others attended the funeral. Also Trevor has just informed me that Tom Farr has passed on as well.

We are about to head north via Airlie Beach then on to Townsville to spend a few days with Arthur Johnson and Maxine. We hope to make contact with Jock Collins and Margaret in the Townsville area as well. I haven't been to Cairns so we'll head up there as well and on to Port Douglas. We are driving (defensive style) and looking forward to the trip.

Trevor Tite's wife, Lorraine has had surgery to both her feet and recovering now. Trevor has done well as chief cook & bottle washer (what a funny expression!)

We welcome new members and return of a couple: James Buchanan, Brian Firzgerald, Ron McIver, Les Nielsen, Neil Kassulke, Peter Miller and Barry Washbrook. Good to have you with us.

Well, I'm out of puff now so am closing down. Best wishes to all.

Barry Lister
President



Dee, Des
Kelly, Joan
Randall,
Paddy Wil-
liamson,
Dave Randall

Gang of Five



Ron Powell,
Ray Murrell,
Glen hartig,
Rex Day,
Bill Bryant
and Max
Gant
at the AGM.



Joanne Hart-
net, Chicka
Hawkins,
Tassie Hart-
net,
Ken Staff

**Serious
Business**

NSW DIVISION



Time seems to be passing rapidly again, here we are well into the New Year and on the radio yesterday I heard reference to "Days to Xmas", commercial sales pressures certainly help to make the 365 day year seem smaller.

We have had a mixed start to this year, the crash of the Seaking and subsequent loss of life to the service personnel was a tragedy and a severe blow to Albatross with four of its ships company involved. We take this opportunity to pass on our condolences to the families of those who were lost. The services held were attended by a very large cross section of the community—servicemen, ex-servicemen and friends.

Thanks go out to the members for their participation in our annual raffle, it was as usual a success and this year we managed to keep two of the prizes among our own. Fatty Camm and Jock Caldwell got 2nd and 3rd but the elusive "Furies" went to a civvy in Eden, our thanks also to John Downton for his contribution without which the results would not have been anywhere near as good as they were.

- 1st Prize Ticket No 3407 P Bedwell Eden
 - 2nd Prize Ticket No 0781 K Camm Nowra
 - 3rd Prize Ticket No 2631 J Caldwell Nowra
- Congratulations to the winners.

Our annual dinner this year will be held on the 1st October at Bomaderry (see note from our Social Sec. at end of report). On the subject of the dinner, the committee feel that a similar event should be held in the Metropolitan area to cover the large amount of members who reside there but cannot travel to Nowra for the annual event. We would like a couple of volunteers to organize an evening event some what along the lines of the 'Nowra do' and for similar costs to those participating. A phone call or email to myself or the Social Sec. will get the ball rolling. A modern venue has been sourced in the Parramatta area, but we need to know the numbers of the Sydney members who are interested in participating.

We received a thank you from the Historic Flight for the donation of \$3,000 towards the restoration of the Firefly and as agreed they will provide confirmation on its use. The aircraft was on static display at the recent Air day and I can confirm it stands as if it had just been readied for inspection for "Admiral's"; as new would be a good description for it. Only a couple of good ones left in the world and we have probably the best here at Albatross.

Anzac Day was again a surprise, I attended the Dawn Service at Greenwell Point and it was the largest ever

**QUEENSLAND DIVISION
BUNDABERG REUNION**

Thursday October 6 to Sunday October 9th October based at the Bundaberg RSL Quay Street, Bundaberg.

You are invited to come and join with us for a fun weekend.

Accommodation can be arranged by referring to www.bundabergregion.info or by contacting the Information office. In Bourbong Street.

The programme is: Check-in on Thursday, sports on Friday or do your own thing. River Cruise on Saturday morning/do your own thing. Dinner on Saturday evening-top floor of the RSL. Sunday morning-Remembrance Service at the RSL-morning Tea.

Below is a "Tear-off" chit. Please complete and return to: Trevor Tite, 37 Miles Street, Caboolture. QLD 4510 by 31st July. Approx. costs: River cruise-\$17pp. Dinner-\$20pp.

NAME(S):-----

FRIDAY, 7TH OCTOBER

- Golf at Bargara-9.30-10am YES/NO Numbers-----
- Bowls at East Bundaberg YES/NO Numbers-----
- Ten Pin Bowls YES/NO Numbers-----

SATURDAY, 8TH OCTOBER

- Morning River Cruise YES/NO Numbers-----
- Dinner at RSL 6.30 for 7pm YES/NO Numbers-----

Note: Send no money at this stage.

crowd. There was a contingent from 2 Sqdn (our old Skyhawks) over from NZ and the amount of young people in attendance was very noticeable, a lot un-accompanied and this made for a trend that we can only hope will continue. The uniform attendance was also quite large and by all accounts most were not 'volunteered' either. The weather was picture perfect, not a breath of wind and the reflections of the sunrise set off the service to a tee.

To those that are ailing we wish you well and hope that recovery is rapid. I know there seems to have been more 'rest periods' taken by more of us this year so far - perhaps we are wearing out a bit more rapidly than we would wish for.

Our historian (Windy Geale) is worried about the state of the "Honour Board" at the Museum and is currently collating an up to date listing of what he considers it should be. We will take his listing to the National Executive for their verification and then take the project on to re-manufacture the board and return it to a satisfactory state. It will be a fairly large and costly job but something that needs doing.

Our Secretary is sorry for any tardiness of late, but has been very busy re-locating to his new address (just up the road from the old house). He is almost settled and his new address is in the listings in the back of the magazine.

Phone number and email address are the same as before. Took a few stiff ones from the scotch bottle every night to keep the blood pressure under control though.

The front page shows the new "Memorial Garden" area as it now is with the Wall of Service in the background and the first lot of plaques fitted. The whole area now is starting to look good and we have one more project to attempt to finish it off. We would like to mount the HMAS Sydney anchor at the front of the Wall if we can manage to recover it from its present residence as it holds a lot of significance to the FAA. It was previously housed here at the Museum but floated away to a RAAF base and it needs to come home.

ANIVERSARY DINNER

Venue

To be held Bomaderry Bowling Club (Cambewarra Room)

Date

Saturday October 1 2005

Cost \$25 per person

1830 for pre-dinner drinks and canapés, three course roast dinner starting at 1930.

Two guest speakers and lucky door prizes

For more information contact :-

Phil Robinson

philrob@shoal.net.au 02 44485157 or 0419 507733

VICTORIA DIVISION



Attention on the flight deck!

I had a dream. It included all those youthful faces I remember from the mid-fifties 805/808 Squadron days. There was Frank Donnelly, George Beasley, Bert Glossop, Billy Shepherd, Col Price and 'Donkey' Bray and a whole lot more, straining at the leash to get the aircraft up into their natural environment with those young sprog pilots 'gripping the stick' with ecstasy as they cavorted around the sky demonstrating their learned expertise. What a way to go! What happened to the spirit we all inherited from those days?

Don't get me wrong! I am not decrying the modern day Fleet Air Arm operations and their like-supported whirlybirds for their equally challenging assignments. BUT, what has happened to the spirit that once bound we oldies in a common endeavour?

Anzac Day in Melbourne saw our prestigious group represented by a mere 27% of our membership. Meantime, I take the liberty of quoting from a letter from John Cooke who joined the Sydney group for their demonstration of remembrance on this special day.

"We gathered in Castlereagh Street at 0845 (nominally) under the FAA banner and opposite the HMAS 'Melbourne' group. First contact was with John Da Costa in company with Bill Vallack and Fred Lewis. As we started to form some recognizable formation, along came Andrew Robertson (R/Adm) who was marching with the 'Sydney' group, plus Frank Spong, George Beasley, Don McClaren, Nat Gould with a young officer who was Guy Beange Jr. I was impressed by the number of young men and women, in uniform and many wearing the medals of kinfolk who had served in other actions opposite their own FESR, Vietnam and Gulf medals, all of whom were proud to march under the FLEET AIR ARM ASSOC. banner.

The weather was a pleasant 27degrees C and we set off south in Castlereagh, round the block into Pitt and then left into Martin Place and the Cenotaph, left into George and the long trek past the Town Hall and the Cathedral, left again and up to Hyde Park - where the marchers, without command, unraveled into a milling mob. Did I say thirsty?

The chosen watering place was the Mandarin Club, corner of Pitt and Goulburn and shared with HMAS 'Melbourne' Assoc. Here, Tony Horton, who had done his duty as Patron of the Communicators, called in for a yarn before some other duty. Lots of gossip, most of it slanderous but not malicious, was bandied about and most of it I would not dare to commit to print.

On return to our apartment, I retraced George Street, still lined with cheering spectators and by the time I reached Martin Place it was 1230 and still they marched: 22 Squadron, 31 Squadron, Land Army girls passed while I waited to cross and I could see a phalanx of Airfield Construction Sqdns still waiting in line. It was one of the biggest Anzac Day processions Sydney has seen and the mood of the crowd was hugely supportive. The Fleet Air Arm of the present day is in good hands."

In downtown Melbourne, the recurring argument for shortening of the march continues, in spite of recent majority support for the

the near vicinity of Flinders Street Station and public support will be largely diminished, in the writer's opinion. A very welcome addition to our ranks on Anzac Day was Sub-Lieutenant Helen Scholes, WRAN Nurse and close supervisor of the welfare of Monsignor Frank 'Tiger' Lyons for the duration of the march. Perhaps that is why the media appeared to direct more attention to our group on the day, than ever before! However, they still find it difficult to follow the script when President Ron Christie was accorded the honour of having conducted 89 sorties in the one day during the Korean campaign! Well done, Ron.

Maintenance of membership numbers becomes more of a problem each year, as subscriptions, or the lack of them, indicate an undesirable drift. Times are a-changing for the worse for the older generation. Thus the maintenance of an Association such as we have, becomes more dependent upon a surviving spirit and the active support of a membership willing to put in. If continued active support is not forthcoming, our group faces the predicament recently experienced by the Canberra Division.

In the end, it is all up to YOU! Why do I have to continually issue this type of warning? Les Jordan demonstrated some of that old spirit when, in spite of recent hospitalization for a serious ailment, when arranged motor transport failed to materialize, he joined our ranks to set an example for those members in better health sitting at home in front of the TV.

We were saddened to lose a so-recent member, David Watson, RFD RD ex-Surgeon Commander (Dental), a gentleman to the core who lost such a short battle with cancer, slipping away on 20th March.

Jim Kalmund continues to confuse us with a variety of engagements for bladder operation, kidney transplant and other ailments boggling the imagination. Len Baggott, a WW II veteran pilot and one of our older members at 83 years seniority, is a resident in the Freemasons' Nursing Home, while the ever-popular 'Tiger' Lyons administers the expertise of his calling from his headquarters in Northcote, as does Jim Ferguson from his quarters in Whittington. We always endeavour to keep members up to date with the condition of others with health problems, but are largely dependent on the input from those same members.

Once again, we are planning to hold our annual dinner at the Harbour View Motel, Hastings on the evening of Saturday 27th August, 2005, followed next morning by our annual Commemorative Service at St. Mark's chapel, HMAS 'Cerberus'. Approval has again been granted for attendees to partake of post-service refreshments in the Warrant Officers' and Senior Sailors' Mess and we hope to attract more of our membership on this occasion. Long term supporter and active Committee Member, Alan 'Happy' Clark, a young septuagenarian and wife, Beryl, celebrated their 50th wedding anniversary at St. Aidan's church hall, Carrum on Saturday 28th May. Beryl caused quite a stir, post-Anzac Day march, when she became separated from other members of our supporting Associates and did not appear at the post-march rendezvous for lunch until the passage of a worrying time gap. All's well that ends well!

As ever, our ladies again rose to the occasion to support the fund-raising efforts of a tireless Social Co-ordinator, Valda Christie, who had organized the large collection of 'goodies' to be raffled, benefiting the Division's financial status. Few appreciate the thankless tasks taken on board by Valda; nor will they until she relinquishes her voluntary duties.

Shutterbug, George Self was on hand again to record events,

his professionalism aptly displayed in the standard of accompanying photographs provided 'free gratis'. We were further honoured by the presence in our ranks of ex-Handler, Max Inwood, who had driven down from Queensland especially with wife Denyse. Max is depicted in Olympic sprint mode on the front cover of "Fly Boy", desperately trying to avoid a threatened mincing by my Sea Fury, which barely cleared the deck of HMAS 'Sydney' following a very late wave-off. Denyse joined the march with the 2nd/22nd, after which they again set course for home. Now that is dedication! I didn't even have the chance to buy him a salutary drink!

Our most recent meeting bestowed Honorary Membership on two notable past members of some distinction, Monsignor Frank 'Tiger' Lyons, who requires no introduction and one of our few WW II veteran pilots, Len Baggott, both of whom joined the Association in 1984. Congratulations and best wishes to them and may all southern shipmates survive the throes of winter.

Carry on!



Max Inwood, Ivor Jansz, Jim (junior) Davidson and Frank 'Tiger' Lyons ready for the march.



Ron Christie, Geoff Litchfield, John McCalister, Helen Scholes, John (Cal) Pain, Les Jordan, Warren Kemp, Allan Clark and Allan Perry—pre-mustering for the march



Clem Conlan, John Ikin, Rob Taylor, Ron Christie draw straws to propel Monsignor 'Tiger' Lyons during the march."

TASMANIAN DIVISION



News time again but as usual not much to offer. Anzac Day has come and gone and because our members are scattered around the state we march with our local Naval Association contingents. Les Kube informed me that Hobart had a very good turn out of members this year.

Bill Lowe (ex POAH) has had a spell in hospital with some leg problems, he is back at home again now and is responding well to treatment.

Lawrence O'Donnell is in and out of hospital and will be okay after treatment. His brother Leon says he has had a rough time lately but the doctors are on top of it now—we all send Lawrence our best wishes and hope for him and all the others that are ailing a speedy and full recovery.

Talking about hospitals, Doctors and medics in general etc. there are cases in Tasmania of specialists not accepting veterans' gold cards. This has come up on several occasions and it would be interesting to see if it has been happening in other states. Several reasons have been given and they are all fee related .(You are not on your own there Jake—Nowra had a boycott on veterans by several specialists recently but thank goodness the problem has been rectified . The government has increased their return rate on operations and I presume it is Australia wide so you should not have much more trouble there, good local MP — Ed)

We had our quarterly meeting yesterday (Sun 19th) and a good turn out too. Everyone bright and cheerful even though the day was rather cold , just a Tasmanian Winter. Our next meeting is on August 28th at the "Ravenswood 50 and over Club" in Launceston . Cheers for now , Matt (Jake) Jacobs

SOUTH AUSTRALIAN DIVISION



It falls to me as the newly appointed State Secretary to add the rambling's from our SA Division to the ever entertaining "Slipstream" magazine. Our Barry Lord has been drafted out to a remote posting, namely Alice Springs. Something to do with a phobia of some sort connected with seeing sea water. The posting is ideal I do believe. The recently held AGM has delivered up a slight change in executive positions apart from Barry Lord vacating the Secretaries position. Our President John Siebert has stood up to a heavy challenge to the position and won, well in fact, nobody wanted the job so it was defaulted to his pigeon hole. The Vice President goes to Des Reardon, Treasurer to Michael Cain, Secretary to me, Roger Harrison and the Social Secretary goes to Dinsley Cooper. The committee members are Ian Laidler, Jack Kreig, John Saywell and Ken Adams. I might have volunteered someone who on reading this, may get a surprise, but as the new Secretary I was too intent on listening to the chatter instead of writing it all down, so bear with me . Our ANZAC Day gathering was well supported as we rallied under the Association Banner for the 0930H step off. Our President, John Siebert in full uniform. led us off at the appropriate moment down North Terrace, around past the Boar War Memorial down hill to the saluting dais. I remember changing step only twice, not bad at all. We all would make the Base gunnery Officer weep as we shuffled along to the Memorial Gardens. Has anyone else noticed how large the crowds have become? Welcome back Grant Jesser for the days march, he kept in step at least. ANZAC Day lunch was organized by Dinsley at the Hampstead Hotel and was a success. The Association Banner was noticed to be tired and weary compared to the others around us, and so a replacement was put on the books for immediate action. A committee of Des Reardon and Roger Harrison was formed to get ideas pinched from other Divisions with some of our own input. Member Graham "Beatles" Bailey was with the Division on ANZAC Monday as was his wife Evelyn at the lunch gathering. By Wednesday she was taken off life support after suffering a major heart attack and died Thursday 28th April. This has shaken the whole Division. Our thoughts and support go out to Graham as he adjusts to the sudden loss of a

loved one.

While we are on this wave length, on Friday the 15th April, a Memorial Service was held at the State War Memorial, North Terrace, for those who perished in the Sea King tragedy. The Premier, Opposition Leader, Senior Naval Officer and various Heads of Departments laid wreaths and so too did we. Our wreath was laid by PO Leigh Dickie in full uniform of the day. Yet another Service where I struggle to keep a dry eye. Sunday 1st May we were again involved in a Navy Week Memorial Service at the Naval Memorial Gardens, North Adelaide. Good turn out and I was volunteered to place a colorful posy of fresh flowers on our plaque. Very formal and colorful gathering. Lunch and refreshments at the Adelaide Sub Section Clubrooms on completion.

Treasurer Michael Cain has offered his home for the next Association outing. Around the Birthday of the FAA in August. This coincides with an antique Fair in the Strathalbyn Township. Hope Kathleen has been informed. More details via Dinsley's next News Letter. Next Saturday morning, Ian Laidler and I are heading up to assist Dinsley with our Association sausage sizzle. Great chance to see how a sausage sizzle can sway a passing crowd to investigate an onion and sausage odour. Get past the few knuckle draggers and the crowd are quite pleasant to deal with. Confirms my faith in the continuation of the species. I do hope that other members of other Divisions have as many up's and down's as we do. Very important to appear to be the same as everyone else. Anyway, on behalf of this Division, we wish you all good health and good cheer. As quoted by Lewis Grizzard. Instead of getting married again, I'm going to find a woman I don't like and give her a house.

Roger Harrison. Hon. whipping boy.

Afghan women walk behind men for a reason

Barbara Walters of 20/20 (ABC Television) did a story on gender roles in Kabul, Afghanistan, several years before the Afghan conflict. She noted that women customarily walked five paces behind their husbands. She recently returned to Kabul and observed that women still walk behind their husbands. From Ms. Walters vantage point, despite the overthrow of the oppressive Taliban regime, the women now seemed to walk even further back behind their husbands and are happy to maintain the old custom.

Ms. Walters approached one of the Afghani women and asked, "Why do you now seem happy with the old custom you once tried so desperately to change?" The woman looked Ms. Walters straight in the eye and without hesitation, said, "Landmines!".....

The alert means any company that checks your credit knows your information was stolen, and they have to contact you by phone to authorise new Credit. By the time I was advised to do this, almost two weeks after the theft, all the damage had been done. There are records of all the credit checks initiated by the thieves' purchases, none of which I knew about before placing the alert. Since then, no additional damage has been done, and the thieves threw my wallet away. This weekend someone handed it in. It seems to have stopped them dead in their tracks. Now, here are the numbers you always need to contact when your wallet etc has been stolen:

1. Visa Card Australia 1800 621 199
2. Visa Card International 1800 450 346
3. Lost Travelers' Cheques 1800 127 477
4. MasterCard Australia (02) 9466 3700
5. MasterCard International 1800 120 113
 - ANZ FREECALL 1800 033 844
 - Bank West 131 718
 - Citibank 132 484
 - Tamworth Coles/Myer Source 2340 1300 306 397
 - Commonwealth 132 221
 - CUSCAL- MyCard 1300 135 538
 - GE Capital 1300 369 904
 - Members Equity 1300 654 998
 - National 132 265
 - St George 1800 028 208
 - Sydney Virgin 2000 1800 080 000
 - Westpac 1800 230 144
 - Woolworths Ezy Banking 137 288
6. Bankcard Australia (02) 9281 6633
7. Medicare 132 011
8. Centrelink Fraud 137 230
9. Seniors Card 1300 364 758
10. Passport 131 232

We pass along jokes on the Internet; we pass along just about everything, but if you are willing to pass this information along, it could really help someone.

A LAST FAREWELL

The Association records with regret the deaths of the following members, shipmates and friends:

POAH Roy FLEMMING
NAM(O) Ronald (Digger) WICKSON
11th Feb 2005 aged 70

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

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

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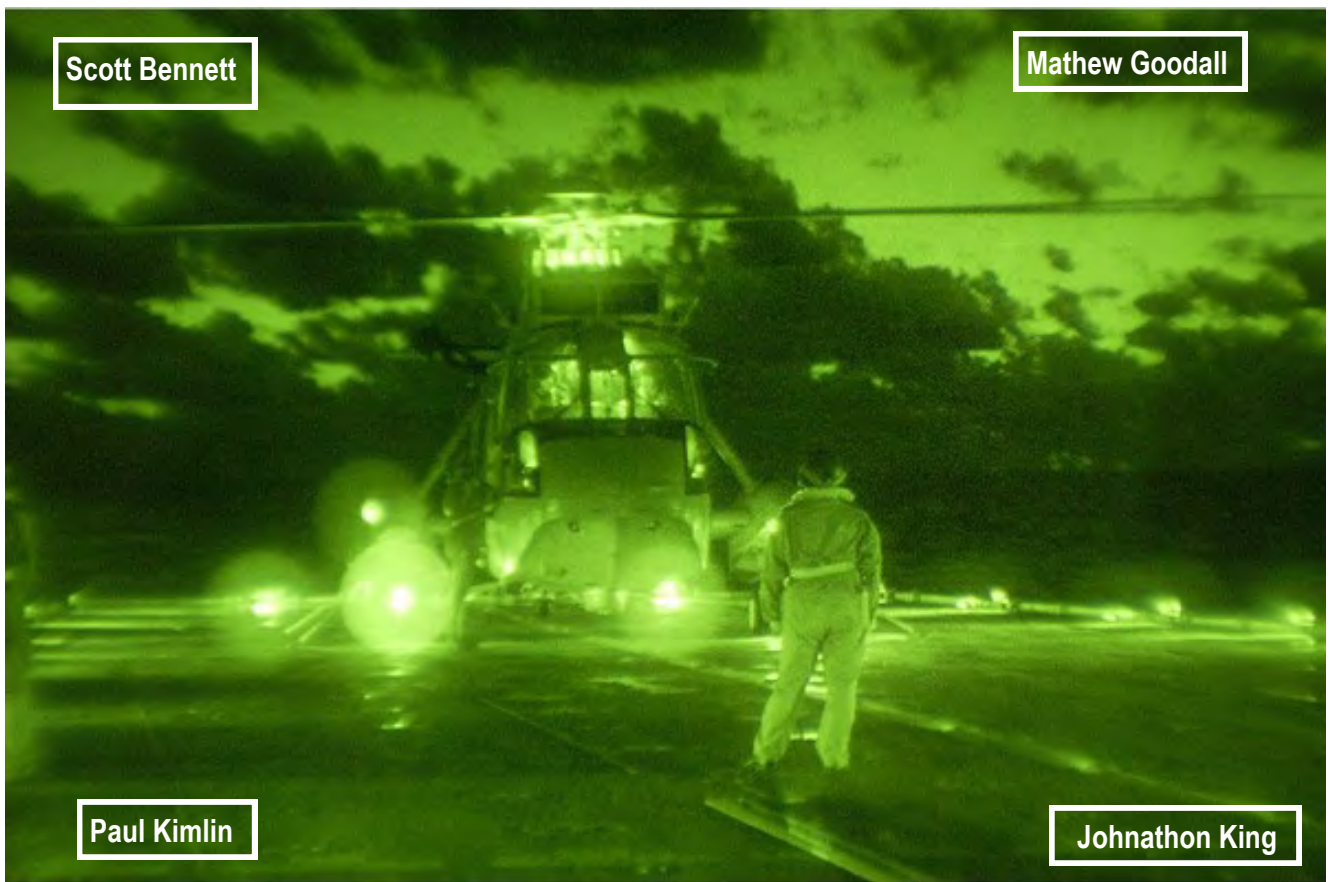
FLEET AIR ARM WALL of SERVICE

These are the plaques fitted to the wall and as each order is processed and plaques fitted they will be acknowledged in this column. Orders are placed with the foundry in groups of 50 so as to keep the price structure within reason and thus there may be some delay between you placing an order and the final end result . If anyone requires a copy of their plaque an electronic reproduction of the proof from the foundry can be obtained by contacting the NSW Division. The front page depicts the layout of the "Wall" with the plaques in position and the naming plate.

WISE G.N.

JENKINS A.N.
JENKINS H.C.
JENKINS T.A.R.
NEWBOLD B.N.
HENEGHAN M
KERR W.C.
MCDONALD T.H.
HOLSTEIN P.A.
ROBINSON P
CAMM K.W.
DOUGLAS R.S.
KELSON J.G.
DOUGLAS K.A. MBE
HOOGENBOOM G.W.
JENKINS R.C.
WESSEL F.J.
ADAMS A.P.
GREENUP J.P.
TAYLOR G.
COLLINGRIDGE D.
WALKER G.J.
WILLIS R.W.
RAMSDALE W.T.
BEASLEY G.I.
MOORE R.
ROBERTS D.A.
HATCHMAN E.J.
MACK M.S.
WILSON R.J.
KUHN E.M.
FARQHER C.F.E.
PUGH J.A.
FALKINER G.L.C
WHITTING K.M.G.
ANDREUS R.A.
DAVIES W.R.
LAIDLER I.T.
POWELL A.G.
HEGARTY K.
CLARK P.
HETHERINGTON J.
SHEATHER B.
BLUNDELL D.
LINK H.B.

FLEMING P.J.
WILLIAMS B.F.
KENDERDINE L.
RONALDSON W.L.
NEILSEN L.H.
BEARDSLEY G.A.
ELDRIDGE D.S.
McCLENAHAN R.J.
CAIN C.R.
POULTON C.C.
CATENICH R.
MORRITT R.V.
BARRATT M.M.
BIRD A.E.
WINTERS C.W.
HINE G.T.
LYNCH D.J.E.
WEIR P.M.
COOKE J.
O'KEEFE R.J.H.
SISSLING W.
SLACK K.H.
BROWN C.D.
HERMAN D.E.
SIMPSON B.E.
MOUNTAIN D.I.
WILLIAMS P.J.
HODGES E.K.
BLAIR M.M.
McCREANOR F.C.
DALGLIESH J.W.
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