

Slipstream

Established HMAS Albatross 1957



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

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FOREWORD



Due to timing problems associated with the printing of this issue of SLIPSTREAM I have been asked by the editor, at short notice, to write a foreword, and I am only too happy to oblige.

Looking back over 2005, one's thoughts immediately turn to the dreadful accident that occurred to the KANIMBLA Sea King (Shark 02) earlier in the year. It was a great tragedy and we, the members of the FAAAA, share with the families of those who lost their lives, the sorrow and heart-break that such accidents bring.

What also concerns me about the Sea King accident is the amount of mis-information that has appeared in the media.

I think it appropriate at this time to draw attention to the safety record of the RAN Fleet Air Arm and acknowledge the great improvements that have been made as the years have passed. The FAA officially formed in 1948 and in 1949 we had our first fatal crash. In the period 1950-59, a further 48 names were added to the Roll of Honour. In the 1960s, the number of deaths dropped to 14 and that included 5 lost in Vietnam. With 2 fatalities in the 1970s, only 1 in 1980 and 1 in the 1990 the FAA safety record is something to be admired, although even one fatal accident is one too many.

So the Sea King disaster comes as a great shock to us all. But we, and the general public, must never forget that flying is a profession that comes with risk, and in naval aviation the risk is even greater.

Those who died in Shark 02 were carrying out their duty knowing that the danger of a mishap was always present. They now take their place on the Roll of Honour alongside the many others who have made the supreme sacrifice in serving their country. For this we give our thanks.

Finally, at this time of the year, I take the opportunity to wish you and your families all the very best for Christmas and 2006.

Cdre Toz Dadswell AM RAN Rtd
Patron
Fleet Air Arm Association of Australia

“ The Museum”

The fate of our beloved structure and artifacts is becoming a bit clearer. Information provided to the National Forum at the AGM in October **seems** to show the intended fate for the 'AMoF'.

The Chairman of the Board, Neil Ralph outlined the proposed direction in the ongoing fate of the Museum. Our hopes are on high that in the not too distant future the Navy hopefully will take control of the Museum and include it under the banner of its Heritage Centre. The newly opened Centre in Garden Island focuses on Naval Heritage and the Museum fits naturally under this mantle as perhaps “The Naval Air Heritage Centre” or a similar name. The terminology 'Museum' seems to be shelved in favour of the more modern term 'Centre' as this moves away from the idea that the institution is old and musty rather it is a lively display of past heritage.

The Centre would come under the direct control of the Captain of 'Albatross' and have a uniform presence of some manner (RANR perhaps) to run the day to day operation. Overall direction would come from the Naval Heritage Centre in Sydney. At present there is a lot of work being done to finalize an inventory of the Museum's holdings and this is keeping 'Windy Geale' from getting bored. Good thing they have such things as computers and digital cameras these days as the task is immense and has to be completed to exacting standards to ensure all items are listed in their correct categories. It is too early to know what the final operation will comprise but a some what similar version to the existing format would seem the most likely with the displays reverting to a Naval theme. A feature that would no doubt please all of our members and even make the possibility of 'volunteers' being used once more to assist in the maintenance and up-keep of those beloved old aircraft. Time will tell but it certainly seems things are heading down the right track.

As it seems it will be part of the “The Naval Heritage Centre” in Garden Island it is worthy to mention this facility, situated on revered land in G.I. is the new heritage institution. An object of national significance dedicated to all those who have served, are serving and will serve in Australia's Navy. This has only been open since the 5th October this year but is certainly worth a visit if you are in Sydney with some time to spare. Access is either by GI or by Sydney Harbour Ferry.

EDITOR'S CORNER

The front cover on this issue belongs to a member who has given so many hours of his time to the Association in so many ways and we as a body applaud his efforts and have bestowed upon him, 'Life Membership'. He joins a very elite group who have been awarded this honour and although the mantle doesn't sit too comfortably on his shoulders we wouldn't have it any other way. Poor health in the last few years (a problem common to most of us) has forced his hand in relinquishing publishing Slipstream and also from completing the toilet roll list of tasks that Brenda has lined up for him at home. Thankfully he has regained some of his physical ability and at least is tearing off a few sheets from the roll as well as preparing their latest acquisition (an 'A- Van) for a series of jaunts to country areas that they have been wanting to see for years.

The new 4 wheel drive in front and off they go - not sure what will happen to the menagerie but no doubt a good Samaritan will offer some food to them for the necessary time. We wish them 'God Speed'.

Many thanks to those members who have supplied articles for the magazine, people often remark that certain branches seem to get more coverage than others. My reply to that is always the same , “ It must be that those who supply the articles come from those branches”. One sure way to get your definition presented is to relay some of your experiences and then the Editor will have a larger supply to select from and that way he can present a more balanced presentation.

The system seems to work in somewhat of a peculiar manner as there always seems to be one branch that tends to supply articles this time and the next time up it will be mainly from some completely different source so this being the case I try and carry over some articles to the next or even the magazine after

NEXT DEADLINE - 28th February 2006

It does not upset the 'applecart' if the submissions arrive early.

LETTERS

Ed,

Thanks for another great issue of Slipstream. I feel compelled to write in reply to Fred Lane, with regard to his claim to be a member of the first class of direct entry recruits into the RAN Aviation Branch, see Slipstream Volume 16 Number 3 November 2005 at page 5. The first entry recruit classes to the RAN Aviation Branch were classes A1 and A2. These classes were a composite group and joined Cerberus 23rd October 1947. The classes consisted of 14 recruit Naval Airman all became Air mechanics Ordnance (I was one), approximately 16 recruit Skilled Air Mechanics, and I think 3 recruit Aircraft Artificers. Included in these classes for recruit training were, 1 recruit Electrical Artificer and, two Bandsmen. One was later to become a Blacksmith, who became well know to many in the Fleet Air Arm, Earl (Blackie) Dowson. All of the recruits to the Naval Aviation Branch sailed for training in the United Kingdom in the SS Largs Bay late in January 1948. Look forward to each issue of Slipstream, keep up the good work mate.

Yours sincerely

Ian Ferguson

Ed,

In reply to 'Old Bones Parsons' regarding his crime and the fairness of the military justice system I offer the following.

I knew both Jim and 'X' in their youth and I am sure that I have the facts right. It would appear that the heady atmosphere of Sydney, the "Sodom and Gomorrah" of the Southern Hemisphere was just too much for Jim. Let's face it the sudden experience with the crowds, trams, Chinese cafes, hard liquor and soft girls would throw any young lad brought up on a West Australian dairy farm.

'X', a sophisticated and responsible man endeavoured to steer the young Jim to the YMCA but to no avail. Finally 'X' was obliged to accompany Jim lest he commit solecisms and bring disgrace upon his Service. 'X' being the elder and more conscientious of the pair pleaded with the wayward young Parsons to return to 'Albatross' and after days he reluctantly complied.

The subsequent appearance before the Captain was a miscarriage of Military Justice in that 'X' was awarded the same punishment as the principal male factor in the saga, Jim Parsons. That was his reward for returning a mate to the straight and narrow path of

duty and righteousness.

If published, the suppression of the name of 'X' would serve to protect the innocent lest this story is seen as a 'stand-up.

“ X “

Dear Ed,

I note that in many of the Divisional Reports, there are complaints regarding the numbers of the 'Old Stagers' declining, but there are very few replacements from the later members of the FAA taking their place. I may be wrong, but I have the feeling that the progressive "civilisation" of the Defence Forces has a lot to do with it. This is not new as it seemed to me to start back in the 60's, when the powers to be (civilians) at Navy Office (DTNS I think) complained that they could not rationalise the results of Trainees of General Service Branches with the results of the FAA Trainees. This was because the General Service Trainees Pass Mark was 50% whereas the FAA Trainees had to achieve 65% in order to pass and this led to confusion with the recording of exam results, and possibly time gained.

I was at the Training School at the time, and we were given the task of sorting this problem out. We worked out the correction system by simply taking the FAA mark of 65% and calling it 50%, and with all marks over 65% we corrected them upwards by multiplying them by 50/30 or 10/7, and adding the two results together. This was done for reporting purposes and seemed to satisfy those concerned.

This was followed a few years later by what I think was the greatest insult to the 'Birdie Branch' possible. The FAA personnel, lost the title of Naval Airman and became Seamen, thus becoming just another bunch of sailors, and our 'eliteness' had gone. Even greenies lost the Air before their rate.

The ordinary FAA sailor joined as a Recruit Naval Airman – we even had an "A" prefix to our Service Number and did our recruit training at HMAS Cerebus, where we had to pass out on seamanship because as Mr 'Tid' Carter, Commissioned Bos'n, said "firstly, son, you are in the Navy, and are primarily a Sailor". This was followed by Recruit School at Albatross, when numbers were sufficient to start a full Recruit Class. Here we covered all subjects pertaining to the FAA, such as Airframes, Engines, Ordnance, Phot, Met, Aircraft Handling and Safety Equipment. (All Greenies did their 'Q' courses at Cerebus.) If you came top of the class, you had your pick of branch as long as there

were vacancies. The remainder were categorised, so it was said by their results in the various subjects. Having passed out from Recruit School, we were rated as Naval Airman Class 2 and when numbers were sufficient, we commenced our follow-up training. We retained the rating of NA2 until the period of 2 years from the date of entry had elapsed, and we had a right arm rate, at the time we were rated as NA1's, and this was the biggest pay rise at any time. Some had to wait for the rate of NA1 because of insufficient numbers to start a qualifying course and complete it successfully within the prescribed time. Those affected that way were back dated on qualifying, so they didn't dip out on pay. After all of this, normal advancement followed through to Kellick, PO etc.

Harking back to having to pass out at Cerberus on Seamanship, I recall an incident when I was a CPO on the PTA Unit and we were embarked on one of the Type 12 Frigates, later referred to as D.E.'s, and Leo 'Fury' Kirkman, an NAAH at the time, came to me and told me that he had just finished teaching a Leading Seaman how to tie a Bowline. And this was due to what was termed progress?

Don Roberts.
(Always a Birdie, never a civvy)

Ed,

There seems to be a lot of confusion regarding the "Pingat Jasa Malaysia Medal". Even our NSW President in last issue of Slipstream complained he was unable to clear up details regarding entitlement etc. He is not alone of course as just about everyone I have bumped into lately had a whinge about this "gong". Some mouthing off about Veteran's Affairs and others laying the blame for being knocked back firmly at John Howard's doorstep.

Firstly if you visit the very excellent web site of The Naval Association of Australia you will find full details of the medal including a coloured illustration, eligibility and an application form. Simply log on to WWW.navalassoc.org.au and there it all is.

For those who somehow feel they are being deprived by the Australian authorities the medal and the eligibility have been laid down by the Government of Malaysia. The Australian Defence Department (Directorate of Honours and Awards) will receive the applications and verify the applicants service in accordance with the Malaysian requirements.

Eligibility rules for the PJM are quite complex but briefly service in the prescribed areas must be between 31st August 1957 and 31st December 1966 and amount to 90 days or more. Certain service is classed as secondary roles and days spent are classed as half a day. Operations conducted into the areas designated from outside the area (e.g. air strikes, gunnery) don't count. Greg Wise's concern that the stuff up with squadron electronic records as detailed by Leo Burggraaff could be a factor in

applicants being denied this medal doesn't apply as the cut off date is 31st December 1966.

I suggest those interested peruse the Naval Association web site and send an application in but frankly I doubt if many will qualify as 90 days in the prescribed areas will be hard to accrue except perhaps for those who served on the destroyers attached to the FES for more lengthy periods. Don't expect a quick reply to your application, I lodged mine on 9th April 2005, received notice that it had been received 27 April 2005 to state I would be advised when assessment of eligibility is complete. I have two HMAS Melbourne trips and a 7 month HMAS Warramunga deployment during the required period so may qualify. To those that miss out I can only say "stiff s--t", rules are rules.

I had five drafts to Albatross and two to Melbourne, over 8 years of my 21 with the "birdies" but under the rules can't apply for a Wall of Service plaque. Like I said "Stiff s--t."

"Chips" Gray.



Sunday 17th Feb 1957,
Albion Park Airfield.

"Lieut. J.P. van Gelder watches Petty Officer Saunders fit rockets to his Fairey Firefly at the Albion Park Air Display last Sunday, when aircraft from HMAS Albatross gave many exhibitions of flying. Leading Air Mechanic McPherson is standing on the wing of the Firefly to close the canopy."

I hope Frank had a good grip as the canopy wasn't closed until the aircraft was airborne and doing 110 – 120 kts.

J. VanG

Good to see an 'oldie' return to the membership list

Dear Ed,

Ref my article in the last issue regarding "Observers 1949 Vintage", my apologies to "Taff Morris". I somehow omitted him, it must be due to 'old age',

Best wishes, K'Dine

The "MEDAL " has certainly been a hot topic of conversation from the moment it was promulgated. I have received more regarding it and some update to a particular inquiry about it that may be of use to a lot of you. I will bet any money you like that most members of Parliament know a fair bit about this matter as most would have had representation from constituents on the matter.

Ed

Bob Proud applied and received a fairly standard knock back and pursued the matter via his local member, Margaret May MP - Federal Member for McPherson. She took the matter to the Minister for Veterans' Affairs, De-Anne Kelly BE MP who in turn related back the detailed requirements from the Defence Minister for Malaysia. This in itself was five pages (A4) long and said a lot about what the medal was , what it looks like and a fair bit of other information and included in that info was the qualifications for awarding the Medal.

To a layman like myself it seemed very simple and took up eleven lines of text in the five pages.

Quote:

"Qualification

The Medal can be awarded to any entity from the **Peacekeeping Group (Armed forces, Semi Armed Forces, Police and Security Civilian Staff)** from the **communion countries** either **man or woman** whoever been **service in Malay Peninsular or Malaysia for the period from 31 August 1957 to 12 August 1966**, either or service with or attached to any of the Armed Forces or security organization group, which directly involve demonstrated endowed with service, sense of duty, chivalry and gallantry for **3 month or more** ; or who had served indirectly **not less than 6 month or more in any security organization during the time period**; or throughout in the service despite yet to fulfill the period predetermined , **killed, wounded or disable due to performing tasks against the enemy** and in upholding this country sovereignty in the stated duration , can be considered to be awarded the **Pingat Jasa Malaysia.**"

Un-Quote

I obviously missed something somewhere as in the letter from De-Anne Kelly BE MP, she refers to the eligibility criteria which specifically relates to the concerns of the Far East Strategic Reserve and

these are detailed and are again added to by the ' Mohr Review' which looked at service anomalies that might, among other things, impact on recognition under the Imperial and Australian Honours and awards system.

What looked fairly simple in the Malaysian letter suddenly got very involved and to the anguish of a lot of Fleet Air Arm personnel became almost a non event.

Surprise, surprise, surprise !

Ron Jenkins who a lot will know hates giving up on what seems lost causes is not happy about the letter he got back from ministerial avenues and decided to go down another avenue. He corresponded with the Malaysian Ambassador direct and also sent copies to relevant Australian Authorities and after some to and fro of mail between the parties further discussion provided the following letter this week.

Quote:

Directorate of Honours and Awards
Dept of Defence

Mr. R C Jenkins,

I refer to our letter of 16 June 2005 advising you of your ineligibility for the award of the *Pingat Jasa Malaysia Medal*.

I am pleased to inform you that due to a re-assessment of your Far Eastern Strategic Reserve Service in Singapore, you are now eligible for the *Pingat Jasa Malaysia Medal*. I apologies for any inconvenience this administrative oversight may have caused.

The Malaysian Embassy will contact you at a later date for presentation requirements,

Yours sincerely

Irene Wilson

Director of Honours and Awards

28 October 2005

Un-Quote

Looks like Ron must have gone back and served some more time somewhere or else his medal from the " Malaysian Embassy " may be different to the others. Are all those eligible going to get them presented by the Embassy ?

We will keep you informed of any further news on this front as it comes to hand



Where are they now ?

BACK FROM THE STATES 1967



Vaughan Herron and his 'amigo' Grant Ferguson with some mementos



Arthur Sharland with wife Laurel, and children Julie and Peter



CEA W Dave Rice and wife arrived at Mascot with their 12 day-old son Anthony unaware of the the excitement created by the arrival. Other family members are John, Steven, Paul, Phillip, Mark and Margaret



Angela Stewart with Jack And their two children John and Margaret

Training over, some of the RAN personnel returned from the USA on March 18 and received a warm welcome at Mascot. The men who were accompanied by their families had been receiving training in maintenance of the Skyhawk and Tracker aircraft recently purchased by the RAN to replace the Sea Venom and Gannet aircraft. Leave over they will resume their duties at HMAS Albatross

Extract from "NAVY NEWS" 1967

*THE ROYAL AUSTRALIAN NAVY***DOUGLAS C47 DAKOTAS.**

For those who lived through the late 1930s and through the 40s, 50s, 60s and probably even today the mention of the Douglas DC3 is synonymous with flying and air transport. Incredibly, even today television advertising tells us that we can have a "luxury" tour over Sydney in a Dakota! For pilots who were fortunate to fly the aircraft it was more than just another aircraft, it became almost a way of life.

After about four years of successful airline service with the DC2 followed by the DC3 and with the rapid approach of war the American armed services looked for a new reliable and robust transport aircraft. Modifications to the DC3 to suit it for military service was relatively simple. Some strengthening in the rear fuselage area, larger doors for cargo handling, an astrodome and uprated engines were basically all that was needed. In this way the military version of the aircraft was borne and became known as the C47. Referred to as the Douglas Skytrain by the Americans and the Dakota when they entered service in the British and Commonwealth services. In total, about 13,000 were built.

The longevity of the DC3s and C47s was due, no doubt, to an extremely sound and aesthetically pleasing design and of particular significance the inherent strength of the multi spar wing construction. The visual appearance of the Dakota seemed to inspire confidence.

The RAN operated four ex RAAF Dakotas from HMAS Albatross between 1950 and the mid 1970s. Two were in service when I was invited to take more than just a casual interest in the aircraft in early 1957. The two aircraft were A65-43 and A65-23 with side numbers 800 and 801 respectively. The last two Dakotas transferred from the RAAF to the RAN were A65-90 and A65-123 and flown from RAAF Base East Sale to Nowra in February, 1968. Their side numbers were 802 and 803 and I had the honour to deliver both aircraft from East Sale to Nowra.

In January, 1957 I was enjoying myself flying Fireflys and Sea Furys from HMAS Albatross when I was bidden by the Director of Officers Appointments to take myself off to the RAAF Central Flying School at RAAF Base East Sale for a conversion course on Dakotas. This came as a complete surprise to me, but never one to disobey a direct order I travelled south and delivered myself unto the tender mercies of one Flight Lieutenant Robert "Snow" Joske to be instructed in the intricacies of the legendary Dakota. "Snow" Joske was an A1 category Qualified Flying Instructor and, perhaps, the most professional flying instructor I have ever known. Incidentally, Group Captain Joske RAAF (Rtd) is a good friend of mine to this day.

Two weeks concentrated flying the Dakota taught me many things I had not appreciated when flying single engine aircraft. That was how to fly a twin engine aircraft

one engine! It was very rarely in a training flight that one engine didn't "accidentally" fail because the instructor had surreptitiously turned off the fuel to an engine, and one found oneself like a one armed paper hanger trying to keep the aircraft flying with one hand and rectify the problem with the other whilst at the same time trying to complete a complex instrument homing or approach procedure.

In any flying training programme simply taking off and landing the aircraft and basic manoeuvres are the easy part. Where flying training is most important is in teaching the pilot how to overcome problems when things don't go according to plan. That is the critical time when an emergency happens. If a military pilot does not concentrate every second he is in the air thinking about what may happen to his aircraft if unexpected things happen he is likely to die. Since Dakotas were designed as a transport aircraft there was a fundamental requirement to fly them over relatively long distances in all but extreme weather conditions. For this reason Dakotas were fitted with de-icing equipment on the wings, propellers and windscreens. Additionally, the two RAN Dakotas, which were originally equipped only with radio compasses as a navigation aid, were upgraded in 1956/57 with Visual Aural Range (VAR) combined with Instrument Landing System (ILS) instrumentation. The addition of this equipment meant that the aircraft could now operate safely in the Civil Air Routes and could be flown into major civil airports in inclement or low cloud weather conditions. This also meant much more instrument flying practice and the need to become proficient in civil instrument approach procedures for the naval pilot. A type of flying in which he had very little previous experience.

The cockpit design and layout was interesting in itself and probably set a pattern for all future transport aircraft. American aircraft designers were a long way ahead of their counterparts on the other side of the Atlantic when it came to user friendly cockpits for pilots. The cockpits were generally spacious and the layout of the instrumentation logical and came easily to hand. By modern standards the Dakota cockpit was fairly primitive but functional. The one outstanding piece of equipment fitted was the automatic pilot. This was robust and reliable and a great comfort to have on a long trip.

The aircraft was designed to operate with two pilots, the aircraft captain in the left hand seat and co-pilot in the right, however, it could be flown without difficulty by one pilot. This was a good thing because with so few RAN pilots qualified on the Dakota during the 1950s and 60s it was usual practice to have an unqualified pilot sitting in the right hand seat. Once I became a Qualified Flying Instructor this usually meant that almost every flight became a training flight for the co-pilot! I recall putting this procedure into practice one afternoon flying south from RAAF Base, Townsville, trying to convert the co-pilot to the old Dakota in my best flying instructor technique. Little did I know for

some time that our transmit button was inadvertently switched on and I was unwittingly giving a flying lesson to any pilot on the Queensland air radio frequency! In any event, I must have impressed my co-pilot since he later became a senior check captain with Qantas.

Everyone seems to assume that the Dakota was a good safe reliable aircraft. Basically this was so but if one was not very careful under some circumstances the old darling could react very badly. One such circumstance was landing in a high cross wind. The Dakota could cope fairly well with a cross wind component of up to 13 knots, approaching that component and beyond became a little tricky.

At HMAS Albatross Saturday 9th June, 1962, was a clear, cold winters day with a very strong westerly wind blowing. Mid afternoon I received a phone call from Commander Air, the late Jim Bailey asking if had had a drink. Assuring him that I had not he directed me to meet him at the Squadron (724) from whence we were to proceed to the South Coast regional airport of Merimbula in order to airlift a fourteen year old boy suffering from an accidental gunshot wound to the chest to Sydney for hospital surgery. With Jim in the right hand seat (and unqualified on the aircraft) we set off for Merimbula in some of the worst turbulence I had ever experienced. The airport at Merimbula had a single runway running roughly north and south and with almost a gale from the west the prospects of a nice neat landing appeared somewhat grim. In the event a landing was achieved, although, it could have been better described as an arrival.

With our young patient loaded on board and made as comfortable as possible and also attended by a nursing sister who had never been in an aircraft before we took off for Sydney. To ensure as much comfort as possible for the patient we flew about twenty miles out to sea to avoid the turbulence. On arrival at Sydney at 1800 I was fairly convinced that our good nurse was probably in worse shape than the patient after her first flight! However, we were met by an ambulance and a medical team and also the press. Needless to say next day one of the Sunday papers ran a story and photograph of our Dakota on arrival at Sydney and saying how well the **RAAF** had executed the medical mercy flight. No wonder HMAS Melbourne was not replaced.

The two RAN Dakotas, A65-23 and A65-43, were configured internally as flying classrooms for Observer training. The aircraft were equipped with ASV 19B radar, the set fitted to the Fairey Gannet. The radar scanner/aerial was located adjacent to the cargo doors and surrounded by a guard rail. In operation the scanner was lowered electrically in its radome, which was about three feet in diameter, and protruded below the aircraft fuselage by about four feet (from memory). Naturally, the radome could not be lowered with the aircraft on the ground as there was insufficient clearance. One sunny afternoon we were returning to Albatross after a successful radar exercise with a class of observer trainees when I was quietly advised by the

observer instructor, the irrepressible Lieutenant Arthur "Slug" Whitton, that he was unable to retract the radome. As I did not fancy landing the aircraft with the radome down and tearing or wearing it off on the runway with the attendant risk of fire I sought a conference with "Slug" in the vicinity of the reluctant radome. Mustering all the electrical knowledge we had between us, which amounted to very little, we came to the conclusion that if we could bridge the gap between two obvious electrical contact points "something might happen". With this course of action agreed upon "Slug" wrapped a pair of navigation dividers in the nearest available Mae West and jammed the divider points onto the two electrical contact points, which were perhaps two inches apart. The results were instantaneous. Three distinct things happened. There was a blinding blue flash of electrical energy, the navigation dividers melted and burnt the Mae West and Lo and behold the radome retracted into the housed position for landing! Flushed with success and having convinced our observer trainees that we were virtually supermen we retired to the cockpit for the circuit entry and landing. Intentionally leaving the door open between cockpit and main cabin I sat "Slug" in the co-pilots seat and directed him to place his left hand on the throttles and pitch levers. In this manner we landed the aircraft and almost convinced our observer trainees that observers can do anything a pilot can do! Occasionally one can have some fun in the air, particularly in an aircraft such as the Dakota. The safe and reliable old Dakota could become a bit of a handful if things did not go according to plan. In Hobart the 26th October, 1962, the weather was superb with bright sunshine, warm temperature and virtually no wind. We had flown from Nowra to Hobart the previous day for the purpose of returning a few of our maintenance personnel and their equipment to Nowra after they had attended to servicing some Sea Venoms in Hobart.

Take off conditions shortly after midday on the northern runway at Cambridge airport were ideal. No other air traffic in the area, a gentle breeze, and the Derwent River beyond the runway looking like a millpond, although, the Dakota, A65-43, was fairly heavy. With my perennial unqualified co-pilot Jim Bailey in the right hand seat and all pre-flight checks completed we were cleared for take off. It should be pointed out at this stage that there are two significant speeds to be considered during the take off and initial climb procedure for multi engine aircraft. The first speed is the Critical Speed, which occurs at about 67 knots for the Dakota when the wheels just leave the runway and the aircraft becomes airborne. The second speed, known as the Safety Speed occurs at about 92 knots. The significance of these two speeds is that if complete power is lost on one engine before reaching the Safety Speed the aircraft will not climb and is unlikely to remain airborne. Above that speed the aircraft should maintain height flying on one engine. Obviously, total weight of the aircraft in these situations is a vital factor.

The take off run was quite normal and as the aircraft lifted off the runway action was initiated to retract the undercarriage. When only a few feet off the runway, with the air-speed perhaps a little over 70 knots, the port engine fire warning light came on.

Let me assure you, there is no mistaking a fire warning light in an aircraft, it is a brilliant red light which sears itself into ones brain with the simple message "... Do something **NOW!**..." With an engine fire the first action should be to cut off the fuel supply and subsequently activate the fire extinguisher(s)

In this situation the correct, and possibly safest procedure, would have been to shut off the fuel to the port engine, fire the extinguisher and ditch the aircraft off the end of the runway into the Derwent River. Although, this course of action was contemplated for a split second I then considered that I was not dressed for the occasion, I had no desire to take a Dakota swimming with me and furthermore I did not think it was my prerogative to force a swim on my passengers without their consent. Oh yes!!! In the event I took a course of action for which I could be justifiably criticised but fortunately for all concerned it turned out well.

The immediate action was to reduce power on the port engine but maintain sufficient power to attain at least Safety Speed. I could see no flame around the engine and the observer, Lieutenant Bob Bloffwitch, at my behest could see neither smoke nor flame coming from the trailing edge of the port wing. On reaching about 300 feet I initiated a tight right hand circuit with the port engine almost back to idling power (under the circumstances it may have been needed again on the approach) and landed the aircraft back on the runway from whence we had just come, at the same time turning off fuel to the port engine.

On shutting everything down on the runway (no other air traffic) the source of the problem was simple to find. In the port engine bay a bolt had sheared and allowed the bottom segment of the exhaust manifold to drop between six and twelve inches. Fortunately it did not fall out of the aircraft but jammed itself into the engine nacelle. The effect of all this was that exhaust flames were pouring into the engine bay initiating the fire warning system. On the downside we were rather lucky as the flames were starting to burn the hydraulic lines that actuate the engine cooling gills. Within an hour the problem had been rectified and we were airborne again on our way to Nowra.

As I have said many times the Dakota was not just an aeroplane; for a pilot it was a way of life and an enjoyable one at that.

J.P. van Gelder
Commander RAN (Rtd)

Observations from a not-too neutral source?

'Aviators'

Naval Aviator:

On a carrier, the Naval Aviator looks over at the Catapult Officer ("Shooter") who gives the run up engines signal by rotating his finger above his head. The pilot pushes the throttle forward, verifies all flight controls are operational, checks all gauges, and gives the Cat officer a brisk salute, continuing the Navy / Marine tradition of asking permission to leave the ship. The Cat officer drops to one knee while swooping his arm forward and pointing down deck, granting that permission. The pilot is immediately catapulted and becomes airborne.

Air Force Pilot:

We've all seen Air Force pilots at the air force base look up just before taxiing for takeoff and the ground crew waits until the pilot's thumb is sticking straight up. The crew chief then confirms that he sees the thumb, salutes, and the Air Force pilot then takes off. This time-tested tradition is the last link in the Air Force safety net to confirm that the pilot does not have his thumb up his ass.

Army Aviator:

If you've ever seen an Army helicopter pilot preparing for takeoff, you will note that the pilot gives the ground guy a thumbs up before he is given hover and takeoff signals. There are two theories about the origin of this gesture. One is that it is to show that the pilot has identified which of his fingers is the thumb so that he will be able to properly operate his controls. The most compelling theory says that this is to show the ground crewman that the pilot indeed knows which direction is up.

Toz



Forecastle HMAS Melbourne - Manilla Bay -

'swapping liquids'

'Spike' Jones gets some San Miguel for some of the red stuff, what some people will do for a drink.

BIRDS FROM THE SAME NEST



BRIAN SHELDON CARROLL :

The 20th October 1949 saw the start of a naval career when Brian joined the Royal Australian Navy as a Recruit Naval Airman and proceeded to HMAS Cerebus to complete his recruit training. Completion of this onerous task saw him proceed to HMAS Albatross where he completed his basic naval Airman training and was then selected to become a member of the Safety Equipment branch.

Training completed, new branch rates on the shirts and it was off to the 20th CAG and sea-time on HMAS Sydney. A spell at RAAF Richmond repairing Naval Parachutes and thence to HMAS Vengeance and off to the United Kingdom with 817 Squadron. HMS Seahawk was the holding arena for the crew ready for commissioning HMAS Melbourne the RAN's new aircraft carrier. The maiden voyage bringing with it the new era of jet aircraft for the Navy.

Postings, promotion courses and promotions saw his service life unfold before him and found him completing his service life as a Warrant Officer, taking his discharge in 1977.

Living all his service life in the Nowra area it seemed almost a formality that both his wife Frankie and he would remain in the area. He entered the travel industry (well qualified that's for sure) and continued for a number of years organizing holidays and trips for all and sundry to the far off places he knew so well. Tiring of this and needing a change he was once again tempted to the confines of HMAS Albatross. Firstly as a civilian working for the Dep. of the Navy and then after the maintenance was transferred to civilian contractors, British Aerospace offered him a position as the civilian manager of the Safety Equipment Section. The wheel had turned the full circle and he remained in that position until 1997 when he 'bundied -on' for the last time and the two of them still reside in the local area and now it's a game of bowls that takes up most of his time.



COLIN WILLIAM CARROLL :

The younger of the two brothers saw Colin present himself to HMAS Cerebus for his initiation into service life on the 3rd May 1951. Nothing having changed he still had to complete his 12 weeks of dress and then proceed to HMAS Albatross as a Recruit Naval Airman in the footsteps of his brother. Basic training here saw him allocated to the engineering branch as an Airframe Mechanic., this subsequently turning to Airframe / Engines when the two separate branches combined.

Not a branch that was renowned for long stints at sea, Colin saw sea-time on HMAS Vengeance, HMAS Melbourne and was posted to numerous squadrons. He served for two years at HMAS Nirimba as an Instructor and also spent two years "Up the River" carefully looking after 'inmates' at Holdsworthy Detention Barracks. Life at sea took a different turn when he joined HMAS Sydney (the 'Vung Tau Ferry) transporting Army service personnel and their stores to Vietnam and back.

Service life was terminated in November 1975 and saw him turn to the Fire protection industry in the local area. He became a resident of Greenwell Point and spent almost all his time as a traveler for a firm from Wollongong. Lawn bowls attracted him and he and his partner enjoyed the company and goodwill at the local club. His health had deteriorated and he was forced to retire completely, he sustained a long battle with cancer and succumbed to it on the 25th October 2000.

"Whoever said the pen is mightier than the sword obviously never encountered automatic weapons."

- General MacArthur

Still Missing ??

Anne & I have arrived in 'Westralia', have purchased a cottage, and are in the throes of the Naturalization process. After immigration clearance & money change we feel we can live comfortable enough here. Have not socialized yet, but have reported to WO Bob Gilmour at the Rockingham RSL. I add some comments on the matter of records, will be in touch again later,

Yours aye,

Greg (Skinhead) Kelson

Dear Ed,

Noted with interest the observations / recommendations as written by Leo Burggraaff (Vol 16 #3 2005, p24) about the efficiency of record keeping (specially) during the changeover to the Electronic Database.

I, to a certain extent suffered / experienced loss of records at that time. I would suggest each service person to keep their own journal of important details of their service. I had to resort to Archival Pay & Accounts department to verify payments to prove
(a) that I had NOT paid off, DEE, breaking my continuous service,
(b) that by payments of SGA & HDA etc. that I had been to sea,
(c) and to verify Medal Application & proof of issue.

Sometime ago I penned, in my opinion, an humorous letter, 'Chronological Comedy', (though no comments from the Masters in Canberra), typifying my (non) Service. Apart from the fact I was confirmed NA2 three months before I enlisted, that was the start of my record, because all documentation I have confirmed that I qualified for nothing, did nothing, went nowhere and took 23 years doing it.....

Maybe this could make entertaining reading in a later issue.

J.G.K

Skinhead.....

Some catchy Anagrams : (When you rearrange the letters even better)

SNOOZE ALARMS: **ALAS! NO MORE Z 'S**
A DECIMAL POINT: **I'M A DOT IN PLACE**
THE EARTHQUAKES : **THAT QUEER SHAKE**
ELEVEN PLUS TWO: **TWELVE PLUS ONE**
SLOT MACHINES: **CASH LOST IN ME**
THE MORSE CODE: **HERE COME DOTS**
THE EYES: **THEY SEE**
PRESIDENT CLINTON OF THE USA: **TO COPU-LATE HE FINDS INTERNS**

Ed,

Your very interesting journal is passed on to me by a 'Birdie' mate as I am the editor of the RAN Band Association newsletter published quarterly.

I was disappointed to read the Victorian Division report by Geoff Litchfield, in particular his comments regarding HMAS Cerberus being the home of the RAN's School of Music who were not able to provide a bugler for a wreath-laying ceremony, and that at the dedication of the Fleet Air Arm Plaque in Canberra, only an Army bugler was available.

I might remind Geoff that the RAN has not had a School of Music for 21 years since the School at Cerberus closed in December 1984.

All musical training has been conducted since then at the Defence Force School of Music, Watsonia Victoria under the stewardship of the Army.

Navy has only two Permanent Bands (in Sydney and Cerberus) unlike Geoff's time when we had five (Penguin, Albatross, HMAS Melbourne, HMAS Sydney and Cerberus), so the availability of even a bugler is rare.

During the FESR reunion in Melbourne, the RAN Band (Cerberus) was in the middle of mid-winter leave, which I think Geoff would agree, they are entitled to.

As with most of the Defence Force, the RAN Band is trying to do 'more with less', to the point where a small 8 piece band is now deployed in ships travelling overseas, whereas in Geoff's time we had a band of 20-25 musicians on board HMAS Melbourne.

It's not a matter of 'offering more money to the Navy's School of Music' as Geoff puts it.

There aren't enough musicians to go around.

All the best to the Birdies I worked with on the flight deck of Melbourne in 1961 when Handlers were in short supply. Maybe one of them could learn the bugle?

Jim Hawkins
National Secretary
RAN Band Association
80 Ballina Rd
Goonellabah NSW 2480
(02) 6625 2689

Having seen the performances of the current band recently (twice in 2 days) I can assure Jim that lack of numbers have not deteriorated their ability - only difference between then and now are the shape of some of the band members. Bet they wouldn't have used them for "aircraft handlers" in your days Jim.

Ed

"The Piper Cub is the safest airplane in the world; it can just barely kill you."

- Attributed to Max Stanley (Northrop test pilot)

"Weather forecasts are horoscopes with numbers."

Some local history for Nowra NAA

State Vice- President, Mr J Whiteman presenting Stwd Dennis Maslem with his membership badge



The White Ensign Club in Nowra was packed on the night of the 17 th February 1967 when the 'Nowra Sub Branch' of the Naval Association of Australia was formed.

Lt Cdr Harold Kent RAN (ret) was elected the first President of the sub branch and accepted the "Charter" from the State President Mr. H Batt (Central Coast sub-section). Mr Batt said formation of the sub-branch was another step in the growing strength of the Association.

In accepting the 'Charter', Lt Cdr Kent said he felt that there was tremendous potential for the sub-branch in the Nowra district. He thought that within 6 months it would be the largest sub-branch in the State as the Constitution provided for membership by serving personnel as well as those who had left the Navy.

Formation of the branch is expected to be of great benefit to many serving and former members of the association who are living in the district.

Other officials that were elected on the night are as follows:

Vice - Presidents : J Cunneen and J H Deneahey

Secretary : C Higgins

Treasurer : K Earl-Oxley

General Committee : A Brailie , M Eddy , CPO Groome , L J Burness , R Ridgeway , R Hotchin , PO Brailey

Notwithstanding the thoughts of Harold Kent , the sub-branch is still alive and well even if it has never reached the heights he had predicted as far as membership goes. The current body is operated and run by the following officials.

President : W Kerr

Vice-Presidents : W Trevethan and D Lynch

Secretary : J Bradshaw

Treasurer : R Copeland

General Committee : J Constantine (Welfare), D Lynch (Social Secretary), P Smith (Padre), J Palfreyman, P Penny, A Virgo, B Carroll

MORRIS AND HIS WIFE ESTHER WENT TO THE STATE FAIR EVERY YEAR. EVERY YEAR, MORRIS WOULD SAY, "ESTHER, I'D LIKE TO RIDE IN THAT HELICOPTER."

ESTHER ALWAYS REPLIED, "I KNOW MORRIS, BUT THAT HELICOPTER RIDE IS 50 DOLLARS AND 50 DOLLARS IS 50 DOLLARS."

A FEW YEARS LATER, ESTHER AND MORRIS WENT TO THE FAIR. MORRIS SAID, "ESTHER, I'M 85 YEARS OLD. IF I DON'T RIDE THAT HELICOPTER NOW, I MIGHT NEVER GET ANOTHER CHANCE."

ESTHER REPLIED, "MORRIS, THAT HELICOPTER RIDE IS 50 DOLLARS AND 50 DOLLARS IS 50 DOLLARS."

THE PILOT OVERHEARD THE COUPLE. HE SAID, "FOLKS, I'LL MAKE YOU A DEAL. I'LL TAKE THE BOTH OF YOU FOR A RIDE. IF YOU CAN STAY QUIET FOR THE ENTIRE RIDE AND NOT SAY A WORD, I WON'T CHARGE YOU! BUT IF YOU SAY ONE WORD, IT'S 50 DOLLARS."

MORRIS AND ESTHER AGREED -- AND UP THEY WENT. THE PILOT DID ALL KINDS OF FANCY MANOUVERS. BUT NOT A WORD WAS HEARD. HE DID HIS DAREDEVIL TRICKS OVER AND OVER AGAIN, BUT STILL NOT A WORD.

WHEN THEY LANDED, THE PILOT TURNED TO MORRIS. HE SAID, "BY GOLLY, I DID

EVERYTHING I COULD TO GET YOU TO YELL OUT, BUT YOU DIDN'T. I'M IMPRESSED!" MORRIS REPLIED, "WELL, I WAS GOING TO SAY SOMETHING WHEN ESTHER FELL OUT, BUT 50 DOLLARS IS 50 DOLLARS!"

RAN KOREAN WAR ERA VETERANS RE-UNITE IN THE USA - 53 YEARS ON!

By Kevin Arditto

Photo courtesy Frank Mormillo

If one was a betting man - or woman, what would be the odds on two ex-RAN aircraft, operated from the same carrier, retired from service three years apart, shipped to new owners in the US some 30 years apart, getting together at the same air show 50+ years since they operated in service together?

This is what happened when Ed Kurdziel's Firefly WB518 turned up at the same air show as Ellsworth Getchell's Sea Fury WH587. Both pilots had been friends for many years, but when their aircraft showed up at the Hawthorn Air Fair in California on August 13 last, the penny dropped and last-minute arrangements were made for them to put on a display together. This was so well received that the exercise was repeated at the Kingman Air Show in Arizona!

Ellsworth was so excited afterward that he offered to arrange a 'loan' Sea Fury for Ed. The response was Ed would try to arrange a Firefly for Ellsworth - as if one was around!

A Skyraider was slotted in as part of the Kingman show, so three important Korean War types were represented.

Ed Kurdziel's Firefly story is well known by now; having been shipped from Australia to the USA in 1994 as a 'basket-case', and winning Best Warbird at the Oshkosh Air Show in 2002. WB518 was restored and painted to represent the RN-loan FR5 Firefly operated from HMAS Sydney by the CO of 817 Squadron during the Korean War. But Ellsworth's Sea Fury has its own story.

It was delivered to the RAN in March 1952 as deck cargo on the 'loan' carrier HMAS Vengeance and during its 11 year service life may have served with 723, 724, 805, 808, and 851 Squadrons. Through 1952-1955 it operated from carriers HMAS Sydney and HMAS Vengeance - as did Ed's Firefly. From 1955 it became shore-based and near the end of 1963 was put up for disposal. Within a year it had gone to the US. It had passed between 5 owners by the time Ellsworth obtained it in mid-1975.

Unlike a number of US-operated Sea Furys the aircraft retains its Centaurus engine and five-blade Rotol propeller, but has been modified to use wheels and brakes from an American F-102 jet fighter.

We can look forward to seeing more of the spirited display this pair has shown they do so well.



For info from Terry Hethrington

Ed,

In the latest edition of Slipstream there was a photo on page 7 on the Navy Australian Rules Football team. It was actually the 1961 Team. Unfortunately, many names were missing. As a member of the team, here is a complete list of names. Unfortunately I didn't record first names only initials. From my memory I am adding as many first names as I can remember.

The official team name was:

Navy Inter-Service Australian Rules (Eastern Area) 1961

The photo was taken at Trumper Park, the Sydney Australian Rules Headquarters in Rushcutters Bay.

Back Row: (Left to Right): Alan Waters (he was a civilian and was also the trainer for the predominantly RAN "Sydney Naval" team which won the Sydney Australian Rules First Division Grand Final in 1960 and 1961), R Watson, Dave Farthing, A Ryan, J Clark, J Quirk, Joe Valenta, A (Bertie) Bertram Coach, Bernie Jeffries, Barry Fitzgerald, Ray Guest, P Shuttleworth, Tom Smith President.

Centre Row: V Frilay Manager, B Smart, Roy Onley, M Sulman, Brad Stead, Bill Hilzinger, Mike Carr, Col Poulton, Bill Snell, Ted Clark.

Front Row: Mike Johnson, Barry Templeman, Col Mason Captain, Ian Struhs, D (Tug) Wilson, Leon O'Donnell Vice Captain.

I don't remember if we won that year, but we (almost the same team) also played an annual charity match against the Army (also at Trumper Park) and won that.

Yours,

Ray Guest.

INDIAN NAVY AIRCRAFT CARRIER

Dear Ed,

The following may be of interest to your readers (web sources: "deagel.com", "rediff.com" and "fas.org").

In 1977, HMAS MELBOURNE (Skyhawks, Trackers and Sea Kings) sailed from Bombay in company with INS VIKRANT (a sister-ship, but complemented with ancient Hawker Sea Hawk fighters, old Alize fixed-wing ASW aircraft and modern Sea Kings) for "exercises". The RAN OTC decided not to operate Melbourne's aircraft during the Exercise lest the Indians gain operational intelligence regarding the RAN's capabilities! The Indian Navy launched everything it had, and hit Melbourne's towed splash target with 20mm and 3" R/P, whilst frustrated RAN aircrews looked on from flight deck level. Not a proud day for Melbourne's "Wings".

Almost 30 years on, the Indian Navy continues to operate fixed wing aircraft at sea from its carriers and is looking forward to its next generation carrier and new fighter aircraft.

The MiG 29K Fulcrum is a single-seat multi-role conventional naval aircraft, comparable with the FA-18. It will operate from a Russian-built 38,000 ton carrier to be named VIKRAMADITYA (ex-ADMIRAL GORSHKOV Soviet carrier of the KIEV Class), which was first commissioned in 1987 and placed in reserve in 1996. In its Soviet Navy form, where it was categorized as a "heavy aircraft carrying

cruiser", it was easily recognisable with its large angled deck set well to port and a huge array of missilery on the very large forecastle on the same deck level. It operated Yak-38 Forger VSTOL fighter aircraft and Ka-25 Hormone or Ka-27/29 Helix helicopters.

ADM. GORSHKOV is, apparently, being extensively modified and modernised for the IN to accommodate conventional take-off and landing aircraft. The forward missile launchers in "Fly-One" are also to be removed to allow for the installation of a bow ski-jump take-off ramp.

And so the big wheel turns.

John DaCosta

ROYAL NAVAL HOUSE

As a Pom Radio Mech, (more commonly known as a 'Kipper') coming near to the end of my loan service to the RAN, I volunteered for my last duty week-end to go as the killick of the Navy Patrol in the Grosvenor Club, "Johnnies" in Sydney. Self plus 2 other lads making up my patrol were duly despatched from Bomaderry on the Friday afternoon. We were met at Sydney and transported to the Grosvenor and commenced our duties of keeping the silly sailors in order. (Some hopes)! It was a little doddle - I've never seen so many well-behaved matelots. If you remember, Grosvenor House was built with a hollow centre and the bar was in the basement courtyard. The Patrol's position was to stand on the 1st floor balcony and keep an eye on the revellers below. As I said previously, everything was fine - UNTIL SUNDAY EVENING. In those days (1957) there were no pubs open on a Sunday - but the Grosvenor bar WAS open.

Every 'lady of the town' latched on to the first navy uniform they saw and dragged the owner into the Grosvenor. By about 19.30hrs the bar was packed and everyone was warming up nicely. Around 20.00hrs a Scotsman appeared. We knew he was a Scot because he was wearing kilt, tam o'shanter, dirk in his stocking and carrying bagpipes under his arm. He gave us a nod and I exerted my authority by sort of shuffling my feet and turned to talk to one of the lads with me. Anyway, he puts his bag down in the corner, sticks his pipes under his arm and away he goes marching around three sides of the balcony. Of course, the musical accompaniment was greatly appreciated by the mixed audience below and the first call of the evening came up, "What ya got under your kilt Jock?" This call came up many more times as the evening wore on, each time louder than before and more slurred than ever. This brought no response from Jock who carried on! with his march with only minor stoppages to sip the beer that had been sent up from below. (This was the beer that was my job to stop coming up the stairs from the bar area). Towards closing time the noise below was almost loud enough to drown out the sound of the bagpipes and there were still the calls, from male and female, for Jock to reveal his secret. Still no reaction. Then 'Last Orders' was called down in the bar. He caught us all by surprise - the music stopped, he placed his pipes down with his bag, turned round and walked up to the railings overlooking the bar. He lifted his kilt and there was a 'toggle + 2' poking through the railings. You should have heard the roar from below. It was a real great grandstand finish to the evening. Everyone was laughing and happy and all I had to do was supervise all the ladies off the premises. Great.

John Hemming



NSW Dinner's Guests and members



Captain Grant Ferguson and President cut the cake



Bevan Daws, Ben Link and Bronwyn Gilham



Judy and David Farthing



Judy and George Szymonicz



Eric and Joanne Bruce



Captain Grant Ferguson and wife Kay



Jacqui Gilmore, Eric Wainman and Denny Lynch



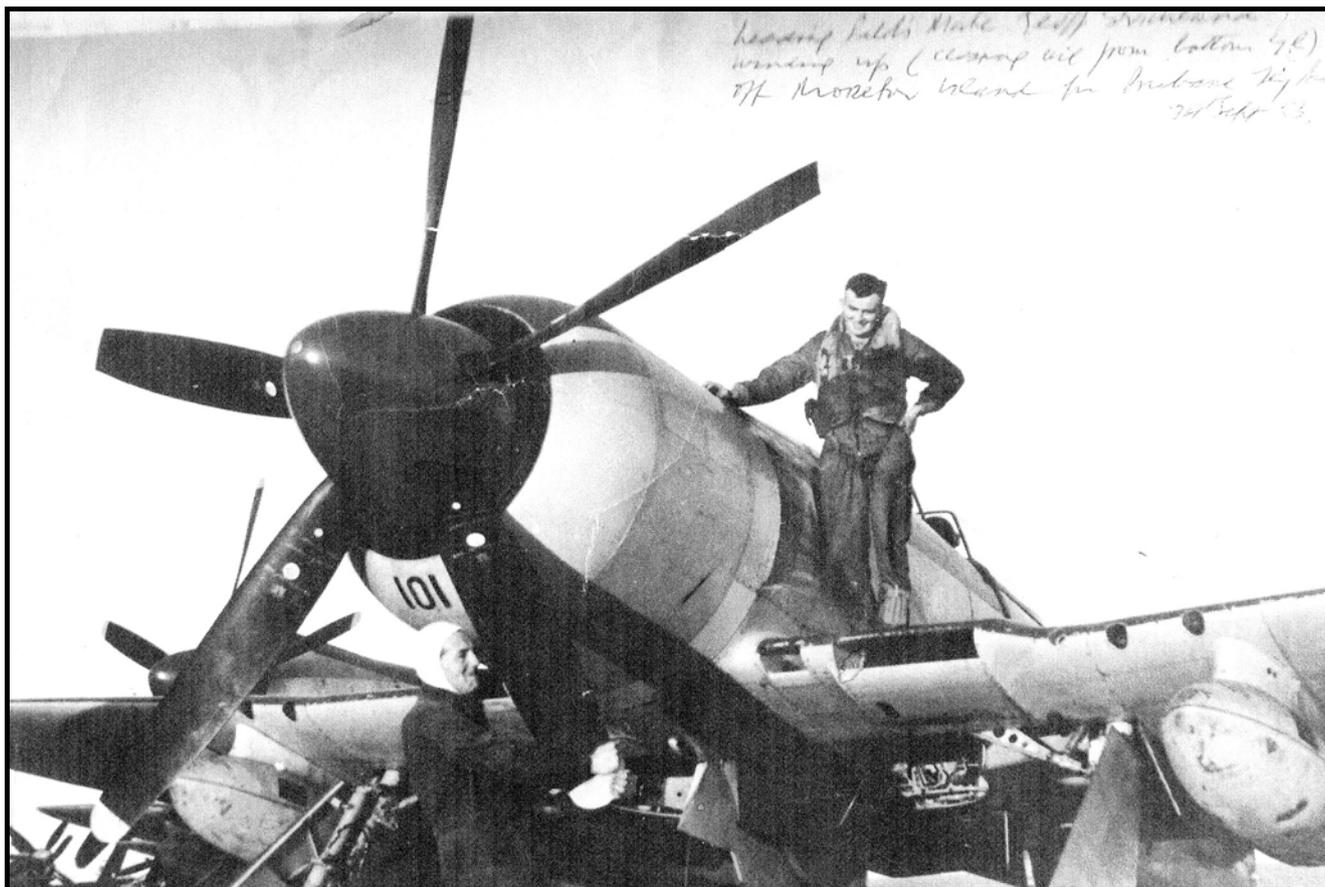
MOMENTS IN TIME



Sports Day at St. Merryn (HMS Vulture) 1950
 Back: Bill Bailey, NK, L/Cdr Harrington, 'Spanky' Brown, 'Lofty' Kingaby, NK,
 Front: 'Juke' Matterson, Danny O'Kee3fe, Arthur Traynor, 'Rocky' Norris, Geoff Beardsley, Len Murray, NK, Keith Kempnich



SE Section HMAS Sydney 1950 Korean trip :
 L/R : 'Paddy' Donovan, Bob Hill, 'Tarzan' Whitty, Frank Dowd, Les Bryce, Jack Finch (behind), 'Rastus' Parks, 'Chick' Hawkins, 'Blondie' Emanuel, Bevan Trouchet, Geoff Beardsley, 'Horse' Dobbs, Keith Kempnich, Johnny Wade-Brown, Jack Kreig



29th September 1953 : S/Lt Jim Ferguson checking the work load of Leading Pilot's Mate Geoff Strickland, preparing for a fly past of Brisbane.
Bill Peard



No 2 SE's Course 1949 :
Back : Fred Wessel, Syd Leonard, Gordon (Speed) Lee, Keith Kempnich
Front : Arthur Rutledge, Mr. (Bill) Crozier, Frank Dowd, Bill Brown

Beware he who bears gifts

0545 Local Time
Off the coast of Vietnam 1967

The Vung Tau Ferry (H.M.A.S.Sydney) moved slowly passed Cape St Jacques towards its allotted anchorage in Vung Tau Harbour. The four ante submarine Wessex of 817 Sqdn. were safely lashed down in C Hangar, marked "not required" on voyage, (Navy Office had just found out the Vietcong didn't have any submarines). One more look at the organized chaos on the flight deck, armoured troop carriers, trucks, jeeps, unlashd, engines running , ready for the American Chinooks circling off to starboard to be called in to pick them up. Below decks the latest contingent of Army Regulars and Conscripts nervously prepared to dis-embark to their base at Nui Dat. It was time for me to get out of dodge and take up my position flat on my back in the mess with a good book, not to reappear until Cape St Jacques was off to Port and the sharp end was pointed at the open sea.

0800 Vung Tau Harbour

What was that pipe ? report to A.C.R., must be a mistake, I don't do flight deck when we are only a couple of hundred yards from the land of those little men in black pyjamas. There it goes again ! report to A.C.R. Curiosity got the better of me , making my way via the hangar and up thru' the island I arrived at A.C.R. Looking out onto the flight deck I spotted the late Roy Mussio (Petty Officer Electrician serving with the R.A.N. Vietnam flight) leaning against the island cradling an M 16. My first thought was I hadn't paid him for the last lot of eggs he had left for me in the P.O.'s Mess at Nowra, before he departed for 'Nam. Stepping out on to the flight deck , wallet in hand, we shook hands, noting that the M16 was pointing down at the flight deck, safety was on, I put my wallet away. Roy informed me there was a couple boxes up for'ard next to the two Iroquois that had flown them in from their base at Black-Horse, South Vietnam. Going for'ard I found three ammunition boxes 6ftx3ftx1ft, two with my name on and one addressed to a Lt.Cdr. Commandeering a passing forklift, I moved all three boxes via the aft lift into "C" Hangar and removed a letter addressed to me from P.O. T.P.Smith (not his real name) which asked me to take them back to Nowra for him. Securing the boxes against the bulkhead I returned to the Mess.

1900

As the ship moved out to sea I was told the A.E.O. (the late Bert Webster) requested my presence in "C" Hangar. He informed me the ships Cdr wanted to know what was in the boxes and I was to open them so Bert could check the

contents.

Opening box number one, not addressed to me, we found it was full of clothes and books - no worries - . We then opened box number two which was full of Army Battle Fatigues (I think T.P. intended to start up his own Army). Box number 3 - the lid came off - and Bert came out with a mouthful he certainly didn't learn on his knife and fork course, - by then I was halfway up "B" Hangar looking for a pot of paint to black out my name and deny any knowledge of the box.

The last time I saw the contents of box number three it was up against the wall of the Museum, it should have been fitted to the Iroquois on display near by.

What was it ?, only a mini machine gun with a fire rate of 2000 rounds a minute, complete with fixtures and fittings.

Peter 'Nobby' Clark.



National President David Farthing, new Life Member John Arnold and the Patron 'Toz' Dadswell cement a moment in our history

If the wings are travelling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe."

"Weather forecasts are horoscopes with numbers."

"The only time you have too much fuel is when you're on fire."

SAFETY EQUIPMENT REUNION

COFF'S HARBOUR

Friday 29th Sept – Mon 2nd Oct 2006

Members,

It has been agreed to hold another reunion at Coffs Harbour on the labour day long weekend (NSW) October 2006. The response from the previous reunion in 2002 was positive so we shall turnout again. Travel and accommodation will be your responsibility once again with the first night, Friday to be an organised get together at the Coffs Harbour Ex Services Club, with the rest of the weekend to do as you please.

Accommodation details are as follows:-

CHELSEA MOTOR INN 106 Grafton St. Coffs Harbour
02 - 66522977

TOWN LODGE MOTOR INN 110 Grafton St. Coffs Harbour
02 - 66521288

BENTLEY MOTOR INN 96 Grafton St. Coffs Harbour
02 - 66522566

MATADOR MOTOR INN Cnr. Grafton / Albany Sts.
02 – 66523166

Prices are reasonable for twin share at around \$80 per night. There are others of course, but the ones listed are within walking distance from the Ex-Servicemans Club.

If you know of anyone who has been missing for a while let them know of the occasion.

As this will be the only notification posted, if you have any inquiries contact:-

Kerry Jones - 02- 49903303 0407 003639

Dennis Skewes - 02- 49720433 0439 720433

Jaffa Robinson - 07- 54975850 0409 719568

Hope to see you there this time,

'Jaffa.' P.A. Robinson

Some old and new history of the RAN HFV - see how many you can remember. No need for Flight Members to try too hard



Photos with courtesy of David Bengé

A man walked into a Supermarket with his zipper down. A Lady cashier walked up to him and said, "Your barracks door is open". This is not a phrase men normally use, so he went away looking a bit puzzled. When he was about done shopping, a man came up to him and says, " Your fly is open." He zipped up and finished his shopping. He then intentionally got in the line to check out where the lady was that told him about his "barracks door." He was planning to have a little fun with her. When he reached her counter he said, "When you saw my barracks door open, did you see a soldier in there at attention?" The Lady (being smarter than a man) thought for a moment and said, "Didn't, all I saw was a disabled veteran sitting on two duffel bags!"



Gloria Shipp, widow of LACM Noel Shipp, and Sue Marschaulk, widow of WO I Glen Moore, unveiled a monument at the US Army Aviation Museum, Fort Rucker, Alabama on 27 May 2005. The memorial records the names of the 32 Americans and five Australians killed in action during operations in Vietnam, 1967-71 with the 135th Assault Helicopter Company, an Experimental Military Unit (EMU) made up of US Army and RAN personnel in a single command. An Australian memorial at Walsh Park Bomaderry was dedicated on 27 April 2002.

200 attended

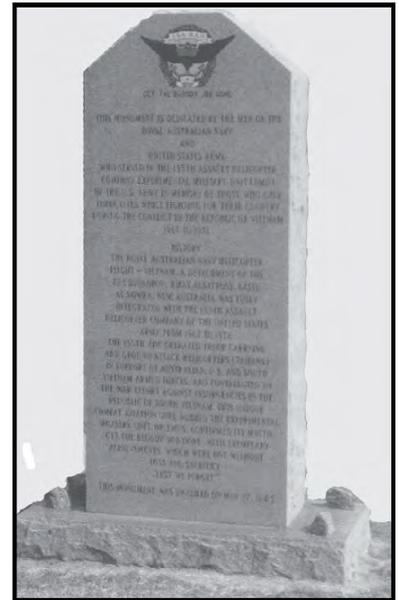
Bomaderry Memorial



Over 200 veterans, relatives, descendants and friends attended the U.S. memorial dedication, including 42 or so Australians who also shared a pre-dedication reunion at Biloxi, Mississippi, on the Gulf of Mexico. LCOL Fred Dunaway US Army (ret) presided and CMDR Winston James DSC RAN (ret), OIC RANHFV 1970-71, Frank Eyck OAM and Jim Hill participated in the ceremony. During the ceremony, an Australian National Flag, donated by the Australian War Memorial, and an Australian Naval Ensign, along with the EMU history were presented to the Garrison Commander, COL William S. Laresse, for safekeeping in the US Army Aviation Museum.

The Australians were warmly hosted and accommodated by families in Biloxi and the district surrounding Fort Rucker. General Bill Lord, CO Keesler Air Force Base, invited all those attending to a base tour and a very professional briefing: how reservists on full time service routinely fly their J model Hercules into the eyes of hurricanes. Transferring the activity from Biloxi, Mississippi, to Fort Rucker, Alabama, 150 miles away, was no challenge for the experienced Army hosts. They simply formed a 50-vehicle road convoy and provided a police escort. Through each town the county police kept the convoy moving by cancelling traffic lights and stopping crossing vehicles.

The monuments in America.



The only Company with a Battalion size monument, the 135th AHC and EMU are proudly remembered in the USA. Together, they "Got the bloody job done."



Each policeman saluted or honoured the passage in some distinctive way. It was a never to-be-forgotten experience. **US Army-RAN EMUs** Fred Dunaway, a former CO of the 135th AHC, with great assistance from his wife Caroline and daughter Fran, plus the willing help of many, pulled it all together in the USA. Frank Eyck, his wife Skippy and their team organized the monument in Australia. The US Army and RANHFV EMUs who put in the hard effort may now relax with the certain knowledge that the EMU history is carved in stone, in both countries, for those who follow to ponder.

Article by Bob Ray and reproduced from Naval Officers Club Newsletter No 621 with thanks to Fred Lane.

WALTER THOMAS "TIM" WHEELDON

23 APR 1925 – Walter Thomas Wheeldon was born in Shrewsbury , England

1943 – Joined Royal Navy in England as a Naval Airman 2nd class for training as a pilot. Official Number "FX96674" To HMS ST. VINCENT for recruit training .To Canada for Pilot Training. Promoted to rank of Acting Leading Airman (A/LA)

05 OCT 1943 – Commenced Flying Training at No. 13 Elementary Flying Training School (EFTS) at RCAF St. Eugene, Ontario flying Cornell Trainers.

26 NOV 1943 – Passed out of No. 13 EFTS and drafted to No.31 Standard Flying Training School (SFTS) Kingston , Ontario.

01 DEC 1943 – Commenced Flying Training in Harvard

24 MAR 1944- completed Flying Training and awarded his Air Arm Wings

Returned to England and promoted to the rank of Midshipman (A) , RNVR

03 AUG 1944 – Commenced an Advance Flying Training Course flying Miles Master trainers.

26 AUG 1944 – Completed Advanced Flying Training at AFU Errol, Perth, Scotland.

06 SEP 1944 – Appointed to No.1 Naval Air Fighter School, RNAS Yeovilton (HMS HERON) commenced training in Supermarine Seafires. Gunnery was carried out at HMS VULTURE, (RNAS St. Merryn, Cornwall

01 JAN 1945 – He had been promoted to the rank of Acting Sub-Lieutenant(A) , RNVR.

11 JAN 1945 – To HMS SMITER, an Escort Carrier for Deck Landing Training.

01 FEB 1945 – Carried out six Deck Landings on board HMS RAVAGER an Escort Carrier.

11 FEB 1945 – Joined 880 Squadron commanded by LT. CDR(A) R.M. Crosely , DSC*, RN at RNAS Grimsetter, HMS ROBIN in the Orkney Islands. The squadron was equipped with Supermarine Seafire Mark III

15 MAR 1945 – 880 Squadron embarked in the Fleet Carrier HMS IMPLACABLE and the ship sailed for the Pacific

15 APR 1945 – Flew ashore to RNAS China Bay, Trincomalee, Ceylon.

23 APR 1945 – Flew back on board HMS IMPLACABLE.

08 MAY 1945 – 880 Squadron disembarked from HMS IMPLACABLE to RNAS Jervis Bay.

24 MAY 1945 – 880 squadron re-embarked in HMS IMPALACABLE. The ship was now part of the British IMPALACABLE. The ship was now part of the British Pacific Fleet and in company with the Fleet carriers HMS INDEFATIGABLE, HMS VICTORIOUS, HMS INDOMITABLE and the cruiser HMS GAMBIA.

06 JUN 1945 – Commenced operational flying . Flew top cover on the strikes on Truk.

JUL 1945 – Took part in strikes on the Japanese mainland

13 SEP 1945 – Flew ashore from HMS IMPLACABLE to RNAS Schofields. 880 Squadron is "Paid Off" and its crews become part of 801 Squadron, commanded by LT. CDR(A) R. Crosley, DSC*, RN.

08 OCT 1945 – Commenced a two week Naval Advanced Instrument Flying Course in RNAS Schofields.

16 JAN 1946 – Flew back on board HMS IMPLACABLE with 80 Squadron .

15 MAR 1946 – Disembarked from HMS IMPLACABLE to RNAS Schofields

29 APR 1946 – 801 Squadron re-embarked in HMS IMPLACABLE

15 MAY 1946 – sailed in the battleship HMS DUKE OF YORK on passage to Hong Kong.

29 MAY 1946 – Joined 721 squadron at RNAS Kai Tak , Hong Kong to fly Corsairs.

01 JUN 1946 - SB.LT(A) Wheeldon flying Corsairs at RNAS Kai Tak, Hong Kong

14 SEP 1946 – Took passage on the RFA BACCHUS to return to Sydney, Australia.

OCT 1946 – At the Royal Naval Depot, Balmoral presumably to de-mobbed from the Royal Navy taking his discharge in Australia.

10 DEC 1946 – W. T. Wheeldon is awarded a Civil Pilots Licence for carrying passengers, mail or goods by the Australian Director General of Civil Aviation in Australia His address is c/o Captain A.G. Ireland , Pearce Street, Double Bay, NSW . (There is an indication that he was now married to Joan Wheeldon)

12 FEB 1960 – Joined RAN as a Chaplain and appointed to HMAS CEREBRUS for training.

APR 1960 – Appointed to HMAS NIRIMBA as Chaplain

04 Jan 1963 – Joined HMAS MELBOURNE

06 JAN 1964 – joined HMAS ALBATROSS.

06 JAN 1967 – Joined HMAS MELBOURNE as Chaplain.

JAN 1971 – To HMAS SUPPLY and small ships as Chaplain.

(It is noted that during he visited the following units: RANHFV , HMAS DUCHESS , RANCO , HMAS SYDNEY, HMAS YARRA ,HMAS DERWENT, USS KITTIEHAWK , HMAS SWAN, HMAS PERTH, HMAS BRISBANE.

10 Jan 1972 –Appointed to HMAS ALBATROSS

08 JAN 1976 – Appointed to HMAS CRESWELL

15 JAN 1979 – Appointed to HMAS MELBOURNE

Notes:

it would appear that he retired from the RAN sometime in 1979.

1. It is noted that every chance he got he managed to go flying and logged a considerable number of hours flying in Naval aircraft.

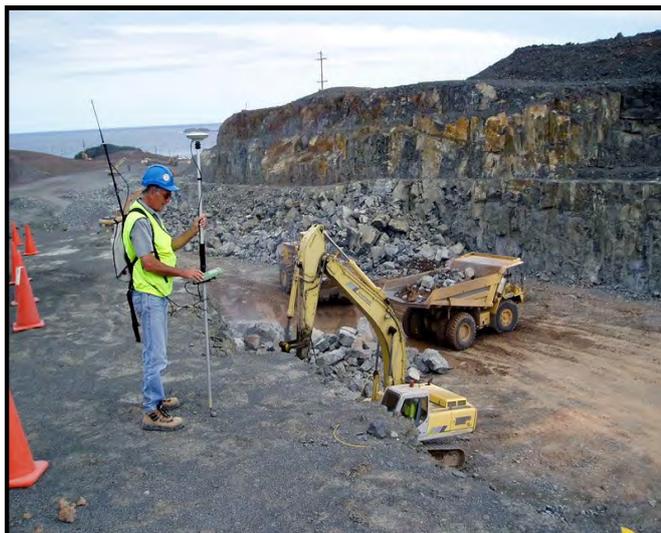
2. In 1973 Chaplain Wheeldon was now given the notation "P" in the Navy list noting his capability as a pilot.

3. He also qualified as a Glider Instructor and for many years flew from HMAS ALBATROSS

Basic Flying Rules: "Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there."

"You know that your landing gear is up and locked when it takes full power to taxi to the terminal."

"Never fly in the same cockpit with someone braver than you."



North Kiama Bypass.

Think back to those years when one took his life in his hand every Friday afternoon when the 'flag' dropped at the main gate and the pilgrimage to Sydney began. Today the road is markedly better and in some way to one of ours. Ben Patynowski when not writing a saga on naval aircraft has had the job of overseeing construction of the latest improvements :-

Construction on the North Kiama Bypass, a \$179 million project funded by the NSW Government, with \$34 million being contributed by the Australian Government as a Road of National importance, was commenced in 2001 and is scheduled to open on 28 November 2005.

The bypass is one of three projects that will upgrade the Princes Highway to a divided carriageway from Oak Flats south to Kiama. The three projects are :-

The Oak Flats Interchange (completed)

The North Kiama Bypass (completed in 2005)

The realignment of the section of highway from Oak Flats to Dunmore (to be constructed) this will follow the existing railway line.

The Bypass will provide 7.6 km of divided carriageway on a new alignment of the Princes Highway, between Shellharbour Road at Dunmore and Spring Creek Drive north of Kiama.

There will be three interchanges, one near Shellharbour Road and Tabbitta Road to provide access to the quarries located at Dunmore. At Swamp Road to allow exit from and entry to the north, and also at Bombo to allow entry and exit from both directions. Also an off-ramp north of Bombo

railway Station for Panama and Hutchinson streets.

A 942 metre-long concrete bridge across Terragong Swamp, constructed by Baulderstone Hornibrook Pty Ltd, was completed in February 2002. The bridge was built first so it could be used as a haul road for subsequent earthworks operations, to avoid constructing temporary haul roads across the floodplain.

The current works are being constructed by John Holland Pty Ltd. these include:-

Major earth works including drilling and blasting of the hard rock and construction of embankments over soft ground.

Construction of six bridges.

Construction of several large culverts on the flood plains of Rocklow Creek and the Minnamarra River.

Construction of retaining walls.

The construction of storm water and subsurface drainage.

Construction of noise walls.

Construction of road pavements.

My part in the project as Surveillance Surveyor for my employer the RTA was to see that the whole thing was put in the right paddock! Actually my main task was to measure the volume of earthworks excavated during construction, also monitoring two of the bridges and retaining walls for movement, and setting out water and electricity utilities not included in the tender, as well as changes in design.

There was approximately 2 million cubic metres of dirt and rock excavated and used as fill. 7 bridges, 3,000 cubic metres of reinforced soil walls and about 60,000 ton of AC.

It was soon obvious that the task at hand would require more than one survey team, so at an early stage a GPS unit was suggested and taken on board. At first on hire than the purchase of a Lieca 1200 unit. Unlike your hand held version this is a military version of the 1200 and has a range of up to 26 km from the base transmitter and is accurate to within a few millimetres. Hence the \$78,000 price tag it came with. It enabled me to free my assistant to do the fieldwork while I was able to process the field data and deliver the required reports to the team of RTA Engineers.

The attached photo is yours truly with the GPS unit, at CUT 4 looking south towards Kiama.

Just as an aside the book on the history of the Fairey Gannet is with Steward Wilson who when I spoke with him recently seemed interested to publish, but no confirmation on that as yet, but I shall let you know as soon as possible if there is confirmation.

Cheers

Ben Patynowski



Tourism momentum on the South Coast has decreased so far this year and we are down on visitors. Some say the reduction in tourism is due to cheap air fares and the high costs of petrol, making it cheaper for families to fly to holiday destinations. Who's to know as tourism movements seem hard to forecast.

But it was again the weather which affected our airshow on 30 October. It was billed as the biggest event the Museum has run – the program was complete with about 40 aircraft participating. Most did not get here as the weather began to deteriorate around us early in the week-end but it did look as if we would get in at least some of the program. Instead the clouds rolled in and the rain began to fall, the wettest Sunday in quite a while coincided with the show. There was initially a good roll-up of people, we estimate 5000, who came in early. Our broader advertising and appearance on the "Today Show" weather appeared to work to get a good start although by 0900 Sydney weather had already become unsuitable and deterred potential visitors from that direction. Financially we managed to break-even, this due to Shell's generosity in donating a good proportion of the costly aircraft fuel. Assistance from all onboard ALBATROSS together with our volunteers again ensured the very good conduct of activities.

To compensate, we plan another airshow on 26 February 2006, subject to Navy approval of this date and availability of airfield facilities. The theme will be along the lines of 'Aviation in the 1930's – The Golden Era'. We do not intend a heavy flying program but an interesting one featuring as many aircraft as we can muster which were flying in the '30s along with the popular specialist aerobatic types since. We may be able to organise bands to play '30s music and vehicles of the '30s to attend to make a complementary show.

While I have nothing to report on Navy taking control of the Museum or when and if that might occur, we are obviously preparing for it to the extent we can. The Board plans to on-donate the Lockheed 10 aircraft to the Ansett Museum in Hamilton Vic since this aircraft began life with Ansett in 1937. The Tracker currently as the front door guard will go the Bankstown Aviation Museum for restoration and eventual display there – here's a good opportunity to have another aircraft restored and displayed elsewhere, we already have one in the Museum and another is nearly serviceable in the Historic Flight.

Through a long-standing arrangement we have acquired an Avro Anson in hopefully restorable condition – this was the first military type to fly from Nowra in 1938. Should Navy take control of the Museum, the whole Collection, loans and all, will be handed over on an 'as-is' basis so that it can be kept operating until any changes are decided and plans made to effect them.

The next few months are travel months for many and we hope many Slipstream readers will be visiting the area during that time. If so, please drop into the Museum and bring your friends with you.

It's also time for family and friends to gather and celebrate Christmas so, from all of us here at the Museum, best wishes for a very happy, safe Christmas and a bright New Year.

Cheers,

Neil Ralph

Found visiting the Museum the other day, the slim gentleman is none other than Ian "Wolfman" Lockett. Lately of Russia but now has realized that this sunny island is a much better place to live. He with his family are off to live in South Australia.



Greg Wise, Col Liddicoat, Ian Lockett and Ian Warren outside the Australian Museum of Flight, taken by his lovely wife Vera, who couldn't be included with this bevy of beauties.



Queensland Division recently held a reunion at Bundaberg on the 10th October 2005 and the turn out was very good. A lot of interstate visitors made the trip and the event was a great success, photographic evidence has been provided by Mick Blair and Pancho Walters.



Ten Pin Bowling :

Rear: Arthur Hoswell, Helen Hoswell, 'Snow' Tite, Ian Henderson, Mick Blair, Rex Day
 Middle: Barry Washbrook, Lenor Green, Kath Day, Gary Reid
 Front: Sylvia Washbrook, Dulcie Blair, Lorraine Tite, Sharon Reid



Deep in meaning full debate :

Les Jordan, Tom Henry and Wilbur Forrest



Of course I agree :

Bill Hamilton, Geoff Beardsley, Tom Henry



Smile for the camera :

Ian Henderson, Mick Wright, Norma Wilson and 'Tug' Wilson



Officials :

Dee Lister, Barry Lister, Kay McDuff (Bundaberg Mayor) and Mr McDuff



Bring your own accommodation and attract visitors :
Pancho Walters, Sharon and Gary Reid



Checking out the 'Line Book' :
Ron Forrest and Ralph Mayer



Make and Mend sticks at the ready : The 'Pres'
and companions almost ready



Lies, lies and more lies : Bill Julias, Joe Linnaker and
Geoff Beardsley seem to be confusing the truth



Now I am telling you :
Bill Julias , Barry Lister and Des Kelly



I am listening even if the others are not : Sandra
Walters, Trevor Bolitho, Ron Powell and Tom Henry

Bill Gates High School Speech

Love him or hate him, he sure hits the nail on the head with this! To anyone with kids of any age, here's some advice.

Bill Gates recently gave a speech at a high school about 11 things they did not and will not learn at school. He talks about how feel-good politically correct teachings created a generation of kids with no concept of reality and how this concept set them up for failure in the real world.

Rule 1: Life is not fair - get used to it!

Rule 2: The world won't care about your self-esteem. The world will expect you to accomplish something BEFORE you feel good about yourself.

Rule 3: You will not make \$60,000 a year right out of high school. You won't be a vice-president with a car phone until you EARN both.

Rule 4: If you think the teacher is tough wait till you get a boss.

Rule 5: Flipping burgers is not below your dignity. Your grandparents had a different word for burger flipping: they called it opportunity.

Rule 6: If you mess up, it's not your parents' fault, so don't whine about your mistakes, learn from them.

Rule 7: Before you were born, your parents weren't as boring as they are now. They got that way from paying your bills, cleaning your clothes and listening to you talk about how cool you thought you were. So before you save the rain forest from the parasites of your parent's generation, try delousing the closet in your own room.

Rule 8: Your school may have done away with winners and losers, but life HAS NOT. In some schools, they have abolished failing grades and they'll give you as MANY TIMES as you want to get the right answer. This does not bear the slightest resemblance to ANYTHING in real life,

Rule 9: Life is not divided into semesters. You don't get summers off and very few employers are interested in helping you FIND YOURSELF. Do that on your own time.

Rule 10: Television is NOT real life. In real life people actually have to leave the coffee shop and go to jobs.

Rule 11: Be nice to nerds. Chances are you'll end up working for one.

TASMANIAN DIVISION

Not much again this issue but we are still on the air down here. A few aches and pains that come with the advancing years but after a certain age every day standing up is a bonus or so they tell us anyway.

Our last get together was held at our usual venue, 'Ravenswood 50's and Over's Club' and it attracted a group of 22 members and wives. I was unable to attend myself due to another engagement but Ron Melville assures me that it was a convivial evening with all in attendance enjoying themselves as usual. The evenings raffle was a success and caused a donation of \$90.00 to be credited to the account - well done.

The next meeting is to be held at the same venue on February 19th 2006 at 1100 so please add this to your diary of events. If there are any visitors to this island paradise of ours that just happen to be around then please feel free to come along as you would certainly be welcome. Our Secretary or President can be contacted by phone for the all important directions for you to follow to arrive safely - money changing is before the meeting! Launceston is in the northern half of the state, if you are not sure just head towards home.

On a sad note, Allan Andrews (ex CMECH) has succumbed to a medical condition that has forced him to move into a nursing home for the aged. He is not traveling too well and his condition has deteriorated over a few short months. Speaking to his wife Bev, she would like to let his old mates know how he is. She informs me that she is coping quite well and knowing her as I do I know she will. Support for her is forthcoming from FAAA members and as well as the Naval Association people.

Xmas is almost upon us and all down here would like to extend our best wishes to all you people up there. As the years roll on members fade out so new ones are needed to fill the gaps. We all know who they are and for reasons best known to them they don't make contact. Follow the Presidents' wishes and all try and get just one new member each for the ensuing year and we will all be better off for the extra comradeship that this action will bring.

I will leave it at that and wish you all "good cheer" and hope you have one for us,

Matt (Jake) Jacobs
Scribe

SOUTH AUSTRALIA



Greetings to you all from the team and members in sunny SA. Wish you all could enjoy the constant warm and clear skies we are suffering through at present, now if you believe that then I may have a good used car for you to take off my hands at a price.

I believe the National Conference, held in Nowra, when off well and our President John Siebert got back across the border unscathed. We will know more when I meet up with the President at next weeks Association meeting. We still meet at the Kilburn RSL at 1900 for 1930 start. Meetings generally run smoothly with minimal blood letting followed by drinks around the bar after the close of business. Dinsley Cooper has learnt to survive by wearing a stab vest to the meetings.

Certainly this Association supports the general call to arms for our Museum of Flight and as I read through the heaps of correspondence I can't help but notice just how much we owe Neil Ralph for his tireless efforts in securing the Museums future. This is now the most important time in our Naval Aviation history as we settle back and wait for results, like a Museum name change for starters.

And for all those members that read my article on Victor Harbor and its gazetted spelling mistake know that we in SA spell it with an ' or ' not 'our ' as the rest of Australia and Slipstream insist on. No more phone calls please.

Our Association Banner is slowly evolving into the proper ceremonial colours we deserve. Pin down the final layout and then off to the flag makers to the Queen. If I am quick enough I will hand ball this project back to our Vice President, Des Reardon who is busy at present repairing the Association trailer canopy.

The Northern Territory Department of Veteran Affairs has approached our Association in the hope

that we will take back our ex Secretary Barry Lord. Apparently the Alice isn't ready for his type just yet. Not a chance. A show of hands not required. We all miss the old fart to be truthful.

The picnic in the park for next year will be held at the Botanical gardens on the 15th January 06. This is behind the Botanical gardens and we find that you should get there early to be able to park. We will have a banner displayed and we should be seen resting on the vast lawns under the Morton Bay figs. Come along as all you have to supply is drinks and a plate of salad to share. The meat is on us and possibly the sauce. Mark your calendar.

The President and I have sent off a letter to the State President of the RSL enquiring if the rumours on placing the Fleet Air Arm out of our normal Naval Division and back into the post-war Division were true. Their secretary has forwarded our letter on to the ANZAC Day committee where it is possibly passing through the shredder as we speak. For pissing us all about read "The Association wait for their ruling."

As summer approaches and we suffer through daylight saving spare a thought for all our members nationally who for whatever reason are not well. We have a few here in SA who are battling along and we all know of someone somewhere who could do with a quick cheer up call. Spread the Christmas spirit in these trying times.

On behalf of our members here, do have a safe and cheerful Christmas and we look forward to seeing and hearing from you next year. Stand fast Mary Rayner.

We have women in the military, but they don't put us in the front lines. They don't know if we can fight, if we can kill. I think we can. All the general has to do is walk over to the women and say "You see the enemy over there? They say you look fat in those uniforms." Elayne Boosler.

Regards
Roger Harrison Hon. Whipping boy.

NSW DIVISION



The year has almost gone, there is tinsel draped everywhere, all the young birds have flown the nest and the fish are biting: it is good to see the sun come up each day. A moments reflection for those friends and family who will not see that event again, the aches and pains tell us all that we are definitely getting older.

Our annual dinner was once again a good evening and again the numbers were low. Our guest for the evening was Captain Grant Ferguson and his lovely wife Kay. A lot will remember the children of a couple of older 'birdies', Grant being the son of Ian Ferguson and Kay the daughter of Mike Astbury so we could hardly call them anything but 'members of the flock'. The Committee has looked at the possible reasons for the lower numbers and perhaps come up with a solution. School holidays seem to impose on the 'Grans' in the form of child minders so we have decided to move the dinner next year to the end of the month and hold it on the weekend of the Airday and the Federal Council. These events have moved as well mainly due to the same reason. Please note this date in your diary for next year and socialize with some good company. The other change will be to have an afternoon event instead of evening as driving of a night is also a big consideration. It is hoped to hold the event in the function rooms (Old White Ensign Room) at the Museum. Further information will be published in the following magazine as by then we should have finalized the proceedings. The weather should be warm enough by then for open neck shirts instead of suit and tie.

Membership I am pleased to say still continues on the upward spiral, not many weeks go by without either some old ones return or we manage to convince others to join. It is also noticeable that there are a lot of ex residents of the area who after moving away for a lot of years are returning to settle here again. Like it or not after you spend so many years in an area you make a lot of friends and one thing that is easy to live with in the twilight years is friendship. The size and amenities available in this area now also has a bit to do with it. By the time this goes to print the new bypass at Dunmore will be open and alleviate the bottleneck at Kiama Downs / Minnamurra and probably save 15 or 20 minutes on the Sydney trip. To some of you who haven't been back here for a lot of years it is a hell of a different trip from Sydney by road these days and getting better all the time.

You will notice by the front cover that John Arnold has been inducted into the Life Membership Club and to you

John from all of us "Good luck, and good wishes" for your services, donations of goods and time and years of dedication to the continuance of the Association. This is an honour not lightly bestowed and it goes to a very deserving member.

Our raffle is proceeding well and I must take this opportunity to once again thank our benefactor John Downton, who has almost given us all the prizes. He has nominated a value for his paintings but I have it from very good sources that the articles are worth a heck of a lot more than he has listed them at - if you win one and don't want it yell loudly as it will find a home very quickly.

I attended the Annual 'Beat the Retreat' and Divisions recently (as a guest of course) and I must say they were both "different". The Guard and Band provided a very novel display along the top of a grassed embankment at the rear of the Wardroom and it was so very different to the old established display. The modern one wins hands down and this was certainly the feeling throughout the quite large crowd that attended. Divisions was also a little different, the basic layout can never change but some of the subtle asides have. Imagine a row of seating on the side-line devoted to 'pregnant WRANS' sorry that perhaps should read 'Seamen' or something. The official seating was occupied by a large range of invited guests and to top the morning off I noticed our Patron discussing the finer points of order with another old stager, 'Dickie Bird'. Looked like they were organizing the march past - A somewhat nostalgic morning as it took you back in time and my thanks go to the CO of Albatross for the invitation to these events. (I think by the numbers there the 'excused list' must have been rather skinny).

Our Welfare Officer, Ray Burt has been busy. If its not more courses then its on the phone. He is gathering a wealth of knowledge about the operational ways of the 'System' and if you need some advice give him a ring as he may just be able to put you on the right track.

A bit of trivia that may make you open your eyes, two members of the Defence Force that most of you know have recently re-engaged to complete pension time. Only difference between then and now is the fact that they have now signed on until they are **65 years of age** - Max Poole and 'Tiny' Warren will have amassed that many years of service (RAN and RANR) that the calculator won't add up that far. Max was of course a JR into the bargain. Times have changed and now like most civilian employment no one wants to part with experienced personnel.

The Xmas bash for the year will not be a separate outing, as we (locals) are almost all members of the NAA and they have arranged a function its time to put on the other hat and add to the numbers of the crowd and partake of the merriment and hospitality offered. All the best for the festive season from the Committee and myself.

Greg Wise

NATIONAL PRESIDENT'S REPORT



I regret that I do not have too much to report for this edition. I was hoping that the future of the Museum would have been resolved by now, but, the latest advice is that we cannot expect a decision before March next year. I am still confident of the outcome, but, keep your fingers crossed!

It was extremely disappointing that the Nowra weather interfered with the October Air Day which had promised to be our best yet. 8000 hardy souls turned up, but, this was well short of the hoped-for numbers and the weather finally clamped in at about 1300.

I represented the FAAA at the Remembrance Day ceremony at the War Memorial in Canberra. A glorious Canberra Spring day and excellent ceremonial. It was interesting to see the "Federation Guard"- combining all three services – drilling immaculately – although the foot-stamping of the new combined drill jarred a bit for the old sailors. The Guard has also adopted some "marching band" type flourishes which also seemed odd to the old traditionalists! Faces in the crowd included Daphne Clark, Norm Lee and Rear Admiral Oscar Hughes – ex ALO.

Just a reminder to us all of this years aim to dramatically increase our membership. I do not see any reason why we cannot achieve a membership of 2000. As well as offering the camaraderie of the Association to new members, increased numbers mean increased influence in the "halls of power"!

My best wishes to thee and thine for a happy and joyful Christmas and for a healthy and prosperous New Year.

David Farthing

"Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it."

"Just remember, if you crash because of weather, your funeral will be held on a sunny day."

As the test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing, the crash truck arrives, the rescuer sees a bloodied pilot and asks "What happened?"

The pilot's reply:

"I don't know, I just got here myself!"

NATIONAL SECRETARY'S REPORT



Before it slips my mind, I have in my possession a set of glasses and case (the case is black in colour)left behind at the Federal Council meeting in October, please contact me to have them returned. If I can't be contacted any of the NSW executive will be able to assist you in their redemption.

Since the last issue of Slipstream, my most important task has been the preparation and organisation of my first AGM. Arguably the most important of a number of very important issues which were discussed at that Meeting was the future of, and possible name change for, the currently named AMoF. Details of this issue, and many others, have been posted on our FAAAA web site. One of the most important changes flagged for next year is to change the AGM date to coincide with the anticipated Museum Open Day/Air Day weekend. This is normally held at the end of October, probably the 28th in 2006. At the same time, a decision was also taken to standardise the regular start time as 10.00.

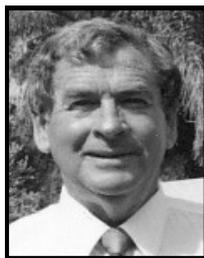
Over the years, there has been much debate concerning whether or not the National Secretary should provide Divisional Secretaries with a consolidated list of national membership. In the past, because of perceived privacy issues, various proposals to allow this usually were defeated. However, in accordance with the *Guidelines for the Conduct of the FAAAA*, compiled by Immediate Past President Toz Dadswell, and accepted unanimously by delegates, distribution of the consolidated national data base has now been approved. Several speakers made the point that, in the past, most of the reasons on which rejection had been based were now largely irrelevant because of the advanced current level of communication sophistication.

Correspondence and queries to Harley Dadswell, our Webmaster, have increased by 50% this year, which is most encouraging, and the number of queries received through the Internet and related to HQ or general FAAA matters has also increased considerably. Finally, contrary to current trends, members will be no doubt be pleased to note that joining, capitation and Slipstream fees all remain unchanged for another year.

And on that happy note, have a safe and very merry Christmas

Tom McDonald

QUEENSLAND DIVISION



Christmas Greetings to all of you from all of us here. (That was an easy way to get started!). The new year is approaching rapidly and let's hope it is a good year, at least with less terrorism world wide.

We had an enjoyable time in Bundaberg at our Reunion. It was pleasing to see each day go by without any hiccups. The RSL looked after us very well and we were able to enjoy the upstairs deck looking out over the river-except that the wind was well up on Saturday, preventing us from having pre dinner drinks etc out on the deck. During the River Cruise, it was so windy up on deck that we felt like we were back on the Flight Deck again. Only one person missed the boat-Bill Julius was seen madly waving (or waving madly-whichever) on shore, so we went back to the Fuel Jetty but Bill had gone-back to the RSL to get some sustenance-or something. The Fuel operator reckoned he'd run Bill down to us in their launch if he saw him, which he did (see him) but Bill declined the offer. At the Dinner, we thought we might put Bill on "Chooks" but he put up a good defence. He'd won the golf and also the Nearest the Pin, so we let him off.

Our dinner went well. Our guests were; Mayor Kay McDuff and husband Bevan, who got into trouble for not wearing a jacket and tie; RSL President, John Wilson and wife, Noel and Margaret Payne and Reverend Norman Wagstaff and his wife, Gwenn. We had apologies from National President, David Farthing and Judy and from Toz and Gwen Dadswell. We welcomed Bevan and Kaye Daws and Bill and Val Strahan from WA. Great effort. Les and Loris Jordan, Ralph Mayer and his wife from Victoria. Bob Scovey came over from SA and acted as Des Kelly's driver of his golf cart on the Friday. Pancho Walter and Sandra drove up from Nowra and we appreciated Pancho acting as the QLD Delegate at the National AGM. He's been pretty crook and did real well to take on the long drive. Sandra did the hard work!

Our raffle went well and winners were: Joe Pukallus, Judy Bryant, Val Strahan and Janine Shelley.

Sports prizes went to: Golf—Bill Julius and NTP., Dot Herman was runner up.
Lawn Bowls—Paddy Williamson, Jan Williamson and Ron Powell
Bill and Val Strahan, and Tom Carroll were runners up. Ten Pin Bowls: Won by Lenore Green. Runner up-Sharon Reid. Congrats to all. 18 played Bowls, 11 at Ten Pin and 10 for

golf. The trophies were presented by Mayor, Kay McDuff.

Noel Payne spoke briefly of the FESR campaign and also regarding the PJM issue. Les Jordan had his "knock-back" reversed. Maybe the door may reopen.

It was good to see Flossie Nugent there-Florence Henderson was ill and couldn't come so Ian carried the banner. Errol Shelley has recovered from his broken hip, having fallen 10ft from his ladder. He may take up parachute jumping-he landed on his feet so well! Max Wilson looking so well-fit as a Malley Bull and rearing to go. Mick and Ann Wright helped keep him in check for the night. Joe Pukallus and wife enjoyed catching up after many years in the wilderness.

Our next event is the Xmas BBQ at La Balsa Park, by the Mooloola River on 4th December. I will miss that as we have to be back in Bundaberg for a family function that weekend. Ted Pederson is in hospital having treatment for Prostate cancer. Tough time. Sad news-Kath Walker-Les's widow- passed away earlier this month. Ray and Jill Davy and I went to the funeral in Buderim. I hear that Peter MacDonald is not very well at present. We wish speedy recovery to any who are ill.

We've lost track of Don Daniels who was recently in Ourimbah. If anyone knows his current address, we'd appreciate a call. Arthur Johnson is presently covering his new aeroplane and it should be ready for test flying before too long. I may have the chance of flying a Pietenpol (?) up at Noosa before too long. A friend of Ian Henderson has one up there and has suggested a bit of flying. Ian and Florence are in the process of changing their caravan, looking for an off road unit this time, before heading off into the wilds again.

Well, that's about it for now, so, again, best wishes to all for Christmas and the New Year.

Barry Lister. President

EIGHT RULES FOR PILOTS

1. It's always better to be down here wishing you were up there than to be up there wishing you were down here.
2. Flying isn't dangerous. Crashing is what's dangerous. It's always a good idea to keep the pointy end going forward as much as possible.
3. Try to stay in the middle of the air. Do not go near the edges.
4. The edges of the air can be recognised by the appearance of ground, buildings, sea, trees and interstellar space. It's much more difficult to fly there.
5. Gravity is not just a good idea. It's the law.
6. The propeller is just a big fan in front of the plane used to keep you cool. When it stops you will start sweating.
7. Take extra care over water. There are more planes in the ocean than there are submarines in the sky.
8. A "good" landing is one you can walk away from. A "great" landing is one after which you can use the plane again.



**WESTERN AUSTRALIAN
DIVISION**



Well members, I'm gearing up for the last issue for 2005. Greg Wise has stepped into John Arnolds shoes most adequately. This will be the last 'Scribe' entry for me after many years of frustration, trying to gather news of interest from members. I believe our incumbent President, Bevan Daws will be assuming the role of 'Scribe' from here on. I wish him well I hope I get news from old friends that I will be happy to pass on to Bevan.

By the time this edition goes to print, our Xmas 'do' will have been held at Rosie O'Gradys in Northbridge. So, on behalf of the entire WA Division, I wish one and all a very merry Xmas and happy New Year in 2006.

A full report of the past years activities will most likely be published in one of the early editions next year, following our AGM to be held in February, 2006.

Our Division is still gaining new members with the latest being Rohan Armstrong, now resident in Iluka WA. Rohan was a Pilot with 723 & 817 Sqdns and now operates with the WA Police Air Wing. Welcome, Rohan..

I hear that Keith Murdoch is still not well along with Kerry Sojan & Keith Doncon. We wish them all well. 'Doncs' has now moved into a Unit in Mandurah and driving the women nuts. I would like to thank a couple of members who have helped me in the past with earlier reports to 'Slipstream' being Jack Suriano & Harry Webster. B.Z to you both for your assistance and words of wisdom.

I have recently heard from Peter Davies; ex- Cmdr medico, informing me that he is stepping down from the Queensland 'Family Court' at the great age of 65 next birthday and sends his regards to all that remember him. He did say that he and Judy hope to visit the mighty state of WA in about twelve months time. We look forward to welcoming you both.

That's about it for news from the West. For those that have recovered from illness and those that are still working on it, all the very best.

May your God be with you at all times,
Merry Xmas and a happy New Year

"Never trade luck for skill."

"Without ammunition, the USAF would be just another expensive flying club."



Squizzy Taylor, Allan Winchcombe



Bev Daws, Dusty Grierson, Arnold Thompson, Tom Fish,
Greg Kelson, Peter Adams



Warren Jones, John Green, John McGill



Winston James, Bomber Brown, Andy Curran, Bob Mayo

CHIEF OF AIR FORCE TO SIGN HISTORICAL AIR-CRAFT AGREEMENT

WHO: The Chief of Air Force, Air Marshal Geoff Shepherd AM, and President of the Temora Aviation Museum Mr David Lowy

WHERE: The Temora Aviation Flying Museum, Temora NSW

WHEN: From 10:00am Saturday 26 November 2005

The Chief of Air Force, Air Marshal Geoff Shepherd will make a significant commitment to preserving historical military aircraft when he signs an agreement with the Temora Aviation Museum in a ceremony to be held as part of the museums public flying weekend on Saturday the 26th of November.

Under the agreement, to be co-signed by the Founder and President of the museum Mr David Lowy, the Royal Australian Air Force (RAAF) will loan one of its historic aircraft to the Temora Aviation Museum (TAM).

The Sabre jet, flown throughout Australia and South East Asia by the RAAF, will be restored to flying condition by TAM and will become a feature of their regular schedule of flying weekends, which are open to the public.

Following the establishment of the recently announced RAAF Heritage Advisory Council, the agreement represents a further move to ensure that important pieces of the RAAF's heritage are not only preserved but made available to the Australian public.

Recognising the significance of the agreement, the Chief of Air Force commended the museum for the initiative and continued support. "This agreement will help safeguard an important piece of Australian aviation history", Air Marshal Shepherd said.

"Mr Lowy's shared passion for aviation heritage and the expertise of the museum staff will go a long way to supporting the RAAF's endeavours to keep Australian war history accessible to future generations".

The Sabre A94-983 was delivered to No 78 Wing at Williamtown in 1957, before moving to Butterworth, Malaysia in October 1958. In February 1959, the aircraft made a wheels-up landing with extensive damage to the underside of the airframe and was transported back to

Commonwealth Aircraft Corporation (CAC) at Avalon for survey and costing of repair work.

After repair, A94-983 then went to No 76 Squadron in 1961, and was operated until July 1963, when it was dismantled and put into storage in Williamtown. In 1966, the aircraft came back into service, this time with No 2 (Fighter) Operational Conversion Unit. By 1970, the aircraft had moved to No 5 Operational Training Unit, before returning to No 2 (Fighter) Operational Conversion Unit in August 1971. In November 1971 the aircraft was ferried to Base Squadron Butterworth for transfer to the Royal Malaysian Air Force.

The aircraft was next in the hands of the RAAF in 1978 at 75 Squadron in Butterworth before its return to Australia for restoration. It was first displayed in public in March 1981. The aircraft continued to be displayed by the RAAF Museum at Richmond until 1992, when it was relocated to Point Cook.

Department of Defence Media Mail List

An interesting snippet that must help make the proposal for the Services to take over the Museum a lot more realistic. They now have a RAAF aircraft Museum, an Army Aircraft Museum (just opened) , now assistance with a Civilian Aircraft Museum so how can we miss?

Ed.

The Bathtub

It doesn't hurt to take a hard look at yourself from time to time, and this should help get you started.

During a visit to the mental asylum, a visitor asked the Director what the criterion was which defined whether or not a patient should be institutionalized. "Well," said the Director, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the patient and ask him or her to empty the bathtub."

"Oh, I understand," said the visitor. "A normal person would use the bucket because it's bigger than the spoon or the teacup.

"No," said the Director, "A normal person would pull the plug."

Do you want a room with or without a view?

FLEET AIR ARM WALL of SERVICE

These are the latest 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 Administrator of the project.

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RIDGWAY
HARRISON
PERKINS
EAGLES
JANSZ
STRAHAN
TAYLOR
BROWN
MARKWELL
KREIG
PENNY
BOUNDS
MCPHERSON
NEILSEN
HUNTER
SELF
RICHMOND
GEALE
HILTON
CARROLL
SHIELS
PARROTTE
SWEENEY
BECKER
FERGUSON
McMILLAN
TAYLOR
DONIGER
MAYHEW
MARQUIS
RUSSELL
WILSON
VOOLES
WEBSTER
GOBLE
TATE

HENDERSON
BALDWIN
MARSHALL
ROBB
SUTCLIFFE
HIBBETT
WILSON
BROOKES
FERGUSON
DUNN
MEWETT
CLARK
FOOT
HITCHEN
SUTHERLAND
GREENAWAY
WASHBROOK
LOVELL
DAW
MAYO
HARRIS
GEWOHN
REID
DAY
MUMFORD
JOHNS
McNALLY
DUNNE
STUBBINGTON
CLAYTON
HARRIS
GRIBBLE
TIFFEN
HAMON
FRASER

PLANT
RALPH
JAGO
WATKINS
WITHERS
RICHARDS
STRICKLAND

ORR
DAVIES
SHARLAND
MUFFET
HUNTER
BRODIE
INNES

Some of

Please ensure that your details are **PRINTED CLEARLY** on your application form. It is very hard to correct an error once the bronze has been cast.

Application forms are available from the Administrator or if you contact your State Secretary he will be able to organize one for you or any other ex FAA personnel (they are also available on our web site). When you give them the application form you might suggest membership for this association as well. All states can accommodate new members.

You will see by the number of plaques fitted since the last magazine that progress is good, there will no doubt be a pause or two over the Xmas period as logistics(holidays that we all have to have) will govern the production.

The back page of this issue has a photographic record of some of the actual plaques on the Wall . Each future edition will show more of the plaques so if yours is not in the present photos, do not despair it is coming. If a group (old class or similar) wish to have their plaques fitted alongside each other get together and submit the group as a 'parcel' and they will be kept together. There are quite a few smaller groups and family members already together on the Wall.

If an electronic version of any of the photos is required please contact "The Editor - Slipstream" and I will forward you that copy.

"Progress in airline flying: now a flight attendant can get a pilot pregnant."

"Airspeed, altitude and brains. Two are always needed to successfully complete the flight."

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* * *

VALE :

Russell Laycock

Russell "Rags" Laycock (former CPOATWL), passed away in Townsville 05 September 2005 aged 52. Russ joined the RAN January 1969 as a Naval Artificer Apprentice, after a short time in HMAS Leeuwin, Russ returned to HMAS Nirimba to complete training as a Systems Artificer Air Weapons, after his training he arrived at HMAS Albacross in 1973. Russ, served with HT 725, HS 817 (both Wessex and SeaKing), avionics workshop and as much respected instructor HMAS Nirimba. Russ's service also included sea posting in HMAS Melbourne, Stalwart and Tobruk.

Cocky Roach

VALE :

Leo William (Taff) Evans

"Taff" passed away on 24th October this year. He will be sadly missed by his old shipmates, in particular his local close mates. Born in South Grafton he attended school through to high school there and then worked in the local joinery works. He made the transition to the RAN as a 'stoker' and saw service in HMAS Manoora and Shropshire (present for the 'surrender' in Tokyo Bay) He went to the UK with the Victory Parade Contingent and on return joined HMAS Warnambool. Later sunk whilst clearing mines he was rescued un-injured by a Fairmile. For more excitement he transferred to the 'new Fleet Air Arm' and was accepted for training as an aircraft fitter. To the UK again and after two years at different R.N.A.Stations he returned to our own FAA. Service on HMAS Sydney saw him do both trips to Korea and this intertwined with service at 'Albatross' saw him pay off in 1954 as a CPO AF, after 12 years service. A dedicated member of the Ex- Naval man's and associated Service Clubs. He was always eager to help his mates in anyway possible.

Condolences to his wife Joy - Bye Happy Helper
Roy Torrens, Max Gant and Eric Bush

A LAST FAREWELL

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

Russell Laycock - 8th Sep 2005

Walter Wheeldon - 10th Sep 2005

Charlie Bye - 18th Sep 2005

Marie Bye - 22 nd Sep 2005

Captain J. StB . More

WO Michael Skewes - 25th Oct 2005

Leo William (Taff) Evans - 24th Oct 2005

