

Slipstream

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Established HMAS Albatross 1957



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## FOREWORD



I appreciate the opportunity to write this foreword and note that I am joining a very distinguished list of those who have previously written for this worthwhile and important publication. As Maritime commander I have three core tenets : leadership, risk management and a sense of community. The Fleet Air Arm embodies all of these. That those formerly involved with the Navy, and the Fleet Air Arm in particular, wish to maintain links with that period in their life through magazines such as this bears out to me the importance of our sense of community. It is the collective strength of our people and indeed the extended Navy family that enables us to continue to deliver such a high quality of service to the Australian people.

Our heritage has a huge impact on those serving and we should never underestimate the importance of your legacy and the way those serving will be perceived by future generations. My recent visit to HMAS Albatross for their annual Divisions reinforced this. Quite rightly they were proud to be aviators and to be part of an ongoing tradition within the Royal Australian Navy.

Within the Maritime Command we are currently involved in the introduction into service of highly versatile ships and new aircraft. Such activity is not without its challenges, however in many ways these challenges are not that different from those faced by those that have gone before us, as they provide both lessons and inspiration while we continue our transition to a more modern and capable fleet.

Force Element Groups , such as the Fleet Air Arm, have weathered the harsh winds of change throughout the years. Whether this has been in its dramatic restructuring as it transitioned from fixed wing carrier based operations to the helicopter based force it now comprises or the loss of a large number of aircraft in the "H" Hangar fire in 1976, the strength of our people then as now , has enabled us to continue to move fore-ward in challenging times. I personally see this as a wonderful lesson as we face up to the challenges of today.

Notwithstanding the challenges , I am aware that flying at sea is an immensely rewarding experience. Having been privileged to command Aviation capable fleet units I know only too well the risks and joys associated with being a 'Birdie'. I am immensely proud of the current group of aviators serving Australia. I have no doubt this has stemmed from the tradition, energy and efforts of those that have gone before them.

Thanks and stay safe

**Rear Admiral Davyd Thomas AM, CSC, RAN**  
**Maritime Commander RAN**

**SOUND AT ALL FAMILIAR ??**

Minister for Veterans Affairs  
The Hon` Bruce Billson MP  
House of Representatives  
Parliament House  
Canberra ACT 2600

Dear Minister,

I attended a meeting with your predecessor, the Hon` De-Anne Kelly BE MP, at the Huskisson RSL on the 23<sup>rd</sup> November` 2005. At this meeting I asked her about an anomaly that has existed with our Navy Personal Service History records for the past thirty-five years. This problem is particular to ex Fleet Air Arm personnel in that their "Sea Time" was never recorded post transfer to EDP in Dec 1970. The only record kept was their "Squadron Time". I believe the problem was corrected in the mid seventies, however, this does not solve my problem of having no "Sea Time" recorded for the period 1971, 1972.

This presents a major problem, particularly with our Dept of Honours and Awards. A department, which I must say, does a wonderful job. However, they can only act on information provided to them by the Navy Personal History Section. The only verification I can provide to show that I was "at sea" some time in those two years is a tax Group Certificate that shows an allowance, ANZUK overseas locality, during 1972, 1973. (copy enclosed)

I did not expect the Minister to be able to give me an immediate answer, so I had prepared my question in writing, and handed it to her at the meeting (copy enclosed) My local member, the Hon` Joanna Gash MP Federal Member for Gilmore, was also in attendance at this meeting. Ms Gash also followed up my question, in writing to the Minister, on the 2<sup>nd</sup> Dec` 2005.

Sir, it is now three months since I first presented to the Minister with my problem, and although I understand the turmoil that must be involved in the change over of Ministers, could you please find out if my question is being attended to, or if it is still pending?

Yours sincerely,

Ron C Jenkins  
27 Tarana Crescent  
Nowra  
NSW  
2541

23<sup>rd</sup> February 2006

**FROM THE EDITOR**

Congratulations are in order for the new CNAG, newly promoted Commodore Tim Barrett has returned to 'Albatross' in that position and as well as that it was pleasing to see in the Australia Day Honours that he received a Conspicuous Service Cross as well. An outfitters delight, new gear all the way down to the medal bars and 'gong' mounts. Captain Mark Campbell also has to go to 'Slops' to get some new epaulets as he has also been promoted.

It has to be good for the Air branch to get numbers in the upper management area where they can keep the branch to the fore in the endless quest for funds.

For those who have not been back to the 'Tross' for a long time some of the last of the old hangars above the old Control Tower are marked for destruction, they are scheduled to be replaced with the new style individual aircraft accommodation. Probably be hard to get into them on a bleak ,windy and cold night to get a brew whilst you were carrying out "Hangar Security Patrols". They will not be missed and one thing is for sure the Navy has had their moneys' worth out of them. I was back 'on-board ' the other day at the Captains' Office (for coffee no less) and that building is now where Naval Stores used to be and it is surrounded by lush lawns in place of the SE Section , Cmdr "E's" Office, GLS and the old Sail maker's shop. I was fortunate that I had a guide as one would get lost very easily. I will include (by request of several members) a now and before photo of the depot in one of the next few magazines.

The main entrance has not altered, I can assure you all that the only difference there is a coat of paint . The OOW's cabin, MAA's Office ,Regulating Office are all intact and I didn't wish to check out that 'barred' area out the back, but that's probably there as well. The old trusty Cinema and Chapel have made way for some more of that grass and bricks and mortar seem to have taken over from fibro shacks through that area( CPO's and PO's cabins and mess).

There has been a lot of varied publicity in the media over the last month or so in relation to maintenance standards in the Fleet Air Arm. They have for the sake of 'getting noticed' made some absurd statements, mutiny being just one of their claims. Moral is probably not at its highest at the moment but the dedication and work effort of the maintenance staff is where it always is, a work tradition that has evolved and been maintained over many years remains present. Hard times have come and gone over the years but the workers will come out on top as they always do because they believe in themselves and the service that supports them.

It has come to my notice that 'young' Dennis Mulvihill is in line for a congratulatory memo from the Navy for his service to Queen and country - well done from us all.

**FRONT PAGE :**

The updated 'Wall' and 'Memorial Garden' area has had some changes,; the advent of asbestos sheeting on the walls of the old change rooms signed their fate so now we have an open view encompassing the sports fields.

**STOP PRESS** : Forgive me if I haven't used some, of the copy sent to me for this issue, I have had to revert to using as much electronic media as I can as I have severed a tendon in my right hand and typing one handed - left hand as well is a new experience. ED

# LETTERS

Hello Greg - In a fit of curiosity (or stupidity) I purchased a copy of the Sydney Morning Herald, dated 11th October 1930 (my birthdate) and thought that the following excerpt would be of interest to your readers:-

## The Fleet

On Wednesday the active units of the Royal Australian Navy, with the exception of the flagship (HMAS Australia), will leave Sydney for the spring cruise to the south. The Australia has already gone alongside Garden Island for annual refit, which will occupy more than two months. HMAS Canberra, whose cruise to the Mediterranean on exchange duty has been cancelled, will lead the squadron, which will comprise, in addition, the Sea-plane carrier Albatross and flotilla - leader Anzac. The Rear Admiral commanding (Rear Admiral Evans) will join the squadron later hoisting his flag on the Canberra. The itinerary will include, Jervis Bay, Western Port Melbourne Adelaide, Port Pirie and Victor Harbour and when manoeuvres are concluded the fleet will return to Sydney.

Of course I appreciate that there may be other references to the Albatross but this is the earliest that I have found to date. Regards and best wishes

Dennis Charlton POAM (AM)

Done it again, commiserations to Clive Mayo for being labelled a "Bob", not sure how it got that way and it always seems to be those from the West that get 'handled'. Must be something in the water over there that makes us Easterners look askance at any info they send us - we will try and get it right as justification of the high salary that is an essential part of this equation.

## AND REMEMBER:

**"Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways - Chardonnay in one hand - chocolate in the other - body thoroughly used up, totally worn out and screaming "WOO HOO, What a Ride"**

So I was getting into my car, and this bloke says to me "Can you give me a lift?"

I said "Sure! You look great ... the world's your oyster ... go for it!"

Dear Greg

Couldn't resist the opportunity to ring Jim Hawkins re letter vol16 no 4 and bring him up to date with a bit of historical fact. I.e. there were many birdies including handlers that were Bandies. The Blue Jacket Band consisted of mainly FAA personnel it played as part of the arrival of the Governor General in Sydney – The Royal Tour and many other special occasions. Not only that but I think its well known that Nowra had no tannoy system in 1949 and on my arrival there on draft from Cerberus I was given the job as station Bugler. This required me to ride around the quarters playing 'wakey wakey' which was no easy task as those that did not wish to get their hands off used to come out and throw stones at me. Also did colours at 8 rounds at night and even last post at funerals. As far as I am aware I was the only handler that was granted a Buglers badge although Tassie Hartnett may have been another. The most difficult time that I had was playing the last post at Bunny Hares funeral. The emotional charge of that day I nearly passed out when the Band went to step off at the end of the service. I've promised to send this to Jim Hawkins and perhaps all those who were members of the original Blue jacket band might like to record their involvement. Imp certain there is some history in past issues but not necessarily names

Regards

Still going strong after Quad bypass

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An old Navy Chief and an old Marine Gunny were sitting at the VFW arguing about who'd had the tougher career. "I did 30 years in the Corps," the Marine declared proudly, and fought in three of my country's wars. Fresh out of boot camp I hit the beach at Okinawa, clawed my way up the blood-soaked sand, and eventually took out an entire enemy machine gun nest with a single grenade. As a sergeant, I fought in Korea alongside General MacArthur. We pushed the enemy inch by bloody inch all the way up to the Chinese border, always under a barrage of artillery and small arms fire. Finally, as a gunny sergeant, I did three consecutive combat tours in Vietnam. We humped through the mud and razor grass for 14 hours a day, plagued by rain and mosquitoes, ducking under sniper fire by day and mortar fire all night. In a firefight, we'd fire until our arms ached and our guns were empty, then we charge the enemy with bayonets

"Ah", said the Sailor with a dismissive wave of his hand.

"Lucky bastard, all shore duty, huh?"

## **AIRCRAFT MAINTAINERS**

Hello, my name is Kenneth MacTiernan and I am the Director of the Aircraft Maintenance Technicians Association, AMTA. We are a non-profit organization created to promote the craft & profession of the Aircraft Maintenance Technician to the public. Our web site is [www.amtausa.com](http://www.amtausa.com). Besides being the Director of the AMTA I am also a 20 year AMT for American Airlines in San Diego, CA. I was also a B-52 Mechanic in the USAF for 4 years. I would like to ask if it is possible to submit an article to Slipstream on Charles E. Taylor, the Wright brothers mechanic. Mr. Taylor built the first engines for the Wright Flyer by hand, in six weeks. It was his contributions that enabled the Wrights and the United States to lay claim to first in powered, controlled flight. Over 100 years of aviation have passed and "Charlie" has become aviation's "Unsung Hero". As the Father of Aircraft Maintenance the AMTA feels this is wrong and wishes to make people aware of his place in aviation's history as well as the responsibilities of today's AMTs. I may be contacted at (619) 395-6681 or through this e-mail address. I thank you in advance for any assistance you can lend the AMTA in achieving our goal of educating the public about a proud, skilled craft and the man who started it. Sincerely,

Kenneth MacTiernan Director AMTA

### **CHARLES E. TAYLOR : A 'mechanic'**

An aircraft has a mechanical discrepancy and the man, or woman, you call is a skilled, trained Aircraft Maintenance Technician, AMT. This professional investigates the fault and before you know it the problem is solved, the logbook is signed off and the aircraft is returned to airworthy status. This scenario happens countless times at airports around the world 7/24, 365 days a year. This scenario, regardless of the severity of the discrepancy, does not differentiate between military, commercial, corporate, government or general aviation aircraft. An aircraft is a technical piece of equipment and the men and women who work on these modern marvels of engineering are for the most part taken for granted. Everybody knows that the AMT is skilled, knowledgeable and professional. But does everybody know where these AMTs came from? Do they wonder who started the craft of the Aircraft Maintenance Technician? Where did the origins of the basic principles of this demanding profession originate?

The world knows about mankind's first controlled, powered flight. Both Orville and Wilbur Wright are household names because their imagination and technical abilities allowed them to lay claim to the first manned powered flight. A rather impressive feather to have in one's cap. But who helped them achieve this milestone in mankind's history?

Unfortunately, the world knows little of the man that

helped the Wright brothers and our country achieve this point in aviation's history. This man was Charles E. Taylor. Mr. Taylor was a self-taught mid-western mechanic, who worked for the Wright brothers in their bicycle shop. Charlie is considered the "unsung hero" of aviation because he was asked to build the first engines for the Wright Flyer. He met specifications that required that the engine should produce 8 brake horsepower and not weigh more than 200 pounds. Asked if he could produce such an engine, Charles E. Taylor simply replied, "Yes."

In roughly six weeks, working with a block of steel, the bicycle shop's lathe, drill press and some simple hand tools, history would be made. Because of the knowledge, skill and integrity Mr. Taylor possessed, the Wright Glider would become the Wright Flyer. Ohio and North Carolina would be the base from which mankind would take the first manned, controlled, powered flight.

On December 17, 1903 when the Wright's took their first step into aviation's history Charlie was not there. No, he was back in the bicycle shop "minding the store". Charlie knew his engine would work and stayed behind. But little do people know that Charlie made more than the first engines for the Wright Flyer. His skill was also used in manufacturing, and repairing, many of the components for the Flyer itself. One example is when Charlie repaired the propeller shafts, after screws were jerked loose, by using heavier gauge steel tubing. When parts needed attention that could not be addressed on the Kitty Hawk site these parts were sent back to Charlie in the bicycle shop for repair.

After the Wright's successful flight Charlie's knowledge, skill & integrity were needed even more. The Wright's would eventually need a larger engine, which of course was a task given to Charles E. Taylor. After necessary changes were made to new engine castings Charlie built the 1904 engine with cylinders 1/8 inch thicker.

After the "problem" of flight was conquered an area was needed for these machines to operate and improve on that was closer to the Ohio bicycle shop than North Carolina. It was then that 100 acres of prairie north of Dayton, which is now part of Wright-Patterson Air Force Base, called Huffman Prairie after it's owner, became the first airport. But a prairie wasn't the ideal local for an aircraft with barbed wire fences, grassy hummocks and such all around. At this point in time it is once again Charles E. Taylor who assumes the responsibilities of an airport manager and getting things done. He dealt with unique problems. One example of which was the assembling and maintaining of a shed, or early day hangar in which the first Wright aircraft could be stored.

After twice being ignored by the United States government to examine their machine with a view towards possible military applications the Wright brothers decided to take their new invention to Europe. They once again turned to their "aircraft mechanic" who was given the responsibility of crating the Wright Flyer for shipment across the globe to both England and France. This task was accomplished in a shed and then shipped to the East Coast by train. After the Wright Flyer made the journey to Europe it was again Charles E. Taylor who was responsible for

assembling the craft.

After the Wright's returned back to the United States Calbraith Perry (Cal) Rodgers, grandson of Commodore Calbraith Perry whose "gunboat diplomacy" opened Japan to the West, decided to attempt to make a transcontinental flight. It is once again that Charlie is looked at to be Cal's chief mechanic for this historic attempt in aviation. But before working for Cal on the "Vin - Fiz Flyer", named after the first bottled grape drink of Cal's sponsor for this event, Charlie checked with the Wright's because with so few Wright aircraft around Charlie's knowledge was crucial to have around. Orville & Wilbur consented to give Charlie a leave of absence.

Participating in such a historic achievement, one would think that Charles E. Taylor's name would be mentioned in the same breath and sentence with Orville and Wilbur Wright. But such is not the case. Although the Wright's gave credit to Charlie for his contribution, he never searched for the limelight or to cash in on his notoriety. He had a job to do and he did it. Just like today's AMTs. With the death of the Wright brothers and the rapid growth in both engine and airframe technology, Charles E. Taylor simply became a forgotten name. He became aviation's original "Unsung Hero".

After 100 years of controlled, powered flight it is time that Charles E. Taylor be remembered and recognized for what he did and in turn today's Aircraft Maintenance Technicians for what they do. One organization out there that is trying to educate to the public about Charles E. Taylor's proud place in aviation's history and the men and women who have followed in his footsteps is the Aircraft Maintenance Technicians Association, AMTA. The AMTA is a non-profit organization and is open to all with a love of aviation. Their web site is [www.AMTAUSA.com](http://www.AMTAUSA.com). Some of the ways the AMTA is helping Charlie be remembered for his contributions is by donating bronze busts of his likeness at aerospace museums across the country. They have already donated one to the San Diego Aerospace Museum and plan another for the Smithsonian National Air & Space Museum as well as the National Aviation Hall of Fame.

The AMTA has a program they call the "Faces Behind Safety" program where they highlight AMTs from across the industry on their web site so the public can see and read about today's AMTs and how they follow in Charlie's footsteps.

With the leadership of Richard Dilbeck, FAA Aviation Safety Program Manager Airworthiness, resolutions are being passed that recognize May 24<sup>th</sup> of each year as Aviation Maintenance Technician Day. This is in honor of Charles E. Taylor's birthday. Thanks to Mr. Dilbeck the State of California was the first to pass a resolution and now there are 30 with more in the process of being passed. A National Resolution is under way thanks in large part to PAMA and their President Brian Finnegan. With this day set aside as a day to honor Charles E. Taylor, and today's AMTs, recognition is forth coming.

Last year Embry-Riddle Aeronautical University in Daytona Beach Florida renamed their maintenance program to the Charles Taylor Department of Aviation Maintenance Science in

honor of Mr. Taylor and dedicated a bronze bust of Charlie during a daytime bar-b-q and night time formal dinner. This was done in large part thanks to the determination of Aviation Maintenance Science Chairman Fred Mirlge.

Frontier Airlines, under the guidance of Tom Hendershot, celebrates May 24<sup>th</sup> by sponsoring bar-b-q s for their AMTs across their system. And last year the AMTA held their first AMT Day Celebration at Spanish Landing in San Diego, CA.

There is also a very informative book on Charles E. Taylor written by Howard R. DuFour titled "Charles E. Taylor: The Wright Brothers Mechanician". This book talks about not only what Charlie did for aviation but also about his colorful life. It is a must for any aviation enthusiast's library.

The F.A.A. has a program called the Charles E. Taylor Master Mechanic Award. This is where an Aircraft Maintenance Technician who has a minimum of 50 years in aviation, has been licensed for at least 30 of those years, has never had his license revoked or negative action taken against them is recognized for their contributions to aviation. But to be considered for this prestigious award an individual must be nominated by three separate people in writing detailing the reasons the person deserves an award named after the "Father of Aircraft Maintenance".

So, the next time an aircraft has a mechanical discrepancy and the man or woman you call to inspect and repair the faulting system remember who this person is and where they come from. They follow in the footsteps of a man that by his very nature looked at his craft with respect and passion. They use knowledge, skill & integrity as the basis for their craft. They do not look for notoriety or the spot light. They carry a great responsibility that is passed on from generation to generation.

They are **Aircraft Maintenance Technicians!**  
Thanks to Charles E. Taylor!



**CHARLES  
E.  
TAYLOR**

## The Beginning of the Fleet Air Arm of the Royal Australian Navy

as seen by Lt Cdr R L Davies

(Dec)

My first flight in the RAN Fleet Air Arm was in a Seafire Mk 3 serial No. NF481 on the 19th June 1945 at RNAS Schofields, as a member of No1 Course of ex RAAF pilots.

I joined the RAAF on April 29th 1940 and after elementary training in Australia I was among the first 40 pilots under the ' Empire Training Scheme ' to go to Canada for advanced training.

On my return to Australia in 1945 after service as a fighter pilot with the RAF, serving in UK, Malta, Western Desert, India, Ceylon and Burma I was posted to a ferry flight at RAAF Richmond in NSW and it was here that I saw a signal on the Flight Notice Board asking for volunteers to transfer to the Fleet Air Arm for duties as fighter pilots in the British Pacific Fleet.

Of the first applicants, 12 of us were chosen and commissioned as officers in the RANVR and appointed to 899 Squadron at RNAS Schofields near Sydney. Nat Gould was also a member of this group.

Lt Cdr Dennison RNVR , the CO of 899 Squadron and his officers made us feel very welcome and soon we all became good mates. It is worth noting that "Shorty" Dennison was an extremely fine pianist and even 'in his cups' could play like a maestro!

Naval routine differed markedly from that of the Air Force - floors became decks, walls became bulkheads and then there were lots of things to hoist inboard about Naval Etiquette.

On June 19th 1945 flying training began!

After a couple of familiarization flights and some slow flying practice the dreaded 'Aerodrome Dummy Deck Landings ' began. Generally Air Force circuits ( at least for single engined aircraft) were carried out at 1000 feet above ground level followed by a glide approach to a 3 point attitude touch down. ADDL's however required a circuit of 300 feet and in the case of the Seafire 3 a final approach speed of about 80knots.

The Deck landing Officer( called "Bats") controlled the final approach by signaling by means of brilliant yellow paddles( rather like a large table tennis bats) held in each hand. Commands such as "move left ", " move right", "go up", "go down", "altitude" and so on until the aircraft was in a position to give the "cut" whereupon the pilot closed the throttle and the aircraft

Wilson RNVR and his skill was absolutely phenomenal. His quick reactions certainly saved one pilot's life. In this incident , the approaching aircraft on finals stalled at about 50 feet and pancaked on the end of the runway . Bill dropped his bats, ran to the aircraft and literally plucked the dazed pilot from the cockpit just as the first flames began.

On this first course we had only one fatality, a Seafire broke up in mid-air and the pilot was unable to bail out.

In mid July we eleven ex Air Force pilots were considered safe to let loose on a light fleet carrier so at 0700 on the 24th July 1945 we made contact with HMS Indomitable and all landed on safely.

During the 10 subsequent practice landings there was only one mishap when a pilot bounced after catching a wire and slid gracefully over the side of the flight deck. He was subsequently rescued by the attendant destroyer - none the worse for his dunking. Having qualified as carrier pilots we were appointed to 801 Squadron , 20th CAG carrying out the usual squadron flying exercises, both on land and at sea.

Although we were on a fairly heavy flying schedule, we were young and enjoyed a good social life. VE ay was spent at Schofields or rather at the celebration in Sydney. Some inebriated souls climbed aboard a locomotive which had been shut down for the night at Bankstown, stoked up the fire and drove it up the line towards Schofields, abandoning it when it ran out of puff. The railway people were not amused.

When VJ Day came, it made little difference to our living schedule , even though the war in the Pacific had ended. While we were at Schofields, Blacktown had the nearest 'pub' and we aircrew repaired there to drink after work as an incident in the Wardroom caused our wine bills to be stopped. This incident occurred one night towards the end of a fairly heavy party when some one suggested a game called "Bombing Berlin". A game in which various wardroom members played the part of a bombers' crew - captain, navigator, gunners and so on , and perched in the rafters of the Wardroom were the enemy fighters - tightly clutching their pints of beer. Just as the bomber captain shouted " Rear gunners what do you see ?"that worthy person , peering through two empty beer bottle binoculars found himself staring at the livid face of the Captain. Unfortunately the Captain had been woken from a sound and sober sleep by the racket issuing from the Wardroom . A deathly hush fell upon the quiet assembled "Bomber" and "Fighter" players. In a voice quivering with rage and contempt, the Captain roared" Officers by God", turned about and stalked out of the Wardroom. Next day he stopped our wine bills for a month and we began to make the daily trip to the Blacktown pub!

As carrier pilots we were appointed to 801 Squadron, 20th CAG and were equipped with Seafire Mk 15 aircraft. These were a lot easier to deck-land than the Mk 3's, they were more powerful, heavier and had the advantage of a hydraulically controlled 'sting hook' in the tail.

On the 5th May 1946 the 29th CAG flew onto HMS Implacable route to the UK. Offshore from Sydney the Avenger aircraft of the Air Group were ditched over the side as soon as they were landed on, as they were lease-lend war material and by agreement with the USA they had to be destroyed.

On May 16th 1946 the Seafire Mk 15 aircraft with which 801 Squadron was now equipped were flown off HMS Implacable and landed at RAF Air Station Trincomalee where they were abandoned. Implacable then proceeded to UK.

In Implacable were the few ex RAAF pilots who had elected to remain in the RAN .

These notes have been compiled from my log book and Diary entries and from a host of memories, in an attempt to relate the first days of the Royal Australian Naval Air Arm.



#### **Distinguished Visitor :**

You never know who you will meet from day to day. Recently at the Australian Museum of Flight it was pleasure to meet a 'birdie' from another nation. A Pom no less but one of some distinction. Admiral Sir Michael Layard KCB CBE , 2nd Sea Lord . He along with his wife were out here visiting their son in Sydney ( a member of the Australian Army) and decided to come down to the South Coast for a look and finished up here. They were very impressed with the idea of the Wall of Service and it could have a similar item in the RN in the future.

Greg Wise, Sir Michael Layard, Bill Kerr and Denny Lynch in front of the 'Wall'- taken by Lady Elspeth Layard.

How we change our ways of thinking, VAT would be proud to see the length of the shorts in this photo, we wouldn't have been seen dead in these years ago.

#### AN EXTRACT FROM SUN HERALD 8 JAN 2006

Just before Chrissie, TFF heard an interesting yarn from a diver who says he has seen this phenomenon himself. He maintains that on the floor of the Pacific Ocean, a few miles off the heads of Sydney Harbour, there are hundreds of perfectly preserved WW11 planes, a ghost squadron, some of them upright and looking as if they could take off into the aquatic skies at a moment's notice. He says that at War's conclusion the only way to get the hundreds of thousands of American servicemen home quickly was to cram them onto aircraft carriers upon which space had to be quickly made and ....

And you get the drift, as did the planes. They were simply pushed over the side, to spiral down to a sometimes perfect landing. I love the yarn and want it to be true, but will feel better if someone out there can confirm.

In the meantime, passing right over the top of them on July 2 ,1946, was the HMS Victorious, chock-a-block with 700 Australian War Brides who were going to join their British servicemen husbands

#### THE TRUTH OF THE MATTER

\_TO Peter Fitzsimons : Your 'excess baggage' is partially true. There are a great number of WW2 aircraft sitting on the bottom just off Sydney Heads. I know because I helped put them there.

In 1945 I was a Fleet Air Arm pilot flying with the British Pacific Fleet from their large carriers, each of which had some 80 + aircraft embarked. Our Air Groups were equipped with a mixture of British Seafires (a naval version of the Spitfire), Fireflies and American Corsairs and Avengers. Under the terms of the wartime Lend / Lease agreement between the British and United States Governments, all equipment supplied to the Britain covered by the agreement was to be destroyed on cessation of hostilities.

So the Corsairs and the Avengers had to go. Some of the aircraft were still in packing cases, but were assembled and flown together with the in-service ones from Schofields (an airfield on the Western outskirts of Sydney) out to the waiting carriers a few miles off the Heads. We manhandled them over the side, in my case HMS Implacable. I can't remember how many other ships carried out similar burials but sister ships included Indomitable, Indefatigable and Formidable. As a confirmed Naval aviator I found it strangely sad to watch perfectly good and beautiful areoplane disappearing beneath the waves. So, yes, the story is partially true but not to make space for returning 'Yanks'. I am unsure as to the reasoning behind the destruction but it may have been to prevent a flood of warlike items appearing on the international arms market during an unstable immediate post war political situation,

Regards,

A.J. (Nat) Gould

### The RAN FAA Necktie Story

'Designed by a bloody Pom'

Three or four years ago Reg Phillips, who served with me in 723 squadron during the 50's. and now lives in New Zealand, sent me a brand new substitute for my original Aussie FAA tie. I had tried in vain to buy one in the UK, as I knew that the first ones were produced and sold by Gieves of Bond St London, the archetypal Royal Navy outfitters.

My replacement is marked proudly, 'Woven and manufactured in Australia by Tee Dee the special tie specialist.' The new tie, looks almost the same as the old one, but on closer inspection there are a number of differences.

To begin with, it is a lighter more 'lairy' blue than my original, and the kangaroo and pilot's wings emblems are a shade larger. The kangaroo image has now been tilted forwards to a jauntier speedy angle. All indications of a more modern and confident Australia than the near colony of the 1950s! I wanted a new tie because the old one was too shabby to wear, and I am extremely proud of having served on loan to the RAN for two and a half years between 1954 and 1956.

It was during my first few months as a Midshipman Observer at Nowra, that a notice appeared on the Wardroom board saying that the RAN was running a competition to design a specifically Australian Fleet Air Arm tie. I cannot remember whether it was meant for all members or just for aircrew. I was already volunteered for the duty of Line Book Officer in 723 and so I had an artistic reputation to keep up. One of my jobs after leaving school and before joining the service had been with RFD, the textile printing company in Surrey UK. There, I had submitted several designs for scarves and dress material, for which I was paid.

I thought about the tie design for a day or so, and made one or two sketches, which I showed to a couple of Aussie friends. Finally, I submitted two designs, which I sent to the address on the notice. Both drawings were made actual tie size in water-colour. One was on a silver-grey background and one on Navy blue. The pilot's wings were copied from a friend's sleeve and the kangaroo from the back of the penny in use at that time! I then forgot about the whole thing. I reckon it was almost a year later when I received a letter from the Admiralty office in Sydney saying that they had adopted one of my designs! The prize, I think, was the fairly mean one of a free tie!

I seem to remember hearing sometime later that mine may have been the only entry in the competition, and that is why a 'Pom' was allowed to become the designer of the RAN tie! Nevertheless, it is still one of the accomplishments in my life of which I am most proud, and I am grateful to Greg Wise for inviting me to put this achievement on record.

By Christopher Jarman Lt (O) RN Rtd



The original 'Roo'



Later sprightly 'Roo'

### An early re-union notice

A 40th Reunion of the 18th Intake of JRTE HMAS Leeuwin is planned to be held early 2007. Those interested please contact S.R [Stew] Harding On 0244438919 OR 0422208982

**The joys of trying to get a book published -**

One of our members, Ben Patynowski has for the past decade been applying his effort to a task that is proving mountainous. His book on the life and history of "The Gannet" finally got onto paper, got proof read and was as far as he was concerned ready for its last journey - wrong, below is a letter from the publishers with no end of 'Good News' !!

Hi Ben,

It was good to talk to you the other day and again my apologies for being so slack! Some random thoughts and points about the book which may or may not be relevant:

- \* First and foremost, it's interesting and informative and well worth publishing.
- \* Its size - if professionally printed and laid out - means you are probably looking at a \$75-100 retail price depending on soft or hard cover and other items.
- \* If you go this way the book will need to be edited professionally, the text will have to be re-typeset (presumably it's all on disc), redesigned and all illustrations rescanned at very high resolution. This will all add to your production costs. For example, we would charge about \$15,000 to prepare such a book for the printer (editing, design, layout etc) plus about \$20 per scan.
- \* Re the above - the layout and design of your printout is not suitable for a 'proper' book.
- \* We can't accurately cost the printing yet - not until the final form is established so quotes can be obtained. There are so many variables - paper type and size, soft or hard cover and of course the print run. This is sometimes difficult to gauge: too few and the unit cost is very high and there's the possibility of an expensive reprint; too many and the unit cost is lower but the overall cost is more - and there's the possibility of ending up with a garage full of un-sold volumes.
- \* Bear in mind that if you sell direct to a retailers they will expect a 40% discount off the retail price, perhaps a little less if only buying one or two copies.
- \* If the book goes through a distributor you can expect to get less than half of the retail price back by the time the wholesaler and retailers take their cuts.
- \* Another option is to self-publish in the sense of just printing out the pages as required and then spiral or flat binding them yourself 'at home' using the layout and design you already have. This will reduce costs but also result in an inferior product compared to professional design and printing - the retail price will have to be substantially less and the option of 'professional' distribution will be diminished. Naturally, the pages will have to be printed back-to-back as in a 'real' book.
- \* Option three is to find a publisher prepared to fund the entire project and therefore take the risk - and keep any profits. As the author you would be entitled to royalties or a fee. For your information, I've never worked on royalties - all of my 58 books has been written for a flat fee with extra payments for reprints and secondary rights. When you get further down the track I'll talk about copyright issues - that could be a book in itself!

\* The idea we discussed about receiving deposits from potential customers has merit, but you must put in writing to them that the money received will go into some kind of trust, will only be used towards the production cost of the book, and will be returned if the project doesn't go ahead.

\* If you wish to use our services to get the book 'print ready' feel free, but remember we are a business and pay the bills by doing this sort of thing. I would take care of the editing (after all, I am one of the best in the business!) and Wendy the design and technical aspects. Please be assured that you have absolutely no obligation towards us with any of this.

A publishing option might be the people who recently published Paul Mason's and Darren Mottram's 'Mirage III Colours and Markings' (see review in the current Aero). That is 312 pages soft cover and \$66.00 RRP. They are Mushroom Model Publications in the UK, website [www.mmpbooks.biz](http://www.mmpbooks.biz) or email Roger Walgrove (editor in chief) [rogerw@mmpbooks.biz](mailto:rogerw@mmpbooks.biz)

I don't know if any of this helps you, but there might be one or two things that trigger an idea. It would be a great shame to waste all your hard work.

Stay in touch

SW

**Any assistance or advice would be welcome !!!**

**Late advice: problem may be resolved by a firm in UK**

John invited his mother over for dinner. During the meal, his mother couldn't help noticing how beautiful John's roommate was. She had long been suspicious of a relationship between John and his roommate and this only made her more curious. Over the course of the evening, while watching the two interact, she started to wonder if there was more between John and the roommate than met the eye.

Reading his mom's thoughts, John volunteered, "I know what you must be thinking, but I assure you, Julie and I are just roommates."

About a week later, Julie came to John and said, "Ever since your mother came to dinner, I've been unable to find the beautiful silver gravy ladle. "You don't suppose she took it, do you?" Julie said, "Well, I doubt it, but I'll write her a letter just to be sure." So he sat down and wrote:

"Dear Mother, I'm not saying you 'did' take a gravy ladle from my house, and I'm not saying you 'did not' take a gravy ladle. But the fact remains that one has been missing ever since you were here for dinner."

Several days later, John received a letter from his mother which read:

Dear Son,  
I'm not saying that you 'do' sleep with Julie, and I'm not saying that you 'do not' sleep with Julie, but the fact remains that if she was sleeping in her own bed, she would have found the gravy ladle by now.

Love,  
Mom"

## BIRDS FROM THE SAME NEST

### THE SANDBERGS

#### **Sandy Sandberg**

Joined the RAN in April 1950 as a recruit Seaman, turned out at HMAS CEREBUS for recruit training and was promoted to Ordinary Seaman in November 1950. A selection board, acceptance and then transferred to probationary aircrew training in the second Naval Aircrew course. A posting to RAAF Point Cook Aircrew Course No.7 followed, thence to the United Kingdom for Observer training and graduated October 1952. On completion of the stint in UK a posting to 816 Squadron in Australia saw him join HMAS Vengeance and then HMAS Sydney and off to Korea for the second deployment to that theatre.

Home in July 1954, he succumbed to the fairer sex and married in November of that year. His next avenue of employment embodied another posting back to the UK for night fighter training and then to 808 Squadron and HMAS Melbourne. Sea Venom aircraft occupied his flying time and he spent the next 5 years between 808 and 805 squadrons. The training squadron beckoned and whilst at 724 Squadron he was involved in a night flying incident which encompassed a 'frightening ejection.

He subsequently went to 723 Squadron for a while then back to 805 Squadron, finally given further 'rest' by a posting from Melbourne VF805 Squadron to HMAS Penguin. Navy Office and a desk carried him through to retirement in 1972.

Sandy re entered the Navy in 1976 for a further 6 years then retired for good in 1982 for a life of golf and relaxation.



**OH ! For the " Life of Riley " - sorry, "SANDY"**



**Michael**

#### **Michael Sandberg**

Joined in May 1978 and completed recruit training at HMAS Cerberus, posted to HMAS Albatross initially as an SE sailor, (there were very few FAA vacancies at that time) being one of the first three new FAA recruits in over 2 years. A vocation change to ATW on arrival, saw him complete phase training at the Air Training Department to be posted to VC 851 Squadron. 1980 saw a 7 month stint (until the detachment was withdrawn) supporting three Grumman Tracker aircraft operating out of RAAF Darwin on coast watch duties.

A move to rotary wing aircraft, prior to the paying off of all fixed wing bar the HS748's, encompassed service on HC723 Squadron and Ship's Flight duties aboard HMAS Tobruk in 1983. Phase Two technical training was completed at HMAS Nirimba during 1985/86, Recommended for aircrew, he left the FAA in 1988 for a career in Information Technology – currently Business Development Manager for ASI Solutions (Australian Systems Integration company) in Canberra.

**Phots Reunion at Kuttabul**by **PEDRO**

Cluey,

Firstly let me congratulate you on your promotion to the exalted rank of Head Poobah of the editorial world. We always sensed that there was a touch of the literary in your style. You appear to be handling it with your usual ease, keep up the good work and the best of luck in the future.

It has been a long time between drinks for us but fate seems to conspire against me. I was to be at the last FAAA reunion at Nowra a couple of years ago but got as far as Narrandra when I lost the use of my right eye so we had no option but to turn around and head back home. This resulted in Ruth doubling the distance she had driven in her career to that date in just a little over a day. Fortunately the damage was not permanent and the eye righted itself in three months. Phew ! What a relief that was for the old system. The following year we journeyed to Sydney to the 'Phot Branch Reunion' which coincided with the Navy Week Reunion.

The Phot branch got together at Kuttabul in the sailor's mess and among us was a good representation of the old 'Birdie Phots'. On the Friday night it was great to see so many of the old faces. In hindsight it was probably one feature that was recognizable in some of them. We had a fantastic time together reliving the old runs ashore and having a bloody great laugh at the line book photos. The women seemed to take a particular interest in some of the more outrageous of these. The Saturday morning saw most of the gang at the march and memorial service at the Cenotaph. We proceeded to the Rugby Club down by the Quay where the serious business of quaffing an ale at an ever increasing rate followed by some magnificent 'steak sangers' took pride of place. At this point the ladies adjourned to do some real damage to the plastic in the shopping malls. They left the boys still sinking a few but of course at a much reduced rate , I guess we are getting old !!!

The ladies eventually returned , sore of foot and bereft of all forms of coinage to whiz us away for an afternoon nap before the evenings' festivities.

That evening we witnessed "SUNSET" performed by the Navy Band at Darling Harbour and as many times as I have witnessed it I could not help but note the profound effect it seemed to have on all of us . After it had finished a lengthy discussion ensued and it was decided that a Chinese Banquet was the order of the day and having been assured that there was a suitable eatery "just down the road" we proceeded to embark upon what can only be described as ' THE STEVE DENT MAGICAL MYSTERY TOUR OF DARLING HARBOUR AND ENVIRONS '. I swear we walked ten miles at least and even the young blokes were starting to knock-up in the finish. When we could walk no further and having passed at least five chow joints , all of which were unsuitable for some reason or another to somebody in the 'mob', we descended on a glorified coffee stall serving 'Thai Nosh'. I don't

think that the Aussie style noggie that ran the place could believe his luck where on that cold windswept wharf his only customers till then were his large extended family. MANNA from heaven!!

Too worn out to go any further we put ourselves in the hands of this expert extortionist. When at last we had had enough overpriced grog and stuffed ourselves to the gills we crawled back to our respective billets to crash and prepare for the homeward trip, some from as far away as Perth. The farewells were subdued but not without emotion and suddenly it was all over.

Ruth and I stayed on a few days longer and during that time we were made the mandatory visit to the "Watson Chapel" where we were married. I can assure anyone who hasn't been there for a while that the climb up the hill from the bottom gates is still precipitous ( they won't let you drive in no matter how old or buggered you are.)

Can anyone tell me where the sailors have gone ?? Civilian security guards, civilian bar-people in the messes , civilian cooks, no white webbing belts and gaiters to be found anywhere. Quite UN-NAVY !! No charisma at all! Tell me what happens to the cooks and stewards when they come ashore, do they simply go on leave until their next ship or do they simply not have them any more? I didn't see a single matelot in the pubs or clubs anywhere in Sydney. Anyway Greg , enough of this drivel from me, the main reason for this note is to enclose some photographs of the last Phot Re-union even though it is fading into history. (Photos from a Phot - never heard of before) They may serve to remind some that may have forgotten that we did have a great bunch of 'Birdie Photographers' and I am proud to have been one of them.

Hope you can find space in Slipstream for at least some of them. Please convey our best wishes to all who care to remember and may all go well for you all.

Cheers and beers ,  
With lasting memories,  
Pedro and Ruth Fenwick

If anyone would like to call and say G'day the number is 08 88466080 or send me a fax at the same number.

## NOTICE OF ARRIVAL :

To all our friends and companions in the greater Eastern States (well NSW anyway), Joe and Alva Joss wish to advise old Armourer friends that they will be visiting Nowra for a few days including ANZAC Day 2006 and would like to catch up with as many of them as they can. Their accommodation is not yet confirmed but Pancho Walter is looking after them and will have details.



Back :  
 John O'Brien, George Anderson, Fred Khol, Trevor Close, Dean Gedling, Mal Wilson, Doug Pryke  
 Front:  
 Dick Green, Dick Briggs Mick Pasfield



Pedro with "My Son" Bevan Stringer and his wife



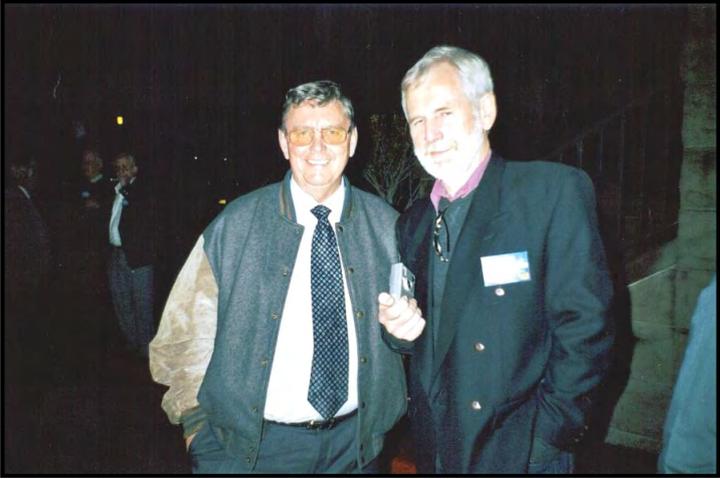
L to R : John "Suitcase" Maurice, Mal "The Ancient Mariner" Wilson, Ruth Fenwick, Mrs Lammers, ??? , Ron Batchelor and Wayne Staples



"The Old Duo" - Ronnie Batchelor and Teddy Corby



Mal Wilson, Rick Reynolds and Trevor Klose "Revue the red"



Doug Pryke and Alan 'Pony' Moore

**A TRIP AROUND AUSTRALIA**

Sittin' at home last Sunday mornin' me mate Boomerang Said he was havin' a few people around for a barbie, Said he might ask a Kookaburra or two.

I said, "Sounds great, will Wallaby there?"

He said "Yeah and Vegemite can come too".

So I said to the wife "Do you wanna Goanna?"

She said "I'll go if Dingos".

So I said "Wattle we do about Nulla?"

He said "Nullabors me to tears, leave him at home

We got to the party about two and walked straight out the kitchen to put some booze in the fridge. And you wouldn't believe it, there's Boomer's wife Warra sittin there tryin to Platypus!

Now, I don't like to speak Illawarra, but I was shocked, I mean how much can a Koala bear.

So I grabbed a beer, flashed me Wangarratta and went out and joined the party.

Pretty soon Ayers Rocks in and things really started jumpin'.

This Indian girl, Marsu, turns up, dying to go to the toilet but she couldn't find it. I said to me mate Al, "Hey, where can Marsupial?"

He said "She can go outback with the fellas, she's probably seen a cockatoo".

Well just then Warra comes out of the kitchen with a few drinks for everybody. Fairdinkum, you've never seen a Coolabah maid. I grabbed a beer and said, "Thanks Warra - tah".

A couple of Queenslanders at the party, one smellin' pretty strongly of aftershave. One of 'em sat down next to me and I turned to him and I said, "Ya know mate, Eureka Stockade!"

It was a really hot day; Oscar felt like a swim. He said to Ina, "Do you want a have a dip in the Riverina?"

She said "I haven't got my Kosciusko".

Well Bo says, "Come in starkers, Wattle they care!"

Ina says "What, without so much as a Thredbo?" Ah, Perisher thought! Has Eucumbine in yet?

Well a few of the blokes decided to play some cricket. Boomer says "Why doesn't Wombat?" "Yeah, and let Tenterfield". He said I should have a bowl but I was too out of it to play cricket so I suggested a game of cards.

I said to Lyptus "Wanna game of Eucalyptus?" He said "There's no point mate, Darwins everytime.

" Well Bill said he'd like a smoke. Nobody knew where the dope was stashed. I said "I think Merinos." But I was just spinning a bit of a yarn.

Barry pulls a joint out of his pocket.

Bill says "Great, Barrier Reefer, what is it mate?" "Noosa Heads of course.

Me mate Adelaide 'em on me." And it was a great joint too, Blue Mountains away and his Three Sisters.

Well I thought I'd roll one meself, I said "Chuck us the Tally Hobart".

He said "They're out on the Laun, Ceston, can you get em for us?"

Burnie says "Its okay mate, she's apples, I'll get em for ya" Just then Alice Springs into action, starts to pack Billabong. And you wouldn't believe it, the bongos broken.

I said "Lord Howe!"

"Hay-man" somebody says "Will a Didgeridoo?"

I said "Hummmmm mummmm mummmmm mummmmm maybe it'll have ta."

I look in the corner and there's Bass sittin there, not getting into it, not getting out of it, I said "What, is Bass Strait or somthin?" Boomer says "As a matter a fact mate, he's a cop" I said "Ya jokin mate, a cop, I'm getting outta here, lets Goanna."

She said "No way, I'm hangin round till Gum leaves.

Besides, I dont wanna leave Jacaranda party on his own.

Have you seen him? I think he's trying to crack on Toowoomba, he's already tried to Mount Isa and he'll definitely try to lead you Australiana!"

**Smarter than the average....Pongo**

There's a Navy guy driving from HMAS Albatross, Nowra, NSW to Sydney, and an Army guy driving from Sydney to Nowra.

In the middle of the night with no other cars on the road they hit each other head on and both cars go flying off in different directions.

The Navy guy manages to climb out of his car and surveys the damage. He looks at his twisted car and says,....."Man, I am really lucky to be alive!"

Likewise the Army guy scrambles out of his car and looks at his wreckage. He too says to himself, ..... "I can't believe I survived this wreck!"

The Army guy walks over to the Navy and says,..... "Hey man, I think this is a sign from God that we should put away our petty differences and live as friends instead of archrivals"

The Navy guy thinks for a moment and says, ..... "You know, you're absolutely right! We should be friends. Now I'm gonna see what else survived this wreck"

So the Navy guy pops open his boot and finds a full, unopened bottle of Bundy Rum.

He says to the Army guy, "I think this is another sign from God that we should toast to our new found understanding and friendship"

The Army guy replies, "You're damn right!" and he grabs the bottle and starts sucking down the Bundy. After putting away nearly half the bottle the Army guy hands it back to the Navy guy and says, "Your turn!"

The Navy guy twists the cap back on the bottle and says, "Nahh, I think I'll wait for the cops to show up."



**BOMBS, BULLETS & A BEER**

Rear :

Kevin Parks, Harry Palmer, 'Geordie' Dorahy, Bill Bain, Bob or Brian Henderson, 'Stewie' Weller, ?, Max Kerr

Front :

Doug Mosman, Bill Miller, 'Jesse' James, 'Dolly Gray', Bob Gordon



Some reasons to smile :

Carrying Brian Worthington to the Sick Bay for his shots - He wouldn't go otherwise as he would faint at the sight of a needle.

Harry Palmer was set up with a house brick under a shoe box outside C12. A 'Sub' and a senior officer came along first and the 'sub' kicked the box. All he said was "One must not be too spontaneous about kicking things Sir". We got Harry later.

Scrap metal was popular and a bright idea to gather some 'loot' was to burn off the plastic in the 'D' Area boiler- result, 'Night Flying Cancelled' due to smoke covering the runway - bad idea. All scattered quickly as the fire truck approached.

First meeting of 'Alonzo' Brooks, P/O of the gun-shop- he had his teeth in the vice and was filing them to make them fit -by Kev Parks.

Bodgie Viles offered him out once to his regret and had a rest in the potato locker for his trouble - big mistake.



Proud Mum and Dad

Clare and Ken Hegarty with son Steve when he received his 'Australian Bravery Award' from Governor Landy to go with his 'Valour Award' from the previous year. The old fellow who was among the first draft to 'Albatross' in September 1948 ( NAR 5 and 6) still brushes up okay in his No 1's.

**MEMORIES OF DAYS LONG GONE**

The year 1950, the aircraft involved two Sea Furies, two pilots - The CO of 805 Sqdn Jimmy Bowles and his wingman flying in Sea Fury 101. The landing of these two aircraft would signal the completion of flying for the day.

When the pilot of 101 was asked the serviceability of his aircraft he replied "Great", but after a thoughtful pause listed the following defects. "The radio is dead, the deck hook after selection pulled out of its mounting as if the cable had snapped, I also lost all trim to the rudder and elevator and both controls felt spongy during landing".

A quick physical and visual inspection of the trim tabs gave the impression that they had been disconnected and moving along the fuselage towards the cockpit on the starboard side, a hole could be seen. The radio panel( shaped like a huge butterfly) situated directly

under the pilot's seat had also been holed. When the panel was removed what had been a serviceable radio now fluttered in shattered pieces onto the wind swept flight deck.

A thorough inspection found that the bracket supporting the trim tab cables had been hit and blown from its mounting - the landing hook cable had been almost severed and had snapped when the hook was selected "HOOK DOWN". Had the cable been completely severed , the pilot would have had two alternatives, firstly fuel permitting fly to Kimpo, an airfield available for such emergencies , or ditch the aircraft close to the ship in sub zero temperatures . A daunting task in a propeller driven aircraft powered by a huge radial engine.

The elevator push / pull rod had been almost severed by shrapnel, all that remained was about 5mm of metal. This section was later cut from the rod, mounted and presented to the pilot as a memento of the occasion.

Aircraft 101 was fully repaired that night and flew second sortie next day.

I contacted the pilot to see if he still had the memento ; sadly he only had a vague memory of the incident- a pity as it would have been a great addition to the Museum.

Ken Hegarty



### MOMENTS IN TIME



Name the 'Bods' -  
A few shots that will test some of the grey matter.





Hint : Inter-service basketball





## Xmas at “NOBBIES”

By request and as a tribute to “ET

### ETHEL’S XMAS WINDOW

Almost 30 years ago Ethel Hall (wife of Henry “Nobby” Hall - LCdr RAN) began using her glassed-in front verandah window scene.

‘Nativity’ scene - complete with shepherds ,wise men, a large Christmas tree suitably adorned with baubles collected from 1  
‘Christmas around the World’, comprising of dolls in National costumes and Christmas greetings in different languages. Ea  
and Jennifer dolls in National costumes and these made up the nucleus for this window.

‘Santa’s Workshop’, a wonderful display of so many toy soldiers, Bob the Builder, Thomas the Tank Engine, Pinocchio and  
In all there were many many dolls, music boxes, statuettes and figurines of everything even remotely associated with Christ  
annually to the windows.

As the Shoalhaven attracts many visitors during the Festive Season, Ethel’s visitors book contained comments from as far a  
Sadly Ethel passed away last August. Her daug  
and mounted a splendid display for Christmas 2





ETHEL" the brilliant display was kept alive for the last time - it will be missed

ows to portray in diorama style , various aspects of Christmas.A 'Snow '

many countries visited by the halls with a train running around the tree.  
ch time 'Nobby' came home from a trip he gave his two daughters Gwyneth

many more.

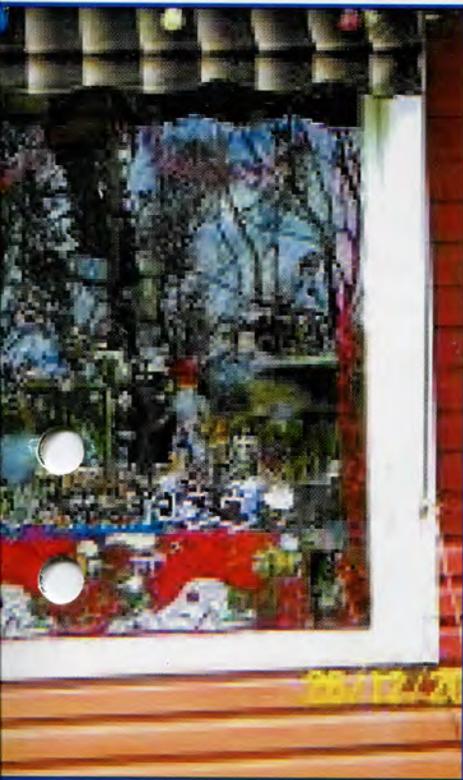
mas. Truly a unique display. Many additions donated from friends and visitors were added

field as Patagonia to Paris, Madrid to Manitoba, Orange to Osaka and even Santa's home base, Lapland.

ters and granddaughter made a special event  
2005 for the last time to honour Ethel.



ETHEL AND HENRY



## De Havilland DH.89 Dominie (Dragon Rapide)

It's not often that you get to fly a twin engined biplane; such was to be my good fortune whilst on exchange with the Royal Navy some thirty years ago. The opportunity arose as the result of the need to fly the main-tenance personnel for the squadron's aerobatic team down to Yeovilton in the south of England, from our base in Scotland. It was high summer and the silly season was in full swing. The only aircraft available was a Dominie held on strength by the Station Flight. It transpired that I was the only twin qualified pilot on the squadron, albeit that that was nine years previously on Oxfords, but it was good enough so I set about checking out in the beast. I duly obtained a copy of the pilot's notes from the technical library and, saying to myself that it was only a twin engined Tiger Moth, proceeded to acquaint myself with the knobs and bits. The engines had fixed -pitch non-feathering airscrews and the under- carriage was fixed. The construction was classic wood, fabric, wire and struts but nevertheless, it was an attractive looking aircraft.

I soon had it started and once airborne, after a slow flying check and a few stalls, preceded to our satellite field a short distance away for some circuits and bumps. After a couple of landings which weren't too bad, the tower asked me whether I take the standby fire crew for a ride. I readily agreed because it was an unexpected chance to see how the aircraft handled fully loaded. The fire crew clambered onboard blissfully unaware that I had never flown the machine before, and I carried on with a few more circuits. When I was satisfied that I had a rough idea of what it was all about, I tipped my practice load out and returned home.

I'm always suspicious when things are going well because I know that shortly such will not be the case. All was ready for us to depart on the Saturday when a query arose about our refueling at the half way mark. The pilot's notes warned in large letters that the aircraft was only to be refueled with 87octane. The only appropriate airfield was RAF Dishforth, but a check with their operations staff disclosed that they could only supply 100 octane. By chance I discovered from a visiting ferry pilot that it was accepted practice to fuel with 100 octane as an emergency measure, provided the tanks were about half full of 87 octane. So with my fingers crossed, I restarted the countdown.

We duly set off bright and early on the Saturday morning, in reasonable weather for the UK, and proceeded down into England flying very much VFR, as all I had was a four channel VHF set and a map. The ASI was calibrated in MPH which required a conversion to knots for navigation but there were no other problems. We found Dishforth OK, and after a reasonable landing, set about refueling. As it turned out, I needn't have worried about the octane rating of the fuel; of much greater concern was the oil consumption of the two De Havilland Gipsy Queen engines. I think we took on more oil than petrol!

After a further uneventful flight I found Yeovilton and after

parking the aircraft, set off for the tower. Naturally I was in uniform and as I passed through the crowd, I was stopped by a gentleman and asked the way to the flightline as he had lost his way and had a performance to give. I knew the face, but it was only when he mentioned that he was putting on a display in a Spitfire that I realized that it was Jeffery Quill, the famous Spitfire test pilot. Having recovered from my genuflect, I explained that I was a stranger myself but that I thought it was in a certain direction. I must have been right because he was shortly airborne, wringing the poor old Spit out, including his famous square loops.

All went well with our aerobatic team's display and after a splendid party in the mess that night; we set off the following morning for home. My team of maintainers had obviously had a good night also, because they were soon fast asleep as we droned our way northwards. The weather was not so good on the way back, but apart from having to drape my handkerchief over the VHF control box to keep the rain off, all went well and we duly refueled at Dishforth.

Once we crossed the Scottish border I had the problem of deciding whether to fly around the Firth of Forth or across it. This arose because the visibility had deteriorated quite markedly and the tired old gyros were noticeably precessing in front of my eyes. I looked back at my passengers sleeping peacefully and decided that it was late on Sunday afternoon and that I wanted to get home, and that it was a long way round. We got across OK but it was a little naughty of me. Sad to say my last landing was a little firm, but it probably helped to bring my team back to earth in more ways than one.

In conclusion I have the magnificent total of 9 hours 50 minutes in the Dominie, all gained as outlined above, so I can't profess to be an expert on the marque. However from my limited experience I thought it was quite a pleasant aircraft, well coordinated and certainly viceless.

By Norman Lee

## HEALTH QUESTION & ANSWER SESSION

Q: I've heard that cardiovascular exercise can prolong life; is this true?

A: Your heart is only good for so many beats, and that's it... don't waste them on exercise. Everything wears out eventually. Speeding up your heart will not make you live longer; that's like saying you can extend the life of your car by driving it faster. Want to live longer? Take a nap.

Q: Should I reduce my alcohol intake?

A: No, not at all. Wine is made from fruit. Brandy is distilled wine, that means they take the water out of the fruity bit so you get even more of the goodness that way. Beer is also made out of grain. Bottoms up!

## SCORPIO

You will have seen the rescue of the Russians in the small submarine in recent times where they were trapped in a trawler net. An RN Ship was offered for the rescue attempt, using a machine called "Scorpio" to cut the sub. free from the nets. which was successful and so saving the crews' lives.

It may be of interest that, in 1982, a colleague and I headed up a team to locate, film and carry out a survey leading to a salvage attempt on the Lusitania, sunk by a German Uboat in 1915 and lying 300 feet down in the Irish Sea, 11 miles off the Head of Old Kinsale south of Cork.

We were on a Norwegian ship, the Mirevag, carrying out the survey and had "Scorpio" on board. It is a hi-tech RCV fitted with cameras, video and hydraulic robot arm which can have various end fittings attached, eg, a claw or cutter and more. It drives itself and is multi directional. Most of it's work is done without lights as the cameras and video have ultra sensitive light sensors. Lights cause reduced visibility due to back scatter.



Scorpio about to be launched from "Archimedes" during Salvage operations on the "Lusitania"

The photo shows Scorpio in the background after we'd recovered the Bell from the foremast of Lusitania, by using the robot arm to hold it. The bell weighs over 2 cwt. (My haircut was definitely not of the Naval type!!)

The two blokes who operated Scorpio were selected because of their skill in playing Video games! The machine was owned by Oceaneering International, Aberdeen, who took an active part in the Survey and subsequent salvage operation. Scorpio was used continuously during the salvage to survey the hull and various areas before putting divers down to get to work, and so making the game as safe as possible.

All of the divers lived in a Saturation Pressure chamber for 28 days at a time, on Helium and Oxy mix, and at a pressure equal to 250 feet depth. Two at a time would lock out into a diving bell and normally do an eight hour shift, one out on the job and the other as carer and alternating as needed. We had transponders at three sites on the hull so that Scorpio could be directed easily as well as the divers. Jim and Tim, the two Scorpio operators had to ensure that the RCV didn't get caught up in the wreck. We already had "lost" a very expensive side scan sonar "Fish" in the wreckage at the stern of Lusitania. Decca only had 2 at that time and were a bit edgy. Luckily, Scorpio was able to find it and pluck it out for us.

Barry Lister



### Old Salts to Swap Sea Yarns

Even though Nev Hall may hear the same old Navy stories over and over again, nothing will wipe the smile from his face during the Queensland Division of the Fleet Air Arm Association reunion dinner

Seen here are Barry Lister, Nev and Jan Hall and Gary Reid, all looking forward to catching up with 'old compatriots'. These come from a large group including those who served on the carriers Vengeance, Sydney and Melbourne and all the shore establishments that held members of the Fleet Air Arm from its establishment in 1948 and also those RN FAA personnel who came out here on loan to get the whole show on the road.

Dear Greg,

A couple of items that could be of interest to our members which I have laid out in what I consider their order of priority.

### Priority No 1 "Navy Graves"

As most members will know, I spent four years fighting Federal Bureaucrats to have our Naval Graves' area in Nowra updated from, to quote John Arnold, "it looked like they had been dumped in a disused gravel pit", to the present situation where it is now a magnificent memorial to our past shipmates.

Now we have the Lord Mayor of Shoalhaven Shire Council, expressing his personal opinion, that the best place to rebuild a vandalized and graffiti covered skate board facility from land that council has now sold for the erection of a new Big W complex, is right alongside our Navy graves. Hugh Molyneux, the Secretary of the Nowra/Greenwell Point RSL Sub-Branch, has been leading a very prominent media campaign against the project, which has stirred up a lot of interest. The Executive people from the Bomaderry RSL Sub-Branch have also forwarded a letter to Council expressing their objection to the site priority of the Mayor.

On Thurs` 23<sup>rd</sup> Feb` I received a phone call from the Australian War Graves Commission to inform me that they also had written a "strong but diplomatic" letter to Council, outlaying numerous reasons for their objection to the site. I think our Lord Mayor has hit a major hurdle in his site selection. I will keep you informed of further progress.

### Priority No 2. "The Medal".

Like the rest of you blokes I accepted the original rejection of my application, although, unlike most of you, I was given no number of days served specific to the area in my rejection. It was only after talking to Ray (Moggie) Cattermoll ex PO.AVN, who served with me on the 65/66 trips that I started to get a bit cranky, and start my letter writing campaign.

"Moggie" told me that his rejection specified 28 days served. Okay, we have now established that I, also, must have 28 days for the 65/66 trips. My old hand written Personal Service History records also specify that I was at RAF Seletar from 7 April 1961 to 13 June 1961, ie, 66 days. Which would put me nicely within the qualifying period of 90 days. I don't have any problem with our Department of Honours and Awards, they can only base their decisions on information provided to them by our own Personal History Department, that is where we have a problem. Are you paying attention Leo Burggraaf? - to digress for a minute, Leo is a bloke that I just cannot envisage getting older, stay forever young Leo.

Back to the subject in hand.

Among letters which I wrote at the time to various Ministers etc, was one to the Department of Honours and Awards

requesting a review of my application. In this request for a review, I quoted "Moggies" rejection for only 28 days for 65/66. I also quoted my hand written records of 66 days at RAF Seletar.

Well old shipmates, you know the end result. Incidentally, the application form stated that in all possible cases the award would be presented by the High Commissioner for Malaysia, or, one of his representatives. I haven't got mine yet, but no worry, I proved my case.

All you blokes with FESR time, check your records, and challenge your rejections. You could also do as I did in my request for a review, that is, ask for the number of days served, and the dates, to be included in any further rejection.

### Priority No 3 Our Personal Records.

Oh Boy! Do we have a problem here. One could be forgiven for thinking that this Department was staffed by a bunch of ex RAAF types or Federal Public Servants due to retire in the next month.

They have been aware of a problem in their system for 35 years, and have done 'ZILCH' to fix it. Even if they had made a minor attempt to fix the problem by checking out just one man, from just one squadron, per day, the problem would have been solved by now. You only have to read the book "Onus of Proof" by ex PO ATW L Harry Harkness to understand the trauma and frustration that this can cause. Our problem began with the transfer of our hand written records to EDP, in my case Dec` 1970. I don't have the sort of problem Harry Harkness did, even though I'm shown as a recruit with a seniority of 1986, ten years after I had "paid off". What I do have a problem with is their attitude. I really don't think they give a damn.

You know, unlike the Minister for Vet` Affairs or even the Department of Honours and Awards, they do not even mail out an acknowledgment of mail received by them. You just have to wait and hope. A partial solution to this problem is to send all mail to them by Certified Mail. Someone has to sign for it.

After reading "Onus of Proof" I thought, hey! With the extra days served in PNG during my last two years at sea perhaps I may qualify for the clasp PNG to go with FESR clasp on the National Medal.

An exercise in futility, with our present record system. So I have begun to write again, in an effort to get the system fixed. I won't hold my breath on this one, but you never know.

I have enclosed a copy of my most recent letter to use as you wish Greg.

( published page 3 this edition)

Thank you,

Ron (Butch) Jenkins

24 Feb` 2006

VALE :



### LEONARD 'KEN' KENDERDINE

Len was born on 20<sup>th</sup> May 1924 at Manchester UK and joined the Royal Navy in August 1942 to train as a Telegraphist Air Gunner. Initial training took place at Worthy Down and St Merryn before joining 766 Sqn with Swordfish at Innskip. In January 1944 Len joined 756 Sqn, equipped with Albacores, Swordfish and Barracudas, at Katakurunda before joining 847 Sqn (Barracudas) on 10<sup>th</sup> May, flying from HMS *Illustrious* on operations in the Indian Ocean. The squadron absorbed into 810 Sqn in early July, flying 16 Barracudas. A major operation occurred on 22<sup>nd</sup> July when the whole Eastern Fleet steamed out of Trincomalee Harbour to bombard Sabang at the northern tip of Sumatra.

By this time *Illustrious* needed a refit that took place at Durban, South Africa with the squadrons based at RNAS Wingfield, near Cape Town. After the refit Len's pilot took 13 attempts to land on the carrier before sailing back to China Bay (Trincomalee). However it had been decided that the Barracudas would be replaced by Avengers as the former suffered from a loss of power in the tropics and were forever losing hydraulic oil. The squadron transferred to HMS *Activity* for the voyage back to UK and then reformed at RNAS Burscough equipped with Barracuda Mk 3. From there the squadron moved to Thorney Island and then Beccles, carrying out AS patrols with Coastal Command and credited with the destruction of five 2-man submarines by VE Day. In June 1945 the squadron moved to Macrihanish and worked up with new Barracudas before joining the escort carrier HMS *Queen* with the intention of providing convoy protection to Australia. However VJ Day arrived and the squadron disembarked to Ayr and disbanded on August 26. Len was then posted to 770 Sqn at RNAS Drem before being demobbed in March 1946 as PO TAG.

He had completed 33 operational sorties and flown just under 400 hours in the following aircraft: Proctor, Shark, Lysander, Swordfish, Albacore, Barracuda Marks 1, 2 and 3, Avenger and Martinet. After the war Len worked on the Manchester buses but then saw the advertisements placed by the RAN for ex-RN personnel to join their newly established FAA. Len was accepted and joined the RAN in September 1948, initially at HMS Glory (Plymouth) before moving to Seaford Park for aircrew training, flying in Ansons from Lee-on-Solent. On 20<sup>th</sup> May 1949 Len was posted to St Merryn for No. 8 Aircrewmans Course, learning navigation using Firefly Mk1s. Upon completion, Len joined 815 Sqn (Barracudas) at Eglinton, at that time 815 was the only AS squadron available for the Home Fleet so there was a lot of flying.

In April 1950 Len was back at St Merryn as a member of the

aircrew to form 817 Sqn as part of the 21<sup>st</sup> CAG, flying Firefly 4's. Northern A further four months of training followed before joining HMAS *Sydney* for a workup in UK waters. However, before this occurred, Len was involved in a forced landing that resulted in the death of the pilot. Len had crewed up with Lt KF Wilson, ex-RAAF from WW2. On 10<sup>th</sup> July, they were carrying out 50° dives on Treligga Range in Firefly VT375 when Len became aware of a burning smell. Apparently the aircraft had a coolant problem and they headed for base. Unfortunately they had to make a wheels up landing ¾ mile short of the runway, the aircraft going through a fence and hedge before hitting an earth mound head-on. Len was knocked unconscious and awoke to find the aircraft on fire and his half of the Firefly almost upside down. He managed to crawl out and tried unsuccessfully to open the pilot's cockpit, the flames being too fierce. It was in vain because Lt Wilson had been killed on impact.

In November 1950 *Sydney* sailed for Australia and Len disembarked on 6<sup>th</sup> December at Jervis Bay.

Flying started in January 1951 with Firefly 6's. At the end of April the squadron had been committed to Korea so there was an intensive workup at Nowra before joining *Sydney* on 25<sup>th</sup> July. Len completed 60 operational sorties during *Sydney's* first Korean cruise.

On 15<sup>th</sup> April 1952 Len joined 723 Sqn on formation and spent most of his time in the Dakota taking the "brass" around the country. He was posted back to 817 on 1<sup>st</sup> December 1952 and joined *Sydney* for the Coronation Cruise.

In September 1953 Len rejoined 723 Sqn for training on Sycamores at Nowra and on *Vengeance*. He was on the latter as escort for *Gothic* carrying the new Queen around Australia.

In September 1954 Len was part of the complement to form the first Observer Training School, using Fireflies and Dakotas to teach Morse, radio, Mk 19 radar and navigation analysis; he remained there until June 1956 when he was posted to 817 Sqn (Gannet) for two months. In the meantime Len had taken part in the February 1955 flood rescues, flying with Lt.Cdr Farquarson in a Sycamore from Dubbo and they were credited with saving 36 people.

From August 1956 until August 1958 Len was Operations Assistant either at Nowra or on *Melbourne*.

He was then posted back to 723 Sqn for a year, followed by a year at the Observer Training School and eighteen months as Operations Assistant.

In January 1962 Len was posted to 816 Sqn (Gannet) for two years, operating from Nowra and *Melbourne*. He then served as Communications and Air Intelligence Instructor until December 1965 when he received his Commission and transferred to Air Traffic. After a short course Len served at Nowra for a year before undertaking the Ground Control Radar course at East Sale, obtaining top marks in the process. Len remained as a Controller at Nowra except for a final trip on *Melbourne* in 1970. He resigned from the Navy in December 1977 and then purchased the Gerringong newsagency, running that for six years before retiring to Moss Vale in December 1984. In retirement Len's time was taken up by the garden, walks in the country, the weekly golf game and his Church commitments.

Len died at home on 21 January 2006 in the presence of family members, after a short illness that he met with characteristic determination. Once when asked what he did when faced with difficulties he replied that he thought of Fairey Barracudas! There is probably not much else you could think about after a dive-bombing sortie in a Barracuda! Len is survived by Olwen, his wife of 51 years, and sons Graeme (Hobart) and Richard (Bowral).



### – *Report of Proceedings*

January was a good visitor month for the Museum and our income lifted accordingly. Much of this is due to the poor holiday weather during January – a bad day for the beach is a good day for us. Our bookings for tour groups also is very healthy for the next few months and we're grateful to our volunteer tour guides for their time in conducting the museum tours.

We are currently concentrating on organising our next airshow which occurs on 26 March. This event will be different from the normal – the theme will be 'The 1930's: Golden Era of Aviation' to which we've invited a number of 1930s aircraft to participate. Among them will be a DH84 Dragon from Qld and a DH stable mate Rapide, along with DH60 Gypsy Moth (oldest registered aircraft in Aus), Avro Cadet, Beech Staggerwing, Percival Gull, Cessna 165 Airmaster, Pitts Specials, Tiger Moths, Beaver, Wirraway, Klemm L25 and Eagle to name a few. Other flypro participants include the very aerobatic Extra 300S (2), Edge540, Harvard and Zero (replica), CT4. and Giles 202. Navy Squirrels will again be the act of the day and we are hoping for a Sea King and Sea Hawk, perhaps the sea Sprite, to round off a great program.

We've invited 1930s vehicles from the regions vintage car clubs and are hoping for a good roll-up to complement the vintage aircraft.

This will probably be our last airshow event and we hope for good weather, we need many dollars in our bank account.

### *Minister's Visit*

The Museum was host to a quick and welcome visit by the Minister for Defence Hon Brendon Nelson on Thursday 23 Feb. The Minister had visited ALBATROSS to talk about Sea Kings etc. and had been briefed on Base about the proposal to transfer the Museum to Navy so the opportunity was taken to show him the institution itself. He seemed very impressed and said he would come back in his own time for a longer visit.

We understand (from other sources) that the Ministerial Submission on transfer is nearing the top of the pile.

### *Australian Technical College*

Most will be aware of the Federal Governments program to increase the Australian skilled workforce and the establishment of the Australian technical College. This will be tendered

to existing organisations and the Illawarra tech College has the lead in this region. Our lodger Aerospace Technical Services will provide aero-skills courses under this program and conduct these courses in the Museum complex, subject to Navy concurrence that this would be continued should transfer go ahead. We hope that this program will result in Navy being able to recruit more skilled aviation trades and supporting Defence industries likewise.

Should approval be forthcoming, we will build an additional space onto the Museum to allow the present art gallery to become extra classrooms for ATS. Funding for the extension would come from the Aus Tech College project. It would be a great step in the right direction.

### *Family Vickers Visit*

We were very pleased on 22 February to host a visit to the Museum by Pat Vickers family which included his mother and brother. It's the first time both had been here and they chose the anniversary of Pat's death in Vietnam to visit. Pat was killed by VC fire during a mission being conducted with the ARVN near Xuan Loc on that day, This was our first RANHFV casualty and it brought the war very close to home.

Greg Wise had managed to have a plaque made for the Wall of Service and Mrs Vickers was able to see this indelible tribute to Pat's Navy service. Jim Hill kindly joined the group, he was in the first Vietnam group with Pat, and recounted many stories of those days including stories of illegally obtaining refrigerators and other material! It was a very special and pleasant occasion.

That's all for now – please visit the Museum soon and come to the Air Pageant.

Neil Ralph

One blonde to another: "You know, somebody actually complimented me on my driving today. They left a note on the windscreen that said 'Parking Fine.' I thought it was sweet of them to say so."

Two Eskimos sitting in a kayak were chilly. They lit a fire in the craft, it sank, proving once and for all that you can't have your kayak and heat it too.



## NATIONAL PRESIDENT'S REPORT



### From the President:

My major concern since the last edition has been the "SeaKing Inquiry and I know that my concern is shared by many members of the Association. Many of the problem areas which are being uncovered are so contrary to the cherished traditions of excellence within the FAA that I find it hard to believe that such things have occurred! If witnesses at the Inquiry are to be believed, it has been common practice not to check, or to sign off on, maintenance! I am advised that the proceedings will run for another month or so and then, hopefully, Naval Aviation can make a fresh start and restore its badly tarnished reputation!

On a happier note, proposals for the future of the Museum are now with the new Minister and the Chief of Navy has advised me that he is confident about the outcome. This process has taken longer than we all had hoped, but, resolution should not be far away!

I was very impressed by the "Wall of Service" at the Museum - Greg Wise and his team have done a great job and we can all be proud of the result. Make sure you have a look on your next visit to Albatross.

Ken Vote is leading the Sydney Anzac Day March this year after many years of stalwart leadership by John Da Costa. He would appreciate your support for this important commemoration. The Vietnam Flight is also joining in under their own banner.

My campaign for new members this has had some ( but not enough!) support. I am sure that there are many old comrades out in the cold who would enjoy the camaraderie of our Association. I would appreciate your support!

I look forward to meeting up with many old friends at the Air Day on 26<sup>th</sup> March!

David Farthing

## NATIONAL SECRETARY'S REPORT



The past 3 months has been an unusually busy period in FAAAA Nat. HQ. It is noticeable that not only Association members, but also members of the general public, are becoming more and more aware of the advantages and benefits of electronic communication. Consequently, because of the presence of the Internet, the outcome is a continuing increase in the volume of instantaneous "e-mail" correspondence, vis-à-vis the cumbersome and slower "post-office" variety of yesterday. Some such e-mails are actually distributing information, whilst others are in quest of information on general service related issues, and many are looking for personal information on, and particularly the whereabouts of, former shipmates and colleagues. The challenge has been accepted, and, wherever possible, we endeavour to provide answers as quickly as possible, using 'local knowledge' and the various sources of information available in the Albatross/Museum complex.

WHILST THERE IS ACCEPTANCE THAT THE NATIONAL MEMBERSHIP IS CONTINUALLY IN A STATE OF FLUX, MANY UNNECESSARY PROBLEMS ARE CREATED WHEN INDIVIDUAL MEMBERS DO NOT ADVISE A SIGNIFICANT CHANGE OF CIRCUMSTANCE, EITHER TO NATIONAL HQs, OR TO THEIR DIVISIONAL SECRETARIES. THIS IS ESPECIALLY TRUE IN REGARD TO A 'CHANGE OF ADDRESS'. FAILURE TO COMPLY HERE NORMALLY RESULTS EITHER IN A 'RETURN TO SENDER' ACTION AT THE TIME OF *SLIPSTREAM* MAIL-OUT, OR AN EXTENSIVE SEARCH ON THE NET OR "WHITE PAGES" FOR THE MEMBER'S NEW WHEREABOUTS.

National Headquarters is not the only source of information, however. An equally important source is the very successful, up-to-date and well managed FAAAA Website –

[www.faaaa.asn.au](http://www.faaaa.asn.au). The Web Master is Harley Dadswell, brother of FAAA Patron Toz Dadswell. Its aims are to provide:

- A. a FAAAA 'presence' to the wider world;
- B. an outlet for the National Executive and State Divisions to make announcements or publish news;
- C. a tool for members and others to make contact with former colleagues; and information about naval aviation to the wider world.

A significant part of the website consists of static information about aircraft types, and it is apparent that many visitors to these pages are from outside the Association.

It is possible that the website's 'news' pages have more potential to interest members. These pages provide information from the National Executive and each of the State Divisions.

Tom McDonald

## VICTORIA DIVISION



### Attention on the flight deck!

The charge was sleeping on my watch and for that, I have been duly reprimanded, the punishment being another twelve months of penal servitude with the direction to concentrate on building up the level of esprit de corps instead of whinging and whining about the unachievable.

My most sincere apologies for missing the opportunity to wish all and sundry a riotous festive season and the prospect of good fortune and good health throughout 2006 and evermore. The thought was there, but the resolution was obscured by the fog of geriatric disintegration.

While most all of us suffer one or another symptom associated with age, I am pleased to report, at least to the best of my knowledge, that none of our Victoria Division members are presently confronting 'the Reaper', just elevating their status within our group by emphasizing the seriousness of their particular ailment. Once, male group conversation centered on the personal properties of an attractive member of the opposite sex and the possibility of enticing her to share her attractions with a master of biological research. Suddenly, those virile combatants have been reduced to a gathering of competitive medical miracles, amazing our medical masters by surviving so much more than the three score and ten to which we have been told we are entitled.

Our own Norm Thompson is responding well to the strict discipline enacted by wife, Shirley, and though he will never suffer from a silhouette of pregnant proportions, his spirit has been rekindled, much to the delight of us, his shipmates. Ralph Mayer appeared at our recent AGM and in spite of clinging discomfort, was also showing the benefit of the loving attention of his faithful mate, Margaret. Jim Kalmund continues to endure the discomfort and distraction of regular medical treatment, yet never misses donating his willing assistance by cleaning up the mess we produce at meetings. There are others out there who are reluctant to advertise their particular battles with less than super good health. We are aware of most and offer our sincere best wishes for a return to top condition.

Our AGM has come and gone and it is pleasing to see the appearance of some new faces within the 'circle of power'. Ron and Valda Christie have finally cast off in an effort to encourage a 'new look' leadership. Theirs has been a very long-term commitment, admirably conducted for the intended benefit of all and they deserve every compliment for their enduring efforts to maintain the pride of association which launched this organization. Regular supporter, Val Henshaw, was noticeable by his absence due to his wife's unfortunate incapacitation, but we were muffed to welcome Brian Mulcahy, Ray O'Connor and Alan McGowan.

There were a few moments of despair prior to the AGM, when it appeared that 'the drill' had not encountered a productive intercept and that there was to be no 'gusher' of volunteers to keep the ship under way. However, apart from the lack of response for a replacement Social Co-ordinator, sufficient 'volunteers' were found to fill the other necessary offices. We have to applaud the compliance of Warren Kemp, John 'Cal' Pain and Peter Barnes in answering the call for 'new blood' on the Committee, hoping that, with their fresh input, we may be able to contrive more attractive activities to encourage the participation, socially at least, of the majority of our membership.

There has been an elevated level of donations received and I have endeavoured to acknowledge each, as received, with the sincere gratitude of all. Should I have shamefully missed anyone, please accept this as a grateful acknowledgement by your Officers and Committee who will ensure that these monies are used effectively to the benefit of all active members.

The newly elected team for the Victoria Division, for the benefit of those not able to access the Fleet Air Arm website, is led by President Charles 'Hank' Fargher and supported by Vice-President John Champion, Secretary Geoff Litchfield, Treasurer John Ikin and Committee members Peter Barnes, Alan Clark, Les Jordan, Warren Kemp and last but not least, John 'Cal' Pain. There is still a determination to keep the boilers fired up in spite of a majority of cruising passengers. Tut-tut!!

A recent sally to the north exposed me to some of the attractions of the Australian War Museum in Canberra and I cannot sufficiently praise additions to their magnificent displays, most recently including a very realistic reproduction of a 350 aircraft raid on Germany during World War II, in which Lancaster 'G' for George participated, being one of 90 sorties safely conducted by that aircraft without the loss of one aircrewman. Viewing of this presentation is highly recommended to anyone passing through the National Capital with at least a day to spare. – all free!

Returning from this sojourn, I took the opportunity of returning to Melbourne via a much more picturesque route than the Hume, passing through Cooma, Tumbarumba and Tallangatta, permitting a brief reunion with our National President's brother, Brian Farthing and his exuberant and talented wife, Alison. Onward to Tallangatta, a refreshing hour or two of boy-to-boy, girl-to-girl reminiscences with Bruce Wearing-Smith and Helen proved to be a convenient and refreshing break to a 'nature's-gift' tour of a slice of the high country.

Our relatively recent success in winning a contribution from the Commonwealth Government to permit the purchase of a modern photo-copier/printer has permitted us to experiment with the upgrading of the standard of our quarterly issue of 'Flight Deck News', thus endeavouring to retain the interest of the oldies and perhaps attract the involvement of the youngies. We have adopted the practice of distributing a copy of this, our newsletter, to all Divisions with the object of keeping all members, nationwide, in touch with the activities of the



Victoria Division and its individual members, without detracting from the widespread appeal of 'Slipstream' magazine. We eagerly await some formal declaration concerning the future of our museum, hoping that some recognition of the short but superlative contribution by the Fleet Air Arm since its inception, stirs up an appropriate level of support from the RAN. Surely it is timely to recognize that our own Fleet Air Arm was a progeny of the very first armed and airborne service in the world – the Royal Naval Air Service.

As such, it enjoyed an abbreviated, yet honourable existence within the Royal Australian Navy and deserves more recognition than it has been afforded.

John Ahern, long-term member of our Association has advised of his production of a website, replete with approximately 150 photos chosen from his large collection. Representative, mainly, of his years of service from 1951 to 1957 and thus the fixed-wing era of the Fleet Air Arm, I have personally reviewed the site and recommend a session in front of the screen with a bottle of appropriate liquid and a hanky to dry the tears. Access to John's website is available at address: <http://john7220.mediaobject.co.uk>

With those chosen words of wisdom, I wish you all well and promise to deliver appropriate information regarding this unique Division for the next twelve months, so help me, God!

**Carry on!**

**NIGHT VISION CAPABILITY FOR NAVY SEAHAWKS**

Navy's Seahawk helicopter squadrons will be provided with night vision capabilities to increase crew safety and the ability to carry out search and rescue operations more effectively at night.

Defence Minister Robert Hill said the \$5.45 million project will be over two years and will provide night vision goggles to all Navy Seahawk aircrew as well as external lighting to the entire fleet of 16 Seahawk helicopters.

The night vision capability is the first phase of Project 1809 and will contribute to the overall upgrade of the Seahawk helicopters, which will boost the Navy's aviation capability, particularly during joint operations.

"The new night vision capability will greatly increase the capability of the Navy's 816 Squadron based in Nowra, allowing low level night operations over both land and sea," Senator Hill said. "The capacity for these Seahawk helicopters to conduct search and rescue operations at night will be increased and the safety to the aircrew during any night time operations will be improved." "It will also increase the Seahawk squadron's expertise in tactical night time flying, as well as open up more opportunities to work within Coalitions during night time operations and exercises."

The project will provide training for aircrew, spares and test equipment. Opportunities for Australian industry exist with the integration and installation of the equipment, and through life support.



***Fair dinkum mate.....! L to R Ralph Mayer, Les Jordan, George Self & John O'Donnell at Vic Division AGM 5 Jan 06***



***Norm Thompson, looking his normal self again receiving some sound advice from Clem Conlan at the AGM***



***"Don't look now, but I think he is pointing that thing at us". Peter Barnes and Anne Taylor at the AGM***



## SOUTH AUSTRALIA



Well, the dust is settling onto those fairy lights left up, and on the tinsel and Christmas trees all too soon. One of the saddest things I've witnessed was seeing a Christmas tree up-ended into a rubbish bin two days after Christmas. So where has that year gone?

The SA Division extends their warmest wishes to all other members of all other Divisions and hope for a successful year working together. That's if the 43 degree heat and bushfire smoke from Victoria doesn't claim us first. What I would give to be in the shade of Pancho's nose right now.

Our Christmas Dinner at the Hampstead Hotel went off well as you would expect. Considering the crowds at Christmas, the meals were excellent as was the company. I believe Dinsley is planning another venue to trial. Variation is healthy.

We lost our member Robin Pennock over Christmas/New year. All very suddenly as Peter Coulson had visited him a day or two before his passing and Robin showed no signs of a problem. Always a sorry time for family and friends.

January 15<sup>th</sup> saw the Association gathering under the big tree things in the Botanic Park for our January meeting followed by an excellent BBQ with shared salads and some green things that I didn't recognize.

The Division invited the Senior Naval Officer for SA, Cmdr Anne Atkinson to attend our picnic in the Park, and she did regardless of all she has possibly heard about the Birdy Empire. It turns out that she had spent time at HMAS Albatross and even flew in an A4 Skyhawk where money changed hands on whether she would fill her several vomit bags. She did not have a problem after some time in serious aerial maneuvers but the young pilot looked physically shaken. Anyway, during the introductions our Mike Stubbington stepped forward and planted a kiss on the Commanders lips. So how many other Commanders has my mate Mike kissed in his past life? Anne enjoyed the moment and the whole day. Am sorry we hadn't got to know more of her before she was drafted to Canberra Navy Office. Have included a few photos for Greg to include in this edition if he can, as a lot of our email photos arrive about 10 square feet across. Good luck Greg.

Can I ask the NSW Association to look this lady up and invite her to any of your functions/air days etc. She will liven up the day, believe me.

Our Divisional AGM in March has passed and the elected committee results can be viewed on our web site. Quite amazing how some members can be volunteered to a position on the committee when absent. Sort of being shafted from a distance. ANZAC Day this year could be a load of laughs if our division get dragged from the Navy mainstream and dumped back into

the post war grouping. Still waiting for confirmation on our position. You can imagine the gnashing of false teeth as we wait to hear of our fate. How can Ken Hyde manage to wear his No 1s at every ANZAC Day meeting when the rest of us have found them continually shrinking, and that goes for Jack Kreig as well.

Speaking of the ANZAC Day march, Des Reardon has pinned us down at the Park meeting for the final name placement and colour of our ceremonial banner. Actually Cmdr Anne assisted in supplying some of the history on why we had chosen some of the theatres of conflict and in what order they must be placed. Now Des will send the proto type off to his Auntie Dot where she will knit us a Ceremonial Banner we will all be proud of. First airing at the ANZAC Day March, so watch out for our normal 3 second viewing on local TV.

President John Siebert missed our picnic due to flying commitments in Melbourne. He was busy training in the flight simulator over that weekend. Could have saved him the bus fare by lending him my Microsoft Flight simulator 2004. Henry Young missed the picnic due to tennis competitions in NZ. I wish members like John Berry, Richard Widger, Mike Stubbington, John Saywell and Jack Kreig would put their many and varied salt encrusted stories down on paper, CD or DVD for those that follow on. So much history we all carry around in our heads, all those happy/sad occasions we have stored safely in our memories. I suppose I should look at myself as well. One of these days!

Actually, Jack Kreig has been asked by his local council and High school to speak to year 11/12 classes on his Navy career throughout the 50s. I hear the lectures are a hit with the kids, always wanting more. Well done Jack.

The Association trailer has been fitted with a blue replacement canopy and it looks good. Heavy enough to be almost bullet proof, which is just as well as it spends a lot of time in the Elizabeth/Salisbury area.

Welcome to our new member, Les Radford who was elected in when we were swanning around in the Park. Hoping to meet up soon.

A group of friends picnicked alongside the Wilunga Road last weekend of the Jacobs Creek Down Under. A nice spot under 80 year old pine trees with our new quick fold canopy which promptly buckled and looked threatening in the 43 degree heat and strong breeze. What a fizzer. The race was a hit with heat exhausted cyclists struggling to cope. Interesting to see all but one escort motorcycle cop, pause under the water spray to linger until totally soaked, then back to escort business. Next year if asked to attend the race, I may just be too busy washing my hair. No photos due to the extreme heat haze.

Seeing a photograph of Dusty Grierson on page 32 reminds me of the time he and I were heading back to our quarters from a session in the wet canteen. We passed the phone box on the corner by the Stores area and quick as a flash Dusty picks up the phone and dials the Officer of the Watch and sternly demands we steer 2 degrees port and maintain 12 knots. Drop the phone and run like hell.



Hoping to catch up with Leon Bomber Brown and Judy later this year as they feel the urge to sample a decent red wine and flat country. Looking forward to it although Leon can leave his exact recall on all my bumbles while on 723 squadron at home. Is that the same Tiny Warren ( 7ft 4 inches ) I shared Headquarters with throughout 1964. HMAS Melbourne was never the same after we run over the Voyager and spent months in Sydney dry dock. Had to go ashore to have a piss, for crying out loud. I have no doubt that this magazine has the ability to reach out and involve all of us at some point. Just to share our memories with others on those good days and not so good days (remember the introduction of group pay). So let us keep the FAA alive and recorded somewhere, anywhere.

Always having an issue with membership as I guess other States have as well. Do not have an answer other than being out there and in their faces via Slipstream and our local Fly Navy magazines. I enjoy the whole “belonging” to an Association that is real and absorbing, as is the comradeship and sense of history. To have been a part of the Nations Fleet Air Arm at a time of immense growth and popularity. Heady days indeed. So why don't we have 40,000 members?

Finally, asking if you have spotted Ian Laidler, Bill De Boeck, Douglas Dewhirst, John Ferguson, Eric Mazzeo and Cameron Reed somewhere out and about. Remind them that the AGM is close by in the darkened corridors of the Kilburn RSL.

Stop me if you have heard this one.....

*An elderly couple, Margaret and Charles, live in California. Charles always wanted a pair of authentic cowboy boots. Seeing an array on sale one day, he bought a pair and wore them home...walking proudly.*

*He walks into the house and says to his wife: “Notice anything different about me?”*

*Margaret looks him over, “Nope.”*

*Feeling frustrated, Charles storms off into the bedroom, undresses and walks back into the room completely naked except for the boots. Again, he asks, a little louder this time, “Notice anything different NOW?”*

*Margaret looks up and says, “Charles, what's different? It's hanging down today, it was hanging down yesterday, it'll be hanging down again tomorrow.”*

*Furious, Charles yells, “AND DO YOU KNOW WHY IT IS HANGING DOWN, MARGARET?”*

*“Nope.” She replies.*

*“IT'S HANGING DOWN BECAUSE IT'S LOOKING AT MY NEW BOOTS!!!!”*

*To which Margaret replies, “Shoulda bought a hat.”*

Regards to all.

Roger Harrison. Hon. whipping Boy.



Des Reardon and John Saywell



Kathleen & Mike Cain, Bev Reardon and Moira Saywell



Mike Stubbington, Des Reardon, Dinsley Cooper, and John Saywell's back



## NSW DIVISION



Xmas passes and before you can blink, the whole new year is cascading past, we haven't finished the ham yet and people are talking about Anzac Day and its organization. Oh to be 40 again when time drags along. By the time this goes to press the raffle will be drawn and I would like to thank all the members for their contributions, this is our only revenue raiser for the year and the results are on par or a little better than last year. It has been suggested that next years event could encompass a large LCD / Plasma TV as 1st prize, pass on your thoughts. Our thanks again go out to John Downton for his generous donations to the raffle and his due diligence in his ticket sales effort BZ.

Our annual dinner will be discussed at the AGM in March, mainly with the idea of changing its format. A lot of members do not like traveling at night so with this in mind the Committee will be putting to the meeting a proposal to hold a dinner / afternoon function, casual sports dress and probably from 1230 - 1700 on the Saturday of the weekend the National Conference (28th October 2006). This will achieve several aims, make it a more relaxed outing that hopefully a lot more members and their wives will attend and remove the coat and tie from the equation as well. The venue is likely to be the WHITE ENSIGN CLUB room at the Museum. Our interstate visitors will still be able to mix with the natives when they attend the National Conference and will be able to get a nights sleep before wending their way back down the road to home. There is also an Air Day on the following day so if anyone wants to stay over for that they will be rested and ready for the intake of aviation fuel fumes.

We had several 'jobs' on the to do list but for various reasons most are still on hold even though they are well under way. One finished and being well utilized is a new (2nd hand) computer and associated gear for the archive section of the Museum. Bob Geale and his staff have been way under powered for a long time now and with the advent of the digital camera the situation was critical. I can only reiterate some of their comments as to the quality of the new equipment - it works like you are told things do. The subject of the "Anchor" is still well and truly alive and I can hopefully see light at the end of the long tunnel - hang in for a bit longer.

We are very pleased with the response to the 'Wall', we are way ahead of anything we could have hoped for at this stage and the orders are coming in at a steady rate. With the order at the foundry now we are up to about 360 plaques and the pleasing aspect is the ordering of plaques from deceased shipmates by their families. As mentioned in another article in this issue, the 2nd Sea Lord of the R.N. reckons the colonials have come up with a good idea.

The inquiry into the Seaking accident has generated some

very adverse publicity for the maintenance personnel, supervisors and overall controllers of the aviation branch in the Navy. A lot of the remarks published are even to a layman obviously so far from the facts that it makes one wonder as to why the Navy hasn't been more to the fore defending them. An accident happened and there is a board of enquiry looking at all the facts and from that there will be an outcome, until then it would seem to be in the best interests of all parties if only the facts were used in the media, even if it doesn't sell as much copy. All the serving members can be sure our confidence is with you.

Our membership is still growing at a pleasing rate, keep up the good work of finding 'lost souls' and bringing them back into the fold. The association is for all so the more we get together the stronger we get and the more we all benefit.

If any of you are passing through here and want to say 'Hi !!' there is usually a reasonable presence out at the Museum on Wednesdays. We try and conduct the weeks business on that day and afterward adjourn for dinner and a bit of a yarn over coffee at the restaurant. Every 3rd Wednesday of each month is now our Committee Meeting day starting at 1130 AM. This time and place was arrived at to assist the old chaps in the conveyancing of their duties as traveling at night was becoming a problem for some and all are welcome to attend as it is an open meeting. The meetings are held in the Association rooms on the airfield side of the Museum .

It is sad to see the Xmas display at 'Knobbies' put away for the last time, many people in the district will miss it. Along with that, the man himself is moving to reside with family now that he is alone - we wish him well and many more years of active community involvement.

I would take this opportunity to thank the members of the current committee for their efforts over the past year and hope to see you all again in the ensuing year. We are always looking for new blood and you would be surprised at how little effort it takes to help administer our branch - contact any of the current committee if you would like to give a hand.

We have hopefully got our membership list sorted out, we apologize to anyone who has not received a particular copy of Slipstream over the past 12 months as there has certainly been some mix-ups (back copies are available). In the upcoming year we will attempt to only have one lot of insertions in with the magazine, that will be both a raffle book and membership renewal forms; this will be in the Xmas issue in late November or early December. This will still give us sufficient time to get everything tidied up before our AGM in March, in effect we will be altering our financial year to then instead of December as it is now so it will make very little difference to anything else.

Don't forget that we have an active Welfare Officer, he can only be of assistance if he is contacted , he bites some times when the moon is full but apart from that he is pretty good.

Greg Wise

## TASMANIAN DIVISION



First let us all congratulate John Arnold on being awarded a "Life Membership". We all say 'Well Done', this is just recognition for the dedication and tireless work you have put in over many years. Time to put your feet up, or is it, or can you? Some can others can't probably depends on the list Brenda has written out for you. Anyway all the best from Tassie.

Not a great deal has happened down here of late, my spies haven't been very active either, or else they are being secretive.

On information supplied, Allan Andrews is holding his own and Bev is coping as I know she can, Bill Lowe is still around and making his presence felt; cheers to you both.

Our last get together was held at 'The Ravenswood 50 and over Club' on February 19th and a good gathering turned up. Moss Lowe gave a very informative talk on the benefits and entitlements available from the Department of Veteran's Affairs' and question time produced some more information. Moss is general service and President of Naval Association South Launceston Branch and specializes in Veterans Affairs. Once again thanks Moss for your time.

A couple of weeks ago one of our members, Bob Douglas, called me and arranged a meeting, he intimated that he had a surprise for me. He sure did, when he arrived at my place of duty he had in tow Ian (Junior) Henderson from Queensland. I had not seen Ian since I paid off from Nowra in 1957. It was great to see an old friend after all these years, Ian and I served on 724 Squadron in 56 - 57 together. He and his lovely wife are touring Tasmania for a time, I think they are members of the 'grey nomads'. We had a good yarn and re-lived some good times, reminding each other of incidents long forgotten. Now they have been reborn I don't think they will be forgotten again. He mentioned people and places from his travelling escapades and filled me in on old mates and their activities.

Bob Douglas has had a rather discomfoting time with a crook elbow but surely and slowly in that order it is getting better. He has been quite handicapped with it too and has increased Maureen's work load into the bargain. He told me some very comical stories about it too, but I won't relate them here. He swore me to secrecy which I will respect. Best of luck Bob.

With nothing else on the list only to say our next meeting is on may 21 at the usual venue- "Ravenswood 50 and Over Club",

cheers for now from all in Tassie,  
Matt ( Jake) Jacobs



## QUEENSLAND DIVISION

It's February 26 so I've just got inside the deadline. I hope you all had a good Christmas and the start of the New Year-whistling along at a rate of knots as usual. I can't remember when we had a summer like this one here with the heat and the humidity lasting so long. The pool is a godsend! We've just been to Nowra for a day and it was the same there. We went to help Ray and Alice Larson celebrate their 50<sup>th</sup> Wedding Anniversary. It's a long time since I'd travelled on the rattler to and from Sydney. Still takes about 3 hours, but more comfortable. We got frozen by the aircon., and I'm now suffering with a chest infection, but it was worth it to catch up with old friends again. Overnighted with Arthur Sharland who has been a bit crook lately and had not long come out after 2 weeks in hospital.

Our Xmas BBQ at La Balsa Park went well with 29 or so there. We missed it due to being in Bundaberg again, but Trevor Tite tells me they had a good day. Bill Bryant ran up the Q'ld Association flag so that people could find the spot. Bill and Judy, with the Bolitho's, Kelly's, Williamson's and Powell's turned up early enough to find a good position with a handy BBQ and covered area. It was good to see Bill and Lyn Hayward and Peter and Joan Harris there. The raffle was well supported and winners were Des Kelly and John Stewart. Mick Blair reckons it's about time he had a win!

We welcome new members; Brian Porter; Claude Shanahan; Tony Irwin and Pat. Davies. Pat tells me that her husband was one of the 1<sup>st</sup> FAA pilots at Nowra. I don't recall him, but some of you may do so. We met up with Tony at the Bundy reunion.

We were all sad that Bill Julius passed away recently. He was in good form in Bundaberg, winning the golf and missing the River Cruise. I spoke to him when he was in hospital just before Xmas and we knew it was the end. Nevertheless, we had a few laughs. His funeral was well attended at Wynnum and the Navy formed a Guard of Honour for him. He'll be missed by all.

Our AGM will be held on 5<sup>th</sup> March at the Bribie RSL in the Anzac Room and then we have the BBQ in the gardens after. We're looking forward to a good day and with good weather. The grapevine tells me that Tom Carroll had a nose job at Caboolture Private hospital recently but he still doesn't look like Sean Connery. The Carrolls are off on a fairly long caravan

trip as are the Hendersons. Max and Norma Wilson are also now on the road for 6 months. Good to see how well Max has recovered.

We were sad that "Bear" Hammond's wife, Merlene passed away . Our sympathy and condolences to Bear. I had a good go at getting some of us onto the "Ronald Reagan" when it was in Brisbane. David Farthing, Chief of Navy, the Brisbane Naval Office and the US Consul's office were helpful, but to no avail. I got to the point of considering phoning the Prime Minister! However, in the end, the Brisbane naval office and the US Consul now have our details so we have a chance of visits in the future-one hopes. The big difficulty is getting various departments to know that we are a "Force" here. I probably don't make enough noise! Had a call from John Bray a while back to say that he'd been nominated for Australian of the Year. He wasn't successful but good one, John, to be nominated. John lives here in Caloundra.

Rex Day's wife, Kath, has had a heart attack recently and to all accounts has recovered ok. I've just now spoken to Kath on the phone and she tells me she's doing real well, so that's good news. Jock (Frank) Collins is currently in Wesley Hospital suffering with Asbestosis with various tumours and awaiting final Path results before starting Chemo. Margaret is in Brisbane with him. Tough times for both of them. We all wish him well.

Bob McBride and Trevor Bolitho are a "Force" at the QLD Air Museum. The Wessex is looking pretty good. Ray Murrell and Barbara celebrated their 50th Wedding Anniversary last night. Mick, Trevor and I were unable to go due to being a bit crook, which was a shame. Trevor's wife, Lorraine , has just had a knee job and is in recovery mode but not ready to hit the high spots yet. Time to close the door for now.

Best wishes to all,

Barry Lister



The formidable mob



Paddy and table



Garry and Bill



Flossie Nugent, Brenda Stewart and Barbara Murrell

:Lindsay McDonald, Bob McBride, Des Kelly and Rex Day



## WESTERN AUSTRALIAN DIVISION



" Greetings for 2006 to everyone from all of us in the West ,we hope you have all enjoyed a Happy Christmas and New Year. This is my first report to Slipstream as "scribe" taking over from John Green, who has done such a great job for a long time ,thanks John, we hope we still see you at meetings and around the traps. Summer finally arrived here in February, still not really hot, but a real mixed bag prior to that.

We have been busy since our last report with the December General Meeting and Christmas Lunch , a lovely B.B.Q at the James' and our AGM.

In a little more detail; Our December meeting was again at Rosie O'Grady's a quick efficient meeting before moving up-stairs for our Christmas Lunch. A very large gathering of Members and partners enjoyed a traditional Christmas fare and plenty of Guinness and other amber fluid's to wash it down. Our major raffle was won by Winston and Marie James ,second prize John (Bomber) and Meryl Brown. A very enjoyable afternoon and thanks to the staff again at Rosie's .

A gathering of about thirty attended a bar-b-q at the home of Winston and Marie James in Duncraig; it usually rains when Winston has b-b-q's and the weather we have had it was odd's on it would be the same again but we were greeted by a magnificent low 30's day. The hospitality was great and the South West wine industry got a good boost, the stories were many and varied and those of us" not pilots" got plenty of "flying lessons" in many different types of aircraft and situations.

The AGM of the Western Australian Branch was held on Sunday 12th February at Rosie O'Grady's, Northbridge and the following were elected to office:-

President : Winston James

Vice President : Tom Fish

Junior Vice President : John (Bomber) Brown

Secretary : Peter Welsh

Treasurer : Clive Mayo

Welfare Officer : Theo Bushe-Jones

Scribe : Keith Taylor

Social Committee : Alva Joss & Marie James.

Winston James paid tribute to the great work done by the retiring President Bevan Daws, unanimously supported by all members.

We welcomed a new member in Ross Sarti to our ranks and we have had a few renewed memberships after lapses. Any former or current serving Fleet Air Arm personnel living in W.A. that are not members reading this are encouraged to

join or make contact with us; there are always issues of importance to former serving members to be passed on.

Our Welfare Officer Theo Bushe-Jones continues his hard work and keeps us very well updated on changes and procedures happening at DVA.

We are looking at a few more social outings during the year and Alva and Marie are working on that along with Bomber Brown who is organizing a Commemorative dinner for the 66 th Anniversary of the Battle of Taranto. We will also continue with our June meeting being held at the Rockingham RSL to encourage participation from members in that expanding area and Mandurah.

Regards

Keith( Squizzy) Taylor



Committee Members FAAAA (WA) Division 2006 :  
Winston James ,Tom Fish , Clive Mayo, Peter Welsh and John Brown"

A Little boy was standing in front of a mirror in the restroom at the Airport, when in walked a Army Warrant Officer, dressed in his best regimental attire.

The little boy turned to the Soldier and said, "Wow! Are you a real soldier?" The Soldier replied, "Why, yes I am, young man. Would you like to wear my hat?"

"Boy, would I!," said the little boy. He took the hat and placed it on his head and turned to admire himself in the mirror. As he was looking in the mirror, he heard the door open and through a ray of bright light, a man entered the room. But, this was not just a man -- he was more than a man. He was a Chief Petty Officer. The little boy turned and went over to the Sailor. As he approached him, he could see his own reflection in his shoes. His eyes widened as he stared up at the Sailors chest full of medals and commendations gleaming. He tried to speak, but he couldn't. Finally, he took a deep breath, and managed to say, "Excuse me, Sir. Are you a real Sailor?"

The Chief replied with a thunderous voice, "Why yes, I am!! Would you like to shine my shoes?"

The little boy smiled, and said,

"Oh, no sir!! I'm not really a Soldier. I'm just wearing his hat"

**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.

Mike Heneghan 98 Suncrest Ave ,Sussex Inlet,  
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email : mheneghan@pacific.net.au  
02) 44412901

SAYWELL  
AIDE  
WARD  
FISCHERELDERHAM-  
MOND  
LARDER  
DAWSON  
CHARMAN  
WILSON  
HILLIER  
JOST  
CONLAN  
TURNER  
BRYANT  
CAMPBELL  
JOHNS  
LISLE  
GLOSSOP  
SMITH  
BEARDSSELL  
RODGERS  
BROWN  
SPENCE  
BRUCE  
BLEWETT  
McCLAREN  
LEGGO  
GREGSON  
WADDELL  
CORKHILL  
YORK  
CAREY  
COLEMAN  
JONES  
GOBLE  
TITCHINER  
LORD  
WRIGHT  
EMANUEL

ATKINSON  
PODD  
SPERRING  
BODEN  
ROWLEY  
HAASE  
GALBRAITH  
CAMPBELL  
PIERPOINT  
PRENTICE  
SUNDERLAND  
WALLIKER  
MASTERS  
METHERALL  
TRAVISS  
LOANE  
CRAZE  
WALDEN  
STAFF  
BIGGS  
HENRY  
DITCHAM  
McGREGOR  
RILEY  
ANDREWS  
HAMILTON  
JEFFERSON  
SWANSSON  
YOUNG  
PITTAWAY  
BROWN  
CEVAAL  
YELLEMA  
MOREY  
MOREY  
MOREY  
ELLIS  
KIMPTON  
MATHEWS

HENRY  
WOODS  
GODLY  
BARLOW  
MAYNARD  
FYFE  
WILKINSON  
MAYER  
PECK

DORRAIN  
TATTERSELL  
BELL  
TAPPING  
PAVLICH  
BAILEY  
JONES  
YOUNG  
PITTAWAY

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 the actual plaques on the Wall. 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 or you can access the web page and get a copy there. Shots of individual plaques can be done for you if you give us a bit of notice.

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\* \* \*

#### **VALE :**

### **Edward Henry Carl (Digger) Schmidt**

"Digger" passed away in Nowra on the 20th December 2005 and is sadly missed by all his old mates. Born in Wynnum, Queensland on the 27th January 1920 Digger was a farm worker until he joined the RAN as a stoker on the 18th March 1941. Following training at Flinders Naval Depot he served in the 'N' class destroyers 'Napier' and 'Nizam' and the frigate 'Shoalhaven'. His next move was to the Royal Naval Air Station in Somerset, England and to other RN stations for two years training as a 'Skilled Aircraft Mechanic' and then the transfer to the Fleet Air Arm. After arriving at 'Albatross' he joined 805 Squadron (Sea furies) and embarked in HMAS Sydney for Korea. Other postings included HMAS Melbourne and Nirimba before he paid off from Albatross as a CPO A/E on the 26th January 1970. His 29 years of service covered four conflicts, 2nd WW, Korean War, Vietnam and the Malaysian Campaign.

We will remember you "DIGGER"

Les Wilson, Roy Torrens and Max Gant

#### **VALE :**

With sadness I wish to inform shipmates and friends that William (Billy) Julius crossed the bar on Sunday 8th of January 2006 at 1420.

His funeral service was held at the Uniting Church , Wynnum West.

Heartfelt sympathy is extended to Daughter Kim & family and Son Bill as we say farewell to their father and our own Navy warrior- An avid sportsman, a good running mate and just a nice bloke.

God Speed Bill & Good Sailing

Lest We Forget.

### **A LAST FAREWELL**

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

**Edward Henry Carl Schmidt: 20th Dec 2006**

**William Francis Julius : 8th Jan 2006**

**Leonard Kenderdine : 13th Jan 2006**

**Archie Neil : November 2005**

# FLEET AIR ARM WALL of SERVICE

