

Slipstream

Established HMAS Albatross 1957



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FOREWORD

CHIEF OF NAVY

VICE ADMIRAL RUSS SHALDERS, AO, CSC, RAN

Vice Admiral Shalders joined the Navy as a Cadet Midshipman in 1967. He completed initial sea training with the award of his Bridge Watchkeeping Certificate in 1973. Following service as Executive Officer of the patrol boat HMAS ARDENT and in HMAS VENDETTA, he assumed command of PNGS SAMARAI, in Papua New Guinea.

Vice Admiral Shalders was a Divisional Officer at the RAN College in 1976 and then joined HMAS PERTH prior to Principal Warfare Officer training in the UK in 1978. Following a posting as Operations and ASW Officer in HMAS VENDETTA, he joined the staff of the Director of Naval Officers Postings in Canberra. In 1981, on promotion to Lieutenant Commander, he completed the Naval Staff Course for International Officers at the Naval War College, Newport, Rhode Island and then undertook Advanced Warfare Officer training in the UK, specialising in ASW.



He joined HMAS HOBART as ASW Officer and Operations Officer in 1982 and completed this posting as Executive Officer before joining the RAN Staff College as a member of the Directing Staff, in the rank of Commander, in 1984.

After two years in Washington, from 1986-87, he assumed command of HMAS SYDNEY and was then appointed as Commander Sea Training. On promotion to Captain, he was posted at short notice to command HMAS DARWIN during the first Gulf War. He was awarded the Conspicuous Service Cross in recognition of this period in command. In 1991 he became Director of Naval Warfare and subsequently Director General Naval Policy and Warfare.

Vice Admiral Shalders commanded HMAS PERTH in 1993-94 and attended the Royal College of Defence Studies in London in 1995. On promotion to Commodore he was appointed as Director General Joint Exercise Plans and subsequently Director General Operations Policy and Doctrine. He returned to the Fleet to become Commodore Flotillas in 1998. In that role he was responsible for the operational efficiency of all fleet units.

On promotion to Rear Admiral in 1999, he was seconded to the Australian Customs Service as the inaugural Director General Coastwatch. He was appointed as Head, Defence Personnel Executive in 2001 and was promoted to Vice Admiral and appointed as Vice Chief of the Defence Force in July 2002. He was awarded the AO in the Australia Day Awards list in 2003. Vice Admiral Shalders was appointed as Chief of Navy in July 2005.

"I am delighted to have been given the opportunity to contribute the foreword for this issue of 'Slipstream', and I note the distinguished list of those who have preceded me on this page. Toz Dadswell is a hard man to ignore and you should all be proud of his persistence in support of the Association.

As noted by your President in the last edition of this magazine Navy has recently been given approval by the Minister to assume responsibility for the management and operation of the Australian Museum of Flight (AMoF). In its first iteration, the Fleet Air Arm Museum was established in 1996 with the aim of preserving Australia's Naval aviation heritage. A Chiefs of Staff Committee decision in 1985 recommended the Museum be privatised. Subsequently, and due to the Museum's private company status, Navy was forced to withdraw support in 1996. This resulted in the Museum having to rely on corporate donations to fund its operations. One of the major sponsors of the Museum was HIH, which collapsed in 2000. As the Museum struggled with revenue shortfalls, there was a very real concern for the future of the aviation collection.

So, where are we today? Most stakeholders are supportive, including the RAN Fleet Air Arm Association who have a key role to play. Having been given Government approval to proceed, I hope to have the Museum back under Navy auspices before the end of the year. I am working closely with RADM Neil Ralph to ensure that the interests of all parties are fully preserved.

On formal transfer to RAN control, I have suggested that the AMoF be renamed the Fleet Air Arm Museum, with the Director, Naval Heritage Centre assuming oversight of the collection. A subsequent phase will hopefully see the RAN Historic Flight, currently existing as a separate but related entity, fully integrated into the new structure.

These are all good things, and progressive moves. The Navy is committed to the preservation of our heritage, including our aviation heritage. I believe our Museum is world class, and of fundamental importance to the Navy. The changes being pursued will benefit the Navy and the wider Shoalhaven community. I look forward to a bright future for the Fleet Air Arm Museum, and to ongoing support from the FAA Association."

AUSTRALIAN DEFENCE MEDAL

This is something of a surprise and I might say 'mystery'. There are quite a few members who have received this 'gong' already and even some who got it before they applied. It can only be assumed that because other medals were in the mail they knew the recipient qualified for the ADM so in their wisdom they sent it without even being goaded. Those who are down the line in the 'alphabetical' stakes though look like waiting a bit longer as all I can track down as having received theirs are at the front of the 'pay queue'.

For those that may qualify for the 'Pinjab' medal it would be advisable to wait otherwise you will have a couple of accounts from the likes of 'Christies' for re-mounting. Some of these have already been presented to selected servicemen so the remainder must be on the way shortly.

The whole medal scene is a mystery as even now those who did some time in Korea still have no recognition and they were firing real bullets then. A lot of us retired from the service with very few 'gongs' and now lean to port when we step out with medals on our breasts.

STOP PRESS : Got a box in the mail this morning and lo and behold the address on it stated that it was from the medals section, so as I opened it I expected to see my Australian Defence Medal but to my surprise it was the "Pingat Jasa Malaysia Medal"- you could have knocked me over with a feather as I hadn't heard anything about it since I applied for it almost 18 months ago.

The presentation of the Fleet Air Arm "Medallions of Merit" for 2006 hopefully will proceed in June. Due to all sorts of problems and availability it has been postponed a few times but it is on the agenda again in the very near future.

HMAS Sydney Anchor

Pursuit of this archive is still to the fore; its present lodging site is at the RAN Training Section at RAAF Wagga Wagga and hopefully it can be returned to the Museum to take its place at the head of the Wall of Service. This and the propeller off Sydney are the only two mementos of that 'war horse' that carried the Fleet Air Arm to battle and it is only practical that they be housed at "The Fleet Air Arm Museum" when it comes under the flag of the RAN in the very near future. The matching bricks to make the plinth are in my backyard (aging in the sun so as they are the same as the Wall) and the cook would like to see them moved as well.

VETERAN'S BADGE H.M. FORCES**From the Ministry of Defence - England**

For the general information of those of us (and obviously any one you know who qualifies) who happened to serve under the conditions listed, the above government department has issued the following notice.

Secretary of State for Defence, John Reid, announced the extension of the eligibility criteria for a HM Armed Forces Veterans' Badge. From 27 June 2006 applications will be accepted from veterans who served at any time up to 31 December 1959.

The HM Armed Forces Veterans' Badge was launched in May 2004 with the intention that it would be made available to all First World War veterans and the Second World War veterans who, under the Heroes Return scheme, traveled back to the battlefronts they had fought on.

Because the badge was so popular, eligibility was quickly extended to include all Second World War veterans and those who have served at any time up to 31 December 1954.

"With the Compliments of the Under Secretary of State for Defence and Minister for Veterans. This HM Armed Forces Veteran's Badge is presented to you in recognition Of your service to your country. You may wish to wear it on suitable occasions when dressed in civilian attire." Unquote

The address to contact is:

Ministry of Defence, Whitehall, London. SW1A 2HB.

Further extensions to the eligibility criteria of the Badge will be announced in due course, along with updates on the modification of the badge for Merchant Seaman who served during military operations.



Many thanks to Dennis Blackburn (one of our UK readers) for this info and any other facts needed can be obtained by going to the following web site:

<http://www.mod.uk/defenceinternet/home>

LETTERS

GREAT ENDEAVOUR RALLY 2005

Kingaroy to Coffs Harbour (via Tasmania) 10 days through 100 cities/towns/hamlets

With my son-in-law, Jim, we left Caloundra en-route to Kingaroy in a 1968 Peugeot 404 Station Sedan, purchased for this event for \$500, and apart from new muffler, rear axle oil seal, one rad. hose and one fuel line replacement plus new brake cylinder rubbers and a full service we took off on 15 year old tyres.

Leaving Caloundra fitted out with a VHF radio (compulsory) and an old fire brigade siren kindly donated by an air museum volunteer and two wigs lent by a local character and after some local media attention, we noisily travelled to Kingaroy.

Dinner that night featured the beginning of the nightly auctions – not the place for the faint hearted or nervous – hands in pockets only, no scratching ears, etc. as the well heeled or well-fuelled battled each other. Some bids reached 4 figures. Top price for one item \$3000!

Next day on to Baan Baa. After 3 hours we blew our water pump. No problem – Jim had a spare. All meals were provided 3 times daily, but accommodation was our individual responsibility, but none was available at Baan Baa, a township with a pub, a community hall and several houses. After the local CWA had fed us in the hall we were allowed to put our swags down in the hall – except we couldn't switch one bank of lights out, Jim had his head under a nest of chairs, men's toilet, outside of course, had 2 urinals, one pan and 15mm of water on the floor after long unseasonal rain and more falling, weak bladders and cold wet feet plus lights, did not make sleeping easy.

Generally the countryside along the Newell Highway was lush and green. Jim and I (Car 014) "Scar-go", - work it out – were usually last in due to pit stops at pubs of interest. At one historic pub a large number of us stopped. It was apparent that the sole barmaid/owner couldn't cope, so one interstate driver went behind the counter to help, causing the lady to become anxious about free drinks. However, when all went to leave, the new assistant put a large hand full of notes on the counter saying, "this should cover us". She gulped a strangled, "Yes"

Finally, we arrived at Melbourne to embark on "Spirit of Tasmania". 120 vehicles and 320 people in our group, plus many more general travellers, trucks and buses. She is a big ferry, possibly Russian made. Our cabin on 8 deck (numbered upward from the keel), was taking water splashes on our fixed port hole. Bass Strait was rough (what a surprise!) Ed.

Devonport was cold, but the sky clear. We were in the cruise section of the event, rally cars had to have rollbars, sump-guard

plates, etc. Cruise could travel on dirt roads suitable for sedans.

Rally routes, called "wackos", went through creeks, mud, and rough roads. Jim and I got lost and ended up on one wacko track. We talked the road boss into allowing us to do that leg and were penalised for going too fast. On that leg one rally car, a 1929 Fiat 125, broke a steering ball and had to be towed to Launceston, several hours away! The crew ended up in a pub. Where do you get spares for an exotic car on a Saturday afternoon? At that pub, to be exact! A Fiat rally through town had just finished; one enthusiast called a mate from out of town, worked all night, and Fiat 125 was back next morning.

Road kill was a constant hazard, and it appeared to be night-driving caused. We generally got in at dusk and started between 6 and 7 am. Kangaroos, wombats, Tasmanian Devils, and the odd Thylacine, but we did not have time to photograph them!

Many shapes and sizes and brands of vehicles took part. My favourite was a Hummer V8 diesel, complete with fully operational Temprite and XXXX cask beer. Several times there were unofficial roadside bonnet parties, with booze and nibbles.

There was plenty of snow and icy roads. Once when Jim and I made a nature stop and discreetly retired behind a road sign, one car with three women from Maryborough drove past shouting, "Look, yellow snow!"

Back to Melbourne and on to Marlo near Lakes Entrance, where I was asked to take part in the "Stonehenge Gift". Not knowing the details I asked to go in my age group. Fortunately, I was refused. Approximately 10pm and the temperature down to -1C, the well-fuelled lined up for the 100 metre dash. The ground was fully flood lit: *Bang* then the race of 9 men sans clothes, but some with a prosthesis worthy of a Minotaur, were away. Some of us had the daunting task of trying to revive fainting or hysterical females.

Bathurst was cold but fine. We were allowed to do a 50km, 6am drive around the historic race track. I did not realise it is a suburban road with houses and a vineyard inside the perimeter track.

On to Coffs Harbour – a great day there. I had a 2 hour trip to the hospital and missed the final dinner, but all was well. Our brake light switch had failed, so the navigator had to put 2 bare wires together when the driver shouted, "*brakes!*"

The Peugeot travelled 3818 miles at an average of 25 mpg. In some places fuel was up to 129.9 cents per litre! This week Jim got a speeding fine, doing 73 kph in a 60 km zone in New South Wales, but all in all a great trip, few serious breakdowns and fewer injuries.

Bob McBride

'retire and age with dignity'

Ed,

I was interested by Nat Gould's letter about the underwater museum off the NSW coast. If he had helped put some of them there, he may have put some of my handiwork with them, and I can confirm the regret so much lovely machinery, and so much of our hard work, some of which I describe below, was so ditched. We were also told that 'Lend lease equipment' was to be destroyed as it was supplied only for the conduct of the war. The US Government did not want it back, as it would have flooded the market and upset the US economy. There are huge dumps of buried equipment throughout the UC, doubtless still in its lanoline preservative. It was also US policy to write off equipment once it was supplied to the user.

When WW2 ended, I was dis-embarked at Nowra as an AA4 (O) on 1843 Sqdn that flew Corsairs. The Corsair was a fine aeroplane, but, as supplied to us, its armament was below the required UK standard. Some readers may not be aware that the USN had discarded the Corsair for carrier operations because of the stiffness of its undercarriage and the difficulty of the approach to the deck as the cockpit was roughly in line with the trailing edge therefore obscuring the batsman. It was therefore confined to land based operations. The RN nevertheless took it on, modified the undercarriage, developed a successful method of approach and took it to sea. The USN later copied the RN. It had the outdated reflector gunsight, a standard fitting at the start of WW2. We therefore spent much time and effort fitting the UK gyro gunsight. Each of the six 0.5 inch Browning guns had two mountings on the underside of the body. In the gun bay, was a pair of pintles with a groove around the top of each on to which was a ball locking device on which the gun was snapped. Release was by turning a knurled collar which unlocked the balls. This arrangement had a tendency to vibrate loose during firing. Yours truly was therefore tasked with making a locking tab for each knurled collar and brazing it on, so that the collar could be locked to the gun bay structure. (One pilot aborted at the end of the runway before take-off, having found that he could not move his ailerons. AM(O) Whittle had lockwired all his front mountings to a convenient rod in the gun bay – the aileron control rod !) 24 aeroplanes, six guns each and 2 mountings per gun. It took me a long time. All that and that was before we settled at Nowra. There, one of my later tasks was to modify all the gun firing solenoids. The solenoid tripped the firing sear in the breech block, and its protrusion was adjustable to suit individual guns. The adjustment was via a disc on the outer side of the solenoid cube, which was turned with a circular motion to obtain the correct setting which was ostensibly retained by a detent. In practice, this vibrated out of adjustment during firing, causing stoppages. The remedy was to sweat a bar across the disc, the bar having a hole in each end, and to drill a hole through each corner of the solenoid case, so that the disc could be lockwired when set.

Our squadron armoury had electric lights but no power. All facilities were provided by the resident MONAB (1), HMS Nabington, and I was given a ton and a half of mobile petrol-engined generator, providing 240 volts to drive a ½ inch power drill with which to drill 3/32 inch holes. As the corners of the

solenoids were rounded, it is not surprising that I just about cleared out Nowra of 3/32 drills ! I had to do the job on a temporary bench rigged alongside the generator, outside, in July. It took me several weeks to do them all.

On August 2nd, 1843, 1845 Corsairs and 854 Avengers formed the 3rd CAG under CDR Luard RN and it was rumored that re-embarkation for participation in the final push on Japan was imminent. Then on 6th August, the first of the "A Bombs" was dropped, which put paid to our re-embarkation plans. The CAG disbanded on the 20th October, when all our aeroplanes and all my handiwork joined that museum off the NSW coast, although we removed to the UK gyro gunsight and G45 gun cameras before they went. Shortly after that we returned to the UK via the SS Stratheden, dis-embarking at Southampton shortly before Xmas for Lee-on-the-Solent and Foreign Service leave. Three months later, I volunteered for loan to the RAN, which came to fruition when I became the AA3(O) of "Sydney's" armoury, standing by her while she completed in Guzz, which was the start of my 4 years loan service.

On a more personal note, the following may amuse some of the membership, especially any who may remember us from all those years ago. Margaret and I spent three weeks in Mauritius in Feb / March this year, whilst there I had my 81st birthday on the 1st March. As we had no excursion on that day, we intended to have a lie in, however, at 0730 there was a hammering on the door. I gingerly opened it, still in my pyjamas and there stood a little Creole gentleman, grinning from ear to ear who said "good morning sah ! Happy birthday from SAGA" (SAGA is the UK holiday outfit for the over 50's). He proceeded to hand me a big card and a bottle of South African 'champers'. It was a bit early to get stuck into that, but as our group was to fly home on the 4th SAGA put on a farewell dinner which coincided with my birthday. So, with some of those we had chummed up with, we made up a table, I bought another bottle of bubbly and a right good beano was had by all. After the pud, the hotel brought in a cake with a candle on it and after 'Happy Birthday' was dutifully sung and the candles extinguished, I took a knife to the cake. It was only then that I spotted the icing inscription on the cake – "Happy Wedding Anniversary". Oh well, it's the thought that counts and into the bargain it was a very nice cake and we scoffed the lot

Back at home and life moves on, luckily Margaret and I enjoy good health and to stay occupied the week goes something like this:

Two hours this morning on the end of my 2 1/2HP rotovator, keeping the ground stirred, Saturday I am off to Bisley for the RNTRC shoot over 500, 600, 900 and 1000 yards. Sunday it's off to Essex for a shoot in the local competition over 900 and 1000 yards. Next it's both of us off to Sussex 2 FAAAAO for lunch and so it continues and we aren't even 90 yet,

Maurice Ayling

Ed,

I have a great interest in the stories from two gentlemen who were my shipmates on HMS Implacable, namely Lt Cdr R L Davies and 'Nat' Gould regarding the dumping of aircraft off Sydney Heads although I was in print on this subject in Slipstream some time ago.

My logbook tells me that I flew Avenger 3 No JZ678 from Schofields to Implacable on the 29th April 1946 and on landing my craft was pushed overboard after I had removed the Very pistol and flares as a keepsake, so if any deep-sea diver finds my aircraft - its mine.

However, what 'Nat' Gould did not tell was that my CO, Bobby Bradshaw convinced the Captain that he could catapult an Avenger off the deck. So in typical Bradshaw manner he loaded an Avenger on the catapult, climbed on the wing, revved the engine up, slid off the wing and away she went (trimmed nose down of course). The whole thing was recorded by the ships' photographer and the photo I have shows the Avenger actually airborne with a vacant cockpit.

Turning now to Lt Cdr Davies' story, and maybe 'Nat' Gould can confirm this, I cannot recall dumping Avengers off the Implacable on the voyage to UK in May.

Regarding the Sun Herald report, my wife Norma (then a brand new bride) was amused when I told her the story that the Victorious, fancifully sailed over the dumped aircraft: because she and her sister Hazel were on the Victorious on their way to the UK.

Just one more thing, the very pistol that I souvenired proved to be a major attraction for the kids on bonfire night (9 5th November 1946) as there was no fireworks available in those post war times. My mother quite rightly confiscated the pistol and had it buried somewhere in the garden.

Regard and keep up the good work,
Ron Sunderland

PS : I have a section on the MONAB Website with photos of the dumpings

Hi from those who have straddled the continent.

Having finished unpacking and stowing things away in shipshape fashion, the doors are now open to visitors. We have had visitors from Albatross on detached duties for Dinner. We are beginning to survey the geography and are impressed with the Public Parklands in our locale. Would be a park every four blocks in any direction. Dedicated parks for kids playgrounds, cricket, football, skateboard and the commemorative parks. (just like East Nowra) Even a park dedicated to the memory of fleeing convicts. But I am overly impressed and interested in the War Memorial Parks. Well landscaped and well maintained and vast acreage. A lot of history is memorialized and the establishment of these parks would be a good dit on its own.

I read with interest the column, "Birds from the same Nest"

Here is a bit of a dit of three Kelson matelots, myself, Colin (xCMTP) & Robert (xSmn) (from the same Sail Loft) in uniform at the same time, and the telling is more of Colin Kelson, mates, coincidences and chance comparisons. We total 40 years in uniform. Whilst Colin at Nirimba, he met and is still mates with Graham Thurstans and family. Whilst Colin & I had the opportunity to clash several times on the Dempster Cup Rugby paddock Graham was displaying his talents and passion for Aussie Rules, even involved in the Sydney Naval AFL Club and later Combined Services AFL Association. Now Graham Thurstans has three children, Patricia, Peter & Stephen, who all joined the Navy, and at one time Graham & children were all billeted at Nirimba together. Patricia married a Stephen Bellaby (xCMTP) who was the same trade as Peter (xCMTP) & Stephen (CMTP) Thurstans and at one time of their career, the three were Chief Tiffs of their respective ships and Stephen Bellaby (20 years) had the honour of Pulling the Fires on HMAS Brisbane. The Thurstans family total 95 years in uniform and when Stephen separates from the service this year will be the end of a tradition since the RAN was formed.

Where do I get in the act ??.

Comparisons & Coincidences.

My daughter (also) Patricia married a Stephen and he was an LSRP then LS Air Crewman at 817 Sqdn.

Graham & I both had association with Doug Cornish. (Where are you ??)

Graham was HMAS Hobart Engineer when its successful missile shot down the Jindivik Target Aircraft "Adrian Cummins". I was on the team that launched that aircraft from Jervis Bay Missile Range.

Will close with the loving, patient, long suffering wives having the last laugh.

JGK

Skinhead.....

Ed

Sorry about the photos but there must be some sort of secret code you sent them in, I can view them but they will not copy. The women look great even if the same can't be said about the blokes.

Always a worry with you 'Gregory'.

A Texas Panhandle rancher and his wife were bickering while on holiday in France.

They were hardly speaking to each other, even after being seated in a fancy French restaurant for dinner.

When the waiter arrived the rancher said:

"I'll have a big, thick porterhouse steak."

The waiter replied:

"Monsieur, what about ze mad cow?"

To which the rancher replied,

"She'll have a salad."



The Wanderings of an Old Stager

Out of the archives comes a narrative of the trail followed by one of ours over the last 40 years. In a note to Denny Lynch Des Giles an intrepid observer relates his experiences over these years and as well provides a completed membership form so as in future he stays in touch. He thus joins the ranks of the Queensland membership and hopefully gets to mix among them at their social gatherings even if it may be a way to go.

“ I picked up a quite a lot from the Slipstreams you sent - Len Kenderdine was only about 6 years older than me but I suppose serving in the RN as a Wireless Air Gunner from 18 and flying in some of those ancient FAA airplanes aged him . We all disliked those ‘Barracuda’s especially and a song about them did nothing to endear them to everyone.

“The Barracuda too will be the death of you on that you can rely,

One fundamental thing is wrong,

They will not - Fly !! (sung to the tune of ‘As time goes by’)

I used to get some Slipstreams from Arthur Johnson, who runs a boat yard when I was at Ross River and noticed the obituaries of others of a younger vintage but when you add 48 years to my departure date (1958) its not surprising.

If I remember rightly we were both married in the early 60’s and by 1966 we were gone from Kiama. Ten years in PNG and then a tear in Sydney(I was in the Architectural Design Section of Commonwealth Works) and from there they sent us to Canberra in 1977. You can imagine that place to anyone who had spent some time in the tropics - appalling! I tried to get a transfer to Darwin but that was to some time so I resigned. We headed North to Atherton where in a moment of foolishness I bought a taxi. That turned out even worse than I expected .

From there to Darwin for about 4 years and thence to Brisbane where I went back to architectural work.

After a ‘golden handshake’ I bought a rural block and developed a small place - easier to draw it than build it though. After ‘flogging ‘ it we went to Currumbin and got a job for Fed / Airports who were re-vamping the new and old international terminals to cope until the new Brisbane International Terminal was ready.

Another block of land , another house (bigger) and the inevitable sale , at a loss though and I hit the road North again.

A sailing boat this time (1994) and from Airlie and about until finally Townsville where I decided to settle and am still here.

That prang I had in the Sycamore with Alex Ignatieff had affected me more than I thought - about 8 years after I had some problems and while in hospital I even managed a free dose of malaria.. I tried to address the problems with DVA but to no real outcome although I did get a gold card which gives you top treatment when required instead of waiting long periods to get into that dangerous world of Queensland. Public Health.”

Desmond Giles

SAFETY EQUIPMENT REUNION

COFF’S HARBOUR

Friday 29th. Sept. — Mon. 02nd. Oct. 2006

Members,

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

Accommodation details are as follows:-

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

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

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

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

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

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

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

Kerry Jones -	02- 49903303	0407 003639
Dennis Skewes -	02- 49720433	0439 720433
Jaffa Robinson -	07- 54975850	0409 719568

Don't delay in booking accommodation as there will be more there than you think and you may find yourself having to travel from nearby.

Blonde job applicant questions

An umbilical chord is part of a parachute.	True or False
A condom is a large apartment complex.	True or False
A diaphragm is a drawing in geometry.	True or False

Handler's reunion

**An Invitation to attend - The national reunion of Aircraft Handlers (Fleet Air Arm)
Devonport Tasmania 2007**

April 22nd, 23rd, 24th and 25th of April

Registration form and RSVP details

Yes I will be attending:

NAME.....Partner.....

Address.....
postcode.....

Contact
Phone.....Email.....

Registration Fee : \$45.00 Per person.

Registration Fees INCLUDE Barbecue lunch on the 23rd and the Lunch on the 24th. All other charges are separate.
(Cost of beverages still being negotiated)

**Payment by Cheque or money order only please. To
A.R.Browning RSVP 10th April 2007**

Registrations forms and fees to be sent to:

A.R. (Tas) Browning

8 Addison Street

Devonport

Tasmania 7310

Phone 0364246314 email tasarb@bigpond.net.au

Reunion Program**Sunday 22nd.**

There will be a service of Remembrance for Anzac Day, to be held at St. John's Anglican Church Fenton Street Devonport at 6 pm.

Monday 23rd

Midday: Meet and greet. A barbecue with the venue still to be decided.

Evening: A civic reception sponsored by the Devonport City Council at the Devonport City Council Chambers.

Dress code : Ladies After five please. Men coat and tie please with miniature medals.

Tuesday 24th.

An 11am service at the Cenotaph (Anzac Park) to mark Kapiong Day (Korea), 12 midday, unveiling of plaque. Lunch on completion at the RSL restaurant with a guest speaker.

Wednesday 25th Anzac Day

5:45am Dawn Service at the cenotaph and on completion breakfast at the RSL rooms cost is \$5:00.

1030am A march to the cenotaph followed by service at 11am at the cenotaph. **(medals please)** On completion a march back to the city center then to the RSL then lunch and refreshments.

Lunch cost is approx \$10:00

Travel

Please Note. You must book and pay for your own travel arrangements.

Accommodation

Please note you must book and pay for your own accommodation.

Copy this form and send it to Tas Browning by email or 'Snail' mail.

Ed,

I read with interest the extract from the late Bob Davies' memoirs regarding the group of RAAF pilots transferred to the RN in 1945 as a precursor to formation of the RAN Air Branch.

I am the Bill Wilson referred to as 'Bats' in the article, having been posted to 899 Squadron at Schofields on 8/6/45 to be responsible for their deck landing training and eventual Carrier landing "graduation".

I regret having to say that the incident of my extraction of a pilot from a burning Seafire didn't happen during this training period nor was I ever involved in any such incident. This event would have to have happened at another time with a more deserving hero. All of us as the burden of our years increases learn to mistrust our memories, particularly of the short time nature but the long term type hangs on more tenaciously and one such as this would not be likely to slip away. I also have to say that I have no memory of any Seafires having been "bent" either during the training or subsequently during carrier qualification in the term of my involvement.

In my possession is a mouldering copy of the 'Womens Weekly' dated 14/7/45 containing photographs and a story concerning this group, liberally interspersed with grossly exaggerated Service jargon of the day. I believe that some of these photos may have found their way to the museum.

Incidentally 'Eagle' was sunk in August 1942 not 1941 as stated during Operation Pedestal.

Regards

W, (Bill) Wilson



Vietnam cancers linked to water

SAILORS who served on naval ships during the Vietnam War have been told their ships' drinking water, which was contaminated with Agent Orange, could be causing their cancers. The Department of Veterans Affairs is investigating a link between the number of cancers among sailors and the desalinated water on board some ships which contained dioxins from the deadly defoliant.

The alarm relates to ships that took on water in Vung Tau harbour in Vietnam between 1965 and 1972, specifically HMAS Sydney, which made 23 trips to Vietnam during the war, and her escort ships.

Between 1980 and 1994 as many as 170 navy personnel died from cancers potentially related to the water on the ships, according to the Mortality of Vietnam Veterans cohort study. An updated mortality study on Vietnam veterans is due to be released later this year.

The problem was identified nearly three years ago when the National Research Centre for Toxicology found that desalinated drinking water taken from the estuary was contaminated with Agent Orange, which was sprayed widely across the country during the war.

"We are investigating what the issues associated with water and water taken from Vietnamese waters are, and the RMA (Repatriation Medical Authority) have made some progress in that in terms of providing some linkages," Department of Veterans Affairs secretary Mark Sullivan said in a Senate budget estimates hearing last month.

He said drinking the water was linked to prostate cancer, bone marrow cancer and two cancers of the lymphatic system, non-Hodgkin's lymphoma and Hodgkin's lymphoma.

"It (RMA) is still considering the medical and scientific evidence for the inclusion of a potable water factor in the investigations for malignant neoplasm of the lung (lung cancer), soft tissue sarcoma, malignant neoplasm of the larynx (throat cancer) and acute myeloid leukaemia," Mr Sullivan said.

The Department of Veterans Affairs is urging former navy personnel who have these conditions and served on ships that anchored in Vung Tau harbour to submit or resubmit claims.

"What we encourage all veterans to do, if they are unwell or have a condition or disease and they have any suspicion that that condition is related to their service, is to put in a claim. We will investigate it," Mr. Sullivan said.

But Vietnam Veterans Association of Australia president Ron Coxon said the Government had not gone far enough because veterans had to prove they spent a total of 30 days drinking the water.

"They talk about 30 cumulative days but we don't know how much of the dioxin actually settled in the tank because they never cleaned them," he said.

The initial toxicology report found that distilling seawater concentrated the dioxins in the water navy personnel were drinking and washing in to above safe levels. The report was an attempt to explain why more navy personnel were dying after the war than other veterans.

Of the 55,000 Australians who served in Vietnam, 12,376 were in the navy.

Opposition veterans affairs spokesman Allan Griffin said the Department of Veterans Affairs was not being active enough about warning veterans who might be at risk.

Simon Kearney
The Australian newspaper

An article that is reproduced for information of those of us who served in the 'Vung Tau Ferry'. It has been a topic for discussion for a long time now and does not seem to be culminating in any concrete solution apart from the fact we will all finish up under it (concrete that is) sooner or later and then the problem will have gone away without the hierarchy having to commit to further compensation. Lucky they cut up 'the old bucket of bolts' for razor blades otherwise tests on the 'vaps' may have sped up proceedings. Obviously these were self cleaning between trips and didn't store any of the residue just like the hours needed to make up the 'magical' 30 days needed get any recognition for claims and medals.

Ed.

Farewell.....& remain loyal.

To all shipmates, visitors and volunteers whom I have had the pleasure of either meeting or working with at formerly the Australian Naval Aviation Museum, now Australia's Museum of Flight.

I have recently terminated this phase of my working life after spending a total of seventeen years as a volunteer, then a paid employee with this grand institution.

I leave with many good memories of the early humble dwelling to the first class attraction it has become.

Every success for the future.

Don Parkinson.
jandon39@hotmail.com

A businessman enters a tavern, sits down at the bar, and orders a double martini on the rocks. After he finishes the drink, he peeks inside his shirt pocket, then orders the bartender to prepare another double martini. After he finishes that it, he again peeks inside his shirt pocket and orders the bartender to bring another double martini. The bartender says, "Look, buddy, I'll bring ya' martinis all night long - but you gotta tell me why you look inside your shirt pocket before you order a refill." The customer replies, "I'm peeking at a photo of my wife. When she starts to look good, I know it's time to go home."

Hawker Seahawk

There is an old saying in aviation that if it looks right it will fly right; never was this truer than in the case of the Seahawk. It would have to be one of the prettiest little aircraft that I ever had the pleasure to fly.

I saw my first Seahawk in the hangar of HMS *Bulwark* when doing my initial deck landing familiarisation in Gannets. Two Hawks were on board so I took the opportunity to have a really good look at them wondering what they were like to fly. At that point in my aviation career there didn't seem to be the remotest chance that I would have that opportunity. However, fate moves in mysterious ways and three years later I was offered two years exchange with the Royal Navy at the Day Fighter School at Lossiemouth in Scotland. The posting was as a QFI (qualified flying instructor) in one of the training squadrons which operated Vampires and Seahawks.

I soon checked out in the Seahawk and found that it lived up to its looks and was a delight to fly. Apart from an earlier propensity to blow up in the air due to fuel leaking into the rear fuselage, it had no vices. Fortunately the fuel problem had been identified and corrective action taken by the time I got to fly them, but it was still mandatory to eject immediately if the fire warning light came on.

There were, however, a few little quirks that one needed to know and to get used to, such as the fuel system itself. All the fuel was carried in the fuselage in three tanks. The third tank, known as the saddle tank, fed into the rear main tank, so for normal operations you could consider the aircraft as only having two tanks. This was to cause me a problem later but I will return to that in due course. There were two LP cocks which were normally left on as they were only used for maintenance work. There was an ingenious arrangement for maintaining the c of g in limits without the pilot having to fiddle with the fuel transfer pumps. This was done by the reading on the fuel gauges controlling the pumps in the two tanks, turning them on and off to match a preset ratio between the tank readings. This may sound like a Heath Robinson arrangement but it worked. The only snag was that if you suffered a fuel gauge failure and didn't notice it in time, the c of g could very rapidly get out of limits. In the event of such a failure you could control the pumps manually and keep the aircraft in balance by feel.

Shortly after I joined the squadron we had a course through which included a Surgeon Lieutenant; flying doctors were rare animals and were to be given every encouragement. This young gentleman got airborne one day with the rear LP cock off and commenced a sortie of cine air-to-air gunnery. After a while he found that as he rolled in off the "perch", the aircraft was tending to pitch up. This got steadily worse until just about the time he thought he might have a problem, the engine flamed out. He then found that he couldn't control the airspeed in the glide, the aircraft having entered a rapid phugoid of plus and minus 50 knots. He attempted a forced-landing at an RAF airfield but mis-sed out by about 100 yards and bent the aircraft somewhat badly.

His c of g was so far aft that it was remarkable that he had any control of the aircraft at all. Sorry to say, our medico didn't last long, as two weeks later, after having received a mild rebuke for his misdeeds, he taxied into the dispersal and wrote off a Seahawk rudder with his wingtip.

Another aspect of the aircraft that required some care was the need to ensure that the powered ailerons were properly engaged after start-up. To do this, the stick had to be moved through its full range laterally once you had hydraulic power. As the stick was moved from side to side you could feel the pawls sliding along the control rods engaging in their detents. Failure to engage properly could result in a half power/manual situation which could be very disconcerting. The early model Hawks, of which we had a few, tended to lack a clear neutral point in their aileron set-up, causing a knife-edge effect which could make formation flying a pain.

The ejection seat was an earlier model without leg restraints but fitted with fairly solid metal thigh guards which sprang up at the beginning of the ejection sequence. After a spate of shattered elbows following ejection, it was established that if you pulled the face blind straight down, your elbows would meet the thigh guards rising on their very powerful springs. The technique subsequently adopted for ejection was to grasp the face blind with the palms of the hands outwards, this automatically forced your elbows to rise as you pulled down (try it!).

The flaps and speed brakes were combined. When you selected speed brakes, upper and lower panels opened up, one above the wing and one below. Subsequent selection of flap would drop the upper panel. It was essential however to deselect speed brakes otherwise they would operate again when the flaps were selected up (shades of the Wirra-way!). The view from the cockpit was excellent and the aircraft also had a very effective rear view mirror mounted inside the canopy.

The Seahawk was relatively easy to fly on instruments being particularly stable once set up on the glide slope. When the weather precluded flying the students, I would detail the instructors to go and do low level GCAs (ground-controlled approaches). You could nip round the circuit in a matter of minutes as we only climbed to 2,000 feet after each approach. It really honed your instrument flying skills. Stability on the approach also made it a kiddy car for deck landing; 110 knots on the mirror landing sight and just drive on down until you arrived! I managed to get six in onboard HMS Centaur.

The Seahawk was cleared for spinning but the pilot's notes gave a prediction of a fairly hairy ride with the aircraft pitching up and down once in the spin, with a rapid rate of turn. This was certainly the case on my first spin and I quickly went to recovery mode, but on subsequent analysis I concluded that what I had experienced was merely horizontal flicking and not a true spin. I left it longer next time and got it into a proper spin. Recovery was straight forward and rapid.

I flew the Seahawk for just on two years so experienced the delights of UK weather in the depth of winter. Lossiemouth wasn't too bad for snow but we did get the occasional polar low which would dump several feet in a very short space of time. I once

had the good fortune to be first off after the passage of one of these lows, when as usual we had brilliant blue skies in the aftermath. The aircraft fairly rocketed up in the climb because of the extreme cold and I had the most magnificent view of the whole of Scotland, totally white.

As I recall, snow didn't interfere with our flying generally but the odd accident occurred due to the banks of snow on either side of the runway; one certainly needed to watch out for any crosswind, particularly on takeoff. Our major problem was ice on the taxiways which required exercising some care when braking.

We used to start night flying at 1530 in the depth of winter, but of course in summer we had the reverse problem of barely a few hours of darkness. During my second summer, because of the number of students on course we decided to migrate south for our night flying period and I took the Scimitars, which we had acquired by then, to Yeovilton in the south of England and the new CO took the Hawks to Brawdy in Wales.

It was on an earlier night trip to Yeovilton as a target for one of the night fighter squadron's operational readiness inspections that I experienced one of those magical moments in flying. I took off at 2300 and set course south with the sun just setting on my starboard quarter. On the return some time after midnight, there was the most magnificent display of the Northern Lights, which at 30,000 feet was a sight to behold. I was so hyped-up by the experience that I couldn't resist waking my very pregnant wife at 0200 to tell her all about it!

When I first joined the squadron, the students were taken through parts one and two of the OFS (Operational Flying School) on the Seahawk; part one was getting to know the aircraft and part two was using it operationally. We would start off with the usual formation flying followed by battle drill, cross countries, night flying and the odd jolly when we would let them off the leash for a trip by themselves.

I particularly enjoyed taking them for their early formation flying, three students to an instructor where it was routine to end the sortie with a "chase-me-charlie". What the students didn't know was that we had a couple of aircraft with "g" suit systems. The early RN 'g' suits were worn under the flying suit with a hole in the side for the connection so it wasn't obvious that you were wearing one. The Seahawk was cleared for 6 g, so if you were wearing a 'g' suit you could readily out turn anyone not so fortunate; the poor students would end up all over the sky as we looped and rolled. There was the additional fun during the debriefing when we would lay it on the line that if we, who were 5 to 10 years older could handle "g" better than they could, they had better get out on the playing fields and get themselves fit!

On completion of part 1 of the OFS it was into the weapons phase which included air-to-air, rocketing, bombing and strafing. Live firing on the banner, which was the ultimate test of your co-ordination skills, was my favourite weapons detail. We flew in flights of four with two guns loaded and each pilot having his 20mm rounds tipped with different coloured paint to mark his hits on the banner. Front Line standards were something under 10% and the training standard about 5%. It mightn't sound much but to achieve that on the banner meant that a much higher success

rate could be expected against a real aircraft

I well recall a particular sortie when all three of my students had to return early because of gun stoppages. There I was with the banner all to myself, full ammunition, and a long run home. This was towards the end of my time when I had flown quite a few banner sorties. I confess to being in form that day and really filled the banner with red paint. As we flew the last few miles back to base I was praying that the Meteor 7 wouldn't lose its tow in the sea. My score was 47% and naturally I was beside myself until the following week when a Sub Lieutenant from a front line squadron beat me by a considerable margin.

Returning to the Seahawk fuel system, the squadron flew a four plane aerobatic team and used the saddle tank to carry oil for making smoke. There was a specially approved mod which disconnected the saddle tank, thus depriving the aircraft of 40 gallons of fuel. We had to use the aerobatic aircraft for student work and normally this didn't present a problem, however I got badly caught out through a sequence of events which were obvious in hindsight but not at the time.

The sortie in question was a cine air-to-air mission with me and two students. Because of a conflict in weapon details, one of the students had to take an aerobatic aircraft fitted with bomb carriers. The weather was marginal for students but we decided to fly. The rot set in when this lad missed his first fuel call (bingo 1) and called bingo 2 half way into the sortie. I knew that he would be using a lot more power because of the bomb carriers but was relying on his bingo call. I immediately headed for home only to be informed that our let-down and approach would be via a GCA due to deterioration in the weather; this was not a problem in itself but rather in the amount of fuel it would require. We had strong winds blowing and I can categorically state that it was the longest homing to the overhead I've ever done! We duly commenced our GCA for a formation landing and broke out in good time to see the runway, with me praying my student wouldn't run out of fuel before we got there. We touched down and went into trail for the taxi back whereupon my lad flamed-out. If he had left his fuel booster pump on we might have made it back to dispersal, but it was SOP (standard operational procedure) to switch it off after landing. As on the rest of the sortie, my laddie was also switched off! I had an awkward time explaining to the Station CFI how I, as the squadron senior pilot, had got myself into such a situation.

On another weapons detail, just as I was getting out of my aircraft on completion of the sortie, I heard a loud explosion from the aircraft next to mine. I looked across to see a body lying full length on the concrete. It was immediately obvious that a 20mm round had been fired and it looked on the face of it that we had suffered a fatal casualty. I am not partial to the sight of blood but had no option but to take charge of the situation. As I reluctantly ran across to the scene I was silently saying "don't roll him over, I don't want to see". As I got there, the body stood up and I could see that it was the Petty Officer Armourer, unharmed. It transpired that the aircraft had suffered a stoppage and the sailor trying to clear the round out of the open breech had been too enthusiastic with the cleaning rod. The Petty Officer realised as he saw the rod struck that there was a good chance that the

base of the round would strike something in the breech, so he rolled out of the way just in the nick of time. The sailor concerned was lucky to only have the palm of his hand cut as the cleaning rod shot out of the barrel.

Unfortunately all good things must come to an end and towards the end of my time in the squadron we lost our Seahawks and became the Scimitar OFS. Mention of the Scimitar reminds me of the joke circulating at the time the aircraft was introduced into service, that Vickers Armstrong hadn't known whether to put a hook on it and flog it to the Navy as an aircraft, or tracks on it for the Army to use as a tank, but more of that at another time. Another one was "what's the similarity between a choir boy and a Scimitar?" Give me a ring if you can't work it out.

In conclusion, I've often been asked "what was the best aircraft you ever flew?" It's a hard one to answer because it depends on what particular aspect of the aircraft you're considering, e.g. weapons capability, handling, flight envelope etc. However if I had to name one it would have to be the Seahawk because of its all round performance and the fact that it was a sheer delight to fly.

A few years back I was in the United Kingdom and visited the Fleet Air Arm Museum where they were kind enough to let me sit in a Sea-hawk. Suddenly forty years rolled away and I was back at 'Lossie' for two of the most enjoyable years of aviation I've ever experienced.

Norm Lee

The Difference Between Airplanes and Women:

An airplane will kill you quick . . . a woman takes her time.
 Airplanes like to do it inverted.
 Airplanes can be turned on by a flick of a switch.
 An airplane does not get mad if you 'touch and go.'
 An airplane does not object to a pre-flight inspection.
 Airplanes come with manuals.
 Airplanes have strict weight and balance limits.
 You can fly an airplane any time of the month.
 Airplanes don't have parents.
 Airplanes don't whine unless something is really wrong.
 Airplanes don't care about how many other airplanes you have flown.
 When flying, you and your airplane both arrive at the same time.
 Airplanes don't mind if you look at other airplanes, or if you buy airplane magazines.
 If your airplane is too loose, you can tighten it.
 It's always OK to use tie downs on your airplane.

I was reading the "Maintenance Complaints" when it made me think of one that I have seen in the Air Force Aircraft "maintenance forms". It went like this: Write-up: Noise behind left panels. Sounds like a little man with hammer. Solution: Took hammer from little man.

Navy Chiefs

One day, a Navy Chief went to the Officer's Club with his Captain to eat lunch. When they entered the main dining room, they found the place was quite crowded. They did notice three Lieutenants sitting at a table with two empty chairs, so the Captain asked them if they could join them. They promptly invited them to join them.

They ordered lunch and joined them in conversation as they ate. At one point, the Chief mentioned that he had observed characteristics about many officers from which he could determine the source of their commissioning.

The Lieutenants were eager to hear about this and asked if he could tell how each of them had been commissioned. The Chief turned to the Lieutenant on his left and said he went through ROTC.

The Lieutenant confirmed that was correct and asked how he had noted this. The Chief replied that the Lieutenant, through his conversation, seemed to have a strong academic background but limited military experience.

The Chief then told the Lieutenant on his right that he had gone through OCS with previous enlisted service. The Lieutenant confirmed that this was correct and also asked how he had determined this. The Chief said, again through his conversation, that the Lieutenant seemed to have a firm military background and a lot of common sense.

The Lieutenant across the table from the Chief asked if he had determined his source of commission. The Chief replied that the Lieutenant had graduated from the United States Naval Academy.

The Lieutenant stated that was correct and asked if he had noticed his high level of intelligence, precise military bearing, or other superior qualities acquired at the United States Naval Academy.

The Chief replied that it was none of these that led to his determination. He had simply observed the Lieutenant's class ring while he was picking his nose.

You just can't take those Navy Chiefs anywhere.

The most unfair thing about life is the way it ends, life is tough, it takes up a lot of your time. What do you get at the end of it ? A death. What's that , a bonus?

I think the life cycle is backwards. You should die first and get it out of the way. Then you go live in an old age home. You get kicked out for being too healthy, go and collect your pension, then, when you start work you get a gold watch on the first day.

You work 40 years until you are young enough to enjoy your retirement. You drink alcohol, you party and get ready for high school. You go to primary school, you become a kid, you have no responsibilities, you become a little baby, you go back , you spend your last 9 months floating with luxuries like central heating, spa, room service on tap, then you finish off as an organism!! Amen

BIRDS FROM THE SAME NEST

The Roach's

Andrew "Big Cocky" Roach

Big Cocky joined the RAN April 1981 as a recruit Air Technical Communications (ATC) via HMAS CERBERUS. After initial trade training was posted to 817 SQN. July 83, he completed phase two training at HMAS NIRIMBA. On completion of phase two training was posted to 723 SQN. In 86 was promoted to LSATC 2 and shortly afterwards was posted to ASU for duties with Seaking PBM. From early 87 to late 88, was posted back to 817 SQN during this time he also completed phase three training.

During 88, Big Cocky was selected for Seahawk training conducted in Stratton Connecticut. Shortly after returning from the states was promoted to PO and was involved in the set up and early operations of the Seahawk Introduction and Transition Unit (SITU). August 90 he was crash posted to HMAS ADELAIDE for a four month deployment in for OP DAMASK, the period leading up to the first gulf war and returned to SITU on completion.

In 1992 he was posted in HMAS CANBERRA, which included a RIMPAC deployment. It was during the RIMPAC deployment that SITU ceased to exist and became 816 SQN. Late 92 he was selected for CPO course commencing early 93. On completion of the course posted to the Training Department as the Seahawk ATC instructor. October 1993 received his buttons and returned to 817 SQN.

In 1995 was posted to the Fleet Aviation Engineering Unit (FAEU) for nearly two and half years. In the middle of 97 was selected as the Assistant Logistics Manager for Project SEA 1411 (SH-2G(A) Super Seasprite). The following three years were spent in Hartford Connecticut. Big Cocky returned from the states (again!) as a Warrant Officer appointed as the Assistant Aviation Engineering Officer (AAEO) for the soon to be commissioned 805 SQN, at this time the workforce consisted of, CO, XO and WO. After the SQN commissioned and while waiting for delivery of the first aircraft Big Cocky was sent back to the Project Team at Hartford for another 10 months during 2001.

Returning from the states (again!!) in 2002 until early 2006 he carried out the duties of AAEO 805 SQN. Early 2006 he moved to the big smoke "Canberra" as the Aviation Technician Category Sponsor. Big Cocky has enjoyed the past 25 years and during that time spent time (in some cases just days) in, HMA Ships TOBRUK, ADELAIDE, CANBERRA, DARWIN, WARRAMUNGA, PARRAMATTA and BALLARAT, also in USS Fife and USS Independence. He has at one time or another worked on every helicopter type in service as well as a few that are now

considered museum pieces.

Big Cocky lists his highlights as introducing the Squirrel, Seahawk and Seasprite into service. Also being involved in the commissioning of 816 & 805 Squadrons and HMAS BALLARAT. Of course the numerous trips overseas whether travelling with the grey funnel line, the flying kangaroo or crab air for Exercise Long Look 93 (an exchange program with the RN). Big Cocky has been awarded two Australia Day Medallions and a Maritime Commanders Commendation.



Peter "Little Cocky" Roach

Little Cocky joined the RAN Oct 1981 as a Junior Recruit via HMAS Leeuwin. After graduating JR school Little Cocky started his training as a Meteorologist, however, during 1982 he transferred to ATA. Between 82 & 86 he was employed at 723 and 816 Squadrons maintaining Wessex aircraft. During 86 he was selected for and completed phase two training at HMAS NIRIMBA, returning to 723 SQN which then operated the Squirrel and Bell 206B aircraft.

Between 88 & 93 worked in ASU primarily as part of the Wessex and Seaking PBM crew at B hangar, Little Cocky completed his phase three training during 90. In 93 he was posted to 816 SQN as a LSATA, it was almost like a tag team event, Big Cocky left and shortly after Little Cocky joined. Between 93 and 97 Little Cocky was a Seahawk maintainer and during this time was posted to HMA Ships CANBERRA (twice) and DARWIN. Early 97 it was Little Cocky turn at instructing, he was posted to the Flight Deck Training Unit (FDTU) as LSATA. He spent the following three years as an instructor, a year after joining the training department he was promoted to POATA (98).

(Birds from the same nest - cont.)

In 2000 he returned to 816 SQN for another two years as a POATA, during this time he was posted to Ships Flights serving in HMA Ships WARRAMUNGA and ARUNTA. Mid 2002 .

Little Cocky received his buttons and early 2003 was posted as the Senior Seahawk inspector at the Fleet Aviation Engineering Unit (FAEU). During this time he was detached in support of the clean up operations following the 'Shark 02' accident.

Little Cocky is still posted to FAEU and is awaiting his discharge mid 2006 to continue supporting the Fleet Air Arm as a public servant at the Naval Aviation Systems Program Office (NASPO).

Little Cocky career highlights include Ship's Flight duties and being authorised as Flight Senior Maintenance Sailor (FSMS). He was also fortunate enough to travel to the states on two occasions. One trip he partook in an exchange with HSL 47 an USN Seahawk Squadron for five weeks. Little Cocky has also been awarded a Commanding Officers Commendation while posted to 816 Squadron and a second Commanding Officers commendation during his time in HMAS CANBERRA.

As you can see the brothers' career paths have been similar they have served (at different times) at 723 and 816 Squadrons, ASU PBM, Training Department, the same ships and FAEU.

They grew up in Ballarat and were delighted to have spent a short time in HMAS BALLARAT. The brothers are great mates, who are often seen on a golf course together. The boys have been at times mistaken for each other (two peas from the same pod), but Big Cocky reckons he is the better looking one!



Barry Lister, Ray Larson and Arthur Sharland taken at Bombaderry RSL at Ray and Alices' 50th Wedding Anniversary. Some of the Mech 8 course beginning in mid '58.

DO A GOOD TURN FOR OTHERS

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

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

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

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

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

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

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

This way we all win (unless you were safety equipment and then it just makes more bloody work !!)

The Game of "Shirt".

This game was developed and played by 20th Carrier Air Group sailors in 1948 when the Air Group was working up at Eglinton in Northern Ireland.

Normal Saturday night activity was to attend the dance at the "Brit" (Britannic Hall) in Londonderry and this became the playing field. There was not much in the way of employment for the young ladies in Londonderry and it seemed to centre round the "Shirt Factory" and the "Custard Powder Factory".

The girls employed at the Shirt Factory seemed to be divided between the following shirt components; - (1) Backs. (2) Fronts. (3) Sleeves, (4) Collars and (5) Assembly. This grouping provided the basic rules.

After putting 2 shillings (3 pints of Guinness) in the kitty, participants waited for the "Progressive Pride of Erin" to begin. As soon as this dance was announced participants would divide themselves evenly round the circle and the game would begin.

When dancing with a young lady you would ask her "Where do you work" if the answer was the Shirt Factory the next question would be "What part of the shirt do you make". This questioning continued until either the dance ended or until a participant had danced with five girls who had each made a different part of the shirt. To signify a win the participant would loudly call out "SHIRT" and then collect the winnings.

Much more exciting than Tombola.

How the Bunrana Pub was won

This story started in January 1948 with the passage of the first classes of FAA personal to the United Kingdom in the SS Largs Bay. Apparently we were entitled to ten shillings a day shipboard allowance but this wasn't paid till some six or seven months later when we were in the 20th CAG and working up at Eglinton in the North of Ireland.

The trip to the UK took some 39 days giving us a total of nineteen pounds ten shillings and as pay was only eleven shillings a day we were suddenly very wealthy.

On the Saturday morning following this windfall A J Cox and Dave Rice and several others were over the border in Southern Ireland at a pub in Bunrana. While taste testing the Guinness a few of them started to play Euchre. By this time the proprietress of the establishment found out about their wealth and asked if she could join the game. This was readily agreed to. I don't know what the rules were but somehow the deeds of the

pub were produced and subsequently won by Dave. It is rumoured that AJ was her partner at the time.

The news of the win arrived during lunch at HMS Gannet and within minutes all off duty 20th CAG personnel were heading for the border to congratulate the pair. On arrival at the Pub we found Dave behind the bar and the proprietress crying in the corner.

Dave dispensed good cheer at the bar until about ten o'clock when the local constabulary arrived to see why the pub wasn't closed. He was told that it was no longer a pub but a private party. He didn't know what to do so he took his helmet off and sat down and had a Guinness.

Just after mid-night the only alcohol left in the pub was two bottles of French Cognac and none of us sailors drank that rubbish.

Dave then made a speech and handed the deeds of the pub back to the proprietress. The rest of us then put in five pounds each which would have more than paid for the stock consumed. As the last bus had already left we somehow managed to spread ourselves round the floor of the pub for the rest of the night.

Subsequent enquiries have shown that no other Carrier Air Groups have ever owned a pub in Ireland.

J .R. Elliot LCdr SD EX Av

Queensland Air Museum - please note:

The QAM is organizing a commemoration of the 50th anniversary of the arrival in Australia of the FAA's Sea Venom and Gannet Aircraft in May 1956. We have Sea venom WZ898 and Gannet XA331 and are looking to contact any of your members who have an association with these particular aircraft or the type in general. The commemoration will take place during our "Open Cockpit" weekend 1st and 2nd July at the Caloundra Museum. Anyone interested can contact David Beazley on 073882 0617 or by email to : beazley.braypark@bigpond.com



Work- safe Japanese riding boots

Old Memories:

I have just read the book 'HMAS Albatross a Collection of Memories'. Congratulations to all for a comprehensive coverage of the development of the base. This read has prompted me to write to let you know of another aspect of the influence the Fleet Air Arm had on other elements of the Australian Defence Forces.

I was a member, along with 'Randy' Gover, Ray Meredith and Bruce Hennings, of the last class of RAN Aircraft Artificers to be trained in the UK. We returned to 'Albatross' in 1954 after three years.

In the late 1950's a number of FAA technical personnel left the RAN to join the RAAF. I was one of those. In the book it is recorded the low morale in the ranks because of the doubt that the FAA would continue after 1963. In 1959, I, along with Jack Wakefield did our promotion exams for commissioning as AEO's. We both passed but were advised that there were no current plans to commission more AEO's until the future was more settled. I decided to try the RAAF but Jack stayed on and was later commissioned.

I think I was the last to transfer in that time frame. A number had made the change in the second half of the 50's, the first being 'Chummy' Wade, followed from memory by Clive Cotter, Keith Taylor, Ken Thompson, Ray Meredith, Basil Holmes Don Johnson, and Ken Wilkins (ex RN). There may have been others but if so their names have slipped from my memory, a failing we find common these days.

These handful of ex-FAA people had a significant influence on later RAAF and Army activities. 'Chummy' was the Engineer Officer on the first of the Caribou Aircraft to be purchased from Canada for the RAAF. On the ferry flight back to Australia, while staging through RAAF Butterworth, Malaysia, the decision was made back here to send the aircraft to Vietnam. The aircraft were diverted to Vung Tau and 'Chummy' was the Engineer Officer of the first RAAF aircraft to be deployed to the war zone.

Ex FAA people also had a big involvement in the evolution of helicopter capability in the RAAF. Keith Taylor was with the RAN helicopter detachment, recorded in the book, that did a magnificent job in the 1956 NSW floods. His helicopter experience must have been noted and as the RAAF procured Iroquois Helicopters, he became the Engineer Officer of the first SAR Iroquois Flight.

Around the same time the ADF purchased some Cessna fixed wing aircraft and Bell Sioux helicopters for the Army to fly. Because the Army had no technical personnel capable of maintaining the aircraft, the RAAF was given the responsibility for managing and maintaining the aircraft in a joint unit titled "16

ALA Squadron". It had a RAAF CO and technical support and Army Aircrew. Somehow, probably because of the Keith Taylor precedent, the RAAF got the impression that all ex-FAA engineers had had helicopter experience so they took Ray Meredith from Point Cook and appointed him as the first Engineer Officer of the 16 ALA Squadron. That fallacy flowed on to me and I was appointed the 'ENGO' of the squadron a couple of years after Ray.

In fact I was the first CO of an Army Aviation Workshop as a RAAF Officer, when the "Army Aviation Corps" was formed in April of 1967. That's three service backgrounds rolled into one.

When RAAF Iroquois were deployed to Vietnam, Keith Taylor was appointed the 'ENGO' of 9 Squadron. Again the fallacy of ex-FAA people having helicopter experience was cited and Clive Cotter was appointed 'ENGO' of 5 Squadron at Fairbairn in Canberra. After Keith completed his tour of duty in Vietnam Clive replaced him and I was posted to 5 Squadron as 'ENGO'. When Clive completed his 12 months in Vietnam, I replaced him at Vung Tau and did my 12 months tour. Thus the first three Engineer Officers of 9 Squadron in Vietnam were all ex FAA members, more than a coincidence I think.

The contribution by ex FAA personnel showed that their earlier training and experiences stood them in good stead in a broader field. For myself, I recall with fondness my ten years including six at Albatross. Apart from being on 724 Squadron when re-commissioned in 1955 and chief of the 'Firefly Line' during the centralized maintenance period, I recall my time playing in the very successful Dempster Cup rugby teams of 1958 and 1959, teams which formed the nucleus of the RAN Rugby Team in the NSW Inter-Service competitions of those years.

I visit the Museum of Flight at Albatross whenever I am in the area and continue to be impressed. Keep up the good work regards,

Ron Tucker

Some April Events

1917 : HMAS Brisbane became the first RAN ship to carry an aircraft operationally when she embarked a Sopwith Baby seaplane.

1949: HMAS Sydney embarked the 20th Air Group and sailed for Australia from the United Kingdom.

1967: HMAS Sydney disembarked the 1st Battalion, RAR, from Vung Tau Harbour.

1990: CNS, VADM Hudson announced that "women would be permitted to serve in peacetime in all ships except submarines"



MOMENTS IN TIME



NAVAL AIRMAN CLASS 70

Recruit School : March 1953

- L to R : Back row -
 Pat Martin - NSW
 Jack Tamkin - Vic
 Pat Preston - WA
 Ron Scott - Q'ld
 Bill Gray - NSW
 Brian Jost - WA
- L to R : Front Row -
 Jim Power - Q'ld
 Russell Storch - SA
 Bill Dixon - WA
 Mick Gorton - WA
 Denny Lynch - Vic
 Warren Llewellyn - NSW
 Trevor Wright -- NSW
 Eddy Bewery - Vic
 Bill Dunlop - WA

(waiting for the 'goffa' wagon)



AUGUST 1948

RNAS CULDROSE

20TH CAG

AIR
 ELECTRICAL
 SECTION

BACK ROW: LEM(A) Gordon Biles, EM(A) Wal Simmonds, EM(A) Arthur Durrant (Snoz), EM(A) Cliff Gibbons (Monkey), EM(A) George Taylor, EM(A) Glen Marshall (Saxy), EM(A) ? Brown,
 FRONT ROW: EM(A) Tug Wilson, LEM(A) Roy Allman (Totty), LEM(A) Jan Hingston, EM(A) Fred Fox (Reynard), EM(A) Nobby Clark.

WHERE ARE THEY NOW ?



In action - Robertson / Clarke



In degradation - ready for the grave



Ready for Divisions



Some Mother's sons ????

See how well you do naming these with these, a hint there are probably 'grey on top' now.

Ed,
Looking at the 'piccie' on p.15 of the latest Slipstream (great job). I believe the bloke 2nd. from right is Geoff Larcombe - ex Taswegian, who deplored the lack of Boag's beer at the Wets but usually managed to manfully submerge his sorrow in Tooth's and Toohey's. One of Nature's gentlemen.
Yours, aye
John (deLacy) Clifford - ex Armourer

ANZAC DAY - SYDNEY : 2006

with Bill Bar-



Bill Barlow and daughter Emma



"Knobby" Clark and "Robbie" Roberts



"Simba" Smith, "Debbie" Reynolds and "Bing" Anderson

I attended the ANZAC day celebrations in Sydney this year and thought I would share with you a couple of the photos from that event.

One reason for going was, as a result of the information in our National Presidents report, that the Vietnam Flight was going to march under their own banner this year. But alas no banner. (Now we know where all of those vicious buzzes originated from while we were in Vietnam.....sorry Boss, only joking).

As it turned out there was only about 5 from the flights any-way. Not even enough to make up a crew let alone a march past.

The FAA Association was well attended and professionally lead by Ken Vote. Thanks Ken. We were lucky that VAT Smith was now reviewing the Parade for I think we would of have to go around again on a couple of occasions, but we got through it.

We were also fortunate to have a couple of serving "birdies" who "volunteered" to carry our banner....thanks to Buzz Wharfield.

Afterwards we all adjourned to the Union Club for a nice cuppa tea.....or something.

Bill Barlow

A man of many talents :

A man boarded a plane at Sydney airport, and taking his seat as he settled in, he noticed a very beautiful woman boarding the aircraft. He realized she was heading straight towards his seat, and bingo! She took the seat right beside him. Eager to strike up a conversation, he blurted out: "Business trip or holiday?"

She turned, smiled enchantingly and said, "Business. I'm going to the Annual Nymphomaniac Convention in the United States." The man swallowed hard. Here was the most gorgeous woman he had ever seen sitting next to him, and she was going to a convention for nymphomaniacs! Struggling to maintain his composure, he calmly asked, "What's your business role at this convention?"

"University Lecturer", she responded. "I have carried out extensive research that rejects some of the most popular myths about male sexuality."

Really?" he smiled, "What myths are they?"

"Well", she explained, "one popular myth is that African-American men are the well-endowed, when, in fact, it's the Native American Indian who is most likely to possess that trait. Another popular myth is that French men are the lovers with the greatest stamina, when actually it is men of Greek descent. We have also found that the best potential lovers in all categories are the Irish."

Suddenly the woman became uncomfortable and blushed.

"I'm sorry", she said. I really shouldn't be discussing this with you; I don't even know your name!"

"Patrick", the man said. "Patrick Shaun Papadopoulos....but all my close friends call me Tonto."



ANZAC DAY : 2006 QLD

President leads the flock



Smiles are present even if the hair is on the light side



Dave Randall, Bill Bryant and Lindsay MacDonald

The lonely bachelor wrote to a dating service explaining that he had specific criteria for a potential mate and would not expect anyone that falls below his standards.

He went on to explain that the candidate should be cute and short, who enjoys water sports, a team player and needs to enjoy group activity.

He received an envelope the following week . It was a picture of a penguin.

A diaphragm is a drawing in geometry. True or False

An orgasm is a person who accompanies a church choir. True or False



The young, old and bold



Let's hear it for the seniors

A very self-important college freshman at a recent football game, took it upon himself to explain to a senior citizen sitting next to him why it was impossible for the older generation to understand his own.

"You grew up in a different, actually almost primitive, world," the student said loud enough for the whole crowd to hear.

"We young people today grew up with television, jet planes, space travel, man walking on the moon, our spaceships have visited Mars...

We even have nuclear energy, electric and hydrogen cars, computers with light-speed processing .and more."

Taking advantage of a pause for breath in the student's litany, The "wizeden" one said,

"You're right, son. We didn't have those things when we were young... So... we invented them you arrogant little shithead!!

Now....what are you doing for the next generation??"

I love senior citizens!!!



AUSTRALIA'S MUSEUM of FLIGHT

by Neil Ralph



Events

Our airshow '1930's Golden Era of Aviation' went off very well on 26 March which turned out to be a beautiful day. We had a very full program of 1930s aircraft, there were Tiger Moths in abundance and many other types but it was the aerobats such as the Pitts Specials, Extra 300S and Edge 540s that won the day. Over 50 vintage cars from the various regional clubs turned up and attracted great interest also. The Army Band gave a very good account of themselves and also the local Nowra Anglican College Band performed very creditably to delight the crowd.

Owing to cyclonic winds in the SE Queensland area our Queensland vintage aircraft contingents were not able to come but we had many others to provide a full program.

The crowd numbers were down on expectation, this might have been caused by bad weather forecasts for Sydney and perhaps petrol prices, so we did not make as much money as we expected but we had a great day which all helps to maintain the profile of the Museum.

We're planning a Hot-Air Balloon Fest in July. John Giffard of 723 Squadron is a balloonist and is arranging a program for the week-end 15/16 July which will feature early morning operations on both days and on the Saturday evening the balloons will demonstrate 'glowing' when flying along in the late twilight. John expects to have 10-15 colourful balloons for the occasion. This event will be the first of its kind in our region and we hope to attract a good audience even though it will likely be a very cold winter morning with the possibility that we'll again break the drought. Our very grateful thanks to John though for enthusiastically taking on the task of organising the program.

Navy Control

Our expectation is that the Foundation will transfer control and operation of the Museum to Navy on 1 September 2006. This will no doubt delight all Association members. In the next 3 months we will be mustering all items in the Collection and gradually transfer these to Navy. It may take some time for Navy to reconfigure the Museum in the way it wishes. As the AMoF over the last 5-6 years, we have worked hard to maintain a public profile to enable viability and this should continue to benefit the Museum as it undergoes a change in identity.

Vice Admiral Russ Shalders, Chief of Navy, who has keenly supported Navy acquisition of the Museum, recently visited us to inspect the institution and discussed the principal issues involved in transfer.

We can all feel very pleased with this outcome as it ensures the continuity and progress of the Museum and its principal theme of naval aviation.

In the interim, the present band of staff and volunteers will be very busy preparing for the change.

Neil Ralph
Director

High Flight

Many Navy people would probably be familiar with this immortal poem of British Flight Lieutenant John Gillespie Magee and the classic phrases "slipped the surly bonds of earth" and ultimately "touched the face of God".

For our helicopter readers, they may not be familiar with another poem attributed to US Airline Captain David Gwinn Retd.....

Low Flight

Oh! I've slipped through the swirling clouds of dust, and hovered out of ground effect on semi rigid blades; Earthward I've auto'ed and met the rising brush of non paved terrain; and done a thousand things you would never care to; skidded and dropped and flared low in the heat soaked roar. confined there, I've chased the earthbound traffic And lost the race to insignificant headwinds; forward and up a little in ground effect I've topped a hedge where never Skyhawk and even Phantom flew. Shaking and pulling collective, I've lumbered the low untrespassed halls of airways, Put out my hand and touched a tree.....



NATIONAL PRESIDENT'S REPORT



From: The National President

The great news that Navy was to take over responsibility for the Museum and that Chief of Navy had decided to reinstate the title of "Fleet Air Arm Museum" was a great boost for the Association. Neil Ralph and his team have laboured mightily to keep "the show on the road", but, they were pushing uphill and the reality is that no Museum in the world can survive purely on paying customers. Formal announcements are still awaited, but, I am assured that they are only a matter of time. I will be lobbying for the FAAA to have a seat on the Museum's advisory committee and also a say in the selection of personnel.

Defence and Navy have been going through a bad time recently and the new Minister must be wondering when he will have some good news! I have no doubt that he will quickly restore the balance. A few bad headlines quickly overpower all the years of success and hard work. The Sea Sprite project has been a disaster from day one and I do not know of any Naval Aviators, past or present, who regarded that project with other than dismay! The SeaKing Inquiry is grinding to a conclusion and evidence and submissions will conclude in June. We can only hope that the findings will be frank and wide-ranging to allow a proper end to this sorry episode. I have been impressed by the depth of feeling and concern expressed by many Association members over the apparent drop in standards. Their sentiments have been passed on to Chief of Navy.

I will be presenting our annual "Medallions of Merit" to Sailors who have topped their courses at Albatross on Thursday 22nd June at, I think, 1000. I intend to speak about the traditions of excellence in the Fleet Air Arm and the need to continue the same traditions. Any Association members who can attend will be most welcome.

Best wishes to all our State Divisions and all members. Please remember the campaign to increase our membership. As well as bringing more of our shipmates within the camaraderie of the Association; extra numbers mean more clout with Government and Government departments, which can only lead to greater benefits for our members!

David Farthing

NATIONAL SECRETARY'S REPORT



Activity during the past quarter has been less hectic than usual. As indicated in previous notes, my number one priority since taking office has been to re-organise the national data base.

A good rule of thumb indication as to whether this has been successful is in the feedback after each *Slipstream* post-out, particularly in regard to the number of magazines returned, either because they were incorrectly addressed, or the recipients had moved on without informing their Divisional Secretaries of their new address.

The post-out during the last quarter attracted the least number of errors in both categories, which was very encouraging. Much of the credit for this continued improvement goes to the excellent co-operation with the States, one significant factor of which being that all Divisions are now utilising electronic mail transfer, with the days of post office snail mail now a thing of the past.

Any inclusions for the agenda at the National forum in October should be addressed in the near future so that they can follow procedure and be posted with me before the close off date. The meeting is later this year but time is slipping by rapidly.

Finally, in accordance with the constitution, Divisional Secretaries are reminded that before the next AGM, they will be receiving a copy of the National data base, and are requested to carry out the annual comparison check for their own Division.

I have been missing for a bit due to health problems with Mary (the boss) but friends please note, she is out of immediate danger, and also out of the RPA - just! There are some more major hurdles to be crossed yet before she is completely out of the woods, but all the medico's are quietly confident!

Tom McDonald

VICTORIA DIVISION



Attention on the flight deck!

Navy is surely having a tough time with selected equipment replacements and/or upgrades. First, it was the submarines, then the extended-life Sea King disaster and now the Seasprite! Methinks we need the expertise of someone very like the late John L. Watkins, who for many years ensured the supremacy of equipment selected for Trans-Australia Airlines in his capacity as Director of Engineering. A group of Warbird enthusiasts recently recommended the ADF look at the world superiority of Russian aircraft, such as the Sukhoi Su-27 and derivatives, in lieu of super-expensive and generally inferior aircraft replacements for the F-111 and F-18. However, can you imagine any Western World political leader having the intestinal fortitude to even suggest investigating that avenue?

Meantime, in spite of another twelve months of in-house to-ing and fro-ing over Anzac Day march organization and conduct in Melbourne, from the viewpoint of those units in the vicinity of the Fleet Air Arm group, this year's march was the worst we have ever experienced. Those charged with the duty of supervising the correct order of the various units seemed confused, as our group was twice re-positioned, yet obviously still not satisfying one assistant marshal right up to stepping-off time. Volunteer banner-bearers appeared on the scene just minutes before step-off time and not one note from any band or a drummer's beat, could be discerned from that time until just approaching the Shrine. A cadence call by Treasurer, John Ikin, kept us reasonably in step all the way, although confused by the caller from the following group, whose call was in direct opposition to our own!!

A rough count of our membership participants revealed 27 bodies, Monsignor Frank 'Tiger' Lyons this year propelled in his wheel-chair by a Ghanaian volunteer provided by the RSL. President, 'Hank' Fargher and John O'Donnell, the latter accompanied by his carer and grand-daughter Courtney, rode in style at the head of the group in Admiral Nimitz's jeep, while Vice-President John Champion, resplendent in beret, led the contingent on foot.

Post-march, most adjourned to the Melbourne Naval Centre (ESU) in Toorak Road, for the usual high standard of catered lunch, washed down with a variety of liquid refreshments and a spot of open-hangar scuttlebutt.

We were all shocked to learn of Jim Fletcher's traumatic loss of his left leg to above-the-knee, after a botched vascular operation. In spite of that, he appears to be handling the situation well and has been supported by the medics to his satisfaction. Max Farquharson has been declared 'legally blind', yet such is his demeanour that he has elected to maintain his membership. John 'Cal' Pain was hospitalized for the removal of his gall bladder, just to keep up with President 'Hank', who had undergone the same operation just weeks before. As the year slides by, a

number of members have finally come to the party with overdue annual subscriptions. It would please the writer if all members made a note in their diaries that subscriptions fall due each 1st January and prompt payment not only makes my job easier, but saves the Division dollars in the accumulation of postage costs with repetitive reminders.

The new Committee recently discussed the situation regarding past annual dinners at Hastings, closely associated with our annual Commemorative Service at HMAS 'Cerberus'. A recently distributed questionnaire triggered something like a 30% response, indicating the majority preference for an annual luncheon at a venue within the CBD, located near to public transport, in the month of February OR near to the 28th August (a 50/50 split). It was decided to take advantage of an offer from Anzac House (Collins Street, near Parliament Station) for a luncheon on Thursday 18th January, 2007, to celebrate the 96th anniversary of the first deck landing by Eugene Ely on USS 'Pennsylvania'. More precise details will be distributed in the July issue of 'Flight Deck News'.

Again, there was a 50/50 split regarding the continuance of a dinner at the Harbour View Motel, Hastings, preceding the annual Commemorative Service at 'Cerberus'. A number of members support the maintenance of this occasion and the confirmation by interested members will be sought in the next issue of 'Flight Deck News'.

Les Jordan resigned his position on the Committee due to continuing 'dicky' health, and a willing replacement is to be sought. Since no one has offered to take up the vacated position of Social Co-Ordinator, perhaps because of the high standard set by the past holder of that position, Valda Christie, it would seem the valuable contribution of that office must be shared by all.

A number of members ventured to South Australia for a gathering of the Handlers, including Ralph and Margaret Mayer, Les and Loris Jordan, Ron Andrews, Alan 'Smiley' McGowan, Ian Stanfield, 'Ambrose' Boulter, Ron and Valda Christie and Clem and Betty Conlan. From all reports it was a joyous gathering in fine weather and 'spanner wankers' Ron Christie and Clem Conlan were extended honorary membership.



John Clifford and Allan (Happy) Clark with 'gongs'



We still await the promised receipt of personal profiles by a number of members to add to the interest of our 'Slipstream' and 'Flight Deck News' contributions, meantime encouraging ANY member of the Division to contribute articles of interest to relieve the 'strain' on the Secretary. Until the next launch.

Carry on



John Champion and Hank Fargher



"The Beauty Parlour" : L to R: Valda Christie, Marion Earle, Betty Conlan, Anne Taylor, Noreen Sinclair

ANZAC DAY from VICTORIA



Hank Fargher, John O'Donnell and Granddaughter Courtney hitch a ride in Admiral Nimitz's jeep



L to R: Ian Mc Innes, Ron Forbes (WA import), Ivor Jansz, and Terry Egan getting ready to 'stroll'

Approaching eighty-five years of age, an elderly woman finally decided it was time to give up her apartment in New York and move to Miami.

She was given the name of a Florida realtor, who enthusiastically drove her all over Miami, extolling the virtues of every apartment they looked at.

"And this one, what a steal," he rhapsodized, "the investment of a lifetime. Why, in ten years it's gonna be worth three times..."

"Sonny," interrupted the woman, "at my age I don't even buy green bananas."

The truth should never hurt.

SOUTH AUSTRALIA



Happy winter to you all, yep, the rain has settled our dust and the Victorians bush fire smoke so all is right with the world. Hope your world is in order as you gather winter feed for the sheep and cattle, clear the hemp from the gutters, repair that pesky rust leak as you have done in the past and generally prepare for a dark winter. Great stuff.

The Association in South Australia has maintained the status quo with membership and office bearers refer to our web page. The amazing thing is that we just can not increase our membership numbers, has anyone else found the same problem? As if I should ask. Short of threatening a bit of knee-capping in the most generous way, we are at a loss on how to attract new members. This topic is at the top of the list for our President John Siebert and believe me, he is an active member and will badger us to lift the membership numbers.

Over April/May 06 I was visiting our married daughter now living in London, so I have not caught up with the past social events namely the bus tour up North to visit member Ken Adams farm property at Kapunda as well as the Greenock Aviation Museum and Rockwell Winery. Plus the visit to Goolwa down South to be supportive when 817 Squadron visit the little adopted township and claim right of entry. This was organised for Sunday 23rd April and I hope someone took a few snaps which could be included here for the next edition of this fabulous Slipstream Magazine.

When you view this article I will have caught up with all the relevant detail and the above item would be accurate or complete crap.

ANZAC Day was well attended so my informant tells me, and member Paul Shiels took a handful of digital photographs of the gathering. He has collected the digital photos from the chemist and sent them to me to be included here in this article and if Greg can reduce them down to a workable size, I'm sure he will include some. Note our new Ceremonial Banner which Des Reardon has sorted for us. Perhaps a top cross support may be added. Must not forget all those stalwart senior males loitering with intent around and under the Banner, you may recognise some of them. For me, I remember how they looked 30 years ago and add wrinkles, sun spots and plump them out a bit. How are you feeling Leon Brown, Pancho Walters, Sparrow Longford and others?

Our Treasurer, Michael Cain has retired from the work force as from 13th April and I wonder how he can do that while the rest of us battle on. Being an accountant in a big Firm has obviously taught him how to become creative with figures. Must get his number. Ian Laidler is still retired but I expect he is secretly making plans to get back into the work force just for a rest, I mean Dee can be very demanding on Ian's rest time. When she reads this, I'm dead!

Dinsley Cooper is still very busy with organising the social

functions, sausage sizzles and state newsletter. He is always looking for more input from members re the newsletter, so let's look through our collection of photos and memory grey cells for possible points of interest for Dinsley to include in our State magazine.

Regarding the Museum at Nowra. So good to see common sense has prevailed. At last a feeling of safety and protection supplied by the Navy, the same Navy we all dealt with when we wore a younger mans clothes. Have a good feeling about this and that includes the name change, "The Fleet Air Arm Museum". How good is that? Well done to all those people behind the scenes who have pushed so hard on our behalf to get this sorted.

Sending regards to Victoria's Clem Conlan from the SA mob. Clem was very supportive when Ian Laidler and I took over the recruiting drive in '85 for our own Association here in SA. His help got us up and running along with Mary Rayner, whose insistence on everything being done well and done once has continued throughout these 21 years the Association has functioned. Cheers to you both.

You just have to enjoy the Editors "Moments in Time" in the Slipstream past issues. I will often see a face I haven't seen for decades and back come the flooding memories. In particular, last issue page 17. My friend PO Peter Clark from 723 Squadron days and to test the memory, he was driving a Vauxhall Victor or something like that at the time. Every time I see one of those old bangers, Peters face appears. How weird is that?

Correction to my last Slipstream edition in particular the paragraph where I saw Mike Stubbington kiss the SNO.SA Anne Atkinson. I said he kissed her on the lips but actually meant on her cheek. Must confess Michael, so did I.

Will finish off by wishing all members good health and happiness. May your family remain safe in these testing times. For those members who work so hard behind the scenes either at the National Museum, administering the National Museum, working sausage sizzles at Air Days what ever, all these little cogs working together make the big machine move. Well done.

A story. (Never argue with a woman)

A couple go on holiday to a fishing resort at Lakes Entrance. The husband likes to fish at sunrise. The wife likes to read. One morning the husband returns after several hours of fishing and decides to take a nap.

Although not familiar with the lakes area, the wife decides to take the boat out. She motors out a short distance, anchors and continues to read her book.

Along comes a fishing inspector in his boat. He pulls up alongside the woman and says "Good morning ma'am. What are you doing?"

"Reading a book," she replies thinking "isn't that obvious!"

"You're in a restricted fishing area," he informs her.

"I'm sorry officer but I'm not fishing, I'm reading"

"Yes, but you have all the equipment. For all I know you could start at any moment. I'll have to take you in and make a report."

"If you do that, I'll have to charge you with sexual assault" says the woman.

"But I haven't touched you" says the man.



That's true, but you have all the equipment. For all I know, you could start at any moment."
"Have a nice day ma'am" and he left.

Regards

Roger Harrison. Hon whipping boy.



Some of the SA contingent at the Anzac Day March

WESTERN AUSTRALIAN



By the time this goes to print we will be half way through another year ; they say "time flies when you are having fun" and we have had some fun with a great BBQ in Kings Park where Dave & Cheryl Terry who were visiting for a Junior Recruit Reunion joined us and the ANZAC day celebration's at Rosie O'Grady's and looking to continue that on at our June 11th meeting to be held at Rockingham RSL with a BBQ to follow, so things are moving very well.

We had our first wet ANZAC Day march for many years, luckily for us it started to rain as we were finishing the march, so it was a quick about turn and head up to the RSL for a "couple" before Rosie's opened at 1200hrs. The dawn services were held on a beautiful autumn morning with huge crowds at Kings Park and Fremantle's Monument Hill, but the rain came later for the City march and our numbers were a bit down on previous years.

A proposal at our February meeting by Jack Suriano , a warden at the State War Memorial that we investigate the possibility of a memorial to the Fleet Air Arm was adopted and a sub committee was formed to follow up on it. At our April Meeting a full presentation was made of the possible sites and approximate costings and we passed a motion to follow up on a plaque at the Fremantle Monument; Fremantle was chosen as being more representative of the Navy than Kings Park ,and more visible than RAN Memorial Park in Rockingham ; now all we have to do is settle on the 'Battle Honours' and wording of the Ode and how to raise the funds. This will be the main topic at our June meeting.

As an initiative for this year we have started a two monthly news letter going out to all WA members from Kununurra in the far North to Nick Roberts down South in Coolgardie and Bob Marum across in Florida USA hoping to keep all members up to date with what's happening around the traps. Also "Bomber" Brown has opened up a FAAAA (WA) web page for posting of items of interest and discussion points and it can be accessed at www.protopage.com/faaa_wa ; (that's an underscore between faaa and wa) for anyone requiring information on where and when we meet, especially visitors to W.A..If you want something put on the site i.e. looking for a friend; visiting etc; e-mail me at ktt59345@bigpond.net.au and I will post it for you.

I finish this report with some sad news with the passing of two former members of the Fleet Air Arm; LAM(AE) Raymond (RK) Thomas and POE(AC) Trevor Young who passed



away recently, both will be remembered by a lot of people R.I.P.

Keith (Squizzy) Taylor

Some memories of the march 2006 :



Kay Daws, Bill Strahan and 'Snow' Hall - knocking back some "heat relief"



Second Generation Ian Mayo, Jacqui Brown & Geoffrey James standing below FAAA Honour Roll and plaques



What a group - next year even more medals to carry



Bill Flint, Barry Dunbar and Winston Ferguson also at the 'heat relief' station



John Trood (left) being presented a certificate to original members (Shoalhaven Heads Sub Branch RSL) by State Councillor Bill Humphreys. Armourers just can't stay out of the limelight.

QUEENSLAND DIVISION



I'm running this early this time as I will be in Arkansas when the deadline arrives. We're off on 1st May for 6 weeks, taking in Hong Kong, Rome, Madrid, Chicago, then spending 2 weeks with Warren Walters in Hot Springs, Ark., then on to San Fran and Hawaii. By sheer coincidence, WW and Maria will be in HK the day after we get there so we'll have a day together. Another coincidence is that son, Tony and family will be in Rome at the same time as us. Youngest son, George hopes to meet us in Madrid-from UK and the owner of La Promenade, here in Caloundra, James Stewart, expects to have dinner with us one night in Chicago. And friends, Peter Ryan and Robin will be in Hawaii at the same time and coming back on the same flight. Must mean something!

We held our AGM at the Bribie Island RSL on 5th March and had a good roll-up. Our whole committee was re-elected with Max Gant taking the Chair for a bit. All in all we had a good day. All of us dined in and stayed around the bars and Pokies.

We've sad news—Jock Collins and Alf Hall have recently passed away—our condolences to the families. After reading last Slipstream, where I'd mentioned Jock being unwell, had an email from Bob Willis. Hadn't seen Bob since '66. He had a long chat with Mick Blair as well. I've also heard that Dave Blundell's wife has also passed away. Tough times and sorry to hear that, Dave.

We're meeting in Brisbane for Anzac day as usual and will be going to the Spring Hill Hotel for drinks and food after the March. It's a good venue and they look after us very well. Ian and Florence Henderson will be there after getting home from Tasmania. You'll have read that they caught up with Tassie Douglas and Jake Jacobs. They're off to Arnhem Land soon after Anzac Day. I had an email from Arthur (Wacka) Payne's grand daughter to ask if her older brother could march with us. Arthur passed away last year. I spoke to him some while back. I told her about his recovery by the US Destroyer near Hawaii after he had to ditch in his Gannet, having run out of fuel—we were having problems with the fuel systems at that time—when the Destroyer hooked onto his dinghy at some speed (enthusiasm) causing it to ride up the side and spill him back into the drink! He was not a happy chappy as he dismounted from the Sycamore and walked up the Flight Deck!

Des Kelly and Aileen have just had a cruise to New Caledonia on the Pacific Sun. Des reckons the only drawback was that the booze on board wasn't duty free and there were no topless maidens to be seen anywhere! Ray and Barbara Murrell have also just returned from 2 weeks on the Pacific Sky around Singapore, Bangkok and Malaya. They reckoned it was good and better than going there on the Grey Funnel Line! Dave and Joan Randall are off cruising again after spending some time in Las

Vegas. They're away nearly forever!

We're hoping to hold our mid-year function at the Gold Coast—possibly at Tallebudgera-Mick Wright is looking into a choice of Venue for us. Max and Norma Wilson have sold everything up, got a 4WD and caravan and took off for other parts for 6 months or so. It's good to see Max running on all 4 after being so ill a while back. I last spoke to them as they were going into the Woy Woy Services Club!

Our next event will be at the North Burleigh Surf Club on Sunday, 23 July at 11.30 am. We hope to have a good roll-up. Anzac Day saw our largest attendance ever with 91 at our lunch/drinks at the Spring Hill Hotel after the march. There must have been over 60 marching! We had told the Hotel to expect about 60, so food ran a bit short for a while but the Hotel Manager got the extra food up pretty quickly. Paddy Williamson ran a 2-up game which was good fun. Arthur (Wacka) Payne's grandson, John, marched with us and thoroughly enjoyed the company and won one of the raffle prizes. He drew my number then Dee drew his. His girl friend, Sarah, then plucked another one for John which he put back in. One of the girls from Blue Devery's family won that one.

We welcome new members Peter Stevens and Matthew Cuni-al. Matt is in the process of joining now. Some have dropped out this year but there are a few more coming in which is pleasing.

Just had the news that son George is flying in from UK to join us in Madrid. We're delighted. It's tough that we have to get around the World to catch up with family. Sign of the times, I guess.

Neil Cassulke marched with us on Anzac Day and we enjoyed a laugh at some of the things he'd got up to in the early days of RANAS Nowra-like doing a deal with Ocker Collins—making a "Rabbit" for him in exchange for a swim test pass, though he had to get dunked at JB so that he was wet. He got out quickly—the boat crew had grenades to frighten off the sharks! The ditching pool didn't exist then.

Wonderful news about Navy taking over the Museum and that it will be renamed as "The FLEET AIR ARM MUSEUM"! Many thanks to David Farthing for his efforts.

OK. That's it for now. Best regards to all Divisions.

Barry Lister
President



2006 AGM : Dave Randall, Bill Bryant and Lindsay MacDonald



TASMANIAN DIVISION

Our Quarterly meeting was held last Sunday, the 21st May and from all reports went well. The numbers were down a bit and it seems that this was a manifestation of a few causes, illness, travel overseas (the mainland anyway) and 'just couldn't make it'.

John Nobes has had a spell in Hospital in Hobart but is home now and coming along fine, a bit more R & R should see him back on deck and back on the 'watch bill'.

Ken Allen has also been in the hands of the 'fixers' but from reports his condition is also improving each DAY.

Les and good wife Fiona Kube are on the big island up north somewhere, we wish them well on the trip and for those Northerners look out as they may 'come-a-knocking' in the near future.

Bob (Tassy) Douglas and wife Maureen are off on the 26th May for a 5 or 6 month touring holiday on the mainland. Maureen reckons 5 months and Bob says 6 months would be better so they should be home in 5.

Don't forget Tas Browning's show next year at Devonport. A reunion of Aircraft Handlers from April 22nd to the 25th will encompass lots of functions, feeds, beers and a few 'dits'. Not previously mentioned is the fact that any FAA Aircrew Officers are also cordially invited as well – for the occasion they will be offered 'Honorary Aircraft Handler' status.

Anzac Day has been and gone (as has the first half of this year) and numbers were also down at this function for the same reasons as previously stated. A lot attended activities at their local 'drinking holes' and combined with the Naval man's Association for that area. All enjoyed the day.

The Beaconsfield Mine disaster put a sour taste in the mouths of our local inhabitants that I can assure you: I only live 23kms from the site and I know the people well. The media informed kept everyone up to date so there is no need for me to elaborate further.

We all wish you well,

All for now

Cheers Matt (Jake) Jacobs

Why do women outlive men?
Because they don't have wives

Margarine was originally manufactured to fatten turkeys. When it killed the turkeys, the people who had put all the money into the research wanted a payback so they put their heads together to figure out what to do with this product to get their money back. It was a white substance with no food appeal so they added the yellow colouring and sold it to people to use in place of butter.

How do you like it? They have come out with some clever new flavourings.

DO YOU KNOW...the difference between margarine and butter?

Read on to the end...gets very interesting!

Both have the same amount of calories.

Butter is slightly higher in saturated fats at 8 grams compared to 5 grams.

Eating margarine can increase heart disease in women by 53% over eating the same amount of butter, according to a recent Harvard Medical Study.

Eating butter increases the absorption of many other nutrients other foods.

Butter has many nutritional benefits where margarine has a few only because they are added!

Butter tastes much better than margarine and it can enhance the flavours of other foods.

Butter has been around for centuries where margarine has been around for less than 100 years.

And now, for Margarine..

Very high in trans fatty acids.

Triple risk of coronary heart disease.

Increases total cholesterol and LDL (this is the bad cholesterol) and lowers HDL cholesterol, (the good cholesterol)

Increases the risk of cancers up to five fold.

Lowers quality of breast milk.

Decreases immune response.

Decreases insulin response.

And here's the most disturbing fact....

HERE IS THE PART THAT IS VERY INTERESTING!

Margarine is but ONE MOLECULE away from being PLASTIC!

This fact alone was enough to have me avoiding margarine for life and anything else that is hydrogenated (this means hydrogen is added, changing the molecular structure of the substance).

You can try this yourself:

Purchase a tub of margarine and leave it in your garage or shaded area.

Within a couple of days you will note a couple of things:

* no flies, not even those pesky fruit flies will go near it (that should tell you something)

* it does not rot or smell differently because it has no nutritional value; nothing will grow on it. Even those teeny weeny micro-organisms will not want it as a home to grow.

Why?

Because it is nearly plastic.

Would you melt your Tupperware and spread that on your toast?

NSW DIVISION



Anzac day has been and gone again and our seaside town did it a bit easier this year. Numbers were down a bit on last year but most of the usual faces were there. The 'Moby's reunion' in Canberra probably had something to do with that. Once again the numbers of younger folk seemed to increase thus ensuring that the tradition remains strong in the community. We were blessed with the weather as it looked for a while that we may get a wet backside. We had representatives lay wreaths at most of the local services during the day., these once again being produced by the 'Constantine's'. A report from 'Tiny' Warren about the state of the graves and memorials in France was very pleasing to hear. According to his eyes you couldn't wish for them to be maintained in any better manner than they are.

The Museum is well to the fore in local conversation and it is pleasing to see that there seems to be finality in the change-over arrangements between the present Board and the Navy . Final transition seems to be aimed at the latter half of the year. The Division wishes to acknowledge the very generous gift by our artist friend and Honorary Member, John Downton. He had previously loaned some very large valuable paintings done by himself whilst on official duty in Timor for the Navy to the Museum. This loan has been converted into a deeded gift and now leaves the Museum as the owners of some very topical Naval history that will continue to increase in value as the years pass.

The termites have been at the FAAA office area again, a few more alterations will make the area much more 'usable'. In conjunction with the Naval Mans' Association we have decided to re-establish the "White Ensign Club". Major renovations, some change and quite a few of the artifacts from the original building will help to ensure the history of the old place remains. It was the monies from the sale of this that enabled us to have offices here in the first place. We have the original dedication plaque and on completion we indent to duplicate it with the current updates as well as have another opening ceremony. If anyone has any souvenirs from the original building they think they may be appropriate please contact us and we can possibly incorporate them in the update.

Congestion is the present state of play as "Juke' M has found himself a new project - collating all the tapes and 8mm film that was stored in the Museum. It is hoped to check all of this hertiage out and have it converted to DVD if it is considered salvageable - a tedious task but the 'little doer' is progressing well on the initial inspection and documentation stage.

If any member has any item they wish to bring up before the National Council please submit it in writing to our Committee ASAP so that it can be dealt with and submitted inside the prescribed time.

If any member has any item they wish brought up before the National Council please submit it in writing to our Committee ASAP so as it can be dealt with and submitted inside the prescribed time period. In conjunction with the AGM, our annual dinner will be held on the same day (28th October) starting at 1300 for 1330 , dress casual. We are having a mid-day dinner this time at members suggestion in the hope that more members can attend as they do not have to stay out after dark to come. The venue is "Café Jen" at the Museum (old White Ensign Club") and will be a three course meal with \$1 drinks as usual, cost as per the last two years is \$25 per person. Bookings are essential to arrange seating so contact Phil Robinson on 44485157 or philrob@shoal.net.au to organize your table.

Raffle Winners

1st Prize : Graeme Stevens Kincumber 0641

2nd Prize : Dave Mowat Mt Pritchard 1988

3rd Prize : Arthur Jenkins Perth 2683

Congratulations to the winners and a thank you to all those who participated, it was a great success as usual. Bit of a surprise but all prizes stayed with members this time. I delivered Dave Mowat's to him , our artist organized Graeme's and 'Butch' has to collect his own when he gets over for the Handlers' re-union so all is completed for another year. On this subject, it has been suggested that a large Plasma or LCD TV would be a very welcome addition to someone's lounge room so we will probably incorporate this in next years event.

To alleviate some of the problems we have had with membership lists, renewals and Slipstream mail-outs, we intend to only have one inclusion for the next years extras and that will be in the last edition of Slipstream for the year; In that we will put our renewal form for membership and our raffle tickets. This and a revised recording system will iron out some of the glitches we have had this last year especially with membership records so please bear with us as we are doing our best - Sec reckons he gets paid too much so we are reducing his salary . The Committee also wish to acknowledge and thank members for donations forwarded with their membership renewals, as some of these were quite substantial.

Greg Wise



The 'Mlowats and their prize

Military Language Conversion Chart

NAVY	ARMY	AIR FORCE
Heads	Latrine	Powder Room
Rack	Bunk	Queen bed electric blanket & doona
Cafe / SCRAN Hall	Mess Hall / Mess Tent	Dining Facility
Pussers Cook	Mess Cook	Contract Chef
Brew	Coffee	Vanilla Skim Latte' with a bickie
Limers / Goffa	Cordial/Can'o'drink	Shirley Temple
W9's/Coveralls	BDUs /DPCUs	Casual Attire
Seaman	Private	Bobby / Jimmy
Chief	WO2	Timothy / Justin
Captain	Colonel	Rupert / James
The Table(chooks)	Article 15	Time Out
Mess/Onboard	Barracks	Self contained Apartment
Durps/Trolleys	Underwear	Knickers
Cells	Put in Confinement	Grounded
Cero's	Bus Conductors Uniform	Armani Suit
Lid / Cap	Beret/Head Gear	Optional
AFT Stores	Q Store	Westfield Shopping Mall
Hammered	Pissed	Ops. little tipsy..
Deployment/ Detachment	Deploy	Huh?
Runners	Athletic Shoes	Moccasin's
Die for your Country	Die for your Battle Buddy	Die for Air Conditioning
Shipmate/Oppo/Besty	Battle Buddy/digger	Honey/Babe/Pookie
Terminate / Contact	Take Out	Back on Base for Nuck Night
Boiler Boots	Jump Boots	Ugg Boots
Pussers Sandals	JC Sandals	Patent Leather Stiletos
SEAL	SAS	Librarian
Shore Patrol	MPs	Chaperone's
Oouh-Rah!	Hoo-ah!	Hip-Hip hurray! Jolly Good
Hot Packs	Rat Packs	Al a Carte
Throw a Goffa	Salute	Wave
Obstacle Course	Confidence Course	Typing Course
Parade Drill/Parade Ground	Drill Practice/Parade Field	What?
Canteen	Snack Bar	McHappy Meal
RANPFT	APFT	Smoko Ping Pong Comps
Chief Swain	RSM	OIC Cuddles
Midshipman	Officer Cadet	Debutant
Jack Tar	AJ	RAAFY Chappy

A tourist walked into a pet shop and was looking at the animals on display. While he was there, an officer from the local RAAF base came in and said to the shopkeeper, "I'll take one of those monkeys, please". The shopkeeper nodded, went to a cage at the side of the store and took out a monkey. He put a collar and lead on the animal and handed it to the officer saying, "That'll be \$2000, please." The officer paid and left with the monkey. The surprised tourist went up to the shopkeeper and said, "That was a very expensive monkey. Most of them are only a few hundred dollars. Why did that one cost so much?" The shopkeeper answered, "Ah, that's a special 'Technician' monkey; he can rig aircraft flight controls, pass the RAAF fitness test, set up a perimeter defence and perform the duties of any Warrant Officer with no back talk or complaints. it's well worth the money."

The tourist then spotted another monkey in another cage. "That's even more expensive! \$10000!! What does it do?", he asked. "Oh, that one", replied the shopkeeper. "That's an 'Engineer Officer' monkey. He can instruct at all levels of maintenance, supervise maintenance at Unit, intermediate and Depot level and even does all the paperwork. A very useful monkey indeed."

The tourist looked around a little longer and found a third monkey in a cage. This time the price tag was \$50000. The shocked tourist exclaimed, "This one costs more than the other two combined! What in the world can it do?" "Actually," said the shopkeeper, "I've never really seen him do anything but drink beer, play with his willy and wind-up the other monkeys, but his papers say he's a Pilot."

Old Age sucks

An older couple decide to go to the doctor for a check-up. The doctor tells them that they're physically okay, but they might want to start writing things down to help them remember things. Later that night while watching TV, the old man gets up from his chair. His wife asks, "Where are you going"? "To the kitchen," he replies. "Will you get me a bowl of ice cream"? "Sure." "Don't you think you should write it down so you can remember it"? She asks. "No, I can remember it," he said. "Well, I'd like some strawberries on top, too. You'd better write that down because you know you'll forget it." He says, "I can remember that. You want a bowl of ice cream with strawberries." "I'd also like some whipped cream. I'm certain you'll forget that, so you'd better write it down," she retorts.

Irritated, he says, "I don't need to write it down, I can remember it. Leave me alone. Ice cream with strawberries and whipped cream. I got it, for goodness sake." Then he grumbles into the kitchen. After about 20 minutes the old man returns from the kitchen and hands his wife a plate of bacon and eggs. She stares at the plate for a moment and says, "Where's my toast"?!!

Are You Too Old ?????

Just in case you weren't feeling "too" old today, this will certainly change things.

The people who started university this year across the nation were born in 1987.

Star Wars is older than them.

Their lifetime has always included AIDS.

Bottle caps have always been screw off and plastic.

They have always had an answering machine

They cannot fathom not having a remote control.

They have always had CDs, never records.

Ray Martin has been on Channel 9 their entire life.

Popcorn has always been cooked in the microwave.

They never took a swim and thought about Jaws.

They can't imagine what hard contact lenses are.

They don't know who Mork was or where he was from.

They do not care who shot J. R. and have no idea who J. R. even was.

McDonald's never came in Styrofoam containers.

They don't have a clue how to use a typewriter.

Do you feel old yet?
(Sorry) this is for the old fogies on your list.

Notice the larger type, that's for those of you who have trouble reading.

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

Mike Heneghan 98 Suncrest Ave, Sussex Inlet,
NSW.. 2540
email : mheneghan@pacific.net.au
02) 44412901

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.

TANT
CALWAY
MILLER
TRAYNOR
MONTGOMERY
SOMERVILLE
SARGESON
WILSON
LAWSON
ELLIOT
JENNINGS
JONES
WYBORN
EARLE
BIRD
CHRISTOPHER
TURNER
LINDSAY
GOULD
TIRRELL
ROWE
HUGHES
SELBY
BLAIR
SHAVE

GRIFFITHS
ALLEN
CRAWFORD
CARMICHAEL
VINCENT
WELCH
BECKER
VEARING
EVANS
COOPER
BEALES
HORSFIELD
SUTHERLAND
STEVENS
WITT
McGOWAN
JEFFREY
EVANS
CUNNEEN
BARNES
WADDELL
ROBINSON
SCOTT
SALT
THATCHER

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

Members' E-mail Directory

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By popular request the following meeting times are promulgated for State Divisions. This will ensure that all members can avail themselves of the meetings if they so desire:

WA:

Sunday 11th June - 11:00 @ Rockingham Memorial for short Dedication Service followed by the main meeting at 12:30 at the Rockingham RSL on Memorial Drive.

Sunday 13th August - 12:30 @ Rosie O'Gradys Hotel Northbridge

Sunday 8th October - 12:30 @ Rosie O'Gradys Hotel Northbridge

Sunday 10th December - 12:00 @ Rosies for brief meeting and Xmas Luncheon

NSW :

Committee Meetings are held every 2nd Wednesday at 1130 in the Association rooms at the Museum - open forum , visitors welcome.

TAS :

We meet at the Over 50's Club 49 Lambert St. Ravenswood, Launceston, 1100 for 1130 and contact with either our Chairman, John Nobes on 03 6435 2473 or Ron Melville on 03 6425 3626 can elicit the date for our next meeting.

SA :

None available at this time.

VIC :

None available at this time.

There has been some confusion over plaques affixed to the Wall, just to clear this up in the minds of everyone, no plaque is fitted unless the approval of that person or their NOK is obtained. It is considered the right of everyone to either agree or disagree to affix a plaque to the Wall and if a name appears the same as yours and you have not authorized it , **it won't be yours.**

There are many ex members with even the same initials but on inspection of the plaques even if the initials and rate was the same the official number would be unique - hope this clears up the confusion. This is one reason you can't just put 'your mate' on the Wall.



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VALE;

FRANK "JOCK" COLLINS

He passed away in Brisbane, on Thursday 30th. March 2006 at 1100, after battling the effects of heart and major problems due to Asbestosis.

A small private funeral was held and his ashes will be taken back to Townsville, where a memorial service will be held at a later date.

Heartfelt sympathy is extended to his wife, Margaret, son David, daughter Robyn and their families.

Gone but not forgotten

Mick Blair

VALE:

Alf was a tireless worker for the ex-service community, holding numerous executive positions with sub-districts of the RSL, culminating with the presidency of Holland Park- Mt Gravatt sub-branch in 2003. Lanky Alf also held multiple memberships of FESR, NAA, and FAA Associations and believed that membership should be active, exemplified by committee, treasury, vice-presidential, and presidential roles he discharged for them over the years.

Alf was a carrier navy birdie who served as an Armourer on a number of squadrons in the FAA with several tours of duty in HMAS Melbourne, experiencing her collision with Voyager in 1964.

Leaving the Navy soon after, Alf took an adult apprenticeship as a motor technician, successfully completed training and leased an ESSO service station. From there he established Brisbane Out-board Services as a successful business until a health induced retirement. Determined to keep active, Alf started his own computer programming company, and acquired skills which he then applied to positions in the veterans' community.

"Alf, you kept a good set of books, and the numbers were always great. God Speed Mate and Good Sailing"

Joe Linaker

A LAST FAREWELL

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

Ray Thomas: March 2006

LA PHOS Patrick Alexanderson : Feb 22 2006

'Fassie' Anning : March 26th 2006

Frank 'Jock' Collins : March 30th 2006

Alf Hall : April 17th 2006

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FLEET AIR ARM WALL of SERVICE

