

Slipstream

Established HMAS Albatross 1957



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of the
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FOREWORD

**DIRECTOR
NAVAL HERITAGE COLLECTION
COMMANDER SHANE MOORE, CSM, RAN**

It is a privilege and very opportune for me to provide the foreword to this issue of Slipstream. In the last issue Chief of Navy indicated his intent and actions related to the transfer (return) to Navy of Australia's Museum of Flight. I would like to update the members of the Association on the status of the transfer and the longer-term plans for the museum.

Firstly, the transfer will occur on 1 September 2006 and the museum will be known from then on as the Fleet Air Arm Museum (FAAM). There has been a lot of work done in a short time to achieve the transfer date. I would like to acknowledge the tireless support of the Chief of Staff Branch in Navy Systems Command, the Command Team at HMAS ALBATROSS, our friends in the National Operation Division of Corporate Support & Infrastructure and the CSI-Shoalhaven Office without whom the outcome could not have been achieved.

On transfer the FAAM will become an element of the Naval Heritage Collection, a Navy Systems Command unit, of which I am the Director. Mr Terry Hetherington, who many of you know, has been selected as the FAAM Museum Manager and Senior Curator. Terry will have a team of three other public servant curators to support him to achieve the goals set for the Museum by Navy. Terry and the team have a big job ahead of them and the support of FAAA members as museum volunteers in any capacity would be greatly appreciated.

Initially there will be few noticeable changes to the current museum exhibition. The FAAM staff must first undertake a complete evaluation of the FAAM Collection to meet the requirements for the ongoing conservation/restoration of the items and from there developing a design concept for the FAAM's new exhibition, currently scheduled for late 2007. Following Chief of Navy's vision, the museum exhibition will be re-focused on telling the full story of Australian naval aviation to the nation. Terry and I would be happy to hear suggestions from the Association regarding the types of new displays that may be used in the Museum. Additionally, the RAN Historical Flight will be transferred to Navy Systems Command as a NHC element and closely aligned with the FAAM, although the Flight will be kept as a separate sub-unit. This is likely to occur in the first half of 2007.

There is a long passage to navigate but with all the goodwill and messages of support I have received from FAAA members already I am confident that the future for the FAAM is a very bright and exciting one. Let me reassure everyone that Navy is deadily serious about the FAAM developing into a museum of international standard and reputation.

The FAAM's mission is twofold; to support Navy's goals in recruiting, retention, internal ethos and public reputation and to meet a deeply held moral obligation to preserve our aviation heritage and to acknowledge the commitment of those who have served are serving and will serve in the Fleet Air Arm. This mission will be achieved.

Personally, I am looking forward to having the support of the Association as we move forward in this new life for the Museum. Volunteers in any capacity would be greatly appreciated.

With the advent of the Navy taking over the Museum, there will be a very large series of changes and word has it that all non Naval items will be removed. This in itself will be a fairly large and probably long evolution and no doubt because of the safety aspects we would expect the Museum to close its doors for as long as it takes to ready the displays in a manner that is befitting its 'new life'. There will also be a requirement for 'knowledge' and assistance in the workshop and I have been asked by an 'old toiler' (Juke Matterson) that he could certainly use some aid if you can spare the time. It might just be an elixir for a few that are at a loss with what to do with themselves and also get you out of the 'old girl's hair'. The feel of some AGS spares, some jet oil or just some control cables or the likes will do the arthritis a lot of good as well. Juke can be contacted at home on the following number 44217945

There has also been some other changes progressing out at our club rooms, the old demountables were in a need of some TLC and after a fair bit of discussion and some severe arm twisting it was decided by all that we could utilize them in a lot better manner than they were at present. The services of John Arnold and a few others were put into action and the two buildings were formed into one. The main aim was to come up with a club room that could be utilized by all, the Naval Association (in the room next door) joined in and the use of their smaller office as an administration area left us able to combine the two main rooms into one and come up with a very serviceable club room. Included, as only appropriate, are a lot of artifacts for decorations and to instill a feeling of being 'at home', these have been sourced from all sorts of places (too many to list) and as such we have managed to save a lot of history and decorate the 'club'. Numerous people have given up mementos for display purposes. To gain a bit more room, a concrete deck has also been added to the building on the airfield side and is accessed by a ramp, and entrance to the main building is via a large sliding door, this now being the main entrance. This work has progressed to the point that we are almost ready to think about re-opening our new club rooms and in future all local events will be staged at this venue. The NSW annual dinner and the National Forum will be some of the first uses and let our members see the results.

Bob Gaele, the NSW historian had a very good idea for a name and it has been taken on by all and is considered very appropriate. The new clubrooms will be known as "**The White Ensign Club**" and this then started a long and in-depth search for material that came from the original body, To the surprise of all, there was a lot that had found its way into 'storage' here and there. The original charter, the dedication plaque, the name plate off the door and the outside sign are just some items that have now been re-erected in and on the new rooms.

It is hoped in the very near future to officially re-open the club for use. If you are out and about on any Wednesday, there is always some one there so come and have a look. If the main rooms are not open just go to the smaller administration room and someone will be there.

BZ to all who have been associated with and assisted in this project.

The Museum of Flight will have entered another phase of its life by the time you receive this copy of Slipstream. As of the 1st of September it will have done the full circle, Navy, Australian Naval Aviation Museum, Australian Museum of Flight and finally (hopefully) The Fleet Air Arm Museum. From its original situation, some bits and pieces on the old 'Dummy Deck' to what is now a fine modern building housing our heritage has been somewhat of a bumpy ride. A lot of what should still be inside is no longer as each time a new 'owner' came along new ideas drove it in different directions and hence the internals changed as well. A lot has been lost but this will by the time of its official opening again be remedied - we hope.

The new manager is someone you probably all know, Terry Hetherington, an ex Fleet Air Arm senior rate from the engineering branch and this on its own is a step in the right direction as he has lived his life with these aircraft and surroundings. He lives locally and since his 'paying off' has remained in touch with his association with The Historic Flight.

Congratulations from us all on your appointment.

You will all have heard about the results of the Korean Veterans fight for official recognition and awards for their service on the second trip of HMAS Sydney—the bullets then were different as it was only a 'peace keeping operation'. They thought finally that beaurocracy had come to its senses and decided to recognize their service for what it was and give them the awards they deserved—but no, in a twist of fate they maintained their stubborn attitude and again dismissed the claims as 'non war like'. This now leaves those servicemen from this era back in limbo and without the benefits that anyone with any common sense can see they deserve. Even peace keepers in the latter years have been given the same benefits that these are claiming. They are not giving in after this latest decision and by now will have been back to the Capitol to re attack the Minister and public servants regarding their claims.

Some more Vet Affairs drama : Recently (in the last few months anyway) Ron Jenkins had cause to correspond with this department on some matters that he considered very important. He wrote on the 7th July, it was dutifully received and recorded on the 13th, but somehow when he enquired he was informed that the Minister had not yet read the draft letter—the date, wait for it, the 10th August - - Good thing they are not doing anything important. Keep after them Ron !!!

FAAA Medallions of Merit presentation at the Junior Sailors Club., Front : LSA Bradley Mills, LEUT Christopher Clyde, and CPOATV Mathew Hyam- "The Recipients." (front page)
Rear : Captain Ferguson, Bill Kerr, Peter Welch, Denis Mulvihill, David Farthing, Greg Wise and Tom McDonald.
Photograph by Photographic Section HMAS Albatross,
Photographer : Able Seaman Photographer Craig Owen

DEADLINE for articles in the next magazine is the **24th November 2006** - This is the Xmas issue and the time frame is paramount.

LETTERS

Editor

Things you smile about now.

Carrying Brian Worthington to the Sick Bay for his shots, he wouldn't go otherwise and even then would faint at the sight of the needle.

NAM(O) Rip Walls in line for his shots inside sick bay and wearing his hat. PO walks up to him and takes the hat off his head, hands it to him and asks if this is his hat? Rip looks inside, sees his name and replies "Yep, where did you find it?" -power of command question, never ask questions.

The CPO who presented the Flight deck to the Captain for rounds, stepping back one pace after saluting and falling into the safety net. Proving the serviceability of the apparatus.

Scrap metal was popular for 'beer money' and a bright idea was to burn the plastic off the copper wire in the 'D' Area boiler. Result, Night Flying cancelled because of the pall of smoke over the runway and some 'fleet of foot' sailors as the fire tender arrived.

First meeting with 'Alonzo' Brooks, PO of the Gun Shop at the Armament Section. His false teeth in the vice, filing them to obtain a better their fit.

A poor selection of things to do, Budgie Viles offering out 'Alonzo' - result, a rest in the spud locker.

Kevin Parks

Ed,

Found the enclosed photo when I was going through some colour slides recently so I had a copy made. The four were members of the PTA Unit, and the photo was taken when the unit was operating off HMAS Queenborough about if my memory is any where near accurate, 1967.

Reading from the left we have EM(A) Owen (Og) Hughes, POEL Allan (TAS) Anning, NAAH Leo (Fury) Kirkman and last but not least POAF Bruce Burns. Of these only Leo Kirkman is still with us. During 1965, 1966 and 1967 the RAN PTA Unit did more sea time than the Squadrons and operated from almost every ship in the fleet except 'Melbourne and the three DDG's. Why, we even re-commissioned the Sydney for Exercise Swordhilt 66.

Most times we operated from the Type 12 Frigates, later reclassified as Destroyer Escorts - I still have photos of some of them with their side number preceded by the letter "F".

After the system of changing control in flight had been perfected, we even operated at sea in a Patrol Boat, the 'Aware'. That system of change of control in flight was not possible according to the USN, a few practical lessons disproved that theory.

Oh well, such is life and as long as you keep your sense of humour and don't weaken,

Don Roberts





Ed,

I have been thinking of writing this article for quite a while and hopefully you can find a space for it in the magazine, this way it will bring back some nostalgic memories to some of the old brigade from the early 1950's. I have also included an article about the "Auster Affair" over Sydney, not sure if you can reproduce it without permission or not. This same article appeared a few years ago in "Readers Digest" but on that occasion they stuffed up big time as they had Fireflies not Sea Furies shooting it down. (Bill has had a few runs already - Ed)

PS, Thanks for the copy of my plaque on the 'Wall of Service'.

Sand groper's Long Leave Travel -1950's Style

I recently visited Lou Burns out at Byford and took with me a video put together by Charlie Grosse (De Havilland Charlie) with lots of bits and pieces taken with his movie camera. The final scenes in the one and a half hours long tape were of the trains running between Sydney and Perth in the early 1950's. Lou and I both vividly recalled these beasts.

In those days, West Australians and North Queenslanders only got one leave a year, 28 days in duration and on top of that we got 14 days traveling time. This of course was before the Indian Pacific and Air travel for ordinary matelots!

Long leave started with Watch keepers' Lunch in the old dining hall then into the Naval bus for the trip to Bomaderry Railway Station. A couple of beers at the Bomaderry pub and then onto the train - all stops to Central. Cloak the gear on arrival, then down the ramp to the Old Sydney pub to join the 'Six O' Clock Swill' (pubs closed at 6PM in those days). As the train to Melbourne didn't leave until 8 O'clock we had to do something. The overnight train to Albury was a sit up job so if you were lucky and first into the carriage via the middle door you could throw your bag up into the long luggage rack in the entrance and sleep up there in preference to a crowded compartment.

We changed trains at Albury and got the second division to Melbourne, no "Spirit of Progress" for the lowly sailors. Half a day in Melbourne before catching the overnight express to Adelaide. Not a bad train but a sit up job as well. Half a day in Adelaide with lunch at the railway station restaurant, the meal ticket for this was on the two foot long ticket we started out with. The food here was terrific, this station in Adelaide is now the Casino and the train station is now miles outside in the suburbs.

Change trains again and on to Port Pirie, this train was refurbished and ended up in NSW as a tourist attraction plying between Lismore and Murwillumbah in the 1990's. Val and I did this trip whilst living in Queensland and it was excellent. The train was a vast improvement on the hot box we experienced in South Aussie. At port Pirie we changed trains again and became civilized by boarding the Trans Australia train with great

meals, a carriage with compartments for four people and made up bunks of an evening. This lasted for three and a half days until we arrived in Kalgoorlie. At Kalgoorlie we had several hours and Partook of several 'Hannan's' which was the local brew (before Bondy shut it down). It was then onto Perth, a terrific old steam train with four to a compartment, seats converted to four bunks at night and they even had sheets. The only drawback that I remember was that we were on 3feet 6 inch gauge and she sure 'rock and rolled along'."

And so we arrived in Perth the next morning with the city natives heading home, I boarded another train and spent the day getting home to Manjimup some 200 miles south of Perth.

A month at home and back to Perth to catch the 'Kalgoorlie Express' which left at about 5:30 PM, first stop 'Childow's' which surely had the best pies you have ever tasted on a railway station. Then onto Northam, where you could run across the road and get a beer if you were quick thence to Merredin where the same applied. Head down after that, 'brekky' on the train before arriving at Kalgoorlie and changing trains again.

We had about half a day in Kalgoorlie and as typical sand groppers boasting about how good 'Swan Beer' was (you couldn't buy it in NSW). We would promise mates at Nowra that we would bring a couple of bottles back. So it is in to the pub near the station and we'd buy a wooden crate with 5 dozen Swan (750 mil size) bottles and take it on board the train with all good intentions. In order to have it cold across the 'Nulla' it was necessary to bribe the conductor with a dozen for the staff. The remainder never seemed to last long and the furthest I can remember us getting was Murray Bridge in South Aussie when the last dead marine went out the window. The Trans Train had a steam engine on the early crossings and frequent stops were made for water. The biggest town was Cook where you could send a telegram home. Another stop was at Tarcoola (I think) in SA where there was a pub near the line and you could get a drink if quick though it was hard to stomach 'West End' after a month on 'Swan'.

And so to Port Pirie and change trains again for Adelaide. This was probably the hottest part of the trip and I always wondered how the towns of Crystal Brook (I never ever saw any water) and Snowtown (it was always 100 degrees on the old scale when we stopped there) got their names. I always reckoned South Aussie was hotter than West Aussie and it was easy to start an argument with the crow eaters over this. My step-daughter lives at Waikerie so the subject gets an occasional mention!

Half a day in Adelaide and another excellent meal in the railway dining room, courtesy of the shrinking ticket, then onto Melbourne overnight again. Finances by this time were pretty depleted so it was sight seeing on 'shanks' pony' in Melbourne, up to Albury and yet another change of trains. Here they had the longest platform in Australia and some said in the world. I don't know if that still stands. We continued on to Sydney with stops at Junee, Goulburn and Moss vale, lousy beer at all their restrooms. In Sydney we had a bit

of a wait for the 'rattler' to Bomaderry, one still vividly remembers going through all the tunnels with the windows open and the carriage full of smoke and coal dust on the way South. And so onto the old Bedford bus and back to the old N.A.S. without any 'Swan'; come to think of it the 'Resch's Country Special' at Happy's Canteen didn't taste too bad at all after 7 days dragging across Australia.

Well I guess this sounds like a geography lesson but I hope it brings back some great memories of another era . I often wondered if the North Queenslanders had the same sort of trip home seeing that they only had leave once a year as well. Maybe Hughie Wells or someone can enlighten us,

Yours aye,
Bill Strahan

Bill he probably drank too much to remember - Ed

Ed,

Slipstream can always plunge members into a whirl of nostalgia and melancholy; Number 2 of Volume 17 was no exception. I received my copy a bit late due to an address misunderstanding but the delivery came about the time of our 54th wedding anniversary. In it were a few names that date back to that fateful day at Wadsworth Registry Office, London. On page 7 there is a short resume of Des Giles's wanderings over the years (he visited the same places as me but at different times) and on page 25 a mention and a photo of Ivor Janz. Some where in the bottom of my archival box is a photo of my wife Lee and myself emerging from the registry office escorted by the disbelieving witnesses. Des and Ivor were two of these along with Barry Eccleston and Bill Mulholland. It was a cold dismal wet London day and the setting did not auger well for a prolonged marriage.

The boys were all rugged up in their 'burbrys'(how does one spell that clothing item?) looking extremely sober and hung over from a previous night out in Soho. We were All on leave from St Merryn where we were doing our 'Observer Flying Training'.

I am enclosing a photo of Number 8 NAC Course taken at Pt. Cook towards the end of 1951. I know of four that are deceased, Arthur Whitton, George Barron, Barry Thompson and Keith Potts, of the group four of us qualified as Observers on the 31st of January 1953 . These were Keith Charles Marly Potts, John Burrs Dudley, Roy Edgar Prior and Francis Barry Lord (commonly known as Barry or Dooley). We were students of Number 12 course at St. Merryn and the end of course dinner was held on the 23rd January at Padstow; I have a menu and upon reflection it was a pretty boring selection. Lt Cdr Hallett was the CO of the school and I have his signature on the menu for posterity.

Of course there are other names mentioned in the said Slipstream that helped me to remember those old days and beyond, next to Ivor is Terry Egan and I often remember the odd run ashore with him in my sailor days. The biggest joke of all was that one day I became his Divisional Officer. Both of us found it a bit difficult to be serious about that!

The discourse from Norm Lee about the Seahawk was good but we all know that his favourite aircraft was the 'Firefly'.

You will be pleased to know that I have been the sole Association representative in the past two Anzac Day marches here in Alice Springs. There is one other ex FAA man in Alice that I know of, he is Graham Williams a Safety Equipment man. We play bowls together but he shows no enthusiasm to join the Association. Speaking of which I am soon to travel to Adelaide to have a season of pennants so I might catch up with the troops there(thought I had better warn them),

Regards from Dooley

No. 8 NAC Course



Starting at the left rear :
Max Glen, Des Giles, Roy Prior, John Sutcliffe, Peter Zafer, Ivor Janz, Barry Thompson, Rick Boughton, Max Glen, John Cooke, John Dudley, Arthur Whitton, Barry Lord, Kevin Knowles, Keith Potts, Munka Gleeson, George Barron, and Flossy Gully

THE MASTER AT ARMS

This man, the senior sailor on the lower deck, the only man to carry a sword as part of his uniform, was remote and yet ever present. Not much ever seems to have been written about him up to date, hence this article.

MAA's (or 'Jaunty's as they are more commonly referred to) are invariably round , not as incredibly so as 'Chief Stokers' but with just that hint of comfortable corpulence, which conveys confidence by avoirdupois, the majesty of Naval Law by girth of stomach and decisive judgment by dignified gait.

The "Jaunty" might be likened unto the Station Master of the civilian police. Like his shore-bound opposite number, the Master at Arms has to have an answer for everything.

Not for him the old Naval saying, 'What I don't know is not in the book', because to be constantly referring to the book in Naval circles might be regarded as uncertainty and in such a situation 'JOLLY JACK' is quick to seize the initiative. So, the Jaunty – a wise old owl- swots up in secret in the Regulating Office and then blends the gained knowledge with a mixture of common sense and carefully worded 'flannel'.

He senses the excuses before they are offered or even invented and is thus able to baffle the Naval delinquent into telling the truth.

His memory operates in inverse ratio to the 'leave seekers' hopes. Many an idle pipe-dream has succumbed to the cruel stroke of the Jauntys' pencil as it crosses out such hopeful additions as "plus Pacific leave", "plus leave for long weekend not taken", "plus travelling time" and any other similar dubious interpretation of the leave scale.

On Pay Day he presides firmly over the pandemonium traditionally associated with this event. When the long queue snakes and chaos threatens as for the hundredth time 'Jack' anxiously enquires "What's my pay number?" the jaunty gives of his best. As payment actually proceeds, he may be seen in the role of Crown Advisor on hair styles: caustically inviting every other passer-by to "GET A HAIR CUT." These invitations he will invariably garnish with such wise saws and diverting quips as "GET MUCH TROUBLE WITH YOUR KIRBY GRIPS?" and "YOU OUGHT TO BE A POET"

The Master at Arms is solicitously interested in accommodation problems: he rebukes the more fanciful departures from their 'Lordships Uniform Regulations' on the part of the young-old 'Jack-strops': he affably greets the new

arrivals in the ship (We have met before! Ho yes! better pull up your socks on board here) and cheerfully speeds the parting drafts on their way with railway warrants, route orders, meal vouchers and perhaps a robust verbal message for the Jaunty at the other end of the journey should it happen to be an "OLD SHIP", which it invariably is, since most of the rank have an incredible length of service behind them.

At the 'Defaulters' Table' or as the Station Sergeant would say, ' Petty Sessions', the Master at Arms regulates the flow of human flotsam and jetsam, who are guilty of "Acts to the prejudice of good order and Naval Discipline" and when judgement is pronounced it is he who repeats the sentence in solemn valedences, adding the gratuitous post script – "And get that hair cut!"

For all his disciplinary significance, the Jaunty still enjoys a measure of popularity with his rueful clients and no 'Ships' Concert' or 'Sods' Opera' would be complete without some coyly slanderous references to this corpulent custodian of 'Matelots Morbs'.

Moreover, and on a more serious note, it is to the Master at Arms that 'Jack' took his private troubles and benefit from the advice, which long experience alone can give.

The real secret pulse of a 'Ships' Company' can be felt and assessed by only two men - 'The Padre' and 'The Jaunty'.

He paints a very broad canvas. From the moment a ship commissions to the time she pays off, the Jaunty is the suave and informed Master of Ceremonies.

The unlimited font of knowledge for all domestic matters, ranging from the 'Dress of the Day' to the number of cigarettes the youthful matelot might legally take through the gate on a long weekend.

He organizes all leave, announces that so and so is out of bounds; and then stations his henchmen in that locality to ensure that his words are heeded.

He is the psychologist of the 'Lower Deck' when the 'Hard Case; is unfolding his harrowing tale of domestic hardship or frustrated childhood.

It is the Jaunty, who alone can assess with uncanny accuracy the precise value of the parable "A LIKEY STORY".

Long though are they a forgotten breed, their modern counterpart has a long way to go to ever hope to surpass their "God Given' authority. Ordinary Seaman to Admiral made way for this forbidding person who it always seemed was 'God like' in stature and control of a group of sailors.

LONG LIVE "THE JAUNTY"



Some lively young lads on their way to Divisions
 Back :Butch Jenkins, ?, Slim Sutherland, Boxhead Stevens.
 Front : ?, Pascoe, Icabod Purcel,

FESR NATIONAL PRESIDENT PULLS UP STUMPS

National President Noel "Wacker" Payne OAM JP has resigned as the long standing President of the FESR Navy Association. His resignation will allow him to pursue contractual obligations he has with a Queensland Law Firm.

His long standing deputy, National Vice- President Joe Linaker will take the National Presidency for the interim period to the next AGM scheduled for April 2007 in Fremantle. Joe Linaker said "Noel's widely acclaimed advocacy and services to the Veterans' Community, recognized by Australian Honours & Awards will continue through his Chairmanship of the Armed Services Assistance Centre, so he is not lost to the Veterans' Community"

"This will be good news for FAA members, in particular those of "carrier navy vintage" who can still source his level 4 advocacy skills free of charge. Pension officers & Advocates serving the FAA membership can seek his guidance & advice as well Tel: 0418759202" ..

Joe Linaker said that he had rather large boots to fill, but is confident his management style whilst not as flamboyant as his predecessor, can further the progress of the Association. Under Noel's watch the Association became a nationally incorporated body with each state enjoying autonomy in the conduct of their affairs. He oversaw the installation of FESR casualties Able Seamen Spooner & Cooper on the roll of Honour in the National capital.

In the years prior to the installation, as President of the FESR Navy Association he grew to iconic status among the

Veterans' Community as the industrial adviser on the Joint Consultative Group and the subsequent Mohr Review of FESR service.

The historic findings of this Review changed the laws of the land to recognize the service of FESR veterans. This resulted in veterans and their families receiving service pensions, compensation, medals, and other benefits some 40 years after their service.

This meant a profound change to a better lifestyle for many thousands of FESR veterans. The late Admiral Mike Hudson AC who chaired the Joint Consultative Group regarded Noel's input as invaluable and deserving of far greater recognition than the level he presently enjoys.

His gregarious style, repartee, and high energy management style will be missed at meetings, functions, and national reunions in the years to come. Noel was awarded Life Membership of the association some years ago which may be the catalyst to draw him back to some of the association activities in the future.

Incoming President Joe Linaker said "I have tabled some concepts to our National Council to keep us relevant in the fading ESO community, and hopefully God be willing, that we can build on the base and reputation Noel forged for the Association veterans and their families of the FESR."

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.

A run down on our new Fleet Air Arm Director

COMMANDER SHANE MOORE, CSM, RAN

Commander Moore joined the Navy as a Direct Entry Lieutenant in 1982. After completing training ashore and at sea he was posted as an instructor at HMAS NIRIMBA in 1983 and then to HMAS LEEUWIN in 1984. Following a posting to the Directing Staff at RAAF Staff College, he joined HMAS CRE-SWELL as a lecturer in Naval History and Warfare 1986-87.

In 1987 he joined 7 Signal Regiment (EW) as Senior Naval Officer Cabarlah and 2IC Joint Telecommunications School (JTS). Following promotion to Lieutenant Commander in 1990 Commander Moore was posted to HMAS STALWART as the Flag Intelligence and Training Officer.

Commander Moore completed RAN Staff Course in 1990 and was posted as Staff Officer Concepts and Capabilities in HQADF. From 1994-95 Commander Moore was appointed to the Directing Staff of the Defence Intelligence Wing at Canungra which was followed by an appointment as Commanding Officer JTS between 1996-97.

In 1998 Commander Moore was the N20 (INT Policy) in CSOC4I at MHQ and then joined HMAS KUTTABUL as Executive Officer 1999-2000. Posted as the N25 (INT Plans) in HQAST in 2001, Commander Moore joined HMAS NEWCASTLE in 2002 as the Task Group N2 for Operation Slipper in the Persian Gulf. On promotion to Commander, he was selected by CN to be the first Director of the Naval Heritage Collection.

Commander Moore is an Intelligence specialist and qualified marine archaeologist. He holds degrees from Macquarie and Sydney Universities in classics, history, archaeology and conservation as well as a Diploma in Research Archaeology from the British School of Athens. He was awarded the CSM in the 2006 Queens Birthday list for services to Navy's heritage and as Manager of the RAN Heritage Centre Project.

Looks like we may have been presented with a good scenario, someone who seems determined to save Navy Heritage (doing a good job in Sydney) and now our Fleet Air Arm Heritage as well. Toss into this an 'old birdie' to manage the operation and hopefully a stream of learned volunteers to assist out and it should be something that will be very pleasant to the eyes. It is obvious that they need some help so if you can spare an hour or two why don't you give it a shot. I am sure if you contact 'Juke' or Terry they will be pleased to hear from you and find something for you to do.

Ed

FROM THE COMMODORE

Much has happened in the period since I assumed the position of CANAG in December 2005. Whilst the outside view might be one of continued frustration with the ongoing BOI, the recent grounding of the Seasprite and all the subsequent adverse press, I want you to know that significant advances have been made (quietly) in the same period.

The Maintenance Reinvigoration Plan has provided me with some assurance that the maintenance system has many good things that we do well. That said, we have made some structural changes to improve other areas of work and this will be evident across all squadrons soon. We have also gained approval to manage a period of reconstitution at 816 SQN that will allow us to rebuild the maintenance and aircrew training pipeline.

During this period 816 & 817 Sqdns have responded well to calls for assistance in OP LARRY ASSIST and ASTUTE. In doing so, I have been careful to assure this has been achieved in a measured way, so we do not repeat any errors of the past.

On the personnel front, we have secured two civilian positions for the maintenance areas in each squadron to relieve some of the administrative workload. In the FEG, the personnel areas have been working extremely hard to progress cases for retention initiatives for maintainers and aircrew.

Lastly, I would ask you to consider the current situation with 805 SQN and the Seasprite. I recommended the grounding of the aircraft as a measure to resolve some longstanding airworthiness issues. These are now the subject of high level consideration. This is a positive move (despite the adverse press...!) and will assist in shaping the future of the Fleet Air Arm.

T Barrett

Commodore

(Extract from the COMAUSNAVAIRGRP Newsletter)

Some Bumper Stickers

With enough trust lift is irrelevant !

Reality is for people who can't handle the situation !

Parachutes are good to the last drop !

HMAS ALBATROSS - The Life Story:

Built: 1929 by Cockatoo Island Dockyard—Sydney
 Tonnage: 6,558 gross
 Dimensions: 444 x 61 ft (135.3 x 18.5 m)
 Service Speed: 20knots
 Propulsion: Geared turbines / twin screws

The only Australian-built vessel to bring migrants to the country was *Hellenic Prince*, which was also one of the most unusual looking ships converted for this purpose. In 1924, the Royal Australian Navy ordered a seaplane carrier, the first to be built for them. Laid down in April 1926, it was launched on 21st February 1928, completed on 21st December that year, and commissioned into the RAN on 23rd January as HMAS *Albatross*. With a complement of 450 Officers and ratings, it could carry six seaplanes, which were stowed in a hangar forward, and lowered into the water by a crane aft.

Unfortunately by the time the ship was completed, seaplanes were almost obsolete in the Navy, so over the next four years HMAS *Albatross* was decommissioned. It remained idle in Sydney until 1938, then was transferred to the Royal Navy in part payment for the cruiser HMS *Amphion*, which was transferred to the RAN in October 1938 as HMAS *Perth*. HMAS *Albatross* voyaged to Britain, only to be laid up in Plymouth on 15th December 1938 as HMS *Albatross*, since the RN had no use for the ship either.

In August 1939 it was recommissioned and converted into an aircraft repair ship, then sent to the South Atlantic Station. Early in 1942 it was refitted in America, then joined the British Eastern Fleet, remaining with them until the end of 1943 when it returned to Britain. HMS *Albatross* was then converted to do ship repairs, and recommissioned in time to take part in the Normandy landings.

Albatross was stationed off the beaches and repaired 132 damaged vessels over a period of several months. The vessel was attacked by enemy aircraft on numerous occasions, and on 11th August 1944 was hit by a torpedo. This caused the ship to return to Portsmouth for repairs, but these stopped in 1945 when the war ended. *Albatross* was laid up at Portsmouth, then moved to Falmouth.

Offered for sale, *Albatross* was purchased by the South Western Steamship Navigation Co., who intended to convert it for the Australian emigrant trade. Work began at Chatham Dockyard, then the owners changed their minds after a considerable amount of work had been done, and early in 1947 the vessel was towed to Torbay.

Renamed *Pride of Torbay*, it spent several months serving as a storage hulk, but late in 1947 was towed to

Plymouth and laid up, being offered for sale. When no buyers were forthcoming, an auction was organised for 19th October 1948, but a few days before that date, the ship was sold to China Hellenic Lines Ltd of Hong Kong. Renamed *Hellenic Prince* it arrived on 20th December 1948 at the C H Bailey Ltd Shipyard at Barry in Wales, to be converted for the Australian migrant trade. The work involved the original hangar being divided into two decks, and accommodation installed for 1000 persons. Amenities provided included a 560 seat dining room, three hospitals and a cinema.

The work was due to be completed by the end of March 1949, and an IRO contract was obtained for the ship to operate between Naples and Australia at 17knots, for voyages of between 25 and 28 days, beginning in April 1949. Unfortunately, the work took longer than anticipated, and it was 17th October 1949 before *Hellenic Prince* left Barry for Naples.

On 7th November 1949, *Hellenic Prince* left Naples on its first voyage to Australia, carrying 997 displaced persons, calling at Fremantle 28th November, then going direct to Sydney, arriving on 5th December, returning to Naples empty.

The second voyage departed on 11th January 1950, but was quite protracted, as the vessel lost an anchor off Sicily while boarding more passengers, then was held up three days at Port Said. Crossing the Indian Ocean the vessel had to stop engines due to boiler problems, and drifted for two days, eventually reaching Melbourne on 20th February.

On its third trip, *Hellenic Prince* arrived in Melbourne on 25th April 1950, then returned by way of Indonesia, picking up Dutch national's who were taken to Bremerhaven. This became its European terminal port for future voyages, the first departure from there being on the 25th June 1950.

In September 1950, *Hellenic Prince* made its second departure from Bremerhaven, but after calling at Fremantle in 10 October, went to Wellington, arriving on 16th October, then returned to Fremantle on 2 November, and called at Jakarta on its return voyage to Bremerhaven. Leaving again in December *Hellenic Prince* arrived in Melbourne on 10th January 1951.

The vessel remained on the Australian emigrant trade until 1952, when it was chartered by the British Government to transport troops to Kenya. On 12 November 1953, the vessel was laid up in Hong Kong, and on 28th August 1954 was sold to the local ship-breakers, Pacific Salvage Co. Ltd.

This report was searched by John Selby whilst looking for information on some other 'migrant ships' and correspondence with the authors/ printers Rosenberg Publishing Pty Ltd obtained permission for it to be reproduced in Slipstream. The article came from a book, "Australian Migrant Ships 1946-1977" by Peter Plowman. Our thanks go to them for permission to reproduce what after all is some of our foundation heritage and at their request a copy of Slipstream containing the article will be forwarded to them

Ed.



Old Memories revived

Sue and I did a flying visit to Nowra and had a look through the museum and saw Neil Ralph's acquisition of the UH-1H Iroquois, 290. It certainly brought back a lot of memories of my time spent in Vietnam with the US Army as NCOIC of the 68th Signal Detachment which later became the 135th Avionics. This particular aircraft was purchased by the US Army in April 1967 and joined the 135th Assault Helicopter Company in May 1968 with one hour on the airframe. It served as a slick (troop carrier) until February 1969 when it left the Company with 1,170 hours logged.



On the 22nd October, 1968 Bob Kyle flew his first Combat Assault (CA) in 290. Bob flew a CA in 290 again on 26th December 1968 in the company of Mike Foley who later became well known to all the maintenance personnel when he became one of our maintenance pilots.



Caught up with Mike in Biloxi, Mississippi at the 135th Emu reunion last year, he hasn't really changed a great deal



Mike Foley at Biloxi 2005

I would like to thank Neil Ralph for his efforts in obtaining and displaying one of "our" aircraft.

John Macartney

AIRCRAFT CARRIER USS ORISKANY SUNK IN GULF OF MEXICO

The retired U.S. aircraft carrier Oriskany sinks after the U.S. Navy blasted holes in it off the coast of Pensacola, Florida, sending the warship to the bottom of the Gulf of Mexico as the world's largest intentionally created artificial reef, May 17, 2006.



The 888-foot ship took about 37 minutes to sink below the surface. After 25 years of service to the Navy in operations in Korea, Vietnam and the Mediterranean, ex-Oriskany will now benefit marine life, sport fishing and recreation diving off the coast of the Florida panhandle.

Some info from the 'Travelling "O" Jack Stewart



Around the Station - Albatross 1960

An Old Hand was reminiscing the other day about “ Johnny’s” .
 According to him , its not like it was in the good old days. It seems that they used to have a special way of waking up ‘ hung -over sailors’ .
 Any man who arrived at “ Johnny’s” after 1AM and the worse for the wear , was led (or carried) to a large ground floor room. This room contained no beds, just a long rope stretching chest high from one side of the room to the other. One end of this rope was secured to the wall on one side and with the assistance of a cable slip, attached to a ring on the other.
 As each man arrived he was draped unceremoniously over the rope, until by early morning it was straining under the ever increasing load of 20 or so unconscious bodies.
 Then, at 0600 on the dot and with raucous cry from those that performed the necessary shakes of “ Wakey ,Wakey ! ” someone would knock the slip away, and

An extract from ‘Slipstream December 1960’

There-in lies some memories, Ray Murrell provided us with these and it looks as though the ‘dodger’ has done a reasonable job. Don’t know that I would appreciate going back in time just to live in this accommodation again though.

Now to test your memory , I have managed to extract the ‘dodger’ from the picture so look hard and see if you can put a name on the face .



UNDERSTANDING ENGINEERS -

- The graduate with a science degree asks, "Why does it work?"
- The graduate with an engineering degree asks, "How does it work?"
- The graduate with an accounting degree asks, "How much will it cost?"
- The graduate with an arts degree asks, "Do you want fries with that?"

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."

BIRDS FROM THE SAME NEST

CMDR Greg Tindall RAN

CMDR Tindall joined the Navy as an Observer in 1974. Initial officer training was conducted at HMAS CERBERUS, before commencing number 3 RAN Observer at RAAF East Sale in July of that year.

Following graduation from Observer training in May 1975 the then MIDN Tindall was posted to VC851 Squadron at HMAS ALBATROSS for S2G Tracker training. Following training he was posted to VS816 Squadron and deployed in HMAS MELBOURNE for Exercise KANGAROO 2 in 1976. What followed were numerous postings between VS816 and VC851 for many deployments and training courses including major deployments to Broome, Darwin, the Indian Ocean, Arabian Gulf, Asia and Hawaii.

He was fortunate to be in both VS816 and VC851 as they decommissioned and following their demise transferred full-time into the world of Electronic Warfare. During his time flying with the Electronic Warfare Training System in the HS748 aircraft he was posted to HC723 Squadron where he took advantage of the opportunity to conduct helicopter training. He qualified on the UH-1B and Bell 206 and left the world of Electronic Warfare to be Senior Observer of HC723. After AS350B conversion he escaped back to sea as the Flight Commander of HMAS ADELAIDE from 1986 to 1987. After being 'couped' twice in Fiji and numerous other deployments he returned ashore to attend Staff Course and was promoted to LCDR in 1987. He was then posted to the Seahawk Introduction and Transition Unit as the Training Officer where he was engaged in the development of the syllabi for the Seahawk Operation Flying Training courses. He then embarked as the Detachment Commander for the first embarkation of the Seahawk on a deployment to Hawaii in HMAS ADELAIDE and again embarked in HMAS ADELAIDE for operation DESERT SHIELD in 1990. He was given the opportunity to be the commissioning Senior Observer for the new Seahawk Squadron, HS816, and then followed this in 1993 with a posting to Canberra as the Aviation Career's Manager in the Directorate of Naval Officer's Postings.

Following promotion to CMDR in 1995, he returned to HMAS ALBATROSS as the Chief Staff Officer - Operational Support from 1995 to 1997. A posting to the USA followed from 1997 to 2000 as the Staff Officer Naval Aviation in the Embassy of Australia in Washington, DC. He then returned to Australia as the Fleet Aviation Officer at Maritime Headquarters from 2000 to 2003 and followed this with a posting to the Australian Defence Force Warfare Centre as the lead planner for Exercise TALISMAN SABER 2005. He assumed the position of Executive Officer HMAS ALBATROSS in July 2005.

CMDR Tindall has been married to Margaret for 28 years and is very proud of both of his adult children as they are both Naval Officers. David is a budding SBLT pilot on 723 Squadron and Kate is a LEUT Medical Officer posted to HMAS Kuttabul.



SBLT David Tindall RAN

He joined the Navy 04 July 2003 as a direct entry Pilot. After completing NEOF in December that same year he travelled to Tamworth for ADF BFTS. Following BFTS he moved to Perth for 2FTS starting in September 2004 and obtained his 'Wings' on 19 August 2005. He was lucky to stay at RAAF PEARCE for five additional months in the Intermediate Flying Scheme, obtaining a further 100 hrs in the PC9/A. During this time he had the opportunity to travel around Australia building captaincy experience. He finally moved to HMAS ALBATROSS and 723 Squadron in July 2006 where he has commenced Pilots Basic Rotary Conversion.

SBLT Tindall's goals for his Navy Career are to fly the S-70B-2 Seahawk, experience Operational flying, be a Flight Commander at Sea and one day Command a Squadron. He lives in Worrigee with his fiancé Hayley and two Dalmatians.

HMAS Moresby Reunion 2007

Interim activities schedule

Subject to change

Please any feedback greatly appreciated

It is envisioned that all and sundry will meet at the Ballina RSL on Saturday afternoon at 1300 hours to be briefed on all activities for

the following five days

Roughly they will be

Saturday

Dinner and Refreshments at Lennox Head Surf Club

Sunday

Mystery Bus Trip to take in the wonders of Northern NSW

Monday

Grudge Cricket Match Technical sailors verses the rest then BBQ

Lunch

Dinner at the Bellowing Bull Restaurant

Tuesday

Free

Golf and Deep Sea Fishing will be organized for those who are interested

Wednesday

ANZAC DAY

Dawn Service at Ballina 0530hrs

Breakfast at Ballina RSL Club

Main March and Ceremony 1030hrs

Lunch and refreshments at RSL Club

It is a requirement of the RSL Club that only ex-service men and women are allowed at breakfast and lunch this is a special function put on by the RSL and Sub-Branch

A bus trip will be organized for the ladies to go up to Byron Bay for some sightseeing etc for a couple of hours then they can join the boys at approx 1500hrs

TROOPS

Now the good News

I have worked out costs

Already

This does not include Accommodation for which you yourself have to arrange.

As per the activities notice the cost per Double will be \$250.00 and Single \$130.

This includes drinks and meals on all occasions except Drinks at the Bellowing Bull and drinks at unexpected stops on the Mystery Bus Tour

Any complaints

See the Chaplain

Once again if you have any feedback please feel free to let me have it

I will require the above expenses before the actual event so please feel free to send me your CHEQUE

Regards

Junior

Now you have almost a year to save up so don't say you have not been for warned

Lord Nelson Trivia :

When Lord Nelson died at 4.03 pm on 21st October 1805, there was no lead onboard H.M.S. VICTORY for a coffin, so a cask called a Leaguer (the largest size on board) was chosen for the reception of his body. The hair was cut off (and given to Emma Lady Hamilton, as Nelson had asked), then the body stripped of clothes (except for a shirt) and put in the cask, which was then filled with brandy. The cask was then put under the charge of a Marine sentry on the Middle deck. It stood on its end, having a closed aperture at its top and another below. In that way the old brandy could be drawn off and new brandy poured in, without disturbing the body.

On the 24th October, there was a "disengagement" of air from the body; the sentry became alarmed, when the lid of the cask opened to allow the discharge of gas from inside. The brandy was then drawn off and the cask filled again, before the arrival of the VICTORY at Gibraltar on 28th October, where fresh spirit was procured.

The VICTORY left Gibraltar and passed through the Straits during the night of 4th November. At noon the next day they joined Collingwood off Cadiz. It took the VICTORY five weeks to arrive at Spithead, during which time, the brandy was renewed twice more.

On 11th December, Lord Nelson's body was taken from the cask and found to be in a state of perfect preservation "without being in the smallest degree offensive." The bowels were then removed, as they were in a state of decay. While Dr. Beatty was doing this, he found the ball that had killed Nelson. It had passed through the spine and lodged in the muscles of the back, a little below the shoulder blade.

On the way it fractured the second and third ribs. Lord Nelson's remains were wrapped in cotton vestments and rolled from head to foot in bandages, the ancient way of embalming. The body was then put into a leaden coffin, filled with brandy holding in a solution of camphor and myrrh. This coffin was then enclosed into a wooden one made from the mainmast of the French ship L'ORIENT presented to Nelson by his friend Captain Benjamin Hallowell of the SWIFTSURE after the Battle of the Nile.

The leaden coffin was then opened and the body taken out. All the officers of the VICTORY, together with Admiral Collingwood and Captain Hardy's friends were present at the time of the body's removal from the leaden coffin. The undecayed state of the body, after a lapse of two months, surprised all. The body was then dressed and placed in the shell made from Lorient's mast, and covered in shrouding. This was then enclosed in a leaden coffin, which was immediately soldered up and put into another wooden shell. It then left VICTORY and was conveyed to Greenwich Hospital. Dr. Beatty found Nelson's body in a very healthy state. There were no morbid indications. The heart was small and dense in its substance. Similarly, the lungs, liver, stomach and spleen were sound. All the vital parts were perfectly healthy in their appearance and so small, that they resembled more those of a youth than of a man of 47. The immediate cause of Nelson's death was a bullet wound to the left pulmonary artery, which bled into the chest cavity. Nelson preferred to be buried in St. Paul's Cathedral rather than Westminster abbey, because he believed Westminster abbey would revert to the swamp, from which it came.

Naval Historical Review



NAAC 18 Reunion

In the 1950's training for Naval Airmen (Air Crew) commenced at HMAS Cerberus. On successful completion those selected for pilot training went to RAAF Uranquinty where they joined a RAAF Pilot Course, while those selected for Observer training were posted to Albatross. So it was with NAAC 18 which consisted of 16 bright young men....three from the fleet and thirteen from shore who commenced training in March 1956.

Can it be 50 years ago ?????

Over a year ago John Blair floated the idea of a 50-year reunion for members of that course as well as those RAAF pilots who trained on RAAF Course 29. The few members initially contacted all agreed it was a good idea and began attempts to contact many who had been out of touch for years. Some members had completed either a Short Service or Permanent Commission while others had returned to civilian life. The end result was that in April this year nine of the original Navy class with about six of the RAAF course gathered for the weekend at Wagga Wagga. Most of the Navy people and partners assembled at an informal dinner on the Friday night, spending some time trying to recognize each other after the passing of so many years. Although some had kept in occasional contact through Fleet Air Arm Reunions etc. there a number of cases of people seeing each other for the first time in about 48 years!!! Conversations seemed to be as much as concerned with the parlous state of health as with recollections of aviation exploits. Perhaps the best indication of advancing years was the fact that all disappeared to bed at a very reasonable hour !

On Saturday morning everybody gathered at Wirraway Park, Uranquinty for the dedication of a memorial stone in the presence of a representative from RAAF Forest Hill. After a few well-chosen words from Graham Falkiner and John Blair , Max Foley had the honour of unveiling the stone. A morning tea had been arranged nearby and provided another opportunity for catching up on the many and varied events occurring in other people's lives. This was followed by a visit to what used to be Uranquinty airfield. The site is now farmland and owned by the Lewington family whose family had originally owned the property before it was taken over by the Commonwealth, and repurchased it many years later. Nothing really remains to indicate that this was once a very busy airfield.

Saturday night was devoted to a (slightly) more formal dinner.....most attendees had provided a brief synopsis of their activities over the last half-century which provided some amusement along with the usual aviation stories of the " No shit.....There I was...." variety.

On Sunday morning a small service was conducted by the RAAF Chaplain at Forest Hill who took the opportunity to remind those gathered that it really was incumbent upon them to do something about recording details of their Service life so that we might leave some legacy to those who follow. Sixteen young men commenced NAAC 18 and nine of those

were in attendance:John Blair, Jim Campbell, Graham Falkiner, Alistair Davies-Graham, Max Foley, Ian Lawson, Kevin Piddington, Bob Rennick, Gordon Turner, Leo Powning (NAAC 20) Mick Williams had been killed in a Sea Venom crash. Brian McKnight is deceased and others either could not be contacted or were unavailable.

The gathering was undoubtedly a great success.....some people having travelled from Queensland and even Western Australia. It provided the opportunity to renew old friendships and for people to reflect upon just what a big factor in influencing their future life was the time spent in the Fleet Air Arm.

BZ to John and others who assisted in the organization. "



Back L to R: Leo Powing (NAAC 20),Alistair Davies-Graham, Ian Lawson, Bob Rennick, John Blair, Jim Campbell

Front L to R: Gordon Turner, Kevin Piddington, Graeme Falkiner



Greta Turner and Kevin Piddington



Memorial Plaque



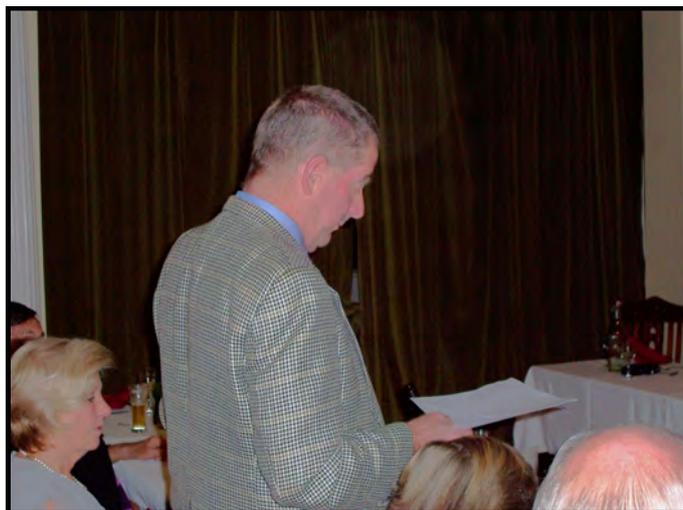
Graeme Falkiner



Max Foley & Jim Campbell



Alistair Davies-Graham, Kevin Piddington and Graeme Falkiner



John Blair



Hilda Blair, Sue Falkiner and Joan Campbell

1965 ROYAL AUSTRALIAN NAVY

General Service Branches

Weekly Pay and Allowances

RATING	Living in Unmarried	Living out Unmarried	Living in or out—Married
	(a)	(b)	(c)
Junior Musician —	£ s d	£ s d	£ s d
Under 16 years of age	4 0 6	7 12 3	—
At 16 years of age	5 15 6	9 7 3	—
At 17 years of age	12 0 11	13 12 8	—
At 18 years of age	16 16 0	20 7 9	—
Recruit	16 16 0	20 7 9	22 11 6
Ordinary Rate	16 16 0	20 7 9	22 11 6
Able Rate	18 18 0	22 9 9	24 13 6
After 2 years	19 1 6	22 13 3	24 17 0
After 4 years	19 4 5	22 16 2	24 19 11
After 6 years	19 7 11	22 19 8	25 3 5
After 8 years	19 10 10	23 2 7	25 6 4
Leading Rate	21 9 4	25 1 1	27 4 10
After 2 years	21 14 7	25 6 4	27 10 1
After 4 years	21 19 10	25 11 7	27 15 4
Petty Officer	24 5 4	27 17 1	30 0 10
After 2 years	24 10 7	28 2 4	30 6 1
After 4 years	24 15 10	28 7 7	30 11 4
After 6 years	25 1 1	28 12 10	30 16 7
Chief Petty Officer	27 11 3	31 3 0	33 6 9
After 2 years	27 16 6	31 8 3	33 12 0
After 4 years	28 1 9	31 13 6	33 17 3
After 6 years	28 7 0	31 18 9	34 2 6
After 8 years	28 12 3	32 4 0	34 7 9
TRADE BRANCHES			
ARTISANS			
Recruit (Art. 3) and Artisan Third Class	£ s d	£ s d	£ s d
Recruit (Acting Artisan Second Class), Acting Artisan Second Class, and Artisan Second Class	18 18 0	22 9 9	24 13 6
Recruit (Act. Art. 2), Acting Artificer Second Class	23 4 11	26 16 8	29 0 5

RATING	Living in Unmarried	Living out Unmarried	Living in or out—Married
	(a)	(b)	(c)
Artisan	£ s d	£ s d	£ s d
First Class	22 15 0	26 6 9	28 10 6
After 3 years	24 5 4	27 17 1	30 9 10
After 6 years	25 8 8	29 0 5	31 4 2
After 9 years	25 13 11	29 5 8	31 9 5
Chief Artisan	27 11 3	31 3 0	33 6 9
After 2 years	27 16 6	31 8 3	33 12 0
After 4 years	28 1 9	31 13 6	33 17 3
ARTIFICERS			
Recruit (Art. 3) and Artificer Third Class	19 19 0	23 10 9	25 14 6
Recruit (Act. Art. 2), Acting Artificer Second Class, and Artificer Second Class	23 4 11	26 16 8	29 0 5
Artificer —			
First Class	25 11 0	29 2 9	31 6 6
After 4 years	26 11 5	30 3 2	32 6 11
After 9 years	27 12 5	31 4 2	33 7 11
Chief Artificer	28 12 10	32 4 7	34 8 4
After 2 years	28 17 6	32 9 3	34 13 0
After 4 years	29 2 9	32 14 6	34 18 3
After 6 years	29 8 0	32 19 9	35 3 6
After 8 years	29 13 3	33 5 0	35 8 9

Rates in Column (a), except those for members under 17 years, include 2/9d. a day Uniform Allowance (non-taxable).

Rates in Column (b) include 2/9d. a day Uniform Allowance (except for members under 17 years), and 10/3d. a day Living-out Allowance (non-taxable). A supplementary Living-out Allowance may be payable for a maximum period of sixty days after arriving in a new locality.

Rates in Column (c) include 2/9d. a day Uniform Allowance and 7/- a day Separation Allowance (Living-in) or 7/- a day Provision Allowance (Living-out) and 9/6d. a day Marriage Allowance (non-taxable).

Perhaps this will bring back some sad memories - beer was only 6 pence a middy though



Refuelling off Korean Coast 1951-52
From top : HMAS Sydney, Wave Premier, USS Nichols, HMS Alert



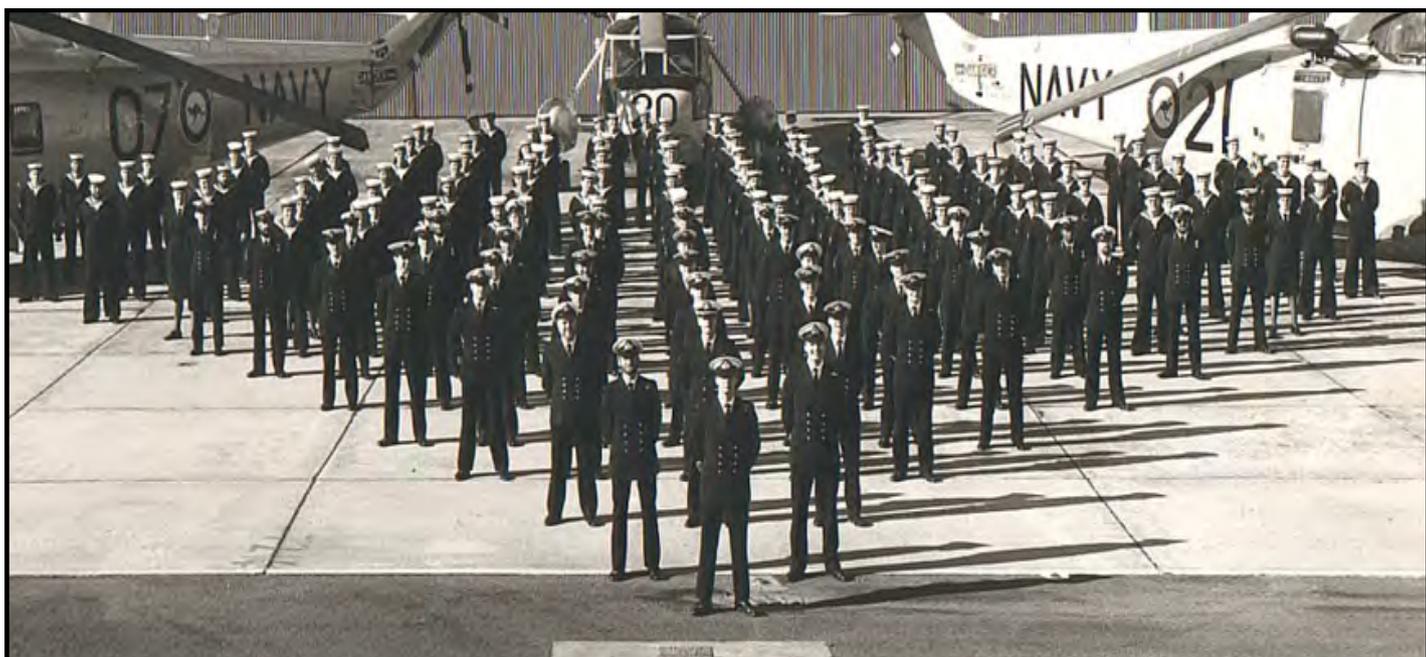
MOMENTS IN TIME



723 Squadron - Dressed to kill, 1985



805 Squadron - 1986





Back : Kevin Parks, Harry Palmer, Geordie Dorahy, Bill Bain, Bob / Brian Henderson, Stewie Waller, ? , Max Kerr
Front : Doug Mosman, Bill Muller, Jesse James, Dolly Gray, Bob Gordon
A name for the missing one ? A time and place ?



A Test for the younger ones— Who? When ? Where ? and What ?

Squadron photos are with the compliments of Andrew Roach



Boeing 797

Boeing to take on Airbus with (1000 seat) giant 797 Blended Wing plane Boeing is preparing a 1000 passenger jet that could reshape the Air travel industry for the next 100 years.

The radical Blended Wing design has been developed by Boeing in cooperation with the NASA Langley Research Centre. The mammoth plane will have a wing span of 265 feet compared to the 747's 211 feet, and is designed to fit within the newly created terminals used for the 555 seat Airbus A380, which is 262 feet wide. The new 797 is in direct response to the Airbus A380 which has racked up 159 orders, but has not yet flown any passengers. Boeing decide to kill its 747X stretched super jumbo in 2003 after little interest was shown by airline companies, but has continued to develop the ultimate Airbus crusher 797 for years at its Phantom Works research facility in Long Beach, Calif.

The Airbus A380 has been in the works since 1999 and has accumulated \$13 billion in development costs, which gives Boeing a huge advantage now that Airbus has committed to the older style tubular aircraft for decades to come. There are several big advantages to the blended wing design, the most important being the lift to drag ratio which is expected to increase by an amazing 50%, with overall weight reduced by 25%, making it an estimated 33% more efficient than the A380, and making Airbus's \$13 billion dollar investment look pretty shaky.

High body rigidity is another key factor in blended wing aircraft, It reduces turbulence and creates less stress on the air frame which adds to efficiency, giving the 797 a tremendous 8800 nautical mile range with its 1000 passengers flying comfortably at mach .88 or 654 mph (+-1046km/h) cruising speed another advantage

over the Airbus tube-and-wing designed A380's 570 mph (912 km/h) The exact date for introduction is unclear, yet the battle lines are clearly drawn in the high-stakes war for civilian air supremacy.



Should get the 'Gannet' drivers up for re-training (need a bloody big 'hook')

A kindergarten class had a homework assignment to find out something 'exciting' and relate it to the class the next day. When the time came to present what they'd found, the first little boy the teacher called on walked up to the front of the class and with a piece of chalk, made a small white dot on the blackboard and then sat back down. Puzzled, the teacher asked him what it was.

"It's a period," he replied.
 "I can see that," said the teacher, "but what is so 'exciting' about a period?"
 "Darned if I know," he said, "but this morning my sister was 'missing' one. Mommy fainted; daddy had a heart attack, and the boy next door joined the Navy."



Some Anzac Day Shots—from all over



Roger Gaydon—having a 'sip' at Ourimbah- Lisarow RSL



Ken Barnett—having a 'coldie'



Clive Mayo, Bevan Daws, Jack Suriano, Peter Welsh, Hilton Devereaux and Tom Fish at Rockingham.



Clear Lower Deck - WA members at Rockingham Naval Memorial Park



Looking after the 'Diggers' .
The tiered seating that is on the parade ground in Canberra is reserved for the use of the old diggers. The public has to make do as best as they can.



John (skull) Mulhall , Gregory (skinhead) Kelson and Robert (Tubby) Gilmore, without a glass in their hands either.

"THE WHITE ENSIGN CLUB" -A couple of shots of the almost finished re-make of the Association rooms, another one on the back page. Official opening in October and will be the venue for the National Conference and dinner afterwards.



AUSTRALIA'S MUSEUM of FLIGHT

by Neil Ralph [THE FINAL FLIGHT]

FAREWELL FROM THE AUSTRALIAN NAVAL AVIATION MUSEUM FOUNDATION

As probably most readers now know, the control and operation of the Museum passes direct to Navy on 1 September 2006, ending a period of just over 16 years management by the ANAM Foundation.

In sorting out the files and paperwork of the Foundation in preparation for turning over on the day, I have been very interested to trace the sequence of events over that time and the role of some of the people involved. It would be appropriate one day to write an account of the establishment and development of the institution as it would be unique in so many ways. The very good work of so many people in developing and maintaining it would certainly justify writing such a record. While it might be considered wrong to mention any one particular name given the very creditable involvement of many others, that of John Goble stands out in the records as a consistent and strong supporter through his work in many roles over all of that time. All supporters of Naval aviation heritage owe John a great deal for his role over the entire period of the Museum's history.

Many highly enthusiastic people worked with the very energetic RADM Andrew Robertson in fund-raising efforts at the beginning and maintained capital fund-raising many years after. Finding the money and resources to build the building and the co-ordination all of the donations of concrete, steel-work and other materials into the building program were just miraculous and the files show much of the very good work of Spike

Campey in particular in this role.

The basis of the Foundation's handover of the Museum to Navy is 'as, where is' and so any re-design and re-configuration of the present displays etc will likely take a little while to develop and implement. Terry Hetherington as the Museum Manager designate will have the role of implementing changes and he is just the right person with the right background for the task. The retiring Board and staff have the utmost confidence in Terry as I am sure the readership would also have.

The Foundation is very pleased that the Navy has agreed to take-over the Museum – it is the right way to go for many reasons – financial, historic/heritage and its value to the development of a good sense of history among the present generation generally but among Navy personnel in particular. Museums are very worthwhile institutions but all need support beyond what they earn from their entry receipts.

Should the Foundation have had to continue to operate the Museum it would have the task of finding the resources to re-configure it and change the exhibits as the present configuration and displays have been in position for about 3 years. Regular changes should be made to ensure good visitor numbers continue.

The Foundation has many to thank for supporting it in the task of maintaining the Museum over the time of its operation - the volunteer force in particular. Our weekly group has greatly assisted in property and display maintenance as well as keeping heritage records, and in assisting the conduct of air shows.

So we all look forward to the continued development of the Museum toward maintaining, preserving and presenting our growing naval aviation heritage for many years to come, and wish the incoming team the very best of success.

Neil Ralph
Chairman
The Australian Naval Aviation Museum Foundation



I stand corrected , there is a difference at the 'Front Gate', cell doors are still attached inside though.
As it once was back in the 58.

Photo by Fred Dawson

ED



SeaFury Landings on HMAS SYDNEY.....(off N.Z. Coast)..... Peter Greig

A painting by Peter Greig
Landing on HMAS Sydney - NZ Coast

Aircraft Handlers' Reunion. Rockingham W.A March 2nd, 3rd, and 4th - 2007. 1st of 2

Arrangements are now in place for a great few days in the lovely City of Rockingham W.A. Rockingham is 54Km from Perth and its population has a large population of ex-and serving naval people. The City of Rockingham RSL-Sub-Branch has offered its facilities to the reunion. Activities Planned are:

2nd March: Join RSL members for Fridays evening drinks, raffles and "Black Katting" from 1200 Hrs to 2100 Hrs. A bistro is available from 1600 Hrs to 1800 Hrs. We are working on a Beat Retreat by the local T.S. Anzac Cadets.

3rd March: Reunion day. The RSL Club will open at 1100 until Late .a BBQ will be available from 1200 to 1400 at a cost of \$5 Per Head.

4th March: If members are willing we will organise a Swan River cruise from 0900 until 1600. Lunch included and cost is \$40 Per Head. The RSL bar will also operate after the Sub-Branch monthly meeting from 1200 to around 1800 for "Get Wellers".

WA. has a long weekend at this time for those staying on, some options to be considered are a Garden Island (HMAS Stirling) tour.

Lunch and tour cost \$40 Per Head.

The Diggers Camp Bush Poets lunch and show at \$35 Per Head. This is highly recommended.

We will need at least 20 people per tour, so we will require numbers by the end of January 2007.

Accommodation in Rockingham is limited but i have a list of Motels, B&B's and Caravan Parks within a 5Km radius of the RSL Club. The club is out of range of public transport so we will have a bus for Fri, Sat, and perhaps Sunday. Contacts.

Bob "Tubby" Gilmour (08-95924216)

Ian "Ibby" Brook (08-95912769) Wk-(08-95533818)

STSC- HMAS Stirling.

E-Mail for all info and numbers intending to attend is:

ian.brook@defence.gov.au

AIRCRAFT HANDLER REUNIONS - TASMANIA No 2

OVER 100 members of the Fleet Air Arm Association of Australia and their partners are expected to attend the National Reunion of Aircraft Handlers in Tasmania next year, thanks to the initiative of Devonport ex naval aircraft handler A.R. 'Tas' Browning, whose search for a long-lost mate put him back in touch with other ex-aircraft handlers for a

long-awaited beer last year. After finally making contact with a former shipmate from the HMAS Melbourne -Ron Jess - whom he had not seen since 1963, Tas was invited up to an informal gathering of ex-RAN servicemen in Queensland. At that meeting it was suggested that a formal reunion of former aircraft handlers be held before the passage of time made it impossible.

"My thoughts were – why couldn't we have one down here (in Tasmania)," Tas said.

With assistance from the Devonport City Council, the Ulverstone RSL sub-branch, and Devonport Senator Richard Colbeck, plans for the reunion are now advancing rapidly.

The reunion will culminate on Anzac Day, when the extra 100 or so ex-aircraft handlers will swell the ranks of Ulverstone's Anzac Day march.

"My reasoning for setting it around Anzac day is twofold," said Tas. "Firstly it's the national day that is recognized for the sacrifice of those in Turkey; and because my ancestors also took part in that same futile war and I'm sure some of those that will be attending will have ancestors who went and served in that same war too".

In any case, thank to Tas and the ex-naval aircraft handlers, Anzac Day 2007 will be one to remember for North-West Tasmania.

It would be appreciated if people could register early as this will make the job a lot easier for the organisers. If anyone needs a kit please contact TAS Browning.

tasarb@bigpond.com.au

The Administrator—Wall of Service

You seem to have misinterpreted my previous message on the topic of the "Wall of Service" – which, incidentally, was intended for publication, as is this one. I knew that I was not the "Riley" listed. My concern was that, since only surnames were listed in "Slipstream", other people would think that it was me. A person's reputation is established not by what he does, but by what other people think he does. I do not want to be known as the sort of person who would erect a memorial to himself.

Regards,
Albert Riley.

As I pointed out Albert, to each his own and there is probably only one "RILEY" with a DFC but to make sure there can be no possible mistake we will ensure that initials are published as well as surnames in future

ED



Bill (Blue) Bryant and Glen Hartig



Paddy Williamson and Gwen Powell



Kevin Hawkins and Mick Ryan

One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?" The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

SA Meeting Times amendment

It was unfortunate that both the President and Secretary were unable to be present at the last meeting on the 21st July '06. I assumed the positions of both for the duration of the meeting.

My reason for contacting you, is to mention that the South Australian meetings are held bi-monthly at the Kilburn RSL Hall, 2 Way Street, Kilburn. (1900 for 1930 start). The RSL does not do meals, but I am told the pub next door does an excellent job.

It was brought to our attention at that meeting, that the latest copy of Slipstream indicated the "time of meeting" as not being available. Please note that the location, and time, is listed on the FAAA website, under State Association News. This information is passed to the web master after each meeting, for inclusion on the website. Any alteration to venue, or time, would also be passed to the webmaster.

It may be that the webpage was down at the time. I have tried unsuccessfully during the last week to bring the FAAA page onto screen, just so that I could check the listing. I note that it has just been updated on the 28th July.

A great magazine. Keep them coming!
Regards, Ian Laidler

UNDERSTANDING ENGINEERS

What is the difference between mechanical engineers and civil engineers?

Mechanical engineers build weapons and civil engineers build targets.

Normal people believe that if it ain't broke, don't fix it.

Engineers believe that if it ain't broke, it doesn't have enough features yet.

To the optimist, the glass is half full. To the pessimist, the glass is half empty.

To the engineer, the glass is twice as big as it needs to be.



Marie and Trevor Bolitho

VALE :

Cyril E Carey

Cyril Carey was one of the first Electricians mates who joined the RAN after serving with the RN during WWII when he signed up in front of Otto Humphrey Becher at Queens Annes Mansions Westminster, London in early September 1948. He was one of the very first Ex Poms!

Posted to HMS Glory, a holding barracks in Devonport he worked on board a carrier which was to be the first Australian ship of that type, an aircraft carrier to be named HMAS Sydney, in 1948 the ship was still named HMS Terrible. After some weeks grafting on the Terrible working party Cyril was sent along with, Ron Storey, Tom Curry, Dick Wittington and Dick Brown to attend a CPO (Air) Electricians course at HMS Ariel near Warrington, Lanc.

From this course he was drafted back to the now commissioned HMAS Sydney and messed in C hangar for whole of the Sydney's first trip to Australia. Hardly the best of quarters but he was leaving war worn Britain behind and heading hopefully for better things. Arriving Jervis bay early June 1949 the 20th CAG went ashore whilst a few including Cyril were sent to Sydney to help unload the stores cargo carried aboard destined for Randwick. . In July he became accommodated in the C area huts at HMAS Albatross whilst working in LRS and ARS

Cyril's main love in life was at that time playing his English Horn and he joined the Nowra Town Brass Band playing twice weekly in Junction Street; he also helped Blackie the naval blacksmith, to start the blue-jackets band. Now promoted to LEM(A) Cyril was employed for the remainder of his service in the training school and never one to let grass grow under his feet he married the fair Dorothy, a nursing sister from Nowra, who mid-wifed at the birth of many, many naval children both in the Nowra and Berry hospitals.

In 1959 Cyril, having finished his time took up training positions with the major middle and far eastern airlines and upon retirement he lived at Maroochydore where he was a member of the FAAAA Queensland branch. Some two years ago he moved interstate to Mudgee.

Cyril and Dorothy attended the last reunion at Nowra . The years had been kind to him and Dorothy was still her lovely formidable self. They had never stopped being Nowra people. Cyril will be missed by his many friends.

Vale Old Friend

Charlie Morris



**Christmas - 1953
HMAS Sydney - Japan**

Ed,

I found this photo among my Dad's photos and thought it would be a challenge to the men's memories to name these shipmates. On the back is the above inscription so that at least give s a few clues. My Dad, Bill (Pappy) Gault is the one under the third man from the top on the left.

Yours sincerely
Kerry Brown



12K above Adelaide and the Qantas 747 pilot gets a message that someone wants to speak to him - who could it be ??? Can't win 'em all Doug (Purvis).

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 rhapsodised, "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."



Capitol Hill 'Birdies'

Ed.

Pease find enclosed some shots of a few old birdies that attended Anzac Day ceremonials in Canberra this year. While in all probability in the days of our youth I would have been able to put names to all , I am afraid the ravages of time have changed the features and dulled the memory. My apologies for not being able to remember them all but this will make the viewing more interesting as the rest of you can try and fill in the missing names and see how you do ! After the Canberra branch of the FAAA disbanded we no longer had a separate place in the march , however this year we managed to weasel our way into the Naval Association and marched under our own banner. I tried to get a shot of it but the wretched carrying it would not stand still.

Jim Parsons

Note for Bob Ridgeway—you are a CPO again Ed



Harry Beardsell, ?, ?, Eddie Bell, ?, Brian Courtier, Sandy Sandberg



Bob Ridgeway and Mike Astbury with the banner

Bob Ridgeway and JJ Harrison and some of the Naval Association members

Tim O'Halloran, ?, ?, Maurie Tiffen, ?, ?,



NATIONAL PRESIDENT'S REPORT



All Divisions

I attended a very pleasant party at the Museum last night which was held to mark the "changing of the guard".

The Museum Foundation is to be dissolved on 1st September, when Navy takes control and once again we will have a "Fleet Air Arm Museum". There was some obvious feelings of relief on the part of the Directors, who have often walked a financial tightrope in recent years. There were also kind words said about the role Neil Ralph has played in keeping the Museum going since the full-time Director departed - Neil has devoted many, many unpaid hours to the task.

Terry Hetherington has been appointed as the new Museum Manager and everyone I spoke to seemed to think that this was an excellent appointment. Terry has previously spent some years with the Historic Flight, which it is hoped will now amalgamate with the Museum. I offered Terry best wishes on behalf of the FAAA and indicated that he would have our full support. I would like to think that the Association could come up with a project supporting the Museum and marking the start of this new chapter in its history.

Last week I received an excellent brief from Commodore Barrett and Captain Ferguson concerning the SeaKing Inquiry. When I presented our Medallions of Merit to personnel who had topped their courses, a month or so ago, I passed on the concern expressed at all levels of our Association about the reported maintenance shortcomings which, I said, appeared to be contrary to the long established tradition of excellence in Naval Aviation. These comments, in turn, caused concern - which was my intention - hence the briefing! In a far ranging discussion, the following key points emerged:

Action has been taken and continues to correct any deficiencies revealed as a consequence of the accident. There has been no suggestion of waiting for the outcome of the inquiry!

The media reporting is selective, lacking in objectivity and placing undue emphasis on trivial matters which are seen as having "news" value. (It was ever thus - DDF!!)

The whole process is having a serious effect on morale throughout the Air Arm and a consequential effect on reten-

Also last week I travelled to the Sunshine Coast to visit Peter Clark, an old friend from the Vietnam Flight, who is very ill. It was a great visit and we reminisced and had a few beers and a few laughs. Peter has been very chuffed by all the good will messages he has received.

It was good to see the honouring of "Long Tan" day, although RANHFV members were a bit bemused to hear constant references to "the largest battle involving Australians in the Vietnam war". HFV was involved in actions on this scale on a regular basis.

Best wishes to all
David Farthing

NATIONAL SECRETARY'S REPORT



From the secretarial perspective, activity has been mostly routine during the last 3 months. No doubt well documented in other sections of this magazine, major redevelopment of the entire area has been in constant progress throughout the period. A major personal impact has been the resultant transfer of the National Secretary's desk to what was once exclusively Naval Association sub-section territory. The upheaval has been extreme, and until such time as the latter's building has also been redeveloped, almost 100% of administrative and clerical tasks are being completed by using privately owned equipment in a situation of total domesticity.

The immediate past Slipstream post-out, like its predecessor, was again successful, with very few returned, and only because a couple were incorrectly addressed, or the recipients had moved on without informing their Divisional Secretaries of their new address. Again it had the least number of errors in both categories. At the next AGM, they will be receiving a copy of the National data base, and are requested to carry out the ever changing kaleidoscope type world of the National Data Base, that is certainly progress. Please make certain you inform your state secretaries if you do move, otherwise apart from us getting the magazine back you will dip out and that is two situations we don't want.

Finally, in accordance with the constitution, Divisional Secretaries are again reminded that before the annual comparison check for their own Division. Most will be via electronic transfer, but a hard copy will also be available if you so desire. If this is a requirement (hard copy) don't leave it till the last moment before you let me know as all these things take time to produce and get them to you.

Tom McDonald



WESTERN AUSTRALIAN DIVISION

Greeting's to all ; from the members in Western Australia. At the June 11th General Meeting held at the Rockingham RSL; the final design for the proposed plaque to the Fleet Air Arm was agreed upon. Below is the preferred pillar at Monument Hill, Fremantle. The black panel visible is the Royal Australian Navy plaque, so if we can obtain the panel adjacent it will compliment it.

DEDICATED TO ALL THOSE MEMBERS OF THE ROYAL AUSTRALIAN NAVY WHO OPERATE AND MAINTAIN AIRCRAFT FROM SHIPS AND ESTABLISHMENTS THEY SERVED THEIR COUNTRY IN TIME OF PEACE, WAR AND IN THE CAUSE OF HUMANITY

Prior to our meeting at the Rockingham RSL , we met at the Naval Memorial Park in Rockingham, to view and hold a small service to recite the "Ode" and observe a minutes silence at the FAA Monument stone.



(Photo taken by Greg (Skinhead) Kelson. Our thanks again to Bob Gilmour for our meeting at the RSL and to Theo Bushe-Jones for his organising of BBQ's and all else; he has incredible energy. Bob (Tubby) Gilmour is planning a reunion for Aircraft Handlers next year at Rockingham from March 2nd to 4th, its a great venue, and should be a good time for all. During the meeting the Chairman presented a "Certificate of Service" to Bevan Daws, in recognition of his outstanding service to the Association as President for the past three years, generous acclamation was shown by all present; congratulation's Bevan.

We also agreed to a proposal from President Winston James to add the following preamble to our recitation of the "Ode"

"They have no grave but the cruel sea
No flowers lay at their head
A rusting hulk is their tombstone
Afast the ocean bed."

The newsletter we commenced has been well received by our members, there is a lot of information being circulated but only for those of us on the internet, so as with all newsletters by selecting the most current and relevant material ,all members can participate; all be it a little late.

Our Social Committee Elva Jost & Marie James organised breakfast at the Swan Yacht Club in East Fremantle (over the road from Lueewin Barracks as it is now known). Twenty five sat down to a buffet breakfast on a cold but sunny morning, great food; company and a beautiful view; thanks Elva & Marie. Their next function is a "Ladies" luncheon to recognise the wives and partners who regularly attend our meetings and function's and lend so much support to all of us; we all hope it is an enjoyable day.

The proposed "Taranto" lunch on November 11th is confirmed and well supported and we look forward to that.

The Strahan's;& Keelson's (foreground); Gorin's; Grierson's and Sojan's enjoy breakfast and a little indulgence in aircraft and the FAA..

Our excellent Secretary Peter Welsh made it official at our August meeting that he would not be standing next year due to changes in his and wife Karin's life style, sometimes known as retirement. He will be extremely hard to replace.

A reminder to all that we have a web page up which gives up to date information and happenings at the Western Australian Assoc. and can be accessed at www.protopage.com/faaa_wa If you wish to have anything posted please contact me at ktt59345@bigpond.net.au

Best wishes to all;
Keith (Squizzy) Taylor
Scribe

SEA POWER CENTRE - CANBERRA COMPILING BOOK ON R.A.N. IN VIETNAM

The Sea Power centre in Canberra is in the process of compiling a book about the RAN in Vietnam; all aspects of the Navy's involvement will get an airing. so they are looking for good quality coloured photo's (No black & white) and some anecdotal stories. As the book will only be 64 pages, no long drawn out saga's or well -known history are required, so what is needed is not "hero" stuff but short examples of the lesser-known, or more personal aspects of peoples experience good or bad. So; simple, unusual and/or with coloured photo's. If you submit photo's as much info as possible required (name/s;date;location).and your name & address on them for return Please forward them to Keith Taylor, FAAAA(WA) , 26 Hefron Street, Mount Helena WA 6082 and e-mails again with all relevant details to tt59345@bigpond.net.au.

We will consolidate all responses and forward them onto Sea Power. If you could have the information to me by the end of October it would be much appreciated.

Many thanks... Keith Taylor

QUEENSLAND DIVISION



Hi to all of the State Divisions as we struggle with our warm winter-although I have worn a jumper a few times-and now take off to Townsville for nearly 3 weeks to become acclimatised for the summer! Arthur Johnson has a heated pool which will assist with the conversion.

We had our mid year function at the North Burleigh Surf Club in July with a good number attending- 40 plus-a good lunch and usual laughs. We were surprised at the crowd that gather there for Sunday meals and drinks, but we were set up at the Southern end of the club as a separate entity. We weren't able to run our usual raffle due to the nature of the Club, but no one seemed to mind. Dave and Joan Randall were DEFINITELY there as they were for our AGM but my mind obviously slipped a cog or two then! We sat with them and Dave is suffering with aching bones which is preventing them from cruising. Hope you feel better now, Dave.

Glen Hartig had his portfolio of Navy photos which was a popular looksee. Glen does a great job as Postie for the Handlers-there are so many of them! I can't help wondering why, in the '50's, some of the other branches had to lie on chocks on the Flight Deck, push aircraft etc., etc., No doubt I will get the answer quickly!!

We went to the Caloundra RSL recently where the FESR were holding a meeting and carrying out a surprise presentation to Noel and Margaret Payne on Noel's retirement from his position as President. We got there just after the presentation but were able to congratulate Noel on the valuable and essential job he'd done for all of us. I was able to congratulate Joe Linnaker on his ascendancy to President of the FESR.

Al Smith gave me some info on the fate of the "Vengeance" which is now being chopped up for scrap in India. No doubt most of you will have seen pics of ships beached there and being cut up.

The QLD Air Museum recently put on their "Open Cockpit Weekend" at Caloundra and , in particular, to celebrate the 50th Anniversary of the arrival of the Venom and Gannet in Australia (May 1956). Ray and Barbara Murrell and Bob McBride did a great job of manning the Naval Display. Both days saw a great roll up of the general public. I had a nice letter from the Air Museum thanking us for our support which really applies to Ray and Bob. An 816 Squadron Sea King was there as well and it was good to catch up with the Crew headed up by Lt.Cdr Karl Knoll as pilot. The public were crawling all over it!

There is to be another "Freedom of the City of Caloundra" Ceremony for 816 Squadron on the 16th September which we are

looking forward to again.

Eric Cottrell has been unwell and was in Greenslopes Hospital for a bit. Also Bob Peacock is now in the RSL Nursing Home in Caboolture after another stroke. Trevor Tite saw him today-23 August-and said that Bob was pleased to see a smiling face again. Bob has been battling for a while now. We were sad to hear that Barry Tyrell had passed on recently. Ken Staff had a call from his widow to tell him.

Peter Clark-ex pilot-is having a rough time. He has had a brain haemorage and was operated on recently. Close friend, David Farthing, has just been up to visit with him and meet up with the Vietnam Vets who have been of great assistance here on the Sunshine Coast. Peter is home now and doing ok. Brian Dutch keeps in close contact with him.

After the saga of his lost Passport in China, Warren Walters now has his new replacement passport. I had a phone call from the Passport Office in Canberra to check out if I could vouch for him. I told them I'd never heard of him! Then I told the lady that I was only joking. Had to confirm how long I'd known him-52 years-and what was his birthday so I said 3rd of August back in the dark ages. She had a good sense of humour!

Greg sent me a copy of a letter from Kev Foote re Bob Willis. Good to hear from you, Kev. I didn't think to ask Bob about the Rolls Royce he had-I seem to recall it was a 1937 model with dicky seat. Bob, if you read this, maybe you can tell us what happened to it. I have a clear vision of it in my mind!

Well, I'm out now so send very best wishes to all from our mob up here.

Barry Lister. President



Glen Hartig and Snow Tite discussing some old snaps and no doubt even older 'events' !

NSW DIVISION



News and events have been hard too keep up with lately. The Museum changing hands is soon to the fore in a lot of discussions and it is obvious just listening to the 'talk' that the move is very well accepted. 'Juke' Matterson has entrenched himself into the workshop and is again doing what he does very well, cataloguing all the bits and pieces that abound the area. Lets face it I imagine some of the items he is handling have probably been through his hands a few times before over the years for the same reason.

Our annual raffle is being put together and as requested by a lot of members we are having a flat panel TV for the major prize (LCD or Plasma), second prize is a painting from our Honorary Member John Downton and is of a large vase of red roses. Thirds is a sound system. Because of the logistics in delivery of the TV it may be a voucher to a store nearby to the winner instead to the value listed.

Once again we must convey our thanks to John for our painting for the raffle which he has donated and also for his outstanding gifts of the very large paintings that were on loan to the Museum and now reside there permanently thanks to a deeded gift.

There has been some very large alterations to our demountable rooms at the Museum. They have under gone some major works and now are very usable for functions and also are becoming an artifacts display for service memorabilia. To depict and remember some history the renovated area is to now be known as "The White Ensign Club", an official opening will be conducted in the near future. John Arnold has been responsible for the thoughts and design behind the move and with the help of a small group of assistants it is coming to a close. All concerned can be proud of the results and in conjunction with the Naval Association, who came to the party with a share of the costs I am sure it will get plenty of use. The National Forum will be held this year in the WEC and on completion of this our Annual Dinner will follow. The daytime event is at the request of a lot of members who have difficulty with travel after dark and this will allow them to come and get home in daylight hours. The costs for the dinner will be the same as before, \$25 per head and drinks at \$1(beer and wine) - tea, coffee and soft drinks at no cost. Dress will also be modified to suit and what better way than to just turn up in casual attire with no dreaded tie. Time of start is 1300 or as soon as the National Forum concludes, make sure that you contact Phil Robinson on 02 44485157 or philrob@shoal.net.au with your bookings as these are needed to arrange catering.

Anzac Day, locally at Greenwell Point started a long day. The services seem to get longer and the march I am sure goes an extra mile or perhaps we are just that much older. This year once again the service was attended by a lot of younger people and it is a pleasure to see them taking such an interest in this important day. The numbers of 'uniforms' was very noticeable and even more appreciated when it was discovered that they were there by request not 'invitation'. The following marches in the area were also very well attended and afterwards the odd jug or two and of course the obligatory dit or two made the day complete.

There seems to be a large number appearing on the 'sick list' of late and we wish you all a speedy recovery. If our Welfare Officer can be of assistance please contact him as Ray will do what he can to help.

Membership continues to grow even if not at a great rate, thankfully we are gaining more than we say goodbye to. If you run into any mates that are not 'with us', give them a gentle nudge and especially if you know any recently paid off members as we are having a lot of difficulty in catching up with the generations of the recent years. It appears that over the last decade or so the retention rate of ex FAA personnel in the local area has not been anything like it was years ago and they have spread over the country, while we may not get them as members I certainly hope they are being taken up in other state branches.

A few members have contacted me regarding difficulty in accessing our web site just recently. This was caused by some confusion but is rectified now and once again is operating well under the hands of our webmaster Harley Dadswell. Should you ever have any problem please let someone know as its hard to fix something if you do not know it is broken. On this subject I would like offer our profound thanks for the job that he does and this is only because the pay is so good—imagine 'Toz' working out a fee, it would be another week minding the dog whilst he traipsed off somewhere.

The HMAS Sydney anchor is still being pursued vigorously and hopefully in the near future we will have some reassuring news on this front. With the last verdict from the Minister of Vet Affairs in relation to those who served on the second Korean trip on Sydney this has an even greater significance. If it is possible it will make sure the ship stays to the forefront in our Fleet Air Arm History. I have no doubt that Jim Hill would only be too pleased to affix it firmly on HMAS Albatross soil. The bricks, concrete, welder and cable await as patiently as ever for the parent body.

Greg Wise

VICTORIA DIVISION



Attention on the flight deck!

Scratching my 'you-know-whats', I wonder WHAT am I going to say this time?

Searching desperately for good news, I find there is none, or very little. The battle continues to try and ignite a flame of contributing interest amongst our largely passive membership. Repetitive appeals are either ignored or put in the 'too hard' basket by the majority. Believe me, I despise exhibiting negativism, but I have to say that the deathly hush from the large majority of Victoria Division members spells out the real risk of the demise of that organization.

The advent of the assumption of responsibility for the future development of the 'Fleet Air Arm Museum' should help to revitalize the interest that was instigated by the combined efforts of so many of our old shipmates. Admirals Hudson and Robertson and 'Soapy' McKeon would, perhaps, represent the most recognized names of the early days of the 'Australian Naval Aviation Museum'. We really do need a central rallying point for the concentration of efforts to maintain the level of interest and dedication to an arm of the service to which we owe so much, and this could become just that.

Name any name and who would they have been without the combined efforts of all associated with the Fleet Air Arm throughout the many eras. VAT Smith could not have risen to such magnificence, nor the likes of Nat Gould, Tony Robinson, John Goble and others of that ilk, had not the Carrier Air Groups consisted of the professionally dedicated men who formed those Groups. There is a desperate need to feed the flame of companionship resulting from that involvement, to ensure the continuing awareness of the contribution we all made to a significant arm of the service, such that the general public are thereby reminded of our continued existence.

Ignore this and before you know it, we will be relegated to ever-decreasing representation as a portion of the general service viz. Royal Australian Navy, full stop. Continuing arguments at meetings of the Kindred Organization and Unit Associations tend towards the combination of units, denying individual identification, to reduce the length of annual Anzac Day marches. Insufficient numbers supporting their units on these occasions can only lead to the compulsory rendering of any right to our formation as an independent body.

Other detrimental proposals have also been presented to that forum. Thus, a raised level of support from the Victoria membership is vital for the continuation of our individualism at such public events, to remind the younger generations of our past

contribution to their welfare, and the service community of our surviving dedication.

On a more positive light, we are honoured by the new membership of only our second lady member, Helen Scholes, ex-Sub. Lieut. WRANS, joining long-term member and honorary auditor, Anne Taylor, of the same service. In the true spirit of equal opportunities, we encourage the membership of both sexes and hope to entice one or more of these ladies to contribute as Committee members in the future.

No one who remembers the John Cooke of the '50s could not be affected by the sight of one, so full of vitality in those days, confronting the after-effects of the severe stroke he recently suffered. Nevertheless, well-groomed as ever and with the familiar smile on his face, he is not to be denied the retention of full mental agility, though fighting the frustration of voicing his thoughts. He relishes visits from old friends and shipmates provided you come prepared to do most of the talking.

Our annual commemorative service at HMAS 'Cerberus' is scheduled for Sunday 27th August, shared with members of the Merchant Marine. We look forward to welcoming an old birdie, Doug (Pappy) Curtis and his wife, Pat, as they join us on this occasion.

In the past, this ceremony has been preceded by a dinner at the Harbour View Motor Inn, Hastings, but on this occasion just a dedicated number of members will support that function. A recent questionnaire resulted in the general preference for an annual luncheon in the CBD and our first attempts at promoting such a function will be held on the 18th January, 2007 at Anzac House in Collins Street, coincidentally celebrating the very first deck landing by Eugene Ely on that date in 1911.

We hear that Jim Ferguson has fled the city environs of Geelong for a country residence in Willaura, Vic., out near the Grampians, accompanied by wife Linda. Gold-bearing country, perhaps he has heard something we have not?

This photo is of 'Pappy' Curtis, ex-Firefly pilot, vintage mid-fifties, he is one of the few to have recently re-emerged from

virtual her-



mitage.



SOUTH AUSTRALIAN DIVISION



The South Aussie Division extends a warm greeting to all of you, no matter when you served, where you served, how you served. We were all at one time, under the protection of the White Ensign. The same Ensign which has lasted with decades of sea time and shore establishments without so much as a whimper. Change the Ceremonial banner, change the National Flag but do not touch the White Ensign. Speaking of the White Ensign, pleased to read that the White Ensign Club of old will be brought back to life. I guess we all have mixed feelings of that old sailor's refuge in Nowra, even if it's just for the bacon and egg breakfast on a Sunday morning whilst dodging church parade at the old cinema. For all those faces behind the scenes who are working hard for it all to happen, thank you.

The National Council and Committee would have concluded the October AGM well before this magazine hits the post office door. I do hope all council and delegates have had a successful meeting and returned back to their respective members with a positive outlook on some of the agenda items I had looked through. The item covering the States right to a separate Constitution as against the general view of a National set of rules, could be a bit of a stumbling block for SA. We have had to restrain our resident constitutional lawyer, John Saywell, with a double pure malt scotch, no ice. Costing the Division a fortune.

Should I survive to the year 2008, then I would most certainly attend the FAA reunion to be held at Nowra and the "Tross". So many faces I would enjoy meeting once more. Not always easy to meet an old mate and think "goodness, the years have been unkind to you" without letting on that's what you are thinking. Even money he is thinking the same thought.

Dinsley Cooper is still progressing with our State newsletter, and is always asking for stories and antidotes to include in his next edition. Having been the editor of said newsletter for several years, I know just how difficult it can be to pad out a newsletter to more than two pages.

Dinsley does compile his "Cooper crossword" successfully although I can never complete his crossword without a sense of brain degeneration of the most serious nature .

Can someone, anyone, print out in this magazine, the meaning of the acronym attached to a Squadron. Example, HS 817, HT 723, VC 724, VF 805 and VS 816 Squadron. And what about CVS 21 for HMAS Melbourne? Am I the only one who doesn't know what they mean? I have had our President John Siebert, try to explain it to me but he lost me when my 10 second attention span kicked in.

Looking at the many colour (color: for the computers brain) AN-ZAC Day photographs received after the event, I have noticed that we, the SA Division, have not included the " SA Division "anywhere on our ceremonial banner. I'm not sure if that was an oversight or we had agreed not to bother. Either way it does not matter as it is a mighty fine Ceremonial Banner.

I have stopped with the sailor anecdotes from my time in the Queens Navy due to some of you thin skinned members resenting my telling of such stories, either due to you not remembering the event or just embarrassed by it. Never my intention, just thought it was a wonderful example of how we think and behaved as spotted youths acting like men. Your loss.

Ian Laidler, Michael Cain and Dinsley Cooper have just finished the Association sausage sizzle for July. These have always been a financial gain for this Division and for that we have to thank Dinsley and Junice Cooper for all the operational input required to make this exercise the success that it has been. I must admit, seeing Dinsley sitting alongside the BBQ slicing onions with a sharp knife and not shedding a single tear, rattles me a bit. More volunteers needed for approaching months at the sizzle so watch Dinsley's Fly Navy News Letter for dates and help when you can.

This Divisions meeting dates and location were always accessible via the Web page and upgraded on a regular period. It was not included in the last Slipstream in the "Meeting times by popular request section". For all those members wanting to know of our next meeting, I will tell you. It will be held at the Kilburn RSL Hall on Friday 15th of September. Meet at 1900 for a meal at the Pub next door, and then start the meeting at 1930 with a red in one hand and the agenda in the other. Works well.

A member has asked me to find out if the National Executive for the FAAA, has ever thought of placing all the archive FAA history in photographs on a DVD for fellow members to purchase. Just a thought.

My lad has visited from the West bringing with him a large box as a gift for whatever reason. It is a radio controlled aircraft and it is a model of a "September Fury" which looks like a typical Fury but without the bubble cockpit. In its place they have an oval cockpit. The problem for me is, apart from the fact that it has a 6ft wing span, are the assembly instructions. Utter crap! Things like, "after the servo systems are fitted, connect control rods" no diagrams or proper drawings on what goes where and why. Can anyone out there pass on to me an email address or web page for help to get this big sucker finished. I now know that I will have to join a local model flying club, but in the mean time I want to sound like I know what I'm doing.

My email address is coreman@bigpond.com.au

My Lexmark printer is about to get the push as the black and

colour ink cartridges have almost run dry and I have found it cheaper to replace the unit with a 3 in 1 model for the cost of replacement cartridges. A model that prints scans and photocopies at the push of a button. This will allow me to scan some of my Navy photos from the 60's and 70's to be included in this State edition for Slipstream. One photo is from the fire training dump showing 3 Sea Furies numbers 892,893 and 894, sadly in line ready for burning. Another is of a Sea Venom partially stripped and dumped. Names on the side by the cockpit are LAM Callow and NAM Webb. Thought it could be of interest to someone out there.

Well the deadline for this rambling is fast approaching and as such I will finish off with a wish for each and every one of your readers a calm sea and clear skies. For all those members on sick parade, cheer up as you know someone somewhere is thinking of you.

Navy Week will begin on October 8th with a flag raising ceremony at Memorial Park. On Saturday the 14th October you can enjoy a BBQ at Keswick, and we all know how good they are. Also an EXPO at Port Adelaide with a helicopter and diving team on show, plus a FREE sausage sizzle at the Port Adelaide sub section between 1800 and 1801. Only kidding, between 1800 and 2000. A church service on Sunday 15th Oct at a venue to be confirmed. HMAS Success will be in harbour during Navy Week.

A warm welcome to our new member, Richard Daley. Welcome aboard and I look forward to catching up ASAP.

From the pen of Andy Rooney,

"I've learned.....That life is like a roll of toilet paper. The closer it gets to the end, the faster it goes."

"I've learned.....That the less time I have to work with, the more things I get done."

"I've learned.....That I wish I could have told my Dad that I love him one more time before he passed away."

Regards

Roger Harrison. Hon. Whipping Boy.

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!" Delta 351: "Give us another hint! We have digital watches!"

Control tower to a 747: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, Eastbound." United 239: "Approach, I've always wanted to say this.... I've got the little Fokker in sight."

TASMANIAN DIVISION



Not much to tell as usual but no news is usually 'good news'. Our last meeting was held on Sunday 20th August at our usual venue The 50 and Over Club at Launceston. Once again I can report that it was a good gathering.

John and Miriam Nobes have had their fair share of illnesses; Miriam assures us that all went well with her operation and now she is on the mend. Athol Lang has had some problems with legs but similarly he is also well on the way to good health. Alan Andrews is still residing in the nursing home and Bev reports that he is comfortable.

That is the extent of the 'Sick bay' list and hopefully there are no more to go on report but information is sometimes a bit thin on the ground on this subject.

At our meeting we had as 'Guest Speaker', CPO Darren Murray. He is a serving 'Birdie' with over 20 years of service and he gave a very informative talk along with a PowerPoint Projection on the Fleet Air Arm as it is today. He enlightened us as to the events and happenings of the last 20 years or so and as well, what the future holds for Naval Aviation. The service has certainly changed since our times, the roaring 50's through to the 70's and 80's. No fixed wing aircraft, all helicopters. You are all probably aware of the modern happenings up that way, down here we miss a lot of the goings on. The SeaKing disaster got a mention or two as did the saga of the Sea Sprites and the odd other event. The maintenance platform that they operate under in this modern day is certainly something else, all very strange to us that lived by AP's but with this computerisation I suppose it is all necessary. The underlying question though must surely be to us oldies 'does it overcome hands on practical knowledge?'. I wonder and so do a lot of others.

Anyway our discourses aside it was a very big thanks to Darren for taking the time and effort to upgrade a mob of old fogies.

The next meeting will be on the 26th November, same time as usual and of course same venue so don't be late and bring a friend,

Cheers from all of us down here,

Matt (Jake) Jacobs

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 !!

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WALL OF SERVICE Latest plaques fitted

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ROLFE	K.F.	COURTIER	B.
WAKEFIELD	J.	LOVE	R.D.
SMITH	A.J.	WARD	A.R.
JENKINS	C.G.	REARDON	D.R.
MELVILLE	R.L.	GARDNER	M.G.
PEACOCK	R.K.	ZIMMER	W.A
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		ALLEN	K.R.
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BOSANQUET	B.K.		
ATYEO	R.A.		
FREW	E.		
FREW	D.		

A LAST FAREWELL

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

J. Van Gelder : 18th June 2006

Cyril Carey : 1st July 2006

John Cattin : 26th June 2006

Barry Tyrrell : 27th July 2006

Graeme Mayes : June 2006

FLEET AIR ARM WALL of SERVICE



The newly renovated club rooms - "THE WHITE ENSIGN CLUB"