

FLEET AIR ARM WALL of SERVICE



Slipstream

Established HMAS Albatross 1957



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FOREWORD



It is indeed an honour to pen the foreword to this edition of SLIPSTREAM and I thank the widely respected Patron of the Fleet Air Arm Association of Australia, Toz Dadswell, for the invitation to do so.

Editor, Greg Wise, mentioned in the last edition, when referring to my recent appointment at HMAS ALBATROSS, that as a 'seaman' I may find it a little strange navigating my way 'amid the multitude of birdies'. While having only been posted to the base for a Dog Watch I pride myself on already having an affiliation with the Fleet Air Arm (FAA). Some of my most rewarding career memories are from my time at sea working with aircraft and the men and women whose roots stem from Naval Air Station Nowra. Midshipman time in HMAS MELBOURNE was particularly special and my memories of that great ship still hold strong. May I further add that the sheer professionalism and talents of the Navy aircrew, maintainers and the many others that have contributed to FAA outcomes over the years, has never ceased to amaze me.

One of my personal goals during my tenure at ALBATROSS is to improve on my connection with the FAA community including getting to know the ex-serving members, many of whom are now proudly involved with the FAA Association of Australia (FAAAA). I have been privileged to visit their premises at the FAA Museum and have already been on the receiving end of warm hospitality. What a great bunch of blokes, in my view the backbone of the FAA, and what a great job has been done in setting up the new White Ensign Club. The recent re-dedication of the FAA Museum and the Air Day last month was a huge success and much of the credit for that goes to the volunteer FAAAA stalwarts.

ALBATROSS is a big base with a big future. My command priorities, which I give credit to my predecessor, are safety, security and service delivery – safety, first and foremost, of all uniform and civilian personnel associated with the base including our important ex-service men and women and our many visitors; security of the base and all within and delivering effective services to the Squadrons and other Lodger Units that fall under the ALBATROSS umbrella. Working hand in glove with the Commander Australian Naval Aviation Group, these priorities underpin my Command Directive and Albatross's primary role to provide an operational airfield to the ADF. There are a few challenges on the near horizon that will impact the base including implementing the Government's welcome decision on the Seasprite helicopters and the public release of the Sea King Board of Inquiry report. There is also the ongoing challenge of recruiting and retaining aviation personnel. Be assured there are plans in place to address these matters. Importantly we will need to dig deep and rally together as a united FAA community and focus on the future.

Both ALBATROSS and the Fleet Air Arm have long and distinguished records of top shelf achievement and I look forward to being part of 60th year anniversary celebrations in 2008.



Captain Robert Morrison CSC, RAN

Captain Robert (Bob) Morrison assumed command of Navy's Air Station, HMAS ALBATROSS, on 11 December 2006.

Bob Morrison joined the Royal Australian Navy from Brisbane in 1978 and graduated from the Naval College at Jervis Bay with the Queen's Gold Medal. Junior officer training followed whilst on exchange with the United States Navy 7th Fleet based in Japan, the aircraft carrier HMAS MELBOURNE and the guided missile destroyer HMAS BRISBANE, culminating in the award of bridge Watchkeeping qualifications.

Early in his sea going career Sub-Lieutenant Morrison served as a Watchkeeping and Diving Officer in the destroyer HMAS VAMPIRE and as commissioning Navigator of HMAS GAWLER, a Darwin based patrol boat. During the mid 1980s he was appointed Flag Lieutenant to the Chief of Navy and later as Commanding Officer HMAS BETANO, an amphibious landing craft supporting Army tasking along the eastern Australian seaboard. In the early 1990s Lieutenant Commander Morrison served as a career manager for junior officers in Navy Headquarters, prior to being posted as the Executive Officer HMAS TOBRUK, Navy's largest landing ship. TOBRUK participated in several major amphibious exercises during his tour and regularly deployed to the South Pacific.

On promotion in 1997 Commander Morrison was posted to Defence Headquarters in Canberra as Deputy Director Support Force Development, responsible for the development of future amphibious, hydrographic and patrol boat projects. A highlight of this period was the acquisition of HMAS JERVIS BAY, a large wave-piercing catamaran used by the ADF during the 1999 East Timor campaign.

The pinnacle of his sea going career was Commanding Officer of the amphibious transport ship HMAS MANOORA from 2001. Early in his tour the ship deployed to the Solomon Islands for peacekeeping duties and also to the Philippines and Vietnam. In September 2001 MANOORA played a leading role in support of the Government's initiatives with the TAMPA asylum seekers near Christmas Island and their subsequent transportation to Nauru. Commander Morrison was awarded the Conspicuous Service Cross in the 2002 Queen's Birthday Honours for achievements during that operation. In 2002 MANOORA deployed to the Persian Gulf to support Coalition Forces in the War against Terrorism following 9/11. He received a Commendation for Distinguished Service for achievements on station in the Middle East.

In 2003 Captain Morrison returned to Canberra as Director Senior Officer Management supporting the Chief of the Defence Force, General Peter Cosgrove, with the career management of the Defence senior leadership team. In 2005 he was appointed Director Navy Training working with all Navy's training establishments.

Captain Morrison is a graduate of the Australian Defence College and holds a Master of Arts degree in Strategic Studies. A keen golfer, he is also an ardent supporter of the Brisbane Broncos and the Queensland State of Origin rugby league team.

Deadline for copy for next issue is 6th September 2007.

The address for any articles that are not electronic is :
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4 Bindaree Street
Greenwell Point NSW 2540

Front Page :

Vice Admiral Russ Shalders and Mrs Judy Ralph officially opening the newly dedicated Fleet Air Arm Museum at Nowra on the 6th May 2007

LETTERS

The Editor,

I do enjoy reading Slipstream. It brings back so many memories.

In the latest edition (Vol.18) I was impressed by the article 'Nowra Aerodrome some history'. It was some effort as you say for a civilian who obviously put a lot of time and effort into researching its content.

I would like to query the date given (15th May, 1949) for the decanting of aircraft from HMAS Sydney. I believe it was 25th May, On 24th May I had to go to J.B. with a Coles Mobile crane on which I had carried out Emergency repairs. The crane was to be used to off-load the aircraft from the barges bringing them ashore from Sydney. Sadly I had to spend the night of 24th in J.B. on what was my first wedding anniversary - a poor substitute for an evening celebration with my lovely wife in Nowra. There is a bright side to the story - in 2008 in company with Albatross, we have our sixtieth anniversary I hope to attend and enjoy both events.

I always enjoy reading the contributions from your frequent correspondent, Maurice Ayling. His career path in the Navy parallels mine from our apprentice days, through B.P.F. in Sydney and our years at Albatross, to the point where in this last issue of Slipstream, he places himself as third from the right in the first row standing in C.P.O's 1950 photograph. I was third from the right, seated.

Good on you Maurice. I envy your ability to write these stories.

Roy Hathaway (Ballroy@Dodo.com.au)

Ed,

Since September last year, I've been supplying a fellow (who would prefer to remain nameless) lots of photos and information from mine and my father's FAA era. You'll note some of his quality preservation work is rather factual – this is because the chap is an ex A4 pilot.

I'm suggesting that from now on, you publish the URL I've provided, in future Slipstream editions, so all who are interested (and have a good broadband connection) can enjoy the marvellous records. The large PDF's have embedded video clips of actual flying – to illustrate the topic on most pages. Just publish that if people visit:

<http://hosted.filefront.com/SpazSinbad/>

Then click on the "Files" tab at the top of the page to get this list (see below) of all the down loadable files.

The "Streaming" files can viewed as video clips by simply clicking on them.

Many thanks.....Michael Sandberg

AAADD - KNOW THE SYMPTOMS.....PLEASE READ!

Thank goodness there's a name for this disorder.

Somehow I feel better, even though I have it!!

Recently, I was diagnosed with A.A.A.D.D. -

Age Activated Attention Deficit Disorder.

This is how it manifests:

I decide to water my garden. As I turn on the hose in the driveway, I look over at my car and decide it needs washing. As I start toward the garage, I notice mail on the porch table that I brought up from the mail box earlier. I decide to go through the mail before I wash the car. I lay my car keys on the table, put the junk mail in the garbage can under the table, and notice that the can is full. So, I decide to put the bills back on the table and take out the garbage first. But then I think, since I'm going to be near the mailbox when I take out the garbage anyway, I may as well pay the bills first. I take my cheque book off the table, and see that there is only one cheque left. My extra cheques are in my desk in the study, so I go inside the house to my desk where I find the can of Coke I'd been drinking. I'm going to look for my cheques, but first I need to push the Coke aside so that I don't accidentally knock it over. The Coke is getting warm, and I decide to put it in the refrigerator to keep it cold. As I head toward the kitchen with the Coke, a vase of flowers on the counter catches my eye--they need water.

I put the Coke on the counter and discover my reading glasses that I've been searching for all morning. I decide I better put them back on my desk, but first I'm going to water the flowers. I set the glasses back down on the counter, fill a container with water and suddenly spot the TV remote. Someone left it on the kitchen table. I realize that tonight when we go to watch TV, I'll be looking for the remote, but I won't remember that it's on the kitchen table, so I decide to put it back in the den where it belongs, but first I'll water the flowers. I pour some water in the flowers, but quite a bit of it spills on the floor. So, I set the remote back on the table, get some towels and wipe up the spill. Then, I head down the hall trying to remember what I was planning to do.

At the end of the day: the car isn't washed, the bills aren't paid, there is a warm can of Coke sitting on the counter, the flowers don't have enough water, there is still only 1 cheque in my cheque book, I can't find the remote, I can't find my glasses, and I don't remember what I did with the

car keys. Then, when I try to figure out why nothing got done today, I'm really baffled because I know I was busy all damn day, and I'm really tired. I realize this is a serious problem, and I'll try to get some help for it, but first I'll check my e-mail....

Do me a favour. Forward this message to everyone you know, because I don't remember who the hell I've sent it to.

Don't laugh -- if this isn't you yet, your day is coming!!
A very relevant 'dit' supplied by Eric Frew

Ed,

A couple of pages of history, perhaps some of the cooking shows on TV could do with some hints on a menu. They decided to keep us not fatten us before we got back home with 'Melbourne'. The only time they didn't serve spuds was with cereal at breakfast

HMS CONDOR Menu for week ending 3rd September 1955

H M S CONDOR				
<i>Menu.</i>				
FOR WEEK ENDING 3rd September 1955				
DAY & DATE	BREAKFAST	DINNER	TEA	SUPPER
SUNDAY 28th	Bacon Egg Butter Roll Coffee or Tea	Tomato Soup Roast Pork Roast Potatoes Apple Sauce Cabbage Fried Fruit Cream	Butter Madeira Cake	Soup Smokies Creamed Potatoes Tea
MONDAY 29th	Grilled Sausages Baked Beans Roll Tea	Kidney Soup Lambchop Meat Sauces Mashed Potatoes Saled Chocolate Pudding Vanilla Sauce	Margarine Syrup	Braised Liver Boiled Potatoes Cabbage Tea
TUESDAY 30th	Grilled Bacon Tomatoes Roll Tea	Onion Soup Ode Mornay Anchovy Sauce Mashed Potatoes Marrowfat Pudding Semolina Pudding Jam	Margarine Jam	Fried Egg Chipped Potatoes Tea
WEDNESDAY 31st	Saute Kidney Toast Roll Tea	Celery Soup Cumberland Pie Mashed Potatoes Cabbage Ice Cream Mafers	Butter Chelsea Buns	Soup Cold Roast Beef Boiled Potatoes Pickles Cocoa
THURSDAY 1st Sept	Grilled Bacon Baked Beans Roll Tea	Universal Soup Mince Italienne Creutons Boiled Potatoes French Beans Bread Pudding Sauce	Margarine Orange Card	Fried Fillet of Fish Chipped Potatoes Tea
FRIDAY 2nd	Sugar Puffs Fried Egg on Fried Bread Roll	Split Pea Soup Roast Beef Yorkshire Pudding Roast Potatoes Cabbage	Margarine Jam	Cornish Pasty Boiled Potatoes Mixed Vegetables Tea

The flying programme lists a few strangers to most, Fury's, Hawks (Seahawk that is), Wyverns and an odd Dragonfly into the bargain. A total for the day of 41 aircraft movements didn't leave a lot of time for brews.

HMAS MELBOURNE—Flying Programme 20-1-1956

SERIAL	BRIEFING	AIRCRAFT	LAUNCH	LAND	DUTY
1.	0730	ZWY. I FU. I GN.	0800	0815	RETURN TO FORD.
2.	A.R.	I VN.	On Completion of Serial 1.	On Completion	6 Launches.
3.	A.R.	I HK	On Completion of Serial 2.	On Completion	4 Launches.
4.	1130	ZHS. I VN. 2 GNS.	1200	1215	RETURN TO FORD.
5.	1530	2 Dragonfly	1600	1630	TO LEE.

1400 Approx. On arrival at Spithead, A/C Lighter will come alongside for trials party
1530. M.V. alongside for repairer of trials party.

0530. R/P Party close up.
0615. Open Flight Deck Clothing Stores
0630. Port Watch Flying Division to breakfast.
0700. Flying Stations.
0730. AIO Trials team close up.

NOTES. Briefing 1/2 an hour before each Serial in Ops Room.

2. NOTE VISITE A FRANCE EST DANS LE SAC. *SOUS VOUS PLAIT*

3. I would like to congratulate all handlers and associated teams on the F.D. and in the Hangar for the enthusiastic way they went about their work during this trials period

4. Today's Score. Venom. 10.
Gannet. 5.
Fury. 6.
Hawk. 11.
Wyvern. 8. Total. 41.

No more do the Hangars and Flight Deck,
To the powerful thunder resound,
Of Hawks and Gannets and Venoms,
As into the air they bound.

For many a long and weary month,
Handlers itched to do their duty,
Now their glorious moment has come and gone,
Like the love of a Pompey Beauty.

Take courage you Stalwart Flight Deck men,
For the fishheads on this steamer,
Know now that a Handlers function,
Is not just a mess deck cleaner.

SIGNED. R.H. HAIN,
COMMANDER(AIR).

No more do the hangars and Flight Deck,
To the powerful thunder resound,
Of Hawks and gannets and Venoms,
As into the air they bound.

For many a long and weary month,
Handlers itched to do their duty,
Now their glorious moment has come and gone,
Like the love of a Pompey Beauty.

Take courage you stalwart Flight Deck Men,
For the Fishheads on this steamer,
Now know that a Handlers function,
Is not just a Mess Deck Cleaner.

(Due to the poor reproduction this 'Handler's Ditty' has been reproduced separately.)

Regards Lou Burns ex LAM(O)

Father : A banker provided by nature.

Criminal: A guy no different from the rest....except that he got caught.

Politician: One who shakes your hand before elections and your confidence after.

Doctor: A person who kills your ills by pills, and kills

The ANZAC Experience

The idea of visiting Turkey and, in particular, Gallipoli on Anzac Day was generated by a number of reasons.

Firstly, as an ex serviceman (32 years [naval service](#)) with limited active service under direct threat, I wanted to understand how those who served at Gallipoli must have felt about it.

Secondly, my wife Laurel had two uncles who served there and she was keen to visit the battle sites. And, as a further incentive as one who had attended Anzac Day services and marches for over 20 years following retirement, I wanted to confirm my recognition of the importance of this event in Australia's history.
Now, the visit.

One of the great advantages of the National Seniors tour ([titled Albatross, would you believe!!](#)) was that you were provided with the opportunity to visit the battle sites and the overall terrain before you attended the commemorative services. This was very important. You could identify with the difficulties of the operation, the hardships of the combatants and the sacrifices made in attempting to achieve their aims.

And now we come to the commemorative services.

Visiting Anzac Cove on a nice sunny day gives you a false impression of what the place was like as a battlefield. Whilst you can recognise the steepness of the heights to be scaled and the lack of cover for those coming ashore on the beaches under enemy fire, you can't appreciate the difficulties of weather.

As part of this tour, you depart a comfortable hotel and travel by bus and ferry to arrive at Anzac Cove at 11.00pm on 24 April. You then spend over six hours on site before the dawn service commences on 25 April. On our tour, the site was overcrowded on our arrival. It was estimated that there were 8000 people in attendance. There were backpackers and other tourists who had been there for days and occupied the majority of the best viewing areas. They needed to be reminded that they must share "their" space and were directed to do so by administration staff. People with "special needs" were well cared for but the weather was a complete challenge.

On the evening we attended the temperature was about 4 degrees and the area became colder due to a chill factor caused by gusty winds. Now, let us look at this in perspective. As tourists we were well "rugged up" with layers of clothing as briefed by our guide. Think of the "diggers" coming ashore through the water in the dark as they attempted to win ground from a determined enemy. Strong and healthy young men but very vulnerable to freezing conditions and dare I say it, fearful for their well being. There was really no comparison.

In the opinion of many, the Anzac Cove commemorative service was too commercialised. This detracted from the solemnity of the occasion. My wife and I preferred the Lone

Pine service which took place later at 10.30am .

The highlights of this service included the welcome given by the Australian Ambassador to Turkey, Ms Jean Dunn, the address by the Minister for Defence, Australia, Dr Brendon Nelson MP and the more emotive atmosphere of those attending this site. There was a further service at Chunuk Bair held at 12.30pm. This site was where the New Zealanders advanced further up the Peninsula than any other force and the ceremony was also very moving. We came away from our visit with a very good appreciation of the sacrifices made by our servicemen and a great respect for the Turkish leader, Colonel Mustafa Kemal who was mainly responsible for the successful defence of the Gallipoli Peninsula, albeit at great cost to his forces. He later accepted the surname of Ataturk (father of the Turks)

Overall assessment of the National Seniors Tour. A great coverage of the battle areas with excellent guides and historians. A good appreciation of the hardships of the Anzacs and supporting forces in this conflict. A recognition of the determination of the Turks to avoid an Allied Forces victory in their country.

A respect for the Turkish people for their courtesy during our visit.

I would recommend this tour to anyone who wants a true picture of the ANZAC campaign, which thoroughly deserves its place in Australia's history.

Don McLaren
Cdr RAN (Ret'd)

Divorce : Future tense of marriage.

Cigarette: A pinch of tobacco rolled in paper with fire at one end and a fool on the other.

Lecture: An art of transferring information from the notes of the lecturer to the notes of the students without passing through the minds of either.

Conference: The confusion of one man multiplied by the number present.

Compromise: The art of dividing a cake in such a way that everybody believes he got the biggest piece.

Tears : The hydraulic force by which masculine will-power is defeated by feminine water power.....

Dictionary : A place where success comes before work.

Hi Greg,

Thanks for the two air arm journals, they are interesting and well put together. You birdies have got your act together well and truly.... and the museum looks great, I am looking forward to seeing it when we get South again.

I noticed that you were the editor of the journal and I had something to pass onto you which you may know already, but nevertheless.....

I was reading the March 2007 edition of Aeroplane magazine and I noticed a dit about the V1 flying bombs which harassed the 'Poms' 1944/45. Of particular interest was the mobile launchers, which were apparently of brilliant design, they were steam operated and had to get the V1 to flying speed in a very short distance, which they did very successfully. It seems that the pommy scientists got hold of some of these launchers shortly after the war ended and they become the progeny for the steam catapult for aircraft carriers. I just wondered how many of your readers would realise that the steam catapult started off in such an interesting way.

Also in the same edition of Aeroplane there is a story about the first German aircraft carrier, its interesting too. The photos show it to look very similar to the carriers built by the 'Poms and Yanks'.

Allan Murgatroyd ex CRS(S)

Dear Ed,

Recently I had the privilege of having to organise and set in place a reunion for ex handlers here in Devonport centred around Anzac day, in short it was a huge success. There were some 30 ex handlers with their partners plus a couple of guests, as it turned out it was one of the best investments one could make.

Reunions do have a special place for all of us, but with respect to all there appears to be several held each year and to say the least they tend to become just 'meetings'. Because of our service, we have the privilege of taking part in any of the yearly commemorative activities, with this in mind it does give the "reunion" credibility to those outside the spectrum.

Whilst we should always retain our own 'service identity' we must acknowledge that our numbers are on the decline, we are members of the 'Fleet Air Arm Family' and therein lays our strength so lets use it.

Lets not forget also membership is always a privilege and the appropriate tool here for communication is "Slipstream". On a final note remember that there is strength in numbers and unity, mate-ship is our most enduring asset, it lasts longer than life its self, also mate-ship is a special bond that we all should share, lets get with the strength.

Kind regards

Tas Browning



TAKE COVER

Have you got the necessary protection for your assets

Being a member and sponsor of the Military Police Association of Australia I feel that I have a responsibility to make members aware of the significant value of their honors and awards.

Not only do they have high sentimental value to the recipient and their families etc, they have in most instances great monetary value to boot.

Therefore some serious consideration should be given to the fact that they are a substantial asset within the household when considering house and contents insurance.

The inclusion of medals as a SPECIAL ITEM is most often overlooked. I can speak from personal experience when my father lost his original rack of seven and the heartbreak he went through.

Below is a brief list of the more common medals awarded to Australian Service Men and Women and there current value. Food for thought and you can quickly do the sums

Top end value relates to a medal in its original box untouched and unmounted

Bottom end value relates to medal in very poor condition with no ribbon or mounting.

I would say that 90% of the medals that pass through my hands ARE at the top end of this scale. Some "groups" of medals depending on there uniqueness can be valued higher again.

Name of medal	Bottom End Value	Top End Value
AASM 45 - 75	\$243.00	\$365.00
Vietnam Campaign	\$365.00	\$730.00
Vietnam Logistics	\$490.00	\$800.00
AASM 75 - (depending on clasp)	\$490.00	\$3700.00
ASM 75 - (depending on clasp)	\$490.00	\$3700.00
INTERFET	\$1220.00	\$1950.00
Alghanistan Campaign	\$1220.00	\$1700.00
Iraq Campaign	\$1220.00	\$1700.00
DFSM + \$25 per clasp	\$243.00	\$490.00
DLSM + \$25 per clasp	\$490.00	\$730.00
National Medal +\$25 per clasp	\$365.00	\$490.00
ADM		\$234.00

This is just a brief sample if you have something that's not on the list drop me an email and I will find the value for you. precisionmedals@bigpond.com

An item of interest forwarded by a member whose family got caught up trying to get replacements.



My whisky decanter- not as it came originally but I like my version better.

Ron Smith

Ed

...and I know you're thinking I'm getting weird in my "dotage" but here's this mornings poser...I woke up with a very clear and present picture of entering Manila Bay with the entire SEATO fleet line astern and we were a magnificent sight to behold! We went in past Corregidor, sailed into the landing area and when it was all done, 9 miles of ships had moored, and I have just resurrected that memory...so...where can I get Photos of that event? Does anyone think the RAN has an archive of such things? Is it accessible to poor old folk like me? Any answers will be treated in the strictest confidence (ha ha) you all reacted to superbly to my last one about the dentists, lets see how you are with photographs.

John Purcell NAAH Ho! Ho!

navybluekangaroo@yahoo.com

Dear Greg,

Apologies for dropping you a line out of the blue from the UK, but I hope can explain what I'm up to. I'm currently writing a book about HMS *Ark Royal*, the Royal Navy's last conventional carrier. I'm trying to tell the story of a particular episode in 1972 in the context of the whole carrier debate that raged within the MoD in the sixties. One thing I wanted to touch on to help illustrate the situation was Exercise BERSATU PADU, the multi-nation exercise that took place in June 1970 off Malaysia in defence of the fictional country of 'Ganasia'.

As well as squadron of Lightning's in Singapore (soon to be withdrawn permanently), the RAF also sent 12 Phantoms out from the UK. This was all part of the RAF's argument that they could provide organic air defence for the fleet from bases ashore. And yet I've read - in the Australian Naval Aviation Museum's book *Flying Stations* - that the land-based air cover wasn't as successful as hoped for and that A-4s from HMAS *Melbourne* had to plug the gap.

I was wondering whether you might be able to help me contact any ex-VF-805 Skyhawk pilots who's recollections might help add colour to that episode.

Thanks very much indeed for taking the time to consider this. I look forward to hearing from you.

With best wishes

Yours sincerely

Rowland White

Hi, Greg.

On Anzac Day, I presented a US Army Air medal to James Buchanan, one of our members. There also was a Medal for Barry Musch, Leading Aircrewman. Barry was not able to join us as he was in Wynnum, getting his 90 year old Dad to do part or all of the March there with him. Barry was interviewed by Ch 7 for the National News. James accepted Barry's medal on his behalf. David Farthing had been in contact with the US Consulate in Brisbane, but they weren't too interested so I reckoned we'd do it as we had around 75 of us at the Spring Hill Hotel after the March in Brisbane. Also, we had some of the Vietnam Helicopter Flight with us.

All went very well and Ch 7 did a good job of recording the event. Most of us were unaware that James had been awarded the DFC for an episode in Vietnam as well. Some photos are included in the magazine in other areas,
regards,

Barry Lister

We went to breakfast at a restaurant where the "seniors' special" was two eggs, bacon, hash browns and toast for \$1.99.

"Sounds good," my wife said. "But I don't want the eggs."

"Then I'll have to charge you three dollars and forty-nine cents because you're ordering a-la-carte," the waitress warned her.

"You mean I'd have to pay for not taking the eggs?" my wife asked incredulously.

"YES!!!"

"I'll take the special."

"How do you want your eggs?"

"Raw and in the shell," my wife replied.

She took the two eggs home.

DON'T MESS WITH SENIORS. WE'VE BEEN AROUND A LONG TIME!



Ship Integration - a Prerequisite for New Navy Helicopters

Since the announcement of Government's intention to replace Navy's six remaining Westland Sea Kings in 2010^[1] with 46 NH Industries MRH90 helicopters, the ADF has designated the NH90 the Multi Role Helicopter or MRH90, industry has also raised the prospect of the MRH90 replacing the extant Sikorsky S-70B-2 Seahawk in about 2016.

As far as this author is able to determine, Australia's 46 MRH90 helicopters are intended to be in the Army configuration of the aircraft. This does not have the seagoing modifications of the maritime variant. The purpose-built naval NH90 variant is called the NATO Frigate Helicopter or NFH90. The main airframe differences between the NFH and NH90 includes the incorporation in the former of a securing system, a powered automatic main rotor blade folding system and floatation gear. In land based operations these systems present a usually unjustifiable and most significant weight and drag penalty. So the exclusion of navy modifications is understandable for terrestrial operations. But their absence "on the boat" presents a considerable vulnerability and safety risk. It is surprising that the ADF with its now considerable blue-water helicopter operating experience appears to be again going down the path toward embarking on to ships helicopters that are intended for land-based operations only.

None of the other customers of the NH90, which is also designated in its Army configuration as the Tactical Troop Helicopter or TTH, are known to be planning to embark their NH90 in LPA-sized platforms such as Manoora and Kanimbla or in aviation capable frigates like the RAN's five Adelaide Class FFG's and eight ANZAC Class FFH's. The French have reportedly conducted an embarked trial of the NH90 with their Mistral Class Landing Platform Dock (LPD). This large platform is approximately three times the displacement of the RAN's LPA and with the Spanish Navantia is a contender in the ADF's Joint Project (JP2048) which intends to replace HMAS Tobruk and later the 2 LPA's in about 2012 -2014. But the LPD is essentially an aircraft carrier and as such is not considered a "small ship" in the context of helicopter operation, as would be the LPA and the RAN's other air capable ships. The flight trial needed to clear a combination of helicopter and ship throughout the intended flight envelope has previously been a very lengthy process indeed and involves many weeks of very scarce ships' time. Traditionally, Navy rather than the OEM or prime contractor, has borne the risk that the eventual Ship Helicopter Operating Limit (SHOL) is less than that specified as necessary.

The operation of helicopters from small ships is very demanding and a high risk activity. Although the LPA's now routinely embark Army's Black Hawk helicopters, these

are ordinarily operated in only calm conditions and sheltered waters. Embarked Blackhawk operation is not usually considered a blue-water capability. And the aircraft are not fitted with restraint, automatic blade folding or floatation systems. However Navy's Seahawks and Sea Kings are fitted with automatic blade folding systems and floatation equipment.

The Seahawk, which is routinely embarked in the FFG and FFH is also equipped to operate with the ship's Curtis Wright (previously Indal Technologies Inc) Recovery Assist, Secure and Traverse (RAST) system. The RAST is attached to the landing helicopter prior to, during and after touchdown. The system securely holds the aircraft on the landing spot and enables it to be moved safely in and out of the hangar in most sea states. The powered blade folding system enables the rotor blades to be stowed without personnel being required as was previously the case, to work on safety critical flight controls some 4 to 5 meters above flight deck level, sometimes in darkness, exposed to unpredictable ship movement and continual wet from airborne salt sea spray. Some 200 RAST systems are in service world wide. The major users include USA, Japan, Taiwan, Canada and Australia.

Neither the NH90 nor NFH 90 is known to be capable of operating with RAST.

In terms of operating capability and risk management, RAST is considered the world's most capable ship/helicopter restraint and handling system for medium sized helicopters. But it requires heavy machinery including embedded rails, winches, wires and control systems to be "built into" the ship. It is not a system that can easily be retro-fitted. The RAN has wisely made the decision to fit RAST in all of its frigates. But the RAN's other air capable ships are without any such system and for securing aircraft therefore rely upon personnel fitting chain lashings. Aircraft movement remains an essentially "man-draulic" operation and depends upon a large number of personnel carefully manoeuvring the aircraft around the flight deck.

Relative to a RAST fitted ship, flight deck operations on a non-RAST ship present a high level of largely unmitigated safety risk to the flight deck personnel and a high risk of damage to the helicopter as a 10 tonne aircraft - the approximate weight of a Seahawk, Sea King or NH90 - is difficult to safely restrain and move on a pitching and rolling flight deck. Often the heading and speed of the ship is constrained to those conditions that provide the least deck movement - the deck motion limits for safe manual aircraft movement are very small indeed - and relative wind. But the required heading and speed is often not that required for the ship's mission. And no Commanding Officer likes to have his/her freedom of manoeuvre restricted or to be exposed to increased risk of air or subsurface attack for

periods of about 30-45 minutes that "spotting" (moving the aircraft from the hangar to the landing/takeoff position) or stowing the aircraft in its hangar, requires to complete. Many embarked aircraft have been damaged and flight deck personnel injured by too hasty or violent ship manoeuvring during helicopter operations.

In Australian waters the most frequently occurring sea-state is 4 (ie Moderate with wave heights of 1.25 to 2.5 metres) or above. As an approximation, Sea state 4 can routinely produce LPA ship motion of greater than 10 degree roll. This is usually the limit for take and landing. But the limit is much less for moving the aircraft manually around the flight-deck and for folding and spreading main rotors or tail pylon. Safe restraint of the helicopter beyond the take-off and landing roll limit for a non-RAST ship is critically dependant upon manually fitted chains. Flight deck personnel are again exposed to a high safety risk moving around operating aircraft in usually wet and dynamic conditions when of necessity, flight deck safety guard rails are also lowered to provide additional physical clearance for the helicopter's flight.

The alternate restraint and traversing system, and that which is usually fitted to the NFH90, is based on an hydraulically operated probe and deck-mounted grid which secures the aircraft before its takeoff and after landing. The traversing operation is performed by a separate subsystem. And several optional products are available. The Royal Navy uses the probe, grid and a system of cables and winches to secure and move embarked aircraft. DCN International of France markets a probe, grid and a rail mounted traversing system. Manufacturers are understood to include Claverham of the UK for the probe, RDM of the Netherlands for the grid, MBB and McTaggart Scott for the traversing system. The probe and grid system is fitted to approximately 350 ships worldwide and it is usually a less costly but also a less capable system than RAST. Aircraft fitted for operation to probe and grid systems cannot operate to RAST or vice versa. Some helicopters such as the Westland Lynx are optimised for operations to a flight deck and include specialised undercarriage and negative main rotor thrust. Both of these features tend to reduce an aircraft's need for immediate and positive securing.

Curtis Wright also markets an embarked helicopter securing and traversing system called ASIST (Aircraft Ship Integrated Secure and Traverse). The system provides a similar operating capability as RAST but without the haul-down cable. ASIST has been retrofitted to both FFG and MEKO (ANZAC) design frigates. About 35 ASIST systems have been purchased since 1995. Both The Italian and German navies are understood to be fitting ASIST to their NFH90 and their parent ships. But the certification status of ASIST is not known. Maybe this is a less costly option than RAST. Very important ship and aircraft modification may be

required if the ADF is to embark the MRH90. Will the RAN modify its MRH90 for RAST? Or will its RAST fitted ships be modified for probe and grid and a wire-based traversing or some other system? Both questions could drive procurement risk and therefore costs and schedule down the familiar path followed by the RAN's previous aviation projects. Both possibilities have the potential to affect the RAN's ability to operate with the USN.

The clearance of a particular aircraft in terms of the ability of its structure to sustain the often severe loadings imposed by embarked operation usually depends upon an evaluation of factors including the host ship's movement characteristics and the loadings imposed by the fitted restraint and traversing systems. Even the position of flight deck and hangar securing points can make a critical difference to aircraft certification and its embarked fatigue life. The ADF has traditionally taken a conservative approach to this matter. Therefore the potential for delay in the certification of the MRH90 for embarkation is seen as a hazard.

Manually folding a medium sized helicopter on a moving flight-deck is an operation which for most navies including the RAN, has presented an unacceptable safety risk for about 20 years. Therefore the ADF's Seahawk and Sea King have powered folding systems. The breaking and re-making of primary flying controls and surfaces required by the folding and spreading evolutions requires absolute precision and the manipulation of delicate and safety-critical components. Damage caused by manual mishandling or dysfunction may not always be evident to a visual inspection. The manual fold and spread method apparently conceived for the MRH90 is assessed as likely to impose severe operating constraints and a high risk of damage and injury. It is not clear how that risk can be effectively mitigated other than by not undertaking the evolution.

The operation of the MRH90 without floatation equipment will mean, as it presently does for the Blackhawk, that the aircraft will sink when it, for whatever reason, enters the water. The aircraft's inability to float obviously presents a very considerable safety risk to incapacitated aircrew or passengers because they may be unable to escape. The cause of the ditching may also be lost to further investigation. It is unclear how these risks are intended to be mitigated. Modular floatation gear may be available for the MRH90. But the ability of this to sustain the aircraft on the surface, in an upright attitude and in typical sea states is not known.

All of these factors may be under effective consideration by the MRH90 procurement project. But no discussion about the ship Integration features needed to embark MRH90 has been seen.

In conclusion, the essential questions are summarised as follows:

- What is the MRH 90's embarked concept of operation?
- What classes of ship is the MRH 90 formally cleared to operate to and be embarked in?
- Are powered blade folding/spreading, floatation equipment and a securing and traversing system intended to be fitted to the MRH 90 for its embarked service? What operating envelopes are required to be provided by these systems?
- What is the duration of First of Class Flight Trials scheduled for each of the ship classes intended to operate the MRH 90? And, what operating envelope in terms of ship motion and relative wind is sought in each case?
- Is it intended that the MRH 90 be modified to operate with the RAST systems fitted to our FFG's, Anzacs and USN air capable ships?
- What is the commonality between NFH and MRH 90?
- What formal responsibility does the prime contractor have for the embarked Ship Helicopter Operating Limit (SHOL) and airframe certification achieved by the MRH 90?

***The Air Power Australia Analysis Series
Covers Topical Issues***

<http://www.ausairpower.net/apa-analyses.html>

A SHINING SENIOR MOMENT:

A very self-important 1st year student attending a recent football game, took it upon himself to explain to a senior citizen sitting next to him why it was impossible for the older generation to understand his generation.

"You grew up in a different world, actually an almost primitive one," the student said, loud enough for many of those nearby to hear.

"The young people of today grew up with television, jet planes, space travel, man walking on the moon, spaceships visiting Mars. We have nuclear energy, electric and hydrogen cars, computers with light-speed processingand," pausing to take another drink of beer.

The Senior took advantage of the break in the student's litany and said,

"You're right, son. We didn't have those things when we were young.....so we invented them. Now, you arrogant little shit, what are you doing for the next generation?"

The applause was resounding.....

2008 Reunion

There are quite a lot of early requests for info regarding this event so I will include the dates in this issue so as some early planning can be made.

Registration :Thursday 23rd October - WEC Rooms 0900
Friday 24th October : Outings / mini reunions / golf / bowls
Saturday 25th October : AGM - AM , NSW FAAA Dinner - PM other reunions
Sunday 26th October Air Day -

Branch reunions :

There is a requirement for a few chaps to put up their hands to organise these reunions, so far I know of the following that have declared their position. The site and places for these will be promulgated when known.

Phot /SE : Ron Batchelor & Phil Robinson
A/E : Don Parkinson (to be confirmed)
Radio / Elec : ?
Armourers : ?
Handlers : ?

To help offset the costs and keep charges to a minimum the Committee will be conducting a raffle, the tickets for this will be included in 2nd Edition of Slipstream next year. The prizes for this raffle will be drawn at the AGM and hopefully the winners will be present , if not they will be forwarded to them or if this is logistically not feasible a voucher to the value will be sent for use at any nominated outlet.

Attention RANHFV Members

It is intended to publish the Unit History of the flight in October 2008 in conjunction with the celebrations associated with the 60th Anniversary of the founding of the RAN Fleet Air Arm.

All who served with the unit are requested to forward their recollections of service with the HFV. Copies of photos and manuscripts should be forwarded to :

RANHFV History
Attention : John Perryman
Naval History Section
Sea Power Centre—Australia
Department of Defence
Canberra ACT 6200

PRIVATE AND CONFIDENTIAL

ROYAL AUSTRALIAN NAVY

COMAUSNAVAIRGRP



HMAS ALBATROSS, NOWRA NSW 2541

2006/1167595
CANAG/OUT/2007/287

CDRE Toz Dadswell AM RAN (Rtd)
National Patron
Fleet Air Arm Association of Australia
76 / 110 The Wool Road
WORROWING HEIGHTS NSW 2540

Dear Toz,

You may be aware that the SHARK 02 Board of Inquiry (BOI) report is due to be handed down in mid June 2007. My understanding is that it will be a thorough and robust assessment of the facts surrounding the tragedy in Nias in April 2005, and will pull no punches in its view of the state of naval aviation at that time.

I seek to assure you and your members that Navy will embrace all recommendations in the BOI report and build on the significant progress already accomplished in the period since the accident.

Please assure your members that every possible step is being taken to address any real or perceived shortcomings in naval aviation practices and procedures. My team is committed to improving our performance and restoring the Fleet Air Arm's enviable reputation as a safe and effective operational force.

In the challenging months following the release of the BOI report, the support of the membership of the Fleet Air Arm Association will greatly assist us to achieve the goals we share for the future of naval aviation.

Yours aye,

T. W. BARRETT, CSC
Commodore RAN
Commander Australian Navy Aviation Group

Tel: (02) 4424 3000
Fax: (02) 4424 1353
E-mail: timothy.barrett@defence.gov.au

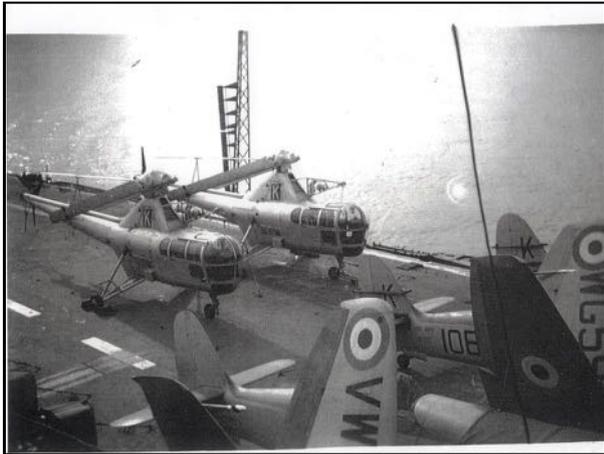
22 May 2007



Ed,
I have scraped up a few shots that may be of interest to some of the younger members, they tend to demonstrate some of the 'good times' we operated under.



M18 Mess HMAS Sydney



Our two Dragonfly's



Take off soon ? - perhaps later in the day !



Fireflies ready for free take off



A familiar sight no matter what the year, ship or crew _
HOME !!



'Hatches ' open to improve the ventilation

Bob Winton



assisted in this process. At times it was observed that even a Rear Admiral was not too bad with soap, water and some elbow grease.



The areas of the display are designated by vertically hanging pennants and these depict what each area represents, to the non aviation personnel this links the displays together in a chronological sequence, to ex FAA members it just makes up for the possible lack of memory and will make the job of showing friends and relations around much easier. (See they even thought of you and your 'old-timers' problems)



The display has retained the elevated walkway and this lets the visitors see the exhibits from above as well as from ground level, this is a feature that is not available in many exhibits and is popular with the visitors, Kodak likes it as well.

One of the exhibits next on the list to refurbish is the RANHFV, they have moved it from its old site and in conjunction with the new layout the Museum would like some assistance from old flight members. I have been asked to

Request any memorabilia that members may have laying around that they would be interested in sharing with the Museum to enhance the display—an odd mini-gun, a bucket of 'agent orange' or something similar would do.

On the subject of Vietnam I have also been asked if anyone can help Tony Hill, the designated Squadron SJO with the task he has been volunteered for.

Quote :

At the recent re-opening of the FAA Museum all Squadrons were invited to make up a small display. 817 Squadron would like to borrow / beg a plaque from the Helicopter Flight Vietnam to complete their display.

Leut Tony Hill RANR

817 Squadron

HMAS Albatross

NOWRA 2540

Tel. 0244241994

Anthony.Hill1@defence.gov.au



Iroquois in unison, both aspects of their use in the RAN

The trusty Tracker, a smarter version than the one that used to be



outside the entrance.



The Museum (cont.)

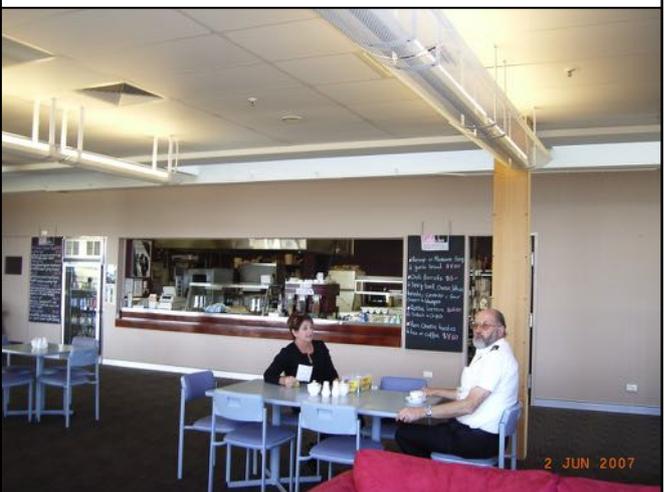


The 'Flying Fanta- Can' in its original colours sits beside an Ikara, with the 'Inscribed' rotor blade from the RANHFV exhibition in the foreground. The dividing panels on some of the exhibits make a good position to place some enlarged photos of some more maintainers. Sorry for the poor repro-



duction but believe me they aren't hard to put a name on when you see the actual photo on the wall.

Upstairs has not missed out on the makeover either, JEN's Café has been spruced up, and more is at this time altering. The same bright atmosphere has been adopted here.



Tiny Warren working hard over a brew.

The Mezzanine area has been given over to contained displays in cases that depict several different non mechanical branches , SE. PHOT and MET feature here, along with





Other equipment. Around the bar area there are still enclosed cases containing personal items of memorabilia but this will change quite a lot in the near future. The tapestry of the Melbourne still graces the wall at the Northern end and is joined by a large contained model of the first Sydney,



this is backed by a photographic scene (of some size) of Jervis Bay from Hyams Beach to Huskisson.

The shop area just inside the doors still remains the same but the annex off the shop now houses the Squadron exhibitions referred to by Lt Hill in his request for a plaque. (earlier in this article). Each Squadron that the base has seen has been archived in a separate contained display here and as you enter the main museum area you are met by a continuous playing movie depicting 'Albatross' over the years. The 'Sopwith', engineered and constructed by



John Goble and George Beasley rests comfortably among a display of that era. Going the other way out of the shop will take you through a trip down memory lane in the form of a large series of paintings by David Marshall.

It was not intended to take up so much room in the magazine but as so many of our members will probably never get to see it in its new form because of travel constraints and I couldn't condense it any more this is overlooked. There

are a lot of displays not depicted here that probably should be but I think this will give you all that don't see it a pretty fair idea of where the 'new owners' are going with the Fleet Air Arm Heritage.



A job well done. BZ



MOMENTS IN TIME



On Course - 724 Squadron 1976. Some familiar



How to get back from Hobart - CO LtCdr Robinson, SP LtCdr Dalosso (looking down from the rear), Mr. Lister (Instructor) outlining the return route to RANAS.



A test for the grey matter - hint! Harold Kent's Mob - SAM(E) 1958



A reminder of a very elite branch that served at *Albatross* - The Dog Squad and their handlers

AIRCRAFT HANDLER'S REUNION

Devonport Tasmania was the venue for a reunion of the 'soldiers of the deck'. Numbers were down a bit by some calculations but in a town like Devonport they were large.

Visitors came from all over and they even allowed a few non branch members to attend. The highlight for the area was the bolstering of numbers at several ceremonies as the reunion was held in conjunction with Anzac Day .



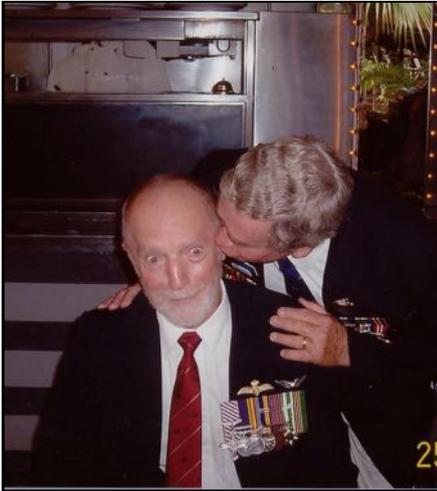
Organization was instrumented by Tassie Browning and a big thanks goes to him for his many, many hours he spent on the project. No matter where or how large or small these events take a lot of co-ordinating to ensure they go off well. He had assistance from local councils, members of parliament, RSL Clubs and others so you can see they (the local community) all thought well of the event.





Anzac Day shots from all over:

Peter Welsh, Allan Hill & Jim Lee in West Australia



John Buchanan DFC & Barry Lister

Qld Division stepping out to the beat of the band.



RANHFV in Brisbane



Ulverstone, Tasmania rocks to the beat of the bands



Hank Koopman, Barry Waldon & David Terry getting ready



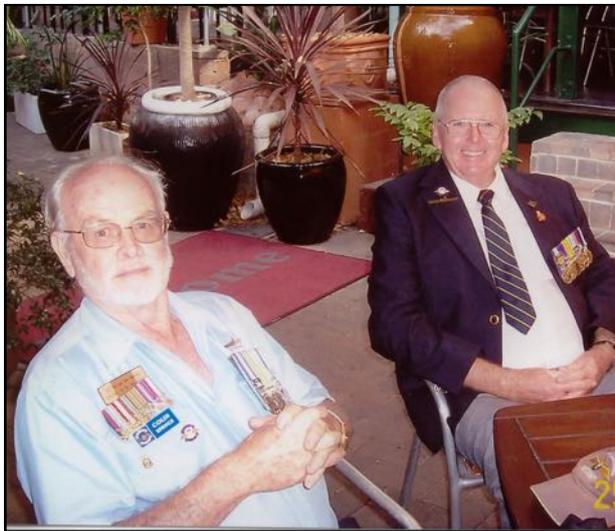
Joe Linnaker, Bob Witt, Norm Charman & Jim Lee in WA



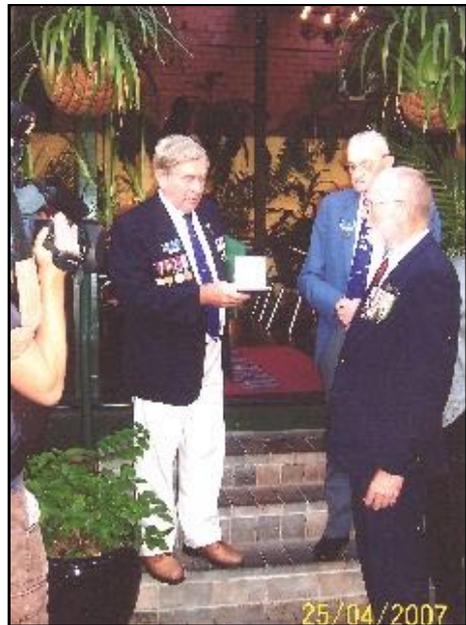
Swampy Marsh, Gary Reid & Bing Anderson



Ray Bensley, Max Greber, Junior Hillary, Geoff Beardsley, Jock Todd, Barry Andrews & Trevor Wright preparing for a quiet drink that follows the photo shoot.



Colin Spence & Peter Harman



Barry Lister presenting John Buchanan with his US Air Medal, Mick Blair seems to be overseeing.



Norm Goodsir, Phil Beck & Ian Lockett sip a quiet one and reminisce



Ray Murrell & Len Zuch settling in !!

VALE : Anthony Granville Batten
 April 1934—May 2007
 Tony Batten jokingly referred to himself as a “man of many parts, most of which aren’t made any more”. In truth, he was a man of many parts. He served in the RAN Fleet Air Arm, was a director of the WA Industrial Design Council and later the WA Multiple Sclerosis Society. He founded a museum of militaria, was a marriage celebrant, sat on the Bench as a Justice of the Peace, acted and sang in repertory theatre and concert parties and was a skilled family historian. He had been both a newspaper proprietor and a suburban newsagent. A fair stint for one bloke.

He also wrote his own obituary, ‘Don’t think it hasn’t been fun’.

Born in London, grew up in Ceylon and moved to Melbourne in 1940, he was from a family of seven.

He joined the RAN at 17 and trained in UK as an Observer with the newly formed Fleet Air Arm. He spent the next at Albatross and saw service on Australia’s aircraft carriers. In 1955 he and his pilot carried out many rescue missions in the floods, in total the crews rescued 110 people.

In 1956, distressed by seeing so many of his mates killed in crashes and sometimes having to recover their remains and also tired of the long periods away from his family he resigned with the rank of Lieutenant.

Tony established the “Uniforms of the World” museum, which held more than 750 uniforms, medals and weapons collected over 50 years.

Peter Welsh

Have you ever been guilty of looking at others your own age and thinking, "surely I can't look that old?" Well... you'll love this tale from a woman!!

I was sitting in the waiting room for my first appointment with a new dentist. I noticed his DDS diploma, which bore his full name. Suddenly, I remembered a tall, handsome, dark-haired boy with the same name had been in my high school class nearly 40 years ago. Could he be the same guy that I had a secret crush on, way back then? Upon seeing him, however, I quickly discarded any such thought. This balding, gray-haired man with the deeply lined face was way too old to have been my classmate. After he examined my teeth, I asked him if he had attended Morgan park high school .

"Yes. yes, I did. I'm a mustang," he gleamed, "When did you graduate?" I asked.

He answered, "in 1968. Why do you ask?" You were in my class!" I exclaimed.

He looked at me closely. Then, that ugly, old, wrinkled, bald, fat, gray, decrepit son-of-a-bitch asked,

"WHAT DID YOU TEACH?"



The proposed new heavy landing ships for the Navy. Not carriers but larger than Melbourne and designed to operate quite a few aircraft (helos).



Ian 'Tiny' Warren and Dave Benge discuss their time on HMAS Moresby in 1975-6

A thank you note from the Editor to Basil Nash. It was good to see the report on the ‘Wall of Service’ that was included in the January edition of the UK FAA Newsletter. We have had a lot of RN loan and ex RN personnel who have served in the RAN and there are a lot who have plaques on the Wall, this will probably bring some more applications.

FLEET AIR ARM MUSEUM



The much anticipated rededication and opening of the Fleet Air Arm Museum is now behind us, and I am aware that your Editor has a full pictorial coverage elsewhere in this edition. It would be an understatement to say that the Museum management, staff and volunteers were thrilled with the success of the day's events, including the spectacular 'ALBTROSS' air show held in perfect Nowra autumn weather.

It was an honour to host so many important guests and to showcase the efforts of our dedicated teams who transformed a 'shed full of old aeroplanes' into the 'Wings Over Water' exhibition, telling the story of Australian Naval Aviation from 1917 until today.

The administrative and logistical support received from Captain Bob Morrison's staff of HMAS 'ALBATROSS' and the efforts of Commander Graeme Hawkins, OIC of the Historic Flight, in choreographing the air show should not go unmentioned, nor should the wonderful catering provided by Café Jen. Jenny Crosby and her staff excelled themselves with the Saturday night BBQ to welcome the visiting air show performers, and with the morning tea and luncheon for the official guests at the Museum Opening.

Behind the scenes, the dedication and sheer hard work in the weeks leading up to 6th May was amazing and I simply wish to thank everyone, without naming particular individuals, for their support and encouragement. Mrs Judy Ralph honoured us by agreeing to be the Rededication Lady and she officiated with the Chief of Navy, Vice Admiral Russ Shalders in opening the Museum.

As a prelude to the official opening, and to raise public awareness of the Fleet Air Arm Museum, we attended the Australian International Air Show at Avalon in Victoria during March. Our display consisted of the Westland 'Scout' utility helicopter that served onboard HMAS 'MORESBY', together with a 'Macchi' ejection seat and 'Hispano' 20mm cannon. I was ably supported by two of our RAN Reserves members, CPOATA Garry Holloway and CPOATWO Jim Hill, and the exhibition was in a large pavilion combined with the RAAF Museum's aircraft display. More recently, I have commenced negotiations with the RAAF Museum to transfer a 'Meteor' jet fighter to Nowra, to complement our Korean War-era 'Fury' and 'Firefly'.

With the excitement and demands of the official opening over, the Museum staff has been able to take short periods of leave and to re-energise for our next major undertakings. Ailsa Chittick, our Collections Curator has temporarily

departed on maternity leave and our best wishes go with her and husband Chad for happy parenthood. The achievements of May 6th are only the first stage of an ongoing programme of development and improvements to the Museum.

Many of the supplementary exhibits, such as aircraft engines, weaponry and aviation support equipment will undergo refurbishment before going back on display. Plans also include better environmental control for the aircraft exhibition hall, i.e. air-conditioning; and a redesign and upgrade for the Museum function centre and Café Jen is proposed. Additional display cabinets and table-top cases are on order to enable more of the smaller artefacts and memorabilia items to be exhibited.



Some of the visiting aircraft on Air Day

Negotiations have commenced at Senior Command level to ascertain the best model for integration of the RAN Historic Flight within the Naval Heritage Collection. If the desired outcome is agreed, we should see a more secure and active future for the Historic Flight and a much closer association with the Fleet Air Arm Museum.

Whether you are a member of the Fleet Air Arm Association or not, and regardless if you come from Nowra or Norseman, you will be welcomed at the Museum. Planning is soon to commence for next year's FAA 60th anniversary celebrations, and the expectation is that hundreds of serving and former FAA members will re-unite in Nowra during October 2008, together with tens of thousands of public visitors for the principle Australian Defence Force Air Show for that year, to be held at HMAS 'ALBATROSS' on 25 / 26th October.

TERRY HETHERINGTON
MANAGER
FLEET AIR ARM MUSEUM



ANZAC DAY AT THE ACT



Cmdre Geoff Ledger, Norm Lee & 'Sandy'



A mix of 'Uniform & Civies'



Rowley Waddell-Wood and Bob Rae



Keith Stopford, Maurie Tiffen, Sandy Sandberg



Michael Sandberg, Joe Hattley, Peter Davis



Ready to trip the light fantastic

VALE :

CPO PHOT Stan Crisp BEM, R47681

Born 2/3/29 died 6/5/07

Service 1951 to 1971

Was Hon Sec of the Yeronga- Dutton Sub branch for the last 10 years. He was diagnosed with liver cancer and passed away in Mt Olivett. A guiding light and mentor to a lot of young photographic sailors during his service in the Navy. He will be missed.

Ron Batchelor

**FLEET AIR ARM ASSOCIATION OF AUSTRALIA
60TH ANNIVERSARY**

SAFETY EQUIPMENT/ PHOTOGRAPHER REUNION
SHOALHAVEN EX SERVICEMANS CLUB

GREENWELL POINT ROAD WORRIGEE

LONG WEEKEND OCTOBER 2008
AT 1830HOURS

FOR INFORMATION CONTACT :

PHIL ROBINSON
RON BATCHELOR

02 44485157. .0419507733 philrob@shoal.net.au
02 44212198 ronbatch@shoalhaven.net.au

PASS THIS INFO ONTO ALL OTHER SAFETY EQUIP-
MENT & PHOTOGRAPHIC
SAILORS

VICTORIA DIVISION



Do you hear there

My old man told me 43 years ago when I joined up, "never volunteer for anything". I am beginning to wonder if he was actually right. I would not be trying to write this missive if I had listened. Perhaps a couple more scotch's will get the keyboard moving!!

Anzac Day has come & gone once again. The ranks a little thinner than previous. Some 21 marched in Melbourne this year. Before I departed for the Cranbourne march & service I saw our boys marching. They looked as good if not better than any of the other groups. Well done fella's. The Cranbourne dawn service was attended by several hundred local residents. Very pleasing to see the turnout. The march also attracted several hundred marchers. "the one day of the year" is far from finished.

Our Annual Dinner & memorial service at Cerberus will be held again in August. Refreshments etc after the service will held at the Seniors Sailors mess. Please feel free to contact the writer for further details.

Hearty congratulations from the Victoria Division to all those involved in the intricate organisation of what is reported to have been a highly-successful celebration in perfect weather conditions, denoting the re-opening of the Fleet Air Arm Museum.

It was also a sad moment to hear of the passing of Rear Admiral Peter Doyle AO OBE MID RAN (Ret'd) Lest We Forget.

The membership situation is not exactly improving. Victoria has 93 service members, most of whom are Korean War or there- about. There is a big black hole from the 60's onwards. Due to my travels around Victoria with work I have started dropping off "recruiting posters" at the RSL's that I come across. Maybe this will put an idea into the heads of any ex birdies who may drop in for an ale.

Sick Bay

President Ron Christie is undergoing some NDT at the moment regarding his main power plant. The electrical/avionics is ok but the main fuel pump is a bit suss. All the best Ron.

Praps the scotch's helped a wee bit.

Carry On!

Peter Barnes



TASMANIAN DIVISION

Not much again from this island but we are still here. Since our last issue of Slipstream Tas Browning from Ulverstone has held his Aircraft Handler's Reunion in Devonport and Ulverstone and all went very well, at that I will leave Tas to tell his own story.

A bit more on our story on Captain Percy Cherry VC MC from WW1 as told by Wally Batchelor.

Three members of the Batchelor family, Clifford, Yvonne and Rose (brother and sister of Wally) travelled to France for the dedication of a room in the chateaux at Langincourt by the Baron to the memory of Capt. Cherry. Killed on March 17, Clifford unveiled a picture of Capt. Cherry hanging on a wall in a prominent place in the room. The dedication was attended by the Baron and local dignitaries and was quite an affair. The Captain and his men freed the town of Langincourt from the German occupation which eventually cost him his life.

Not far from the chateaux is a fenced area of ground, untouched since this event in WW1. Inside this area is a mound of earth also untouched as the place the captain and his men died when a German shell burst in their midst.

The Batchelor family are very proud of their uncle and his exploits, this is Australian and Tasmanian history and has to be kept alive. For those of us who know the Batchelor brothers Cliff and Wally from the FAA in the 50's, Cliff has had surgery in a Brisbane hospital and is recuperating with his daughter before returning to New Zealand (Nelson) where he now lives.

Very sad to hear of the passing of Noel Fisher and Ted Truscott. Noel was a squadron mate on 724 in 1955 / 56 and Ted was an instructor at TTS during the 50's. I was in E13 Class in 1952 and he taught us for a long time.

Our sympathies go out to their families, they were good friends and good men.

As of last week, 4th to the 8th June no news yet on Geoff Singleton's action for compensation on the 'Melbourne / Voyager' disaster. They know how to take their time Eh!

2007 Aircraft Handler's Reunion :

The reunion was special in every way, it educated the community of Devonport as well as it gave those attending a chance to meet up again after so many years. The reunion was for myself a very special time to refresh mate-ships of old, very special indeed. The meet and greet barbeque

was held at the East Devonport Football Club rooms (Swans) which enabled the club to have a rapport with Bernie Jeffrey (ex South Melbourne).

With Greg Wise attending the reunion together with his brothers, Arthur and Harry Jenkins; they combining the reunion with a family reunion of theirs it enabled me to present Greg with a Tasmanian Flag. This hopefully will be incorporated in the WEC at Albatross to enhance the islands links with the FAAA.

Kaipong Day at the Devonport Cenotaph was quietly celebrated with several wreaths being laid with a short service. We then went to the Gateway Inn for lunch.

Anzac Day started with 'Dawn Service' at the Devonport Cenotaph with breakfast at the RSL Club, on completion we travelled to Ulverstone for the 11AM service where we marched as a unit to the Cenotaph and on completion we retired to the RSL clubrooms for lunch and a convivial or two.

The positive comments by phone, cards and emails since the reunion have been somewhat overwhelming and very special. My thanks to all concerned.

Tas Browning

At our last meeting on the 27th May we had a visit from Bevan Daws from WA, who is over here on holidays. He wishes to be remembered to all of his old mates. He was at one time president of the WA Division but now is just a 'Grey Nomad'.

Cheers for now,

Matt (Jake) Jacobs

Assistance required :

I wish to make contact with Mal Fagg, Handler, with whom I served in both HMAS Melbourne and HMAS Harman in the 60s, if anyone can help me out here please make contact tasarb@bigpond.net.au

Kind regards,

Tas Browning

A sequel to John Elliot's - "The Sewage Farm"

One year I grew tomatoes and I had a great crop, my sister-in-law was so impressed she asked me what variety they were. At the same time she raved about the size and crop on the passionfruit vine as well. I explained that they were called "Sailors End", and she was happy to have extracted this secret from me.

When on holidays at her Mother-in-law later in the year, she was all praise for the garden produce that came from our garden and walked the streets of Lismore trying to buy this seed.

She was not impressed when at a later date she was told they came from the sewage farm at 'Albatross'.

Jack Constantine

NSW DIVISION



There have been a lot of things going on since the last edition. The Navy taking over the Museum being the main commitment that we had. Upon mutual agreement with the new owners we arranged the removal of the Children's Playground from alongside the Museum. I found a willing church group who were only too happy to take charge of the playground itself on the understanding that we got the fencing to place around the White Ensign Club. All went of well and with the assistance of the Museum crane (driven by Ray Burt) we demolished it all and each respective group took charge of their property.

The fence with the aid of Rod Coupland and Denny Lynch, John Bradshaw and myself was partly installed in its new site. Rod and I were both off to Tasmania for the Handlers' Reunion so we left it half finished, on return half a day was all that was needed to complete the job (I brought a couple of family members back to give us a hand as well).



We now have a very nice private area outside the club and we used it to good advantage on the opening day for the Museum.

Opening Day was an event to make the heart warm for 'old birdies', the sign on the front 'Fleet Air Arm Museum' said it all and believe me they have done us proud. Walking inside is like walking into the past and the photos on a couple of previous pages will confirm this for you. It was a very well produced occasion with plenty of noise, plenty of aviation fuel fumes and a very large crowd. The flying display was conducted by a variation of aircraft from all over. Temora Museum sent some beautifully restored aircraft (an absolute credit to them) some old Warbirds, HAARS from Albion Park, some private aerobatic specials, RAAF aircraft and last but not least the Navy put up a very good display both static and flying.

There was as was to be expected 'brass' everywhere and

Feeling of 'Navy Day'.

We at the WEC were the recipients of a lot of visitors as this was probably the first time the general population of members have seen the club rooms. A lot of members attended the day from all over Australia and then our President turned up with Chief of the Navy. He expressed his delight with the outcome of our venture in retaining a lot of heritage which aligns well with the Museum. I also took him on a quick tour of the 'Wall of Service' (at his request) and this also was very well accepted by him.



In the picture is Vice Admiral Russ Shalders, David Farthing, Rolley Waddell -Wood, John Da Costa and Ken Douglas enjoying a lighter moment in the club.

Thanks to Ron Jenkins and his lovely grand daughter for standing in for me at the Dawn Service at Greenwell Point this year, I have been told it was a very big affair—just seems to grow larger each year and space is definitely becoming a problem.

I attended Anzac Day Dawn Service in Devonport along with all of my family, a long time since we all got together and I must say a fitting venue. A nice simple service that could never be labelled 'drawn out' and then the local populace treated us all to breakfast at the RSL club. The natives were very friendly. I ran into Dave Innes whilst there and he wishes to be remembered to all over here.

After some long discussion with the Committee it was decided that our annual fees need to be increased due to the ever increasing costs of everything. As of January 1 next year they will be \$30 instead of the \$25 that they are presently listed at. They have not altered for a long time and we must stay ahead of the red line so there was just no alternative.

A somewhat bewildered 'Juke' Matterson is recovering from surgery, I am told that he was in for a couple of knee re-constructions - lo and behold he is now the owner of two *new shiny metal knees* , a large surprise?

Any members who are outstanding with their fees for more than one year have been removed from the Slipstream mailing list , we have carried members for some time but as of now this is discontinued.

Greg Wise

NATIONAL PRESIDENT'S REPORT



As I write this, the drought has broken in the Southern Highlands and my driveway is under water. I only hope that this good fortune soon extends to everyone else who has suffered from this crippling drought!

The highlight of the period was undoubtedly the "Rededication and Opening of the Fleet Air Arm Museum". A formal ceremony was conducted in the Museum in the presence of Chief of Navy, assorted dignitaries (service and civilian) and the Naval Band. The service ended with the unveiling of a memorial plaque by Judy Ralph, the "Rededication Lady" and Vice Admiral Shalders.

The Museum Staff had worked very hard to present a fresh display and the results were impressive. Better lighting and exhibits ranged in proper chronological order were a big improvement and the cause of much favourable comment. They had even managed to extricate the Gannet Trainer from the catwalk!!

The weather was perfect, the crowd about 20,000 for the Air Day and they enjoyed a wonderful flying display in which the highlights included; a Catalina (I always wanted to fly one!), Super Constellation, Canberra, Meteor and Mustang. The Hudson was immaculate and looked as though it had just rolled off the production line.

Our new White Ensign Club was a great rallying point for FAAA and Naval Association Members. Chief of Navy was impressed with our efforts in preserving this piece of local Naval history. It was great to meet up with many old friends; including Rowley Waddell-Wood, Ken Douglas, John Da Costa, Norm Lee, Ian Ferguson, David Findlay and Andrew Robertson. The Club provides a great focal point for Air Days and Reunions.

Over the Anzac Day weekend, the Aircraft Handlers conducted a reunion in Devonport which was, by all reports, a great success. I congratulate the organizers who even managed to get support from the Tasmanian Government. These reunions are a great reminder of the camaraderie which has always been such an important part of the Fleet Air Arm.

Today (20th June) I noted the announcement of the decision to purchase two "Air Support" ships of Spanish design. These ships will be bigger than Melbourne and are reported to have "ski jumps". Doesn't that make the heart beat faster!!

The findings of the SeaKing inquiry have now been released. It is a massively thorough work (the Executive Summary alone is 127 pages!) and an "Implementation Group" has been formed to implement ALL of its recommendations. I have already expressed the grave concern of the FAAA about matters arising from the disaster and I do not need to say anything more at this stage. Promises have been made concerning correction and rectification. We will be watching closely to see that those promises are kept!

David Farthing

NATIONAL SECRETARY'S REPORT



Due to my physical position on earth being in the UK or thereabouts This is a composite report by those who can think of a few things that need to be mentioned because of time restraints on their results.

Mike Heneghan is looking after my position for a month or so, any queries can be directed to him for resolution until my return.

Firstly and most important, any item that any division wishes to have included in the agenda for the AGM in October have to be to this office so it can be distributed to the other divisions 60 days before the meeting.

We are still having some trouble with the addresses for Slipstream distribution, please all Secretaries forward to Mike any changes as soon as you get them and not wait till you have enough to worry about. All missing magazines seem to ignite the alarm bells on the 'Editor's phone' and he is the one who gets asked "Why didn't I get a copy of Slipstream?"

All members by now should have plotted in the 'Anniversary Reunion' for next year, its not that far off the way time goes it will be upon us before we realise it.

For National Secretary



**WESTERN AUSTRALIAN
DIVISION**



The Handlers reunion at Rockingham RSL organised by Bob (Tubby) Gilmour was very successful in bringing together a lot of old mates and plenty of old stories, the expected numbers were down but that didn't spoil the thirst or the vocal chords. John (Skull) Mulhall was at his best.

Along with my wife Doris, I have attended the West Australian Naval Cadets passing out parade and the Annual Inspection of T.S.Canning. The passing out parade was held at Leeuwin barracks and had representatives from the U.K.; U.S.A.; Canada and Sweden all who had been at Leeuwin for a two week period. These Cadets fitted perfectly into the overall parade with great distinction. We also attended at T.S. Canning beautifully positioned on the Canning River at Wilson for their annual Inspection. Canning is one of the most successful Cadet organisation's and the show they put on was outstanding. The rifle drill and the Cadets own drill sequence would have had old G.I's pulling their hair out, but they were terrific.

Monday 28th May President Winston James, Alan Winchcombe and my-self attended the U.S Memorial Day service at Kings Park, where Winston laid a floral tribute on behalf of the FAAAA and the RANHFV . Apart from the RAAF being a bit late on their fly-past the service and wreath laying were spot-on.



Floral tribute laid on-behalf of FAAAA / RANHFV by Winston James for USA .Memorial Day.28th May 07

At our last meeting in April; Winston James made a presentation to Peter Welsh of a certificate of Excellence for his outstanding service to our Division and the FAAAA., again warmly endorsed by all members present.



ANZAC Day started wet at the dawn services, but fined up to be quite warm by 12:00 noon. We had a very good turn out with 52 on parade including two grandchildren of members.

With the reunion of the F.E.S.R. being in Perth we were able to catch up before the march with Jim Lee and Alan Hill who were attending, we also had Graham Lewis and Russel Boyce marching with us who are not members but join us at ANZAC Day. Afterwards it was off to Rosie O'Grady's to quench the thirst and have some lunch, we managed another new member when Neville (Nifty) Plunkett joined us at Rosie's and was quickly signed up. The day was wrapped up when Lou and Barbara Burns arrived. We had visiting sailors from HMAS Perth and Lou chewed their ears off; I don't think they knew how to take him ; age does not interrupt the joke flow. It was also good to see Bill Atthowe in attendance; Bill is nearing retirement so we will see more of him.

How's this for a trifecta:-



WA cont.

Greg (Skinhead) Kelson ; Bill Atthowe and Bevan Daws; would you entrust "Your" aircraft to these three?.

Our General Meeting for June will again be held at the Rockingham RSL and followed by a B.B.Q and we hope to catch up with the members who live in the Rockingham and Mandurah area's.

Again I finish this article on another sad note with the passing of four former serving members of the Fleet Air Arm and of the F.A.A.A.A. in W.A. Leon Battle ; former LEM(AR) Eddie Taylor; Lt (O) Tony Batten and POAM(AE) Ron Cole. Our sympathy was extended to the families. R.I.P.

Keith (Squizzy) Taylor

SOUTH AUSTRALIAN DIVISION



I am making my first report to Slipstream, since taking over the helm from Roger Harrison. I think the old term is 'press-ganged'!

The 16th March saw the influx (yeah, right!) of new talent elected to the front bench, with our AGM being held along with our bimonthly meeting. Both of which we managed to finish within a reasonable time frame.

I was elected as secretary, and then informed that this duty also included a column for slipstream. John Saywell, our representative to the Consultative Council of ex Service Organisations, sent me an email shortly after, saying he wasn't going to be around for the next meeting, but he had put my name forward to attend that as well. I hope you and Moyra enjoyed northern NSW John!

The guest speaker was Ms Gail Gago, Minister for Mental Health and Substance Abuse [among other portfolios]. She assured us that extra beds would be made available to these people, and that the Repat General Hospital in Adelaide would continue to receive funding from both the State and Federal Governments. Also the nursing shortage would be addressed by hiring nurses from where ever [?]. Didn't we have a chocolate bar named after something similar? (Polly-waffle).

Our Anzac Day went off without a hitch. Our boss, Cmdr John Siebert, rang at the last minute, and apologised for being unable to lead the FAAA of SA Contingent

. A quandary? No! It just so happened, that standing on the footpath looking for a job, was LCDR Dwayne Unwin, AEO of 816 Sqdn. Thank you Dwayne for a marvellous job well done. Also in the ranks was [Petty Officer] Adam Harris, along with Brian Simpson [have to be nice to him, as I have a brother-in-law with the same name], and Barry Washbrook from Queensland. They were pleased when their offer to carry the FAAA SA banner was accepted. Another job well done, and thanks to both. Also Jeff [Pony or Shoe] Moore from Victoria joined our march as well. He volunteered to carry the flag, but our old mate Ken Hyde, in full rig, plus white belt and gaiters, was hurriedly approaching to take up his duty. A couple of chaps from Kangaroo Island joined us as well, Mark Dunlop and Patrick Kildera, good to see you here also. Approximately 42 people turned out for the march. There is always a bit of confusion with the step these days. Being between two bands, you generally get different tunes and beats reverberating about, but we all got the hang of it after a while.

Roger Harrison attended the dawn service at Blackwood, Des Reardon was at McLaren Vale, and yours truly took on the mob at The Repat. I had to miss the gunfire breakfast otherwise I wouldn't have made it to the march on time [shades of South Pacific]. A good turnout for the after march lunch at the Hampstead Hotel with 44 people attending. A good day out all round, and a few new members to boot, once I get the paper work out to them!

Roger's wife, Rosemary, has had an eleven month battle with leukaemia. It was hoped that she had gone into remission, but it is with great sadness I inform you that she lost the battle on Easter Sunday, 8th April 2007. The love and condolences of the SA Division go to Roger and his family.

Approximately 300 people attended the funeral service. The FAAA of SA was represented by John and Joan Berry, Des and Bev Reardon, Michael and Kathleen Cain, Dinsley and Junice Cooper and Derelie and Ian Laidler. Leon and Judy Brown from Nowra were also here, and I thank them for coming to Adelaide, as they have been great friends of the Harrison's for many years.

Our condolences also go to Ian Ferguson, on the recent loss of his wife Joan, and to the family of the late RADM. RAN (Rtd) Peter Doyle of Victoria.

I am sending a photo of me for inclusion at the top. I hope it doesn't scare you! Just thinking back, it is now 45 years since I joined up. It's a long time to know people, and it's good to see that new friends can still be made with each passing year.

Regards to all, Ian Laidler



QUEENSLAND DIVISION



We had a good day for our AGM at the Currumbin RSL on 18 March—seems a long time ago now! About 42 attended and we all enjoyed the day. It was good to see Alan Hill there with a batch of “history” photos. All of our committee were returned to Office again, so I guess we must be doing something right! Max Gant and wife came up from the farm in Coffs Harbour area, just to make sure we stayed in line! Roy Torrens was his back-up. Dave Randall and Joan made it-Dave is recovering from a spinal op. and he’s glued together. No stitches! Has to stay out of the rain! I think they’re off on another cruise at present. Bob and Marge Bryce were there-Bob had just come out of hospital after surgery so was doing well. It was his birthday so a group of us surrounded him in the restaurant to sing Happy Birthday. Caught him out but he enjoyed the attention! Mick Blair can’t be stopped now-he won in the raffle and also the one on Anzac Day. He’s only been trying for 14 years!

Anzac Day saw a huge crowd in Brisbane. We had about 80 marching. Very hot. Luckily, we had a School Band slot in just behind us so keeping in step with me was easy. At the Spring Hill Hotel, I made a presentation of a US Army Air medal to James Buchanan which was covered by Channel 7 National news. He accepted another one for Barry Munsch who was interviewed at Wynnum where he was getting his 90 year old father to do part of the march with him. We didn’t know James had been awarded the DFC for an action in Vietnam. We had a crowd of the Vietnam Helicopter boys with us as well.



John Payne, “Wacka” (Arthur) Payne’s grandson was with us again and donated wine and an Album to us. He’ll be with us again next year and is in the process of joining us. Amongst others, Barry Crow and Paul Woods joined us for the day. Also, Champ Manning turned up and blew us away! He lives in Mackay and was down to march with another group. He looks amazingly well. I was shocked to hear that Bill Heard had passed away and also Roger Harrison’s wife going . Our heartfelt condolences go to the families. Our best wishes to all who may be on the “crook” list.

The Wide Bay Air Show is on at Bundaberg on 3/4/5 August so it’s possible some of might just sneak up there for the weekend for an “unofficial” get together. The time frame for an organised do is a bit tight-but, some of you might want to check it out!

We are delighted to have Brian Dutch and Barrie Daly on the books. Both are living on the Sunshine Coast. Warren and Maria Walters have done their cruise of the Amazon and experienced “over the top” security measures at one of the airports. They are now about to head to Moscow for another cruise. We head off to Vietnam on 28 May for 3 weeks including 3 nights in KL. One of my mates lives in Nha Trang and will guide us around. We’ve just got home from a few days on Stradbroke Island where one of my nieces married a Greek bloke on the beach, then we took over the Surf Club for the Reception. They live in Melbourne so there was a good mob of Southerners there enjoying the cool waters. Good weekend!

We welcome 2 more new members, as well as John Payne.: Bernard Fisher and Max Greber. Bob Bennet (armourer) from the NT is on the verge as well. Ok. That’s it for now. Best wishes to all from us up here!



Barry Lister. President.

FLEET AIR ARM WALL of SERVICE

Below is a list of the names of the plaque orders that have just been placed at the foundry, because the numbers are slowing a little we are getting out of sink with the magazine. On the back page are the shots of the last order affixed and these listed below will be up before the next magazine comes out and there will be photos of them included in it. These are the latest plaques fitted to the wall and as each order is processed and plaques fitted they will be acknowledged in this column. Orders are placed with the foundry in groups of 50 (less now as we have done a deal with the producers) so as to keep the price structure within reason and thus there may be some delay between you placing an order and the final end result . If anyone requires a copy of their plaque an electronic reproduction of the proof from the foundry can be obtained by contacting the NSW Division Administrator of the project.

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

GREEN R.K.	ZUCH L.B.
MARTIN R.F.	TUCK G.A.
BATTLE L.F.	DANIELS D.J.
VIELLARIS G.	COUPLAND R.V.
HUSBAND F.A.	BRENNAN R.
PUKALLUS L.S.	BURGGRAAFF L.C.
DUKES J.H.	KENNEDY D.A.
McINERNEY M.J.	WALTER BEM G.A.
RAE I.W.	TUCKETT P.W.

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

Members' E-mail Directory

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

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

You will see by the number of plaques fitted since the last magazine that progress is good, there will no doubt be a pause or two over the Xmas period as logistics(holidays that we all have to have) will govern the production. The back page of this issue has a photographic record of the actual plaques on the Wall . If a group (old class or similar) wish to have their plaques fitted alongside each other get together and submit the group as a 'parcel' and they will be kept together. There are quite a few smaller groups and family members already together on the Wall.

I have been asked to include another copy of the application form in Slipstream but as they are available from so many places and extra costs are not considered acceptable we will not be including one. If you need one and no one can help you please check with any of the listed persons in 'Contact details for the FAA Association' (following page) who will only be glad to help.

NAVAL WISDOM. The True Story !!

It was necessary to keep a good supply of cannonballs near the cannon on war ships. But how to prevent them from rolling about the deck was the problem.

The best storage method devised was to stack them as a square based pyramid with one ball on top, resting on four, resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem -- how to prevent the bottom layer from sliding/rolling from under the others.

The solution was a metal plate with 16 round indentations, called a Monkey. But if this plate was made of iron, the iron balls would quickly rust to it.

The solution to the rusting problem was to make Brass Monkeys. Few landlubbers realise that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey.

Thus, it was quite literally, cold enough to freeze the balls off a brass monkey. Naughty, Naughty to those that thought it was a vulgar expression?

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VALE :

FINAL LANDING

Old members, really old, may recall Lieut. Morris Jones who was the Senior DLCO (Batsman) during embarkations of 20th CAG in HMAS Sydney between 1948 and August 1950.

Information has been received by means of an obituary notice advising that he has died at age 82. Morris spent his early years in Kingston-upon-Thames and before joining the Fleet Air Arm was apprenticed to Vickers Armstrong (Aircraft). He trained in Florida and was appointed to a Corsair squadron in HMS Vengeance in 1945.

The notice records his membership of the Sydney volunteer band in which he played the trombone. The band practiced hard during the return trip to Australia and built up a small repertoire of marches, the most notable being "Sussex by the Sea".

He commanded a Sea Hawk squadron during the Suez crisis. He was awarded the MBE for this service. Then after staff courses, he served in joint staff postings in the US and Europe. He retired from the RN in 1976 and held managerial positions in industry, and latterly in wild life rescue. He was also very active in community affairs.

Morris will be remembered as a genial personality, with an unhurried manner, and as a most competent "Batsman" under all conditions. Best of all he did not make every signal in the deck-landing manual during the last 50 yards of an approach.

John Goble

A LAST FAREWELL

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

Don Kennedy : 9th January 2007

Bill Heard : 13th April 2007

'Taff' Morris : 30th April 2007

Jim Napier : 23rd May 2007

Ron Cole : May 2007

Tony Batten : 21st May 2007

Stan Crisp BEM : 6th May 2007

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