

Slipstream

Established HMAS Albatross 1957



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FOREWORD



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Due to a failure in the media transmission system between here and the capitol and the time constraints on this issue I have had to forego there article from the Minister,

Ed.



The Hon. Joel Fitzgibbon MP

Minister for Defence

Joel Fitzgibbon was first elected to the Federal Parliament in March 1996 as the member for Hunter.

Since 1998, Mr Fitzgibbon has served on the Labor front bench in a number of portfolios including Small Business, Tourism, Banking and Financial Services, Forestry, Mining and Energy, and Assistant Treasurer.

After leaving school Joel completed an apprenticeship as an automotive electrician and subsequently spent 10 years running his own small business. He also served eight years as a Councillor on Cessnock City Council including a term as Deputy Mayor.

In 2004, he completed a Graduate Certificate in Business Administration at the University of Newcastle. Earlier as a mature age student, Joel had completed a number of subjects towards an Arts/Law degree at the University of New England.

Mr Fitzgibbon grew up in the Hunter town of Cessnock where he continues to live today with his wife Dianne and their three children - Caitlin, Jack and Grace. Joel has a keen interest in sport. He played rugby league for Cessnock in his younger days and continues today to help out with the junior league where and when he can.

Joel Fitzgibbon was sworn in as the Federal Minister for Defence on 3 December 2007

Front cover :

HA Hall('Nobby') and TA Dadswell ('Toz') dressed impeccably at the Australian White Ensign commemoration ceremony at 'Albatross'. 41 years for the Ensign , 107 years for the Navy and , this is the 60th for 'Albatross' itself.

Photograph provided by the Photographic Section of HMAS Albatross and taken by Able Seaman Brenton Friend.

Deadline for next issue articles is 14th May 2008, please don't be late as the reunion paperwork is generating a lot of work- no late entries will be accepted or production held over so please be warned.

LETTERS

Life in the services today is so much different now to what it used to be. As is the rest of the world, the underlying controlling factor in all aspects seems to be 'Compensation', or rather, ensuring what ever is done does not leave an opening for compensation. The battles today are not fought on the fields but rather in the courthouses, even the rulers of the country cannot say what they may wish to because of the possible flurry of legal eagles ruffling their feathers and sharpening their quills. The word 'sorry' is a prime example.

In the latest issue of 'White Ensign', the journal of the Naval Association there is an article by Norm Lee on the Sea King enquiry. In this, he gives a breakdown (his interpretation) in layman's terms of the proceedings that are readily digestible by the general populace. As he states in this, it sat for 111 days and produced 10,000 pages of transcripts before closing. I like many others spent many, many hours during these proceedings poring over my computer screen following the 'court proceedings'. The list of legal attendees was like a short novel.

The inquiry was very thorough and there is no doubt they investigated all aspects of the crash they were allowed to. I as a layman find it very hard to understand that some aspects of the event could not be examined because they fell under a different jurisdiction and would be investigated by a different legal body even though from the statement of an 'expert witness' in his field they had a possible major cause in the final outcome. This separate legal proceeding it seems will happen long after the Board's findings and recommendations are implemented and therefore will not reflect on them because until it is heard there can not be any determination as to their implications. This event has not been given the microscopic legal and media investigation that all of the other factors were given and as such is apart from the rest of investigations. The outcome of this investigation taken in context to the whole investigation could then have major implications in the decisions, awards and penalties handed down, but if the scrutiny is not carried out until afterwards then it will have no bearing ! It would appear once again to a layman that this and a lot of other aspects seem to be covered in a manner that was heading down the 'compensation' track.

Over the years, there have been many accidents caused by many different things but investigations seemed to find these causes and the subsequent rectifications and penalties always followed at an orderly pace. There were no short comings but things were not drawn out either. This

system may have had some failings but it seemed to bring closure to the events and let everybody get on with their lives. Punishments, which we all knew were always a possibility for not doing your job correctly were meted and served and lessons learned from the top to the bottom of the ladder.

In these modern-day proceedings, years are going to pass before any finality is achieved and it must have a debilitating effect on all intimately concerned and I for one worry that the underlying reasons have something to do with the monetary side of things.

A service board of inquiry, conducted within the service would have achieved the same end, done it a lot quicker and left all concerned to close this issue and get on with their lives, something that sooner or later will happen. There seems to be a 'get somebody to appease the media' mentality underlying the whole proceedings and this can only cause more grief.

The legal profession seem to be the 'Senior Officers' in these modern days even if they are only 'Rockies' and the media seem to be able to administer 'justice' on a different scale with each new edition of the tabloid or TV news offering. Only too often are things taken out of context and the full story not told probably because it is a known fact that "truth should never get in the way of a good story".

Ed

Ed,

Regarding the photo on Page 18 bottom right, "Another from the early days, 1940's " ??

It is the joint view of the under signed that the gent in the flying gear is Lieut "Jock" Cunningham DSC, RN, Senior Pilot of 805 Squadron, and on the left Lieut "Jumbo" Crammond, RN Air Engineer Officer, 805 Squadron.

He, Crammond had the distinction of being qualified (E) (AE) (P). An achievement not attained by many.

The location most likely being at RNAS Eglinton some time after 31 August 1948.

With best wishes for 2008 ,

Digger Bourke and J.D.Goble.

Ed,

Two items in Vol 18 No 4, the blue 'FAA 808' car and the '20mm cannon' prompted my memory of a not so glorious 808 Squadron incident in 1955 when it had transferred from Yeovilton to Abbotswitch to carry out two weeks of air to air and air to ground firings.

On the last day, after the last detail the Sea venoms with wings folded were parked in the hangar. Hangar doors closed, Armourers were doing post firing checks, other maintainers were readying the aircraft for the return to Yeovilton next day—all was rosy.

With an ear splitting crash, very much amplified by the reverberations from the hangar walls and doors, four cannon shells left one of the Venoms and punched four holes high up on the hangar wall.

I can still picture the tableau of persons frozen for a few seconds in whatever attitude they were in when the cannon was fired. Gradually they came back to life. The last to 'unfreeze' was the armourer in the cockpit of the guilty Sea Venom.

Just as phones were running red hot to set up an enquiry into the accident another small diversion occurred. A Sea Venom from another RN Squadron crashed, killing the pilot. Amid the ensuing proceedings, higher authority decided that our little incident was no longer of any real consequence and closed the case and we all sped away on the following morning.

Not to be thwarted, before leaving an agile maintainer (who will remain nameless) climbed the hangar walls and neatly painted rings of blue and white around the four holes. They may even still be there !!

Dusty Miller
ALO, 808 Squadron, 1955

Dear Greg,

In keeping with the Association's policy regarding friends arranging for a plaque to be placed on the 'Wall of Service', I would like you to place this 'Ad' in the next issue if you would.

"In order to see a plaque fitted to the Wall of Service for a friend I am searching for the details of the widow of Lt (E) W.A.Caws to arrange this. Could you please put an ad. in the next Slipstream to this effect."

I may be contacted on email at macsybs@optusnet, or phone on 0248837436.

Thanks and regards,
Neil Macmillan ex CAA(A/E)

HMAS Sydney in Korea

A Day in the Life of an Armourer:

Sydney's Air Group (SAG) was made up of three squadrons of 10 or 12 aircraft per squadron; can't remember the actual number now, 816 Fireflies and 805 and 808 Sea Furies. For practical purposes the two Fury squadrons operated as a single unit but the two types of aircraft operated in separate roles. Furies launched five serials of seven aircraft each day. The Fury serials were made up of five ground attack aircraft, armed with four 20mm Hispano guns; each with 125 rounds and 12 x 3 inch rockets fitted with 60 pound HE semi armour piercing heads, and two combat air Patrol (CAP) armed with guns only. 500 or 1000lb HE GP bombs and on rare occasions 16 x 3 inch rockets.

The armourers were split into several teams as follows:

1. Gun Servicing and Cleaning Party; these fellows were the real troglodytes of the branch. They were poked down in a dim airless workshop at the back end of C Hangar and stayed there until the end of the deployment. 20mm Hispano's have to be stripped and serviced after firing 500 rounds and as this number was reached after 4 serials it was an all day, every day task.
2. Gun Change Party; this team did nothing but change guns mounted in aircraft. This was usually done between serials because of the rapid accumulation of rounds fired and the need to turn aircraft around.
3. Belt Feed Mechanism (BFM) Team; these cleaned, serviced and loaded BFM's with a belt of 25 rounds. The BFM workshop was on 3 deck which meant that loaded BFM's, which weighed about 25 pounds each had to be hand carried up to the Flight Deck for installation.
4. Flight Deck Servicing Team; this team did all the general servicing, arming and rearming of all aircraft, I was part of this team.
5. Finally a number of SAG armourers were seconded to the Ship's Air Gunners Party to supplement the ammunition supply teams. These fellows prepared the munitions to the extent possible in the magazines or hangar and brought it to the Flight Deck where they finished off, such as fusing and fitting tails to the bombs and assembling rocket heads to motors.

Whilst in the operational area the ship was always at Defence Stations. This meant that a small number of the ship's guns and other defence stations were manned by sufficient crew to bring some guns to immediate action should the ship come under threat. The ship always went to Action Stations pre dawn and at dusk.

Our day began in the pre dawn usually just prior to Action Stations, and as our Action Station was also our Flying Stations it meant little difference to us birdies. At this time

we would prepare the aircraft ranged for the first serial of the day. The first serial was always armed and spotted the night before. Our pre flight included the usual DI, BFI and also drying out of gun barrels, refitting of gun safety plugs and removal of rocket rad/haz / barriers. Because the ship's radio ariels were always raised at night it was necessary to fit rad/haz barriers at this time . The first serial was always launched in the pre dawn.

As soon as the first serial was launched one half of each team went to breakfast and the other half began preparing the aircraft for the next serial. This was a fairly simple exercise because contrary to armament regulations all serviceable aircraft had their ammo tanks filled at all times even when they were in the hangar. So preparation of the second serial only required the usual pre flight stuff and installation of the BFM's and the loading of the rockets. Because the rockets could not be loaded until the aircraft spotted and the wings spread this exercise was a case of all hands to the wheel—which meant everybody. With the exception of 1000lb bombs, all ammunition was manhandled onto aircraft so armourers of the day were generally required to have a fair degree of brawn as well as brains.

The second serial had to be launched before the return of the first so time was not unlimited.

The real labour of the day began when the first serial returned. The returning aircraft had to have all weapons rendered safe and unexpended ammunition removed prior to pre flight inspections and rearming ready for the next serial. Serviceable aircraft were respotted and the unserviceable ones struck down to the hangar. This was an incredibly dangerous period and for most of us young fellows an exciting time. Not only did we have to contend with ensuring loose panels were secure in high wind environment while the ship was heading into and during the landing phase , we also had to beware of the hazards associated with landing and taxiing aircraft in very confined spaces. An additional hazard was the occasional runaway hung up rocket. The only thing preventing the rocket from moving forward off the launcher is an approximately 2mm copper shear wire and every now and then the sudden decoration of the trapped aircraft and the forward momentum of the rocket was enough to overcome the shear wire and allow the rocket to hurdle up the Flight Deck and plunge over the bows. There was also the hazard of aircraft missing a wire and taking a barrier or as was known to happen occasionally leap the barrier altogether and finish up in the forward deck park. Occupational Health and Safety regulations had not been invented then so personal safety was really a matter of keeping an eye on what was going on around you and being very, very careful. Part from all these hazards there was also the problem of incurring the wrath of the Flight Deck Officer or worse , his Chief. Every maintainer was convinced that these two gentlemen went stark raving mad as soon as they set foot on the deck and it was wise to stay clear of them for that reason alone.

This procedure continued through the day until the final serial was back on board, usually pre dusk with a few minor breaks for meals.

A day in the life of any OD on Sydney at that time cannot be complete without some discussion of the living quarters on board at that time. In essence one word would suffice and that is "appalling". Since most of us on the SAG were OD's and on our first cruise we knew no difference. The ships company was on a wartime complement, which meant that it was about one third greater than in peacetime.

The SAG sailors were mostly messed in what on "Melbourne " was 4 Charlie mess deck; it wasn't called that on Sydney (I cannot remember just what it was) and of course this mess deck had 'buckley's chance' of accommodating all of the Air Group. For a start there were insufficient hammock slinging spaces, yes, we all slept in 'micks' and there were not enough lockers.

Most of the Air group sailors finished up sleeping in either the fore or after cafeterias and had lockers allocated somewhere in those general areas as well. My locker was in the after café and I was fortunate to find a hammock space and locker in reasonably close proximity, as well there was a hammock bin nearby.

It was my great fortune that when the Air Group embarked the weather was very hot and a great number of sailors were sleeping on the fo'c'sle so spaces below decks were more abundant than usual. The unwritten rule on the mess decks was that once a space was taken it was yours unless it was left vacant for a considerable time so to claim a spot in the heat meant you later had a home once the conditions took a turn for the worse and Korea was for the worse. 'Micks' were not supposed to be slung until after 1800 and they had to be stowed by 0700, but even these conditions there were always hammock to be negotiated around during supper and breakfast times and it was somewhat discerning to have someone snoring above your head while eating your 'weeties' or have some late riser land on the table among the diners. Space above the tables was air space and air space meant hammock space.

The Air Group sailors and the forward ships company all used 5C bathrooms which of course was totally inadequate to say the least. The luxury of a peaceful shower was not known and the term 'bird bath' soon became part of ones vocabulary. 'Bird bath', a term used by sailors to denote the method of bathing in a hand basin. There were different methods for accomplishing this , the most common being to use cupped hands to dowse ones self all over, then soap down and finally rinse off. Other more gymnastic methods were used by some but I will leave that to your imagination. Sounds simple but the life of an OD onboard ship is never simple. For starters standing shoulder to shoulder with as bunch of naked men was particularly putting off for this teenage youth, also ships at sea are not a very stable platform and it becomes a problem keeping a hand basin full in

rough weather let alone using it. It is even more difficult to wash ones foot whilst trying to stay erect on the other, that along with the free water problem was trying. 5 Charlie was below the water line and it was necessary at regular intervals to pump the grey water overboard that was accumulating in the sumps (collection pits). This was done by starting up the electric pumps, no valve to open as they were non return types and one would think this evolution would be simple . Not to be, either some were too bone idle or else it was too technical for the average dib-dab and the result was a bathroom awash knee deep in somewhat unclean swill. Tinea heaven.

Jim Parsons

THE SENIOR SERVICE: *a right Royal explanation*

A sure way of ensuring rage from Army colleagues is for a Navy member to start up a discussion as to protocol for a march or a display, or whatever- and insisting Navy goes first, in that "the Navy is the Senior Service."

But what is the background, and indeed the validity of this argument? The usual suggestion is that the Royal Navy is the oldest Service in Britain's history. There were "standing Navy" in Tudor times, whereas the Army was an occasional thing, dating back from the "feudal levies."

Indeed, if we examine the history of the British Navy, we can see that many historians trace it back to King Alfred's time, when in 885AD he "... went out to sea in ships and fought against four ship's companies of Danes."

A rationale for keeping Naval forces on hand relates to the way Armies and Navies were used from their earliest times. An Army's main tactics related to skills that could be kept up without the soldiers being in a permanent force: the use of bow and simple sword was a skill that an average rural inhabitant of Britain might be expected to keep for defence and for hunting. Thus the main body of troops did not need to be professional soldiers.

However, the handling of a ship at sea demanded more practice, and ships needed to be maintained and kept ready for use.

Therefore, for example, the British in 1217 were able to put immediately to sea a force of 36 ships to deal with a French fleet threatening attack off Dover. And so down the years the Monarchs saw to it that a full-time force was maintained. A permanent Army, by contrast, does not seem to be a feature of British history until the "New Model" force under Cromwell.

Indeed, as one Encyclopaedia notes, there is indeed some seniority involved in the prefix "Royal" for the Navy. "The incorporation of the Royal Navy was in contrast to the land forces, which are descended from parliamentary forces and hence are not royal."

The bequeathing of traditions, customs, and ship battle honours from the RN to it's daughter-service of the RAN means the RAN has inherited the term "SENIOR SERVICE" Indeed, the term is still in popular use, as the Australian Defence Force saw not that long ago when the then Defence Minister Robert Hill congratulated the incoming Chief of Navy and stated he was looking forward to working closely with the new head of the ADF's SENIOR SERVICE.

Written by Lieut Tom Frame
RAN Historian

Counter signed by "Vice-Admiral God retired"

Can someone help an old sailor ?

Hi Greg,

A while back you advised me that an ATA used to be a NAM. Over recent years I have noticed a few strange titles that have confounded me and wonder with the reunion coming up whether some good soul with the time and knowledge could prepare a list of present day ratings and ref. to what we old blokes may have known them for publishing in Slipstream.

Something that puzzled me was on the front cover of Vol 17 No 3 2006 with recipients of FAAA Medallions of Merit. All good stuff ,but when did a Leading Stores Assistant (LSA) start wearing Wings?

When did we drop the LIEUT(Leftenant) and adopt the American LOOtenant (LEUT) and does the CPOATV select the evening programs in the Senior Sailors mess?.

No doubt there will be many more and I look forward to enlightenment,

Regards ,

Neil Macmillan CAA(A/E) retired Feb1965.

A lot of water has flowed under the bridge since then.

Neil,

I am sure there is someone who will help out, I imagine you are not on your own as even those of us that are around the new Navy have heaps of trouble with their language. They talk in a language that can be compared to SMS texting, NAFEG, COMAUSNAVAIRGRP, DSOM are just a couple of examples. These acronyms roll off their tongues like water off a duck's back and just as quick and you have to take the whole sentence and analyse it and hopefully you can piece out what it means; if not then act stupid and ask or else you get left behind in any conversation.

Some of the badges they wear on their arms are a lot different as well, even Naval Airman (sorry Able Seaman ATA) wear a left arm badge- a couple of wavy lines I think from memory above their GC stripes (if they have any).

Ed.

READY TO FLY - Then but alas no more



Wally Wheeldon and Peter Welsh in a Blanik glider were attached to a cable to be towed into the air above Albatross in 1973.

YOU may have never known they were there, but if you had looked up in the past 50 years you may have seen gliders soaring through the sky. Those days have now ended, with the disbanding of the HMAS Albatross-based Royal Australian Navy Gliding Association (RANGA). Almost as quietly as their aircraft flew, the remaining few club members went their separate ways. The final glider flight for the club took place in 2003, but it was only last weekend that past club members gathered to mark the club's closure. Club president Graeme Hawkins said it was a fact of life that membership had dwindled as the cost of the recreation increased.

The club's fate was sealed when it became too costly to service the tug aircraft needed to launch the gliders. But the club can boast a rich history since being established in 1954 by Royal Navy officer Tony Goodhart.

Mr. Goodhart went on to establish a world speed record in a glider and upon moving back to England became the first Englishman to fly a glider across the English Channel. RANGA was instrumental in helping many organizations through the early days of gliding in Australia, including the Gliding Federation of Australia. By August 1966 the RANGA had conducted 30,000 flights. Mr. Hawkins joined the club in 1971 and said there had been countless highlights.

"It became one of the leading club's in Australia for training and helping people initiate solo flights," he said.

"It would be hard to guess the number of people who came through to fly solo, but it would be in the vicinity of 2500 to 3000.

"Some other highs would be all the State competitions the club won."

In fact, the club's founder organized the Australian championships in 1957, with the rules he established forming the

basis of all future gliding competitions in the country.

During the years RANGA flew many people of note, including Sir Edward Hallstrom and Admiral Earl Mountbatten of Burma.

The club has now sold off all its assets, including its Pilatus, Standard Cirrus and two Blanik gliders, which will continue to fly across the country. The proceeds of those sales will go toward establishing an annual gliding scholarship, aimed at introducing new people to the aviation, in keeping with the club's proud tradition. The scholarship will be administered through a Gliding Federation of Australia committee, promoted to groups such as Scouting Australia and Australian Defence Force Cadets. Mr. Hawkins said he hoped to compile a record of the history of RANGA in coming months, while the wealth of the club's archives will be donated to the Fleet Air Arm Museum.



DAVID WHEELDON

The last president of the Royal Australian Navy Gliding Association, Graeme Hawkins remembers a rich history of gliding from Albatross.

" from a story published in the South Coast Register"

RE-FORMATION**FLEET AIR ARM ASSOCIATION OF AUSTRALIA -****ACT DIVISION**

A number of informal get togethers by Canberra based 'Birdies' were held last year at the Canberra City Labor Club. The first gathering was held on 6th July which saw 27 people attend. Such was the success of the first get together it was decided to hold another on 23rd November and this time 54 attended, including Mark Berkeley, Andrew Brownrigg, Mark Campbell, Ian Chapman, Peter Cooper, Steve Court, Ian Daley, Peter (Piggy) Davis, Joe Hattley, Mike Doyle, Bruce Dutton, Don Dezentje, Brett Dowsing, Bruce Dutton, Eric Edwards, Daniel Fay, Geoff Fiedler, Rick (Prof) Fischer, Peter (PJ) Fleming, Shane (Harry) Holness, Andy Jamonts, Arthur Lazarou, Geoff Ledger, Dave Lutan, Chris Marriott, Jack Mayfield, Mark (Dusty) Miller, Dave Mitchell, Bill Morsch, Daryl Mouser, Paul (Rocky) Norris, Dave (Ozzie) Oswald, Scott Palmer, Rod (Pots) Potter, Robert Ray, Trevor Reeves, Don Roach, Michael (Bags) Sandberg, John Schonberger, Craig Skinner, Pete Smith, 'Jock' Sydney, Dave Temby, Pete Theunissen, Bruce Tunnah, Lloyd (Phantom) Walker, Noel Walker, Rod Warner, Al & Sharon Whittaker, Craig Wyman and Pete Zeck. My apologies to anyone I have missed.

The drinks and food flowed freely that afternoon, so did the 'warries', with a number of people catching up with others who they had not seen for many years. Prior to this gathering there had been some discussion about reforming the ACT Division of the Fleet Air Arm Association of Australia. The ACT Division had disbanded some years back and it was agreed that it would be worthwhile reforming the Division if an appropriate level of support was forthcoming. David Farthing (National President) and Bob Ray attended the 23rd November gathering and provided background information on the FAA Association and encouraged those present to consider becoming members and reforming the ACT chapter.

To date more than 50 personnel have expressed an interest in becoming members of the ACT Division and it is hoped this number will grow as others become aware of the plan. A provisional committee has been formed and has met on two occasions to discuss the establishment of the ACT Division. The inaugural general meeting will be held on 28th March 2008 at the Canberra City Labor Club at which time we anticipate that the provisional committee will be confirmed and additional office bearers elected. The 'provisional' committee currently consists of the following members:

President: Geoff Ledger DSC, AM, (ex CDRE)

Vice Pres John (Schonners) Schonberger (ex WOATA)

Secretary: Bruce Tunnah (ex WOATA)

Treasurer: Peter (PJ) Fleming (ex POATA and RAAF WO ENG having transferred to RAAF following the demise of the Fixed Wing element circa 1984)

Assistant Sec: Michael (Bags) Sandberg (ex ABATWL)

Other positions including, Welfare Officer, Events/Functions Coordinator and Membership Manager are hoped to be filled following the meeting on 28 March. Anyone interested in becoming a member of, or transferring back to, the ACT Division is welcome to apply. The plan is for a contingent to march under the FAA banner on ANZAC Day this year, so we are hoping for a good turn out.

Many thanks must go to Dave Farthing (National President), Greg Wise (NSW President) and Dick Martin (National Secretary) for their assistance / advice to the 'provisional' committee in helping re-form the ACT Division. Further details of the ACT Division committee and upcoming events will be provided in the next edition of Slipstream.

Cheers

John 'Schonners' Schonberger
Ex-WOATA
Bonython, ACT, 2905
07 Feb 08

This is very good news and the best wishes and goodwill goes from all members, it was bad news to hear of the demise of the Division a few years ago but now all is back together and I may add with a lot of new members that previously had been seconded to the depths of the concrete jungle of our capitol city.

BZ

Dear Ed,

My last posting was to HMAS Huon (Hobart) in 1967 and the Captain was Ian Hutchinson Cdr, he was a pilot who served in the Battle of Britain, to date I have been unable to find any detail on him at all, I wonder would any reader of Slipstream be able to help me in this regard please. Also I am seeking a copy of a document related to rules of Engagement for the Indonesian Confrontation or point me in the appropriate direction please.

Tas Browning - tasarb@bigpond.net.au

Korean War Memorial**AUSTRALIAN AND KOREAN WAR VETERANS
SHRINE/MONUMENT ASSOCIATION INC.****Korean War June 25 1950 to July 27 1953**

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Past President
Capt. Young Sae Lee (Rtd)
 Deceased 16 January 2007

Legal Advisor – Dr. William Elliott LL.M. Ph.D. (Law)

Commodore D D Farthing DSC RAN Rtd
 National President – Fleet Air Arm Association of Australia

3 December 2007

Dear Sir,

Some time ago I wrote to you asking for a letter of support for the building of a monument in Sydney to honour the Veterans of the Armed Forces who participated in the Korean War, June 25 1950 to July 27 1953.

After a lot of effort and time with Government, e.g. architects, trustees etc., I am pleased to inform you that it has now become a reality, with expectations for the unveiling of this Monument to take place by mid to late 2008.

We are about to become involved in fund raising towards the cost of this project. I would like to ask you on behalf of our Association for a donation. Cheques, money orders etc., should be made out to Australian and Korean War Veterans Shrine/Monument Assoc. Inc. and forwarded to Honorary Secretary/Treasurer Gerard J. Bourke at the above address.

I have enclosed a copy of the final design to be erected in a public reserve, Moore Park.

Yours Sincerely

Gerard J. Bourke JP
 Honorary Secretary/Treasurer/Public Officer
 Encl.

This is a copy of a letter received by our President relating to the proposal to construct a memorial to honour the participants in the Korean Campaign.

On the following page is a photograph of the proposed memorial a description of it, followed by the resulting reply from the President on behalf of our Association regarding this worthy project. It will be of marked interest to those of us who served in the 'Peace keeping' phase and who have not been recognised by the hierarchy for their effort.



The main themes of the design are “commemoration, regeneration and remembrance “ - Each of these themes is a physical layer within the memorial design.

“Commemoration” is symbolised by a ‘taegeuk’ shaped path winding through the memorial where stones from each country who participated in the war are used as paving.

“Regeneration is evoked through a field of 150 forged steel ‘Roses of Sharon’ (the national flower of Korea).

“Remembrance” is implied through the steel plates shaped as mountainous terrain—each plate is etched with the name of a battle of the war. The focus of the memorial is two etched monoliths standing at the end of the memorial path with a stone altar for remembrance and placement of wreaths.

50 Railway Terrace
Willow Vale 2575
6th February 2008

Gerald J. Bourke JP
Hon Secretary
Australian and Korean War Veterans
Shrine/Monument Association Inc.

Dear Sir,

The Executive of the Fleet Air Arm Association of Australia has much pleasure in forwarding a cheque for \$500.00 as a contribution to your important project. The Korean War was the first operational service for the Australian Fleet Air Arm and is an important part of our history. We look forward to the timely completion of the Monument.

The Fleet Air Arm is celebrating its 60th Anniversary this year and there will be a number of functions, including two “Air Days”, at Nowra during the period from Thursday 23rd October until Sunday 26th October, 2008. It would be greatly appreciated if you could avoid a clash with these important commemorations and thus allow our Korean Veterans to participate in both events.

Yours sincerely
David Farthing
National President

Gardening and 'the great sweet pea mystery'

As this 1960s photograph of Jack Leisk shows armourers of that period were great gardeners - encouraged by an affable ex-RN armourer officer affectionately known as 'Uncle Fester'.



Legend has it that 'Uncle Fester' had a passion for cultivating sweet peas, especially in the gardens surrounding the Ejection Seat Bay. It has come to the attention of 'Slipstream,' from no less an authority than Ian Ferguson, that one Friday afternoon he and several others were turned out of the Ejection Seat Bay with orders - to clear away last seasons flowers and dig the garden beds. This was despite protests from 'Fergie' that a backlog of ejection seat maintenance was on hand and that urgent modifications were to be completed by Monday morning.

Not surprising, this was of little concern to 'Uncle Fester' who, in his jolly and avuncular manner, dismissed any objections by pointing out that the trays of sweet pea seedlings he obtained must be planted now 'as they would not survive the weekend' without being planted - therefore everybody in the Armament Section was to get out gardening, immediately!

Is it possible the mention of 'surviving the weekend' may have triggered a wayward thought amongst one of those armourers? After all, how many would have spent their lunch break preparing for weekend leave and would have showered and scrubbed and readied themselves for that trip to Sydney? But perish the thought, being soaked with perspiration and getting dirty fingernails would be the last thing to concern an armourer on a Friday afternoon. Truly! Well, in the best tradition of the Navy, an order is an order - and best thing is to get on with the job, so all hands 'turned-to'.

Garden beds were cleared, rubbish removed, the soil dug and raked to form a well-prepared bed for the sweet pea seedlings. Following the careful planting of the seedlings, the erection of wire netting and watering of the plants all was completed - just as 'secure and liberty men fall-in' was called.

Now, what happened next has, for some 40-years, remained a closely guarded secret, yet the subject of considerable mirth amongst those 'in the know'. Mind you, it has been hard breaking the 'armourers code of silence' on this subject. But, it was recently revealed to 'Slipstream' that a certain person, who for security reasons, cannot be named was on duty that weekend and took it upon himself to 'doctor' the seedlings. This 'doctoring,' as it was described, took the form of a razor blade being inserted an inch or two under the ground in the vicinity of the sweet pea roots. Come Monday morning and 'Uncle Fester,' was literally bursting at the seams to get to the Armament Section to inspect his sweet peas. But, within moments of his arrival, it was an ashen-faced 'Uncle Fester' who came to the Ejection Seat Bay seeking 'Fergies' advice. 'Chief,' he said, 'how come these seedlings are wilting.' Having spent the weekend in Sydney, 'Fergie' was able to say in all honesty that he was 'totally surprised'.

Now, it must be said, the demise of the seedlings was the cause of some puzzlement on the part of 'Uncle Festers,' but the true cause remained hidden.

Because 'scuttlebutt' is always near the truth, the death of the sweet peas was the subject of some speculation, but has - until now - remained a 'secret' for a select few. Meanwhile, 'Uncle Fester' [who was not a mean person or one to harbour 'dark thoughts' of his beloved armourers], from that time onwards referred to the matter as 'the great sweet pea mystery!'

Kim Dunstan

Attention Armourers

A letter has been sent out by George Mackenzie asking you all to respond with addresses and contact details prior to organising your mini reunion in October this year. He has 312 names on the list and only 267 have relevant information relating to them. If you know any other ex 's ask them if they have replied and if you send 10 names and addresses in on one sheet with the necessary information he won't mind - without contact and confirmation of numbers it is almost to organise any event so please give him a hand.

NAVAL AVIATION AT GALLIPOLI (part 1)

Each year as we commemorate Anzac Day our minds naturally turn to the well-recorded exploits of the Australian Diggers and their part in WW1 history, particularly in the Gallipoli campaign. Unless following up on the general history of Gallipoli, we may be less aware of the other military organisations and units that shared this hell on earth and of their role in it. It might be of particular interest to Slipstream readers to know about units of the then developing Royal Naval Air Service which also participated, namely HMS *Ark Royal* and her aircraft for the earlier part of the campaign and No 3 Squadron and like units which operated ashore for the land phase of it.

The Royal Naval Air Service was initially established as the Naval Wing of the Royal Flying Corps in Britain in 1912. The Admiralty did its best to separate it from the RFC over the next few years and when WW1 threatened, it renamed the Naval Wing as the Royal Naval Air Service (RNAS). Among other developments to get aircraft to sea, early aircraft were modified as floatplanes (i.e. fitted with floats to enable water borne take-off and landing) and later aircraft were built with sea plane hulls. One of the ships developed to operate floatplanes was *Ark Royal* which the Admiralty had bought in 1913 at an early stage in her construction as a merchant vessel and redesigned her with a between-decks hangar, superstructure right aft, and the anchors and cables operation below the clear upper deck. Wheeled aircraft could take off from this deck but floatplanes had to be craned off the deck onto the water and recovered by 2 steam cranes, one on each side.

Toward the end of 1914 and after Britain had declared war on Germany/Austria on 4 August, the Allies (Britain, France and Russia) were contemplating an attack on Turkey to free the Dardanelles for passage by Russian shipping via the Black Sea. Ninety-six per cent of Russian maritime traffic from the main Black Sea ports normally passed through the Dardanelles to the Mediterranean but because of the war they had been denied passage by Turkey with German support. This constrained Russian involvement in the alliance. For decades before WW1, the conventional view in naval circles was that the Dardanelles could not be forced by warships attempting hostile passage through them because of the artillery mounted in the forts and subsidiary gun emplacements on either side of the Straits. However, the advent of modern warships such as the Dreadnought class and post-Dreadnoughts with improved gunfire control and longer range coupled with the emergence of aircraft at sea to assist the accuracy of gunfire by spotting and reporting fall of shot, as well as conducting important reconnaissance, supported an argument in a robust debate within the

British War Council to disregard this precept. Accordingly, a decision was made on 13 January 1915 to force the Dardanelles with a combined British and French naval force which included an aircraft component. Much stake was therefore very optimistically placed in the presence of an aviation capability.

Thus in February 1915 after a brief work-up *Ark Royal* found herself among 16 battleships (4 of them French), numerous cruisers, destroyers and a minesweeping force assembled off Lemnos Island in the Eastern Mediterranean to force the Dardanelles. Onboard *Ark Royal* were six floatplanes and 4 wheeled single seat aircraft which could be launched from the deck but had nowhere to land until an area ashore could be secured and prepared. Notable though was that only one of the battleships, the post Dreadnought *HMS Queen Elizabeth*, commissioned in 1914, had good gunfire control systems whereas the others were pre-Dreadnought, i.e. pre 1904, with very basic gun control and low trajectory ranging. The Admiralty had opted to maintain the strength of the Grand Fleet at Scapa Flow with its more modern battleships to contain any break-out of the German High Seas Fleet and had sent old battleships to Gallipoli. Already one of the key conditions considered necessary for success of the operation was compromised.

The Turks were aware of the presence of this large fleet assembling at Lemnos and had mined the Straits with 373 mines in 11 lines across the approach to the narrowest point, the Narrows, where the width is about 1600m. The Narrows are situated near the inner forts of Kilid Bahr on the northside of the waterway and Cannakale on the south which were fitted with both large and smaller guns. Unknown to the Allied fleet, the Turks under German direction had also placed mobile howitzer guns in camouflaged positions along either side of the shores of the Straits. These would be a particular threat to the small minesweepers. The Allied fleet's first task was to take out the gun defences of the forts and any subsidiary gun emplacements bordering the Straits to enable minesweeping operations to clear the blocking mines and open the way ahead. The aviators' tasks were to conduct general reconnaissance, mine surveillance, location of any subsidiary gun emplacements and spot fall of shot for ships' guns.

Bombardment of the outer forts at the entrance of the Straits at Kim Kale on the south headland and Sedd-el-Bahr on the north began on 19 February. During this and subsequent attacks, the air to surface gun-spotting techniques were tested and while found sound in principle, numerous problems limited success, for example the sea state for floatplane take-off and landings was often unsuitable, engine failures were a constant problem and communications between aircraft and ship for gunnery control most difficult. The flimsy floats sometimes broke up on alighting. Over 26 flights of the best performing floatplane suffered 16 engine failures, while others failed to develop enough power to

unstuck from the sea or to reach the operating height to spot for the guns. Moreover, there were only two radio sets between the aircraft, these had only just been developed and were able only to transmit, not receive. By 18 March when the main attack was to be made on the inner forts some progress had been made to overcome some of the communication problems using a system of visual signals. Prior to the main attack, *Ark Royal's* aircraft made some recce flights to determine the location and extent of the minefields. They did not locate the hidden howitzers lining the shores.

On the 18th March at about 1100 the fleet majestically sailed into the Straits led by 4 battleships in line abreast with two other lines of capital ships astern of them. They approached the Narrows to open fire on the inner forts to silence the Turks guns and give cover for the minesweeping force. They were greeted with a hail of gunfire from both the forts and the concealed high trajectory howitzers on either side of the Straits which took their toll, especially on the minesweepers, which turned and fled having swept only a few mines. The higher trajectory howitzers were able to land shells on and penetrate the relatively soft upper decks of the ships and in two cases, rounds reached the magazines. The first line of ships turned in line to starboard as planned short of the minefield to clear the way for the second line of firing ships. As the second line turned away in turn, one of the French battleships (*Bouvet*) in that line struck a mine in the turning area reported earlier to be clear of mines by the recce aircraft. The ship sank with all 600 hands in a few minutes. In the ensuing chaos over the next 2-3 hours, the attacking fleet lost 3 battleships, 3 crippled and 700 men killed, all from a combination of gunfire and mines. The attack was called off and the Turks had won the day with relatively few losses, although they were running desperately short of ammunition. They still celebrate their victory on 18 March each year.

At after action 'wash-ups' some blamed the recce aircraft for not locating the howitzers nor the mines in the pre-planned turning area, which actually was Eren Keui Bay on the southern side of the Straits. The Turkish minelayer *Nousret* had laid a line of mines in the area the night before the attack was made. (*Nousret* can still be seen on display at the Naval Museum in Cannakale). Because of the sea state, *Ark Royal* could not launch her two serviceable aircraft until an hour after the battle had begun, so their part in the battle was very limited. Proponents of the attack still insisted that had adequate air reconnaissance and gunfire direction been available on the scale required, the operation would have been a success. This was of course only one of the ingredients of the failure but since so much faith rested on the role of aircraft it attracted the most criticism.

So the beginning of RNAS operations in Gallipoli was far less than successful. It has to be remembered though that

the aircraft were very basic, underpowered and fragile machines which were operated in a generally unsuitable weather environment with crews working up under considerable difficulties in the techniques they were to employ. Air-ship communications were very poor or non-existent in operations where they were critical to success. Too much was expected of this small and under-developed unit at the time.

Things had to improve, and they did.

After the events of the 18 March, the British War Council decided that the Army had to secure the shores of the Straits and neutralise the guns to enable the Navy to proceed through them to attack Constantinople (Istanbul). Anticipating the Army would be needed anyway, a large force had been sent to Egypt and the Greek-owned Lemnos Island, off the Gallipoli coast. The Anzacs were training in Egypt at this time and were destined for the Western Front, but they were re-directed to Lemnos. The Army wanted reconnaissance aircraft to assist them since experience of aviation on the Western Front had already shown its importance to the land war and it was expected to be the same for land operations on Gallipoli. But the RFC was pre-occupied on the Western Front and it was the RNAS which was ordered to provide the air effort for the land operation. Given the difficulties of floatplane operations from *Ark Royal* a decision was made for wheeled aircraft to operate from offshore island bases so an airstrip was cleared from a vineyard on Tenedos Island. The advance party of No 3 Squadron RNAS duly arrived late March led by Cmdr Charles R Samson RN, who at the time was probably the RN's most experienced Navy aviator. The airfield soon took shape with tent lines, canvas hangars and aircraft workshops built from aircraft packing crates, and a 730 metre landing strip. Early in April their aircraft arrived – 10 aircraft of mixed types and varying performance, and they were put to work. Aircraft numbers later grew to 22, 102 maintainers (many of them carpenters) and 18 aircrew., pilots and observers. The Squadron was joined by Captain Keith-Jopp an Australian and an artillery officer who was to fly as an observer for artillery pin-pointing and spotting for fall of shot. He won a reputation as a 'Hawkeye'.

One of the Squadron's first and most important tasks in the April pre-landing phase was area reconnaissance. There being no up to date maps, not much was known about the geography of Gallipoli, especially the areas immediately behind the beaches. Detail of the defences also was needed. The information subsequently gathered by recce aircraft was seen at once to be very important to the planning for the landings. A very favourable development in information gathering was the arrival of an expert in aerial photography who flew his aircraft at low levels with his camera mounted in the aircraft taking photographs of beaches, approaches and land features critical to post landing movement. This introduced photography to Samson's aircrew

and more cameras were mounted in their aircraft. Their photographs of beach defences such as barbed/razor wire especially at Cape Helles became of great concern to the planners of the landings and they upgraded their assessments of casualties likely to be experienced.

Spotting for warship guns remained important and Turkish ammunition dumps and other military targets were located and fired upon. The task was assisted by the arrival of a balloon ship *HMS Manica*, which sent up observers in the balloon baskets to spot for gunfire. Ships' guns were the only source of artillery for the landing. Small bombs and later 100 pounders were dropped from aircraft in attacks on Turkish troops and vessels bringing re-inforcements and supplies. As April 25 approached, air attacks on troop concentrations increased and in one case, unfortunately for the Anzac landings, resulted in the re-deployment of Turkish troops closer to what was to be Anzac Cove and away from a distant Maidos to escape the aerial bombing. A Turkish airfield which operated one or two Turkish aircraft at Cannakale was bombed to prevent aerial reconnaissance.

To be continued next issue of Slipstream.

N Ralph

I have been reading Slipstream for many years now and have seen the request for stories in many issues, so to help things along I would like to submit my contribution. Since 1996 I have worked for a company called Field Aviation Co. Ltd. in Calgary, Alberta, Canada, as a Licensed Aircraft Maintenance Engineer. Field Aviation does heavy maintenance on many medium sized aircraft such as Dash 7, Dash 8, Twin Otters, Bae146's, Buffalo's, and the full range of CRJ commuter jets. Whilst working for Field Aviation I crossed paths with two other ex Navy guys and we have become very good friends over the years. The main thing that brought us together was that the three of us all served in the Navy as Aircraft Mechanics and did time at sea on the same type of Majestic class Carriers. What sets us apart is that each of us was in a different Navy, one being the Royal Canadian Navy, the other in the Indian Navy and myself in the Royal Australian Navy. The following is a short brief from each of my friends which will give you an idea of how close our occupations were, albeit continents apart.

Terry Harkness #58836H

Terry joined the Royal Canadian Navy in July 1964. After basic training at HMCS Cornwallis he was drafted to HMCS Shearwater, which was the Royal Canadian Naval Air Station for the Canadian Fleet Air Arm. In 1969 Terry was drafted to HMCS Bonaventure with the Tracker Squadron. Terry was on board the Bonaventure for the last trip the

Ship made with aircraft before the ship was decommissioned in 1970. From 1975 to 1977 he was drafted to HMCS Huron (a destroyer) with two Seakings. Terry retired from the Canadian Forces in 1989 at the rank of Chief Petty Officer 2nd Class ending 25 years of service.

Malkiat (Mal) Duhra #A51627

Mal joined the Fleet Air Arm of the Indian Navy in August 1960. He completed four years training as an Artificer Apprentice at Indian Naval Ship (INS) Shivaji and INS Garuda in 1964. Mal was drafted to Indian Naval Air Squadron 310 in August 1964. He worked on Anti Submarine "Alize" aircraft powered by a single Rolls Royce DART engine. Mal embarked on the carrier INS Vikrant in 1965. Mal was later transferred to the Naval Air Technical School at INS Garuda for instructional duties. His next transfer was to Indian Naval Air Squadron 550 operating Indian built HJT 16 (Hindustan Jet Trainer) a basic jet trainer, and Alouette Helicopters. In 1974, Mal retired from the Indian Navy after 14 years of service, as a Master Chief Aircraft Artificer 2nd Class and immigrated to Canada.

As for myself, Norman Goodsir, #R103461, I joined the RAN in 1968. I served 10 years in the FAA attaining the rank of LSATA. I served on 725, 817 and 723 Squadrons plus involvement in the RAN Gliding Club which is where I gained my love of flying. One of the highlights in the RAN was being charged (and found guilty) for Aiding and Abetting Wolfman (Ian Lockett) for improperly leaving the ship HMAS Melbourne, whilst along side in Hawaii in 1975. In 1978 I decided to come over to Canada where I got involved with the Helicopter Industry. I flew Helicopters commercially for 20 years all over Northern and Western Canada, Africa and the Middle East and later decided to go back to Aircraft Maintenance by joining Canadian Airlines in Calgary as a Licensed Aircraft Maintenance Engineer. When Canadian Airlines folded I moved on to Field Aviation where I met the sailors mentioned above. My involvement with Aviation would never have come about had it not been for the Royal Australian Navy Fleet Air Arm.



Norm Goodsir

Didn't take long to put him to work !

The new Secretary, Dick Martin, Ian Ferguson and Mike Heneghan organising the preparation of the mail-out for the Xmas edition of Slipstream .

A never ending job that relies on volunteers to make it happen, in the New Year, a committee will be set up to look



after this aspect of the magazine. Any volunteers would be welcome and if they contact Jim Lee I am sure he will be able to use the assistance. Involvement is usually for two half days every three months at the newly reformed 'White Ensign Club', and you even get fed into the bargain

Don't think about it, act by contacting Jim and take an hour or two of your time to ease the load. As you all know these jobs are very highly paid so jump in and get some of the 'offerings'.

I have enclosed a photo of a Canadian number plate which acknowledges that the vehicle owner is an Armed Forces Veteran and has the respect of that country. It would be a massive boost to our own Veterans and to present serving members of our defence forces to have them appreciated in a similar manner. Whoever initiates such a programme will be well recognised.

Ron Smith



Hello Ron ,
Thank you for your email about personalised plates, your enquiry has been forwarded to the relevant area of Queensland Transport for their action. They will reply directly to you. Queensland Transport is committed to providing quality service to our customers.

Regards
Kay

Doesn't look as good as your model Sea Venom !!!

Ace's VC on display

ONE of the most treasured pieces of Fleet Air Arm history can be seen for the first time by the public.

Lt Cdr Eugene Esmonde led a 'charge' by six Swordfish against the might of the Scharnhorst, Gneisenau and Prinz Eugen as they ran for the safety of German ports during the 'Channel Dash' in February 1942.

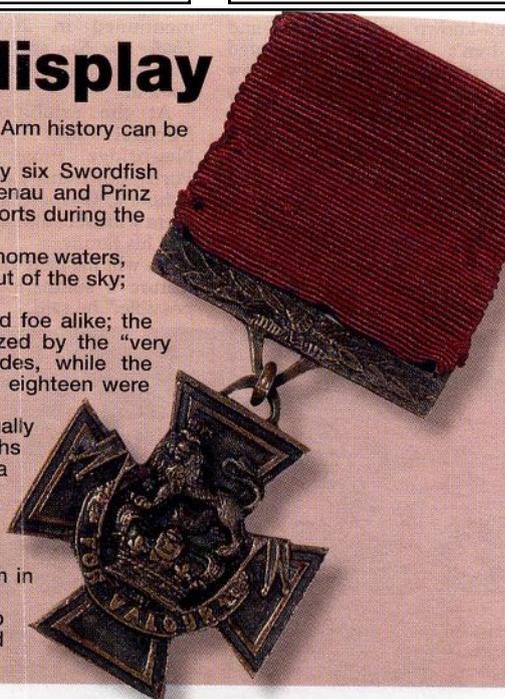
The Kriegsmarine trio successfully reached home waters, while all six torpedo bombers were blasted out of the sky; of their 18 crew just five survived.

Their bravery earned praise from friend and foe alike; the German admiral leading the dash was amazed by the "very plucky flying" of Esmonde and his comrades, while the RAF station commander at Manston said the eighteen were "beyond any normal praise".

Esmonde, who had been involved in an equally spirited attack on the Bismack nine months earlier, was posthumously awarded the Victoria Cross for his bravery - one of just four earned by the Fleet Air Arm/Royal Naval Air Service.

For the past six decades, the decoration has been proudly held by his family; now it has been loaned to the Imperial War Museum in London.

It can be seen alongside the VC awarded to his great uncle, Capt Thomas Esmonde, earned before Sevastopol nearly a century earlier.



Ed,

I am enclosing a cutting from Navy News (UK) relating to some Fleet Air Arm history from the 'Old Dart', I thought it may be of interest to our readers,

Gordon Cansdale

Reunion News

“L & “R “ Mini Reunion

Contact details for notification:
Frank Birtles : frankbirtles@hotmail.com 02 44214723

Bob Luxford and Frank Birtles are combining to present this event and it will be a combined reunion to be held at the Ex Sevo's at 1700 on Thursday night . All who are going to attend please contact the above so as catering can be organised.

“O” Mini Reunion

Contact details for notification :
George Mackenzie: marmac@shoal.net.au

If you have not already added your name to the ever growing list please do so urgently, addresses for a lot are non existent and we need to keep a current updated list .The function will be held in the Bomaderry RSL Club starting at a TBA on Thursday 23rd. Confirmation of numbers is required to arrange catering.

“A / E” Mini Reunion

Contact details for notification :
Don Parkinson: jandon39@hotmail.com

This event will take place at Bomaderry RSL Club at 1300 on Friday 24th, numbers are essential to arrange catering and set up. George S...zy...ch and Kevin Longford are assisting in the organisation so please contact one of us as soon as possible after receiving this copy of Slipstream.

‘Wardroom’ Cocktail Party

Contact details:
Cmdre ‘Toz’ Dadswell : tozdadswell@westnet.com.au

Event to be held in the Wardroom HMAS Albatross, admittance by ticket only from registrations. Coach will leave Nowra on pick-up route at 1715 and return after the function at 2015. Anyone who will not arrive in time on Thursday to collect their satchels may, by contacting ‘Toz’ have them available at the function. Numbers to this function are restricted and it will be a ‘first in best dressed’ availability for tickets.

“Aircrewmen’s” Mini Reunion

Contact details for notification :
Grant Jesser : Grant.Jesser@defence.gov.au

This will be conducted in the Senior Sailor's Mess at HMAS Albatross on Saturday 25th starting at 1900. It is an all ranks event, and numbers are required to facilitate catering. Please do not leave it until the Last minute to inform the organiser as a lot has to go into these functions to ensure they go off well.

“Aircraft Handler’s” Mini Reunion

Contact details for notification :
Alex Stevens: panda3@ozemail.com.au

A gathering of fine upstanding members of the ‘AH’ branch will be convened at the Bomaderry RSL Club at 1000 on Saturday 25th - no need to wear medals. A variety of beverages are available as well as some ‘nibbles’ so bring your best manners. Numbers attending would be very handy so don't feel bashful about contacting ‘Boxhead’ before the event. In the event of not being able to contact via email phone 02 44214104 (before happy hour) any day.

“PHOT / SE “ Mini Reunion

Contact details for notification :
Ron Batchelor : ronbatch@shoalhaven.net.au
Phil Robinson : philrob@shoal.net.au

1700 on Thursday 23rd will see all the members of both branches entrenched in at the Sportsman's Club at Worri-gee. Catering has been arranged but numbers have to be confirmed so please reply to the above as soon as you get this edition. The venue has been booked until 2300 so bring a hunger, a thirst and any stray members you should happen to find that until then were not on their way there.

If you don't get enough to eat or drink at the above event then all Photographers please note there will be a BBQ at Ron Bachelor's residence next day starting at 1300. Bring a smile and ‘Pedro’ may take your picture.

ATTENTION

It is proposed that Tasmania will hold a reunion (all branches) November 12th -14th inclusive in the year 2010, in Launceston. Discussion regarding this will be tabled at the National Forum in October 2008 to gather a consensus.
A Browning , President



MOMENTS IN TIME



Nowra - June / September 1958

Nowra Hotel on the left, Prince of Wales opposite. Chevrolet outside the Nowra and a Vauxhall passing the Prince, with a couple of silent cops overseen by suspended streetlight. Even a bike parked outside Nowra.

'Juke' M



Nowra - June / September 1958

Nowra - West picture theatre on the left then Richies Chemist and Hollands Butchers with our Vauxhall Tourer (1939 model - rego HP232) outside - gone shopping!

Nowra Post Office on the right and if you look carefully you will see the correct way to park a bicycle.



723 on Formation –1951 ?

All the names on the back leave a lot of holes your readers may be able to fill.

Front row;

S/Lt Branson, S/Lt Bolton, Lt Wade-Brown, Lt Christie, Lt Jude, Lt D Johns, Lt/Cdr Gledhill, Lt Hickson, Lt Farquarson, Lt n Macmillan, S/Lt Clarke, Lt Rowlands, SCWO Bruty

2nd row :

Obs Bunning, Cliff Brown, George Yates, POAF Brown, Ron Tait, Pete Davey, Paddy McLennan, Tom Keeley, Bill Smith, AA3 Cowan, George Beasley, Ken Brown, Butch Haines, Ken Greenaway, AA4 Jenkinson, Dave McRoberts, Jack Grenfell, Syd Campbell, Arthur Johns, 'Shiner' Wright, 'Jock' McLellan, 'Jock' Lee, Rob Robinson, Neil Macmillan.

Neil Macmillan

FLEET AIR ARM ASSOCIATION of AUSTRALIA 2008 REUNION
REGISTRATION FORM for FAAA MEMBERS and GUESTS

Member's Name:

Addressemail :

Phone : Mobile

Names of attendees

Shirt sizes.....(M, L, XL, XXL, XXXL, & XXXXXL— all attending receive a shirt and cap each, they are FAAA emblem embroidered in dark blue colour) Caps are a one fit all size.

Registration Fee for all attendees : \$30.00 per head - This covers some of the Reunion costs and a Fleet Air Arm shirt and cap, normally sold for \$25 / \$15 respectively . Insert sizes in the space above and they will be distributed at registration.

23rd Wardroom Cocktail Party : \$25 .00 per head

24th Anniversary Dinner : \$35.00 per head - To be held at the Function Centre and the numbers will be limited to 550. Coaches will be available for transport to and from venue, they will collect from around town.

25th Saturday Reunion BBQ : \$20.00 per head - includes drinks - beer, wine and coffee. Transport will be available to and from venue.

25th NSW Annual Dinner : \$35.00 per head 3 course meal, \$1.00 drinks, transport available to and from venue lucky door prizes - numbers restricted to 200, table size 10 max.

23rd, 24th Dolphin Watch Cruises : \$ 22 .00 ea Make own travel arrangements to and from Huskisson and pay at the boarding gate.

26th Sunday Air Show Lunch : \$14.00 per head. As for Saturday but will not include drinks. Liquid refreshments will be available at the WEC Club.

Parking for the Saturday BBQ and the Sunday Air Show will be on the football fields at the rear of the Museum. Access to this area will be by **Official Car Pass only displayed inside windscreen**. No pass and you will have to park on the other side of the airfield with the general public. Your pass will be included with your folder on registration day.

Summary of charges :

Registration : Nos	x \$30.00	\$.....
W/R Cocktail : Nos	x \$25.00	\$
Anniversary Dinner : Nos	x \$35.00	\$
Air Show / Sat BBQ: Nos	x \$20.00	\$
NSW Dinner: Nos	x \$35.00	\$.....
Air Show Sun Lunch : Nos	x \$14.00	\$

Total : \$.....

All cheques must made out to Fleet Air Arm Association of Australia

Return address :

2008 Reunion, P.O. Box 7115, Naval Post Office, Nowra Hill, NSW 2540 (Direct Debit or EFPOS not available)

Venues with restricted numbers of positions available will be on a "First in, Best Dressed, Members Only" basis.

Funds to put on this reunion come from the membership in the form of raffles and their support; entry fees do not cover operating costs of events and as such members of the Association will be given precedence. Ensure participation, join up before hand and assist, you also get four (4)magazines a year into the bargain. Forms are available on the website, from all Divisional Secretaries or if you cannot access these then use the above address as a last resort.

Monetary returns for those missing out will be in the form of a cheque in your respective registration satchels

Signature

Schedule of events for Reunion

Wednesday 22nd:

0900 -1500 : Registrations, White Ensign Club (WEC)

Thursday 23rd:

0900 –1200: continue registrations WEC

1000 : Dolphin Watch Cruise

1100: Coach Tour Albatross

TBA: Armourers’ reunion Bomaderry RSL Club

1400 : Coach Tour Albatross

1700: SE / Photographers i reunion—Worrige
Sportsman’s Club.

1830 - 2030 Wardroom Cocktail Party

1900 : “L&R” reunion—Nowra Ex Serviceman’s Club

TBA : Pensacola Aircrew reunion

TBA : RANHFV reunion

Friday 24th:

1000: Dolphin Watch Cruise

1100 : Coach Tour Albatross

1300 : Photographers BBQ Ron Bachelor’s residence

1300 : “A / E” reunion, Bomaderry RSL Club

1400 : Coach Tour Albatross

1800 : ‘Beat to Quarters’ Courtyard, Entertainment Centre

1800 : 2300 Anniversary Dinner. Entertainment Centre

Saturday 25th:

0745 : Coach pickup round town for AGM, BBQ & Air Show

0845 : Coach pickup round town for BBQ

0900 -1030 : Federal Council Meeting WEC

1000 : Air Show

1000 : “A H” reunion, Bomaderry RSL Club.

1000 : 1600 BBQ lunch WEC area

1630 : Coaches return to town

1800- 2300: NSW Annual Dinner, Bomaderry Bowling
Club.

1900 : Aircrewman’s reunion Senior Sailor’s Mess
HMAS Albatross

Sunday 26th:

0900-0930: Reunion Church Service ,WEC lawn area

1000 : Air Show

1230 : BBQ lunch

1630 : Coaches return trip to town

Coach trip routes are displayed on leaflet that is included in
your registration folder along with your car pass.

For interstate travelers using air travel, Premier Coaches
connects daily with the Domestic terminal at 0930 and
1535 and the International terminal at 0940 and 1545 and
thence to Nowra , arriving at 1230 and 1840 respectively.
This may be a suitable method of travel from Sydney for
some.

Lunch for Saturday Air Show / Reunion BBQ 25th

(will take the form of BBQ salad. Refreshments included)

Menu :

Chicken strips with Thai seasoning

Sausages

Caramelised onions

Crusty torpedo rolls

Sauces and condiments

Honey mustard potato salad

Gourmet green salad

Sliced tomatoes

Coleslaw

Disposable plates, forks and serviettes

Coffee, beer and wine will be supplied (included in cost of
ticket)

Sunday 26th Air Show lunch menu.

(REFRESHMENTS NOT SUPPLIED)

Menu :

Beef strips in Soy sesame marinade

Sausages

Caramelised onions

Crusty torpedo rolls

Sauces and condiments

Honey mustard potato salad

Gourmet green salad

Sliced tomatoes

Coleslaw

Disposable plates, forks and serviettes

Coffee, beer and wine will be available at the WEC at a
nominal cost.

RAN FLEET AIR ARM - WALL of SERVICE

Since the introduction of this amenity, serving members, ex-serving members of the RAN Fleet Air Arm and other ex-serving personnel attached to FAA units have had the opportunity to have a bronze plaque denoting their service mounted on a wall at the Fleet Air Arm Museum at HMAS *Albatross*. This facility is now being administered by the Navy as the Museum is now back in its hands.

Eligibility to have a plaque fitted is governed by the following controls:

1. Must have been or is a member of the Fleet Air Arm.
2. Been attached to a unit of it, Store, Victualling, Cooks, Writers and Stewards were drafted to actual squadrons and as such qualify. Some Army and RAAF personnel will also qualify; these must also conform to the qualification restraints. CBGLO is a qualifying posting but a posting to AJASS is not as they were not actual squadron personnel.
3. RN FAA loan personnel who served with the RAN are also eligible to participate in this program as long as they were actually posted or attached to an RAN FAA unit. If in doubt about qualification - check with the Administrator.
4. Duration of service is not a factor.

Groups of old classmates, relations or just good friends can be placed side by side as long as they are all ordered together. The Wall does not delineate between ranks, and the plaques are mounted on a 'first-in, first-up' basis, thus an Admiral can be alongside a Naval Airman (Seaman in today's language).

This is a feature that has been talked about for years and has now come to fruition - it will give ex-members the chance to have all names grouped together for all time. It is a unique feature available to all Fleet Air Arm personnel and is sited in the memorial garden area at the entrance to the Fleet Air Arm Museum at HMAS *Albatross*. No other part of the service has anything like this and probably never will, but naval aviation now has a chance to establish a "history of service" of all its ex-members that will be of major interest to them, their families and descendants for all times.

The plaques are simple and all conform to a standard pattern, cast in bronze and denote name (with decorations and awards), rank/rate, official number, period of time served, and with a logo (modified) of the Fleet Air Arm Association with the initials 'RAN' replacing 'FLEET AIR ARM ASSOCIATION'. They are half brick in size and are permanently affixed to the brick wall. The layout of the plaque is locked in, there are no 'nick-names' and the listed name is as was on the records of the RAN, all plaques are similar and no alterations to the format will be accepted. This is to ensure that everyone stays "equal" and the 'Wall' stays in state that is in keeping with the service we all were part of. Especially now that the RAN has taken over ownership of the Museum.

A plaque could be a very good birthday present for someone 'who has everything' or 'is hard to buy for' and would certainly be a nostalgic surprise. If you have any ex-service (FAA) friends who have not heard of the scheme, please mention it to them. Plaques for anyone that are ordered by relations or friends must have the permission and approval of the NOK or direct descendants of them. This is to ensure their right to place a plaque on the Wall as a priority.

To keep the costs in check, plaques are ordered from the foundry in lots of between 20 and 50 and as such there will almost certainly be a reasonable delay in the time between the actual order and the fitting to the Wall. Notification of the actual affixing is by 'Slipstream', the FAAA magazine. This is also to keep the costs and paperwork to an absolute minimum. An email copy of a photo of the plaque is available by contacting the Editor of Slipstream or the Administrator. An actual photo of all plaques as they are fixed is displayed on the back page of the magazine.

Total cost of the plaque fixed to the wall is A \$110.00. (This figure will change as costs increase over the years)

Application forms are available from the FAAA website at www.faaa.asn.au, all State Secretaries, the Administrator, or on the counter at the Fleet Air Arm Museum.



If you have no use for this form please give it to someone you know that may wish to use it !



MOMENTS IN TIME



During the floods of 1955 , 851's Flying Classroom had some replenishment work to do. Fuel (in drums) was needed for the Sycamores and quite a few pregnant women needed to be removed from the flood to 'higher ground' so as you can see the whole thing was fairly informal . No one even checked the tickets let alone worried about the hard-standing having any FOD in the area.

You will no doubt recognise the well appointed aircrew - Col Wheatly, Digby Johns and Hank Hancox. Such a good job was done that the press acknowledged the RAAF effort - they had trouble reading the 'Royal Australian Navy' on the fuselage.



Rome 1956 - Melbourne on her way home. A bus trip organised by the Italian Navy gave a lot of us a welcome break ashore to see the sights and sample the 'vino'. Some faces will be easily remembered but names will be hard to apply to those I feel.

Photos supplied by Neil Macmillan CAA (A/E0 Ret.)



The Museum has had a very successful holiday operating period and we experienced our highest visitation numbers ever in December and January. The daily average in January was 170 and the most in one day was 240 visitors. I can put this down to our TV advertising, and the unseasonal rainy weather that had all the holidaymakers in the Shoalhaven looking for indoors attractions.

Planning is now well in hand for all the celebrations for the Fleet Air Arm's 60th Anniversary, and we have already seen the Freedom of Entry Parade in Nowra, and a special morning tea to commemorate the RAN's 107th birthday, and the 41st anniversary of the introduction of the Australian White Ensign.

Elsewhere in this edition of Slipstream you will read that the Museum is hosting an Open Day on the 25th May 2008, as a curtain-raiser for our Anniversary Air Show and Reunion on 25 and 26th October. The event on 25 May will be a static display of current Army, Navy and Air Force air power, historic and warbird aircraft, antiques and sports aircraft, and general aviation aircraft hosted by the Albatross Aero Club.

A dedicated planning team has been formed to coordinate the myriad of arrangements that go to make a successful air day, and I will continue to work very closely with Commander Ted Wynberg and his team to ensure we cover all the bases. The input and guidance from Captain Morrison and the ALBATROSS command team has been nothing short of exceptional.

Development of the Museum's displays and facilities continues at a steady pace and our objective is to have the café and restaurant completely refurbished before our Open Day in May. At the end of last December Jenny Crosby terminated her lease of the restaurant, and it was very sad to see her depart after over three years of excellent service to our customers, ALBATROSS ship's company and the Museum staff.

Fortunately the RAN Central Canteens Board stepped in to maintain a food and beverage service during January and February and our thanks must go to their CEO, Barnie Van Wyk, and his staff for keeping the café operating during our busiest period ever. Negotiations are now taking place for a new licensee to come in when the renovations are finished.

A summary of activities and events of interest in the Museum follows:

- A helicopter simulator is being built as an attraction for kids 8 to 80.
- The Systems Commander, Commodore Steve Gilmore RAN, visited the Museum and met with our staff and volunteers.
- The Fleet Commander, Rear Admiral Nigel Coates RAN, did likewise.
- Captain Morrison has presented us with the 'Captains Table' and telescope, following an upgrade to his office facilities
- The RAN Photographic branch is having their annual Category Seminar in October to coincide with the FAA Reunion.
- A large collection of heritage items has been transferred from JBRF subsequent to the closure of the Kalkara Flight.

Items included many documents and photographs of Jindivik and Kalkara operations since the early 1960's.

The Macchi trainer is scheduled to be repainted back into RAN colours in the next two months. We are in the early stages of negotiations with the MOD in the UK to investigate acquisition of an ex-RN "Sea Harrier" fighter that was flown by former RAN Fleet Air Arm pilots.

I am pleased to report that our Collections Curator, Ailsa Chittick will be returning from maternity leave in mid March, and that Natalie Johnson will be staying with us for the next 12 months to job-share with Ailsa. Ailsa and Natalie will not only be developing and improving our FAAM displays but Natalie will also be temporarily working at the RANC Historical Collection to improve the archiving and storage facilities at HMAS CRESWELL.

The coming year will be one of challenges and excitement with our 60th Anniversary celebrations and all the FAAM team are looking forward to being involved with the Fleet Air Arm Association in the organisation and operation of all the events.

2008 FAAAA REUNION - GENERAL COMMENTS

The 2008 FAAAA Reunion is to celebrate the 60th Anniversary of the formation of the RAN Fleet Air Arm. The reunion will run for 5 days (Wednesday 22nd - Sunday 25th October)

Wednesday 22nd

0900 - 1630. Registration Day. Persons attending the reunion will be required to register at the FAAAA rooms ("White Ensign Club (WEC)) situated on the airfield side of the Fleet Air Arm museum. When you register you will receive a satchel, which will contain:

Schedule of Events.

Coach pick up and delivery route plan.

Nametags and car pass.

Meal tickets for BBQ lunches on Saturday and Sunday (As applicable)

Tickets for Anniversary Dinner (As applicable)

Tickets for NSW Dinner (As applicable)

Tickets to Wardroom Cocktail Party (As applicable)

There may be a refund cheque if you did not get a seat for a booked event.

Thursday 23rd

0900-1100. Mis-musters for registrations. Late arrivals attending Wardroom will collect satchels from Commodore Dadswell (Toz) by arrangement (function organizer)

1000 Dolphin Watch cruise. Leaves from Huskisson wharf. Visitors must make their own way to and from the Huskisson wharf. The cost is \$22, payable at the boat.

1100 & 1400 Coach tours of ALBATROSS. Depart the Fleet Air Arm museum. Coaches hold about 45 persons and will operate on a "first in best dressed" basis.

Mini Reunions. Reunions will be held for Phot /SE, Ordnance, L & R, Pensacola Aircrew and RANHFV. Detail of the times and places for these mini reunions will be found in the "schedule of events" in your satchel.

1715 Coach for Wardroom.

1800 - 2000 Wardroom Cocktail Party. This event will be by ticket only and will be held in the ALBATROSS Wardroom.

2015 Coach return trip to town from Wardroom.

Friday 24th

1000 Dolphin watch cruise at Huskisson. Same arrangements as for Thursday

1100 & 1400 Coach tours of ALBATROSS. Same arrangements as for Thursday

1300 A/E's mini reunion at Bomaderry RSL Club

1300 Phot BBQ at Ron Bachelor's residence in Bomaderry.

1800 Anniversary Dinner. This function is a combined

event with current serving members. Seating is limited to 700 and seat will be allocated on a "first in best dressed" basis. Admittance to this event will be by ticket only.

a. To be held in the Shoalhaven Cultural Centre situated in front of the Council Chambers in Bridge Street. Transport to and from motels is available by coaches which will do a town run as per the route plan contained in your satchel. Coaches will also be available to return you to your motels on completion of the evening. There will be only one departure time - 2300

b. 1900 The Navy band will perform a "Beat to Quarters" ceremony in the courtyard at the front of the Centre. This may be viewed from inside the Centre or you may wish to go outside. The general public will have access to watch the ceremony.

c. A allocation of seats will be reserved for serving members and if all are not taken up the unused seats will be allocated to FAAAA members. **Table Bookings** will only be accepted as "full tables" (10 places). So if you wish to make up a table please do so and inform the organisers early—late re-allocation will not be accepted as it would involve too much time. Seating allocations will be shown on your ticket and there will be a mud map of the seating plan at the entrance.

d. It is anticipated that there will be problems with advising people whether or not they have secured a booking for this popular event. The Committee will not be able to advise the unlucky starters, a 'where we are up to report' will be included in the next Slipstream. Anyone who has misses out will receive a refund cheque for any monies paid in their registration satchel. This is not the ideal situation but due to the work load and the high salaries paid to the workers it is the only practical way.

e. The dress for this event is jacket and tie.

Saturday 25th

0900 FAAAA Annual General Meeting. To be held in the WEC and will follow normal procedures. A coach will depart Nowra at 0730. The early start is necessary to avoid the heavy build up in traffic which is expected for the Air Show.

1000 Aircraft Handlers mini reunion at Bomaderry RSL Club

1000 Air Show. The Air Show will conducted over two days and it is hoped that it will be the biggest and best ever seen at ALBATROSS. The static displays will be on the hard standing in front of the hangars and on the 03/21 runway. Flying operations will take place on 26/08 runway. Car parking for the general public will be on the grassed area to the north of 03/21 and along the Braidwood road and they will have access to the static displays by walking across the runway. Catering/vending businesses will be dispensed throughout this area. The area abounding the WEC will be

for reunion ticket holders only. It is expected that a large crowd will attend the Air Show so allow yourselves plenty of time and be patient. **The Reunion BBQ.** The BBQ will take place from 1000 onwards. The grassed area alongside the WEC has been set aside for FAAA ticket holders. Car parking will be a problem but those FAAA members **displaying a car pass** will be allowed to enter the museum car park. The police will be directing all other traffic to parking areas on the Braidwood Road. **So make sure you have your car pass on show.** A second coach will make a trip from Nowra as per the schedule in your satchel.

The catered **BBQ lunch** will be served under cover at the museum and liquid refreshments (Included in your ticket) will be available in the WEC.

The Air Show finishes at 1600 and transport to town will depart at 1630.

1800 The NSW dinner commences at Bomaderry Bowling Club. Seating is restricted to 250 and again the rule of "first in best dressed" will apply. Dress is jacket and tie. Coach will depart from depot at 1715, following the route in tour satchel and returning at 2330. Over bookings for this event will be managed the same as for the Anniversary Dinner and once again we apologise if this causes any inconvenience.

1900 Aircrewmen mini reunion commences at Senior Sailors Mess, ALBATROSS.

Sunday 26th

0930 A reunion church service will be held on the grassed area alongside the WEC (multi denominational).

1000 Air Show commences

1000 Reunion BBQ commences on grassed area alongside the WEC. Arrangements are the same as for Saturday except liquid refreshments are available at cost from the WEC. Lunch will be served from 1230.

General Information

All mini reunions are being conducted by the persons nominated and any general information about times, dates, venues etc may be obtained from them. Contact details are listed on page 17 of this edition of SLIPSTREAM.

If you have any pressing enquires about the reunion contact Denis Mulvihill djmulvi@shoal.net.au or Greg Wise gregwise@pacific.net.au but a call to your divisional secretary may get you a quick answer. All relevant details and forms will be forwarded to Divisional Secretaries as soon as this copy of Slipstream goes to post. This will ensure that all will receive access to all information at the same time. It will also be posted on the web site then.

Registration forms must be returned by "snail mail".

We have had requests for electronic returns but have

vetoed this to ensure we have your original registration form with your signature. All received forms will be given a time and date of receipt so ensure priorities for bookings can be orderly monitored.

A final point needs to be emphasised by the National Executive; this is a Fleet Air Arm Association Reunion and the funds required to run it are substantial. They come one way or another from the members and so the events are basically for the members, the facilities being used have cost a lot in time, effort and money which has also been provided for by association members. These facilities are assets that the Association is proud of and are there for the use of its members. The charges to individual events go nowhere near the costs involved in running them (where these days can you get a meal and liquid refreshments for \$20), so preferential treatment will be given to members at events that are restricted by numbers. This may upset some who wish to attend all of the events but that cannot be helped and the situation can be averted by simply joining one Division or another of the Association. The charges are minimal and anyway you get four (4) magazines a year that keep you informed of the Association, the Museum and events that are associated. You can't even buy a fishing magazine for these prices.

Anyone deciding to go down this track should not leave it until the last minute as the organisers will be too busy to do anything about it approaching the event.

This explanation has been included in here for info for those who 'borrow' members copies of the magazine to read, a practice that is evidently very common - spend some of the grand kids inheritance and join yourselves, a large association is a strong one, help it continue to grow.

G'day Greg,

I write regarding a photo on page 18 of Slipstream volume 18 no 4 of last year. I can identify some but not all the baby faced recruits as I was one of them.

Standing left to right,

Greg Farmer, ?, Bert Green, myself, Tony Hutchison, Bob Earle, John Arnold.

Squatting,

?, Arthur Jenkins, Butch Fay, "the rest I'm having a seniors moment about".

Nev Cowgill

About Pusser's

Rum and the sea are inseparable, and no rum is more akin to the sea and the sailor than Pusser's Rum—the Original Navy Rum. For more than 300 years, from the earliest days of wooden ships and iron men, sailors of Great Britain's Royal Navy were issued a daily ration—or "tot"—of rum by the ship's "Purser" (corrupted by the sailors to Pusser's). Prior to 1740, the men's daily tot of Pusser's Rum was a pint a day, which they drank neat, that is without water! Before battle, they were issued a double 'tot', and always after victory for a job well done! From 1655 to the 19th century, Pusser's Rum was one of the few daily comforts afforded those early seamen of Britain's Navy as they fought around the globe to keep the Empire intact and its sea lanes open. It was not until July 31st, 1979 that the Admiralty Board abolished the daily issue of Pusser's Rum. "Times had changed", they said as they concluded that "in a highly sophisticated navy no risk for margin or error which might be attributable to rum could be allowed". And so it was that the daily issue of Pusser's Rum, which had stood the test of time as the Navy's longest serving tradition for over 300 years, was cast aside like a piece of flotsam and jetsam where it lay quietly until 1979.

In 1979, Charles Tobias, entrepreneur, global sailor, raconteur-sought to resurrect the Pusser's Rum tradition. He obtained the rights and all the blending information from the Admiralty, and formed Pusser's Ltd. on Tortola in the British:: Virgin Islands and began bottling and selling this storied spirit in 1980 to the public for the first time. (Prior to then, it was restricted to the Royal Navy). British Navy Pusser's Rum is the same Admiralty blend of five West Indian rums as issued on board British warships, and it is with the Admiralty's blessing and approval that Pusser's is now available to the consumer.

The Royal Navy Sailor's Fund, a naval charity more commonly called the "Tot Fund" receives a substantial donation from the sale of each bottle of British Navy Pusser's Rum. Aside from the fund's original bequest, the Pusser's contribution has become the fund's largest source of income.

Today's Pusser's Rum, known as "the single malt of rum" is still produced in exact accordance with the Admiralty's specifications for rum. Unlike most rum, Pusser's uses no flavouring agents. It is 100% natural. In 2001, Pusser's was awarded the "Gold Medal- World's Premier Dark Rum" at the International Wine & Spirits Festival. In 2003, Pusser's Rum won a "Double Gold Medal" at the San Francisco World Spirits Competition and a Gold Medal at the same festival in 2005.

Charles Tobias continues today as CEO of Pusser's and its legendary rum, which is said by experts and epicureans alike to be rich and full-bodied, with an unsurpassed

smoothness due to its natural ingredients. Pusser's costs a little more because it is more expensive to produce. It is predominantly "pot -stilled" rum. The distillation process is similar to that used for single malt scotches, which produces greatly enhanced flavour. Served neat or on the rocks, or mixed in a famous Caribbean inspired recipe—such as the 'Pusser's Painkiller@-you will enjoy' the full and natural flavour of Pusser's Rum - and will really discern the big difference between Pusser's and all other rums!



Some grey hairs he may have, but ,even so it's a good mop- Don Parkinson and Fred Husband at 'work '.



Being smart—entertaining the ladies. Don Parkinson and Garry Read with their ladies dining alfresco !

Hi Guys,

I was hoping someone out there might be able to help me with some information as to the whereabouts of ex pilot, Brian Dutch, believed to have joined RAN about 1957 .

Ken Staff

birdiehandler@iprimus.com.au

HMAS ALBATROSS - AUSTRALIAN WHITE ENSIGN Birthday Ceremony



L-R; Captain Robert Morrison (Commanding Officer HMAS Albatross), Lieutenant Commander Henry Hall (retired), Seaman Dental Sharni Groves (youngest Sailor) and Cadet Midshipman Jarrod Huisman (from TS Shoalhaven) cut the birthday cake for the 41st Anniversary of the inception of the AWE at the hangar of 817 Squadron, HMAS Albatross, Nowra.



The cake, apart from looking pretty smart and finally being severed by a sword, congratulations must go to the 'manufacturer' of it as it tasted as good as it looked.

Venue 'A' Hangar, a gathering of the old, not so old and the new. Have a look at the reflection of light off the floor of the hangar—not an oil stain to be seen. Can you visualise the likes of 'Ted Heaven' condoning this sort of thing in 'his' hangar. Gathered are a general selection of the local district ex-servicemen's organisations and quite a few of them had not been back since they paid off oh so many years ago.



L-R : Arthur Walsh, Fred Dawson, Arthur Simmons and Ted Regan.



Petty Officer Amy Williams helps out at 805 Sqn's stand as she gives a "show Bag" to a former member of HMAS Albatross - (test your memory as to who it is)

Photos by Able Seaman Brenton Friend



NATIONAL PRESIDENT'S REPORT



I attended the official opening of the "Post World War Two Galleries" at the Australian War Memorial in February. The Prime Minister made an excellent speech which was well received by a large audience. The galleries have been very well done and are well worth a visit, but, my ongoing concerns about the lack of recognition of the contribution made by the RAN Helicopter Flight remain. The coverage of their activities is minimal and even less than promised. Also, many Army veterans have expressed concern about the disproportionate coverage of the 'Battle of Long Tan' at the expense of other actions of at least equal significance.

Planning for the 60th Anniversary celebrations in October are well underway and it should be a great reunion, lots of fun and a great test of stamina! Full details are in this edition of Slipstream. Many of the events will be oversubscribed, so don't delay in forwarding your booking forms. Also, many of the functions will be open to FAAA members and guests only, so this may be an excellent incentive for those of our old comrades who have not got around to joining to send in an application!

I am delighted to report that the ACT Division is back on its feet and the inaugural AGM will be held at the end of March. Geoff Ledger is to be the inaugural President and he has a strong team in support. We welcome them back into the fold and wish them every success. No doubt we will see many members of the ACT Division at the October festivities.

Tasmania has proposed that it should host a "National Reunion" in November 2010. I commend their initiative, but, before the National Executive considers this proposal, I would like to hear the opinions of other Divisions. If the general view is in favour, I would expect that this would be a subject for our next AGM.

David Farthing

NATIONAL SECRETARY'S REPORT



Well autumn is upon us the days grow shorter and so do the days to the 60th Anniversary Reunion.

It is to be noted that Greg and his NSW team have been flat out with the organisation of this event and all systems are progressing in a timely and "Birdie" like manner. Else where this month all the processing forms will be enclosed in this issue of Slipstream. Access to this information can only be made if you receive your magazine, we are still getting return mail after the mailout because of incorrect addresses, please ensure all changes of address are notified .

After 5 months in this position one of the most important things we need to look at is the recruitment of more members with a total membership currently around 1000 (08 subscriptions are due and still coming through) and given the known figures of ex-birdies this can be improved considerably. "Numbers equate to voting power-the only things politico's take note of".

Newsletters are received from various organisations including our own state divisions, these are perused and from now on I will be adding interesting points etc from them to this report for your information. In addition most are also published on our web site at www.faaaa.asn.au.

Well the editor is again demanding this report ASAP so its time to go and find the "Bream and Flathead"

Looking forward to renewing old acquaintances and meeting new ones at the forthcoming reunion

Dick (Pincher) Martin

The Admiral was about to start the morning briefing to his Staff and Ships Commanders. While waiting for the coffee machine to finish its brewing, he decided to pose a question to all assembled. He explained that his wife had been a bit frisky the night before and he failed to get his usual amount of sound sleep. He posed the question of just how much of sex was 'work' and how much of it was 'pleasure?'

A Commodore chimed in with 75-25% in favour of work.

A Captain said it was 50-50%.

A Chief responded with 25-75% in favour of pleasure, depending on his state of inebriation at the time.

There being no consensus, the Admiral turned to the AB who was in charge of making the coffee. What was HIS opinion?

With no hesitation, the young AB responded, "Sir, it has to be 100% pleasure."

The Admiral was surprised and, as you might guess, asked why?

"Well, Sir," began the AB, "if there was any work involved, the officers would have me doing it for them."

The room fell silent.

SOUTH AUSTRALIA



Welcome to the New Year. Another one!! Either they are coming around more quickly, or I am getting older!!! Maybe the memory is getting worse, and I just can't remember half the things that have happened.

I have it on good authority that the Christmas dinner went well, and was enjoyed by those attending. I believe about 24 people came along to see who won the raffle. First prize of a 'Beach and City Bombing Run' [donated by The Adelaide Warbirds], was won by Alison Neville. Second prize went to Michelle Braithwaite and third prize was won by an FAA member, Cameron Reed. Well done to those people.

January the 20th was the date of our last general meeting. This meeting is held as a combined meeting/social outing, at Botanic Park each year. A lovely setting! It is located just outside the gates of the Botanic Gardens.

The (short) meeting followed a BBQ lunch, cooked by Des Reardon and Richard (Kipper) Kirkman, with members supplying a salad of some sort to share. (Des and Richard did such a good job of cooking, that they have been nominated for the same job next year). The number of members attending was 14, with about 14 partners and children bringing the total to 28. A good turn out indeed. We even accepted one new member, Gordon Gray (LAMAE 57-63). Welcome aboard Gordon, and Hi to Eve!

As you can tell, I [and my wife] have returned from my [our] overseas holiday. Delightful it was too! London, cool to cold, damp to wet. Brighton hasn't changed in three visits. Cold, wet and miserable! Do they ever have good weather? Rothenburgh, (Germany) was bloody cold with snow (-7° to -10°), but a beautiful old medieval town to stay in. I would like to thank Roger Harrison for doing my job whilst I was away, also Dinsley and Junice Cooper for their involvement with the raffle and the Picnic in the Park. Dinsley has also started the ball rolling for me with the booking of the hotel for our Anzac Day lunch. Through it all, Michael Cain has held the purse strings, tightly. Thank you.

One of our members, I'll call him "Biggles", has taken to the skies in one of those things held together with chewing gum and binder twine [a Tiger-moth], with the intention of attaining his private licence.

The Handlers held a reunion in SA at Victor Harbor from 29th Feb to 2nd March. It was well patronised and those attending enjoyed the get-together. The Hotel Victor was once again the venue, and they provided great meals at a good price. Victor Harbor turned on great weather, fine, sunny and 30°, which was beautiful for the BBQ on Sunday.

With our General and Annual General Meetings coming up on the 28th March, you will have to watch this space. We may have the 'old brigade' back, or there might be a new committee [we can only hope for some new blood, with new ideas].

Regards to all
Ian Laidler

TASMANIAN DIVISION



That time is here again, and I have had my usual 'hurry up—where are you', thanks Greg.

Our quarterly meeting was held on the 24th February at our usual venue and mine inclusive gave a head count of 20.

Tas Browning spoke at some length on his proposed 'National Reunion' he hopes to instigate here in Tasmania in 2010—no doubt you will all hear much more about this in time to come. He was satisfied with the last one he ran here over the Anzac period last year and if those people honour their promises for the proposed one and also bring their mates - who knows !!

Leon O'Donnell from down Hobart way has had some incidents with cancer and his brother informs us that he is going along well and should be okay after the required treatment is finished.

Roger Richards is back in Tasmania again, moved down from Queensland to God's country and is now a resident of Triabunna on the East Coast.

Geoff Singline has had his claim for compensation finally settled in his case against the Commonwealth over the Voyager collision. The Commonwealth appealed the decision and payout from the courts but the Rudd Government ruled

after they came into office to expedite all service claims not already settled so Geoff and the Commonwealth settled out of court . The matter is now finished and Geoff says he is pleased with the fact that it is finally all over and that they came to an agreement that left all parties satisfied.

Just talking to Bob Douglas (ex 851 squadron) and he informs me that in the company of his good wife Maureen they are off on a trip. Road transport first to Queensland where they intend collecting 'Junior' and Florence Henderson, Tom Carroll and his wife and all together set sail for a tropical trip by sea further North. Sounds like a good way to fill in a few months especially if it stops raining. The final event on the trip will be the reunion at Albatross in October and then home again.

In conversation he also informed me he has been invited to partake in a program to investigate the ailment "Tinnitus" in ex-servicemen. Probably not a lot of people know about this program being run by the Government, I certainly didn't. He has already had one trip to Melbourne for tests and has to go back again in April for more. It may be to our advantage to know more about this annoying ailment. I like so many suffer from it and although it does not worry me all that much it is always there. Bob assures me that he will keep us informed on the outcomes and any pertinent information will be passed on to all of us.

Our next meeting will be at our normal venue, the " 50's and over Club" at Ravenswood Casino in Launceston on the 25th May, so if you are down this way and have the time drop in and enjoy some hospitality .

Cheers to you all,
 Jake (Matt Jacobs)

PS - Just remembered—Sorry Bill

Bill Lowe has just had a spell in hospital, he fell over and broke his shoulder. Got over that okay and now is back at home , we all send our best wishes Bill.



QUEENSLAND DIVISION

Hullo to everyone!
 Nearly caught on the hop! I was planning to write this letter after our AGM which occurs on Sunday, 16th March, however, I might try and get a foot note in before Slipstream

goes to print. We're holding the AGM at Cleveland-we thought at the RSL, but they realised the following weekend was Easter and their AGM was initially booked that weekend! So, they took our spot and we're now meeting in the Veterans' Community Hall-across the road from the RSL- and then we'll adjourn to the RSL after we finish our meeting. Things were a bit tense for a few "minutes" as people had booked accommodation, flights, etc. Anyhow, Bernie Jeffreys came to the rescue and sorted things out pretty well, so we will be ok! Dee and I were away when this hit the fan so when we got home plan B got going rapidly. National Vice president, Peter Welsh, is coming up to stay with us and attend our meeting. It'll be good to catch up again. We were in the RAN Gliding Club back in the '60's.

We were in Melbourne in January with son and family- had a great time at the Tennis, Eureka Tower & the glass cube-looking down through the feet for 1000 ft with much rumbling and vibrating as if it was about to fall any minute. Bit of fun, with a camera on everyone in case of a panic mode setting in! I amazed myself by having a swim at Mentone beach without freezing! Later, we were at the Gold Coast-Coolangatta-where we caught up with Kev Korschel again and his lovely wife, Annette. They told us that "Gabby" Hayes had passed on recently-quite a shock-he was always laughing and a wag.

I had a call from my mate in Vietnam early this year. He lives in Nha Trang where we stayed last year. He plays tennis with a group of guys and Rob Frearson was playing there as well & told Murray that he was ex FAA and knew me, etc., He was out in Brisbane before Christmas and was in touch then. He lives in Nha Trang as well. He bought a FAAA cap from Trevor. Trevor has some Blazer pockets and caps available if anyone wishes to have same.

I had a call from Larry Mills who lives in Cairns-I think he is a NSW member-he and his wife are going to be in Nha Trang in April and I'll get Murray to make contact with them. I'm attaching a photo of Larry and Carol. Larry changed over to Aircrew and Carol was a Wran 3rd Officer, a handsome couple!



I had an email from Gordon Bonnel-Lt.Cdr USN (ret'd) who wants ex Tracker pilots to make contact. He was an instructor & taught several Australian Pilots on them in the '60's. In the US they have formed "RAFS" (Real Pilots Flew Stoofs) and would like to hear from any squadron personnel from here. They are planning a rendezvous at Reno on October 1st to 5th this year. His email address is:

gab146@sbcglobal.net and he'd love to hear from you!

I made an error in my QLD Newsletter re his email address. Sorry.

Mick Blair and Dulcie have had Beau Bosanquet and his wife down to stay from Townsville. Many laughs. Beau gave Mick a GPS & Dee gave me one for my birthday. He is just about to start using it. I confuse mine regularly by going where I know the route, regardless of what "Polly" is telling me. But she sure gets us to places I don't know. We visited Dave & Joan Randall mid February and "Polly" got us to their front door safely!

We welcome new members-Ted Goater from NZ and Brian Goaner. Also, welcome back to Ray Robertson and Warren Meers. I hope we can catch up at the AGM or Anzac day. Ladies' Day was held on 29th February. They had 11 or so there and all enjoyed the day. Warren and Maria Walters are in Florida having driven over to the East from Hot Springs Village. The warmer weather has attracted them there. They recently had a trip to China again and on their return trip had to take a circuitous route due to bad weather conditions in Chicago. They finally made it to Little Rock a day late and minus luggage which went to Denver-I think and finally got to them 2 days later. What fun travelling is, says Warren. Their baggage was soaked and ruined so they got new bags from the Airline with an apology.

Buzz Bryant from Tully has been in touch (nearly via snorkel!) and sent in a couple of photos of the Foxton Aviation Terrier 200 he has been building with a couple of mates. Buzz is on the right of the group. This is the 2nd one they've built. Looks like a nice little ship.



Anzac Day is looming again. We will be going again to the Spring Hill Hotel, joined by the Vietnam Helicopter Group who are marching with their own banner this year. Adrian Whiteman has been organising things with the Anzac Day March Committee and hopes to have a reasonable number marching.

I've run out of steam now so wish you all of the very best and hope to see you at the Reunion in Nowra.

Barry Lister
President

Ed,

One of my greatest embarrassments during the period of owning my Vauxhall Velox was while I was at JB Airstrip, September 53 to August 54. I was there with 10 other Handlers clearing timber for the Squadrons to use the strip for ADDL's.

During the cricket season, myself plus a couple of others played for a team from the Huskisson Hotel, owned at the time by Phil Gilday. All games were played on an oval not far from the Hotel and quite a few spectators used to turn up to watch. Most sat around the boundary, not much was available in the way of seating and a few watched from their cars.

One particular gentleman watched from his '30 model Chev, decked with a canvas hood with plastic rollup windows. After one particular match and a few beers at the hotel, we decide it was time to return to JB to get ready for the Saturday night's activities. Not far out of Husky, we came across the old Chev, proceeding towards JB at a much slower pace than us. As we drew abreast and attempted to pass, one of my passengers made a comment about the speed he was travelling at. All of a sudden, with a change of gears and applied accelerator, the Chev took off like a rocket, leaving us for dead, going uphill on the wrong side of the road and into the distance, 'gone to Gowings'.

The following Saturday, the Chev was there again, so I approached the owner, intent on making some sort of apology for what had happened. Everything turned out fine. The owner then invited me to have a look over the Chev. Under the bonnet-instead of a 4 cylinder Chev engine, was a completely reworked Canadian Ford V8 motor with gearbox and Diff. The engine compartment had been lengthened to accommodate the V8.

After a couple of beers all was forgiven. I never tried to pull on anyone later that I didn't know about, bearing in mind it hadn't been that long after the engine rebuild of the Velox, but even so it couldn't compete with the Chev V8!!"

Trevor Tite

NSW DIVISION



The festive season past and the years rolls on; but a strange ad the other day was started with "only 315 days to Xmas," How time flies as we age.

There has been no shortage of paperwork flying around home here, the reunion organisation is well under way and this copy of the magazine will launch it. The two typing fingers are getting a solid workout but it all seems to be coming together.

Our AGM is again behind us and the new Committee has plenty to do with the ensuing reunion. We have one new member on the new committee, Peter Welsh who has transferred from the WA Division. Jobs are getting allocated rapidly and we expect the first of the paperwork to start very soon. Some assistance will be called for in the up coming months for an hour or two of time to held cut, sort, laminate and file a lot of the tickets to different events. It is anticipated that once a month we will have a working party for a few hours one morning to organise all the paperwork. This will held a lot to unload the burden that a few have to organise this event. We (the Committee) apologise to those that usually stay for 'dinner and drinks' after the meeting as the café up stairs in the Museum is at present undergoing renovations and is closed until May.

In relation to the reunion, if there are venues you wish to attend please check early as some are restricted by the fact that we just could not access any larger venues in the area. The Shoalhaven Cultural Centre (for the Anniversary Dinner) is not even finished, but we have been assured it will be up and running before we need it. At a glance it's a fairly impressive building and certainly something this area needed badly.

Our raffle went off very well and a thanks goes to all who supported it as well as to our Honorary member, John Downton for his on going support for both providing the first two prizes and as well selling a lot of tickets.

I am please to report the following 'took home the bacon':

1st Prize: Landscape Painting () by John Downton went to Eric Bruce Ticket no. 5362

2nd Prize: Sea Fury over the water () painting by John Downton went to Keith Bellett Ticket no. 5681

3rd Prize: Sound System went to Bob Ferrari Ticket no. 2374

Congratulations to the winners; as a by-line, the winners were just being declared when Eric Bruce walked through the door of the Club, very easy to deliver that one (anyone believe in ESP). All have been notified and the prizes delivered.

It is with some regret that we are to say goodbye to the XO of Albatross, Captain Bob Morrison in the very near future. His tenure as Captain has been severely cut short with a 'crash draft' to Navy Office as Chief of Staff for CN. We have had a good liaison with him and he has gone out of his way to further the goodwill between the serving sailors and officers and the retired population. We wish him well in his new post.

Our membership continues to grow but shortly we will lose a lot of members back to the newly resurrected ACT Division (a run down is posted on page 9). We bid you a fond farewell and wish you well in the newly formed venture. Your time with us was of benefit to all and we were only too pleased to give you a home while your new house was being re-built. To transfer simply contact Mike Heneghan and he will arrange your transfer for you and the Divisions will liaise regarding fees already paid for this financial year.

A pleasant morning was spent at Albatross by a lot of our members recently. Captain Morrison provided a venue; 'A' Hangar, a lot of sailors, a bite to eat along with a brew so that a lot of 'oldies' of the ex service population around the area could help to celebrate the 41st anniversary of the raising of the White Ensign and the 107th anniversary of the formation of the Navy. A very memorable morning was had and a lot attending had not been back to the "Tross" since they left many years ago. Unlike older days, the Captain organised some bags of goodies for the veterans to remember the day by, the anniversary caps went down very well and not many left without a 'Show Bag' from Albatross. On a poignant note, Lt / Cdr H A (Nobby) Hall presented himself in the 'dress of the day' (whites) and mingled among his very young counterparts(how many of us could still get into our 6's). In company with the youngest serving members, he officiated with the Captain in the cutting of the cake. Some aside comments heard by the editor from some of the younger serving members, related to the amazement that anyone could have so many medals. On completion the Navy opened the doors of the Museum for the members to meander and reminisce.

The fish are biting and the printer awaits so its farewell until the next episode,

Greg Wise



VICTORIA DIVISION



2008. The 60th Anniversary of the RAN Fleet Air Arm. Same year as I was born actually. I recall very well comments made back in 68 that it was 20 years since its formation. Other than that, there was no other celebration that I can recall. As an elite part of the Armed forces, there is no doubt. Something goes wrong; the driver can't get out and see what's wrong. That could also be said about the "light blue brigade". However, I suggest there are two big differences in the operational skills required from both the pilot & the maintainer.

"LAUNCH & RECOVER"

The moment before launch is the most trying time any person[s] could experience. It is the time that the life of a person[s] is in the balance. Catapult failure, engine failure, strop failure, instruments disengaging themselves from the instrument panel at the moment of launch. The failure of an ejector seat to function or the failure of a parachute. It was not only the "birdies" that were a part of this operation. The "stokers" were pivotal in ensuring that all the catapult gear was up to speed, also the arrestor gear as well. Recovery was just as exciting & I am sure dangerous. Engine failure, wires breaking, hooks breaking, bad sea, yep, the "light blue" sure have it tough.

It is of course sad that there was no replacement for "Melbourne" & the demise of fixed wing operations. The current generation of Naval Aviators are certainly doing a great job with their "whirlygigs". I still have nightmares about 805 being a "rotary wing squadron". In passing a personal comment on the current outfit. A "pox" on the person[s] that decided to kill the term "Fleet Air Arm".

The Seasprite still seems to be a long way off if indeed it ever does become operational (Deal done - dead in the water - news just released, ED). Despite all the rhetoric from on high, the Kiwi's certainly stole a march on us.

HIT SONGS of 1948

"Ballerina" Vaughn Monroe
 "I'm Looking Over a Four Leaf Clover" Art Mooney
 "Mañana (Is Soon Enough for Me)" Peggy Lee
 "Nature Boy" King Cole
 "Woody Wood-Pecker" Kay Kyser
 "You Call Everybody Darlin'" Al Trace
 "A Tree in the Meadow" Margaret Whiting
 "Twelfth Street Rag" Pee Wee Hunt
 "Buttons and Bows" Dinah Shore

Our 2008 AGM saw the same Officers & Committee confirmed in their previous positions. Congratulations to all.

Ken Pryor was a proud man when he advised that his son had just returned from a 6-month stint in Iraq with the Army. Well done & congratulations.

We regret the recent passing of three of our members.

Jim Kalmund	5th July	2007
John O'Donnell	31 December	2007
Ern Hatfield	10th January	2008

Lest We Forget

Victorian members are reminded that in the next Flight Deck News there will be enclosed a chit to be returned to the Social Coordinator re your attendance at the Anzac Day luncheon. Be there or be square.

The next Committee & General meeting will be held on SATURDAY 29th of March starting at 1100. This is due to the earlier agreed date falling during Easter.

Peter Barnes

WESTERN AUSTRALIAN DIVISION



I was just listening to Willie Nelson (not Brendan) and he was singing "isn't it funny how time slips away" it sure is; 2008 already – 60th year Anniversary of the Fleet Air Arm and a reunion coming up and then onto the Radio Mechanics reunion for me after that; its all go. I, like many others are looking forward to meeting again with a lot of old friends that I haven't seen for years and a return to Nowra, as I haven't been back since leaving in 1971.

Since our last edition we saw the passing of Gabby Hayes, he had been in and out of intensive care for a while before losing the battle. His tributes were many; his funeral was well attended by many ex-members from the Fleet Air Arm and from ANSETT. A fitting tribute to a very popular man, R.I.P.

We had our AGM Sunday 10th February no movement on the chairs, same people same faces to go around for another 12 months, however we did welcome Gregory (Skinhead) Kelson onto the committee.

Prior to Christmas my wife and I attended the Presentation night for Cadets at T.S.Canning, a unit we have supported for many years and had the honour of presenting their newly prepared shields to the two winners. The C.O. Peter Pemberton made special thanks to Ron Tate who was responsible for the new shields.



CDT Leading Seaman David Thatcher Best Cadet T.S. Canning 2007

We are going through an extremely hot period in Perth one of the hottest periods recorded ; so its good BBQ weather and we had a great afternoon at Marie & Winston James' home in January that was very well attended and enjoyed and our thanks go to Marie, Winston & Jeffrey. To continue it on, Greg & Annie Kelson will host another BBQ afternoon in March. This time the venue will be south of the river so we are looking for a good turn out from the "Southern Natives".



Banner for ANZAC Day

ANZAC Day will be our major function, we will carry a

Silver Jubilee Banner for the 60th anniversary with us and then after the march back to Rosie O'Grady's for the wash-up. We hope to have a lot of visitors from Stirling and RAAF Pearce to help us commemorate the day in the usual manner.



Three of our latest members, all from the Safety Equipment branch. L to R : Don Lorimer, Paul Hodgkinson and Owen Gardiner



I'll leave you to put a caption to it

Keith (Squizzy) Taylor, Scribe

Morris, an 82 year-old man, went to the doctor to get a physical.

A few days later, the doctor saw Morris walking down the street with a gorgeous young woman on his arm. A couple of days later, the doctor spoke to Morris and said, 'You're really doing great, aren't you?' Morris replied, 'Just doing what you said, Doc: 'Get a hot mamma and be cheerful. '

The doctor said, 'I didn't say that, I said You've got a heart murmur, be careful..'

HMAS Albatross Fleet Air Arm Open Day

Date : 25th May 2008

Time: Gates open 9am and close at 4:30pm

Cost:

Admission \$10 per adult

Under 18 FREE.

Defence, APS and Defence contractors employees admitted free.

Location: [Fleet Air Arm Museum](#). Admission includes all day entry to the Museum, static displays and all exhibits.



The Fleet Air Arm and HMAS Albatross will host an "Open Day" on 25th May . This will principally be an all day static display of RAN aircraft along with a wide variety of Historic Vintage and ex-Military aircraft .

There will be plenty of food and drink outlets together with children's entertainment.

- The Albatross Aero Club will be hosting several visiting aero clubs and their aircraft will join the static display.
- The ARMY "Red Berets" will give a spectacular parachute demonstration.
- Radio controlled "Scale Model" aircraft from local clubs will giving a flying demonstration between 11am to

What Do Retired People Do All Day?

Working people frequently ask retired people what they do to make their days interesting.

Well, for example, the other day my wife and I went into town and went into a shop. We were only in there for about 5 minutes. When we came out, there was a policeman writing out a parking ticket. We went up to him and said, 'Come on, how about giving a senior citizen a break?' He ignored us and continued writing the ticket. I called him a Nazi turd. He glared at me and started writing another ticket for having worn tyres.

So my wife called him a s*!t-head. He finished the second ticket and put it on the windscreen with the first. Then he started writing a third ticket. This went on for about 20 minutes. The more we abused him, the more tickets he wrote.

Personally, we didn't care. We came into town by bus. We try to have a little fun each day now that we're retired. It's important at our age.

Greetings to all members. This started out as a stand in 'FOREWORD' for this magazine as we had a little confusion from the Minister of Defence's Office and the article that was requested was not forthcoming until very, very, recently. As it finally appeared I did not expect this to be used.

(Would be a waste of good information so a space was found. After all, the Patron is our guiding star and anything he says must be worth an eye and an ear. ED)

2008 has started off with the winds of change blowing strongly. We have heard that the Seasprite project has been dropped and now wait to see what will fill the gap and what other changes might occur. According to the local newspapers the planned move of the Helo training school will go ahead and so ALBATROSS is still scheduled to become the Helo capital of Australia. Those attending the 60th reunion will be amazed at the changes that have taken place within the perimeter fence.

I had the great honour of taking Divisions at ALBATROSS last year and I was most impressed by the personnel I met. I can confidently report to members that the 2008 Fleet Air Arm is in good hands.

The reunion committee has been working long hours to ensure that all goes smoothly in October. As you will see from reading the registration notes some events have limited places available so get your completed form and money in early. I believe accommodation in the Shoalhaven area is already under pressure, which suggests that this reunion is going to be the best ever.

I am very sorry to inform you that Captain Bob Morrison, the current Commanding Officer at ALBATROSS, has been posted back to Canberra. Bob has been an outstanding CO during his time in charge of "Birdie Land" (and remember he is a "Fishhead"). He has taken a lot of time and trouble to become involved with the local community and the success of his endeavours was obvious at the recent celebratory party held in A Hangar when over 250 ex serving personnel and many local identities were entertained. As usual Henry Hall stole the show by turning up in his uniform. How many of us can still get into our kit and make the buttons meet? We will miss you Bob and wish you the very best for the future.

So now you have read this, extract the registration form and get it and your money into the post. I look forward to seeing many of you here in Nowra in October.

Toz Dadswell
Patron

This magazine is held in high esteem by a very large section of the ex-servicemen of this country and it is considered to be a large mark of respect to be offered the chance to speak to our members via this media (there are only four editions each year). The staff have agreed that there was a mix up at their end over this edition's Foreword and the delay to printing has to be accepted. Let's leave it at that,
Ed



STALWART - MAJESTY M - TARA 11

On 3 May 1990, in a ceremony held onboard, the ex-HMAS STALWART was handed over to her new owners, Sea Royal Ferries of Nicosia, at a sale price of \$A5.25 million. In a first for the RAN, STALWART was sold in a fully operational "as is, where is" condition, with the proceeds of the sale being returned to the Navy for future use. STALWART, now renamed Her Majesty M, was used by her new owners, mainly in Mediterranean waters.

On 19 February 2003 a ship named TARA II (formerly Her Majesty M) arrived at the ship-breakers at Alang in India.

This last voyage ended the life of an escort maintenance ship launched at Cockatoo Island in Sydney on 7 October 1966, and commissioned into the Royal Australian Navy as HMAS STALWART on 9 February 1968.

FLEET AIR ARM**WALL of SERVICE**

These are the latest plaques fitted to the wall and as each order is processed and plaques fitted they will be acknowledged in this column. Orders are placed with the foundry in groups so as to keep the price structure within reason and the paperwork under control and thus there will be some delay between you placing an order and the final end result (the plaque mounted on the Wall).

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 and he will organize it for you or your family.

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

Application forms are available from the Administrator, on the front desk at the Fleet Air Arm Museum, The Fleet Air Arm Web site (<http://www.faaaa.asn.au>) or, if you contact your State Secretary he will be able to organize one for you or any other ex FAA personnel . Suppliers of the forms, when you give them the application form you might suggest membership for this association as well. All states can accommodate new members and then they would only have to write out one cheque.

You will see by the number of plaques fitted since the last magazine that progress is good, there will always 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 recently affixed to 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 otherwise all plaques are placed on the Wall in the order that the application is received. There are quite a few smaller groups and family members already together on the Wall.

The Administrator
WO Warren
PO Box 7115
Naval Post Office
Nowra Hill 2540
lan.warren@defence.gov.au

Latest plaques fitted to the 'Wall'

MONTGOMERY R.D.
LEWIS F.F.
HARTNETT D.P.
PROUD R.G.
WILLIAMS G.L.
QUINN D.
AUBREY W.D.
MEACHAM G.S.W.
MATTHEWS B.J.
WILLIAMS C.G.
ROWE A.J.
KEMP NICH K.F. BEM
TITE T.H.
DAVIS J.

Aviation Incidents

The pilot of this flying machine attempted to maintain his altitude in a turn at 2,500 feet. This resulted in the airplane entering an unprecedented manoeuvre, entailing a considerable loss of height. Even with full power applied and the control column fully back, the pilot was unable to regain control. However, upon climbing from the cockpit onto the lower mainplane, the pilot managed to correct the machines altitude, and by skilful manipulation of the flying wires successfully side-slipped into a nearby meadow.

Remarks: Although, through inexperience, this pilot allowed his aeroplane to enter an unusual attitude, his resourcefulness in eventually landing without damage has earned him a unit citation.

Capt * * * of the Hussars, a balloon observer, unfortunately allowed the spike of his full-dress helmet to impinge against the envelope of his balloon. There was a violent explosion and the balloon carried out a series of fantastic and uncontrollable manoeuvres, while rapidly emptying itself of gas. The pilot was thrown clear and escaped injury as he was lucky enough to land on his head.

Remarks: This pilot was flying in full-dress uniform because he was the Officer of the Day. In consequence it has been recommended that pilots will not fly during periods of duty as Officer of the Day.

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

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VALE :

Narelle CORKHILL , much loved wife of Bill 'Sailor Bill' Corkhill passed away on the 16th January 2008.

Bill wishes to apologize to all his friends that he has not managed to communicate with over the Xmas / New Year period but as you all can appreciate the condition of Narelle left him preoccupied.

VALE: Colonel Walter D. Alexander

I very much regret to report that Colonel Walter D. Alexander passed away today at his home in Gainesville, Georgia, after a short illness. The then Major Alexander, US Army, was the Commanding Officer of the 135th Assault Helicopter Company ("The EMU's) in Vietnam in 1970 and 1971 and this was the company which incorporated the RAN Helicopter Flight Vietnam. Walter Alexander was a wonderful CO and his passing will be mourned by all who knew him.

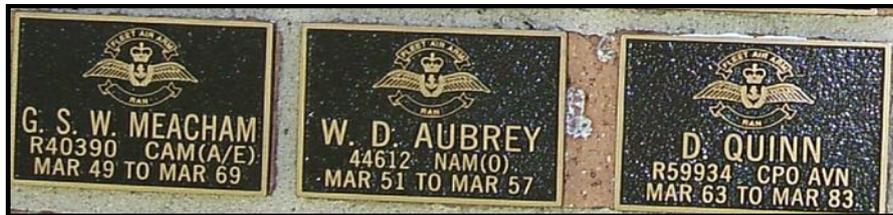
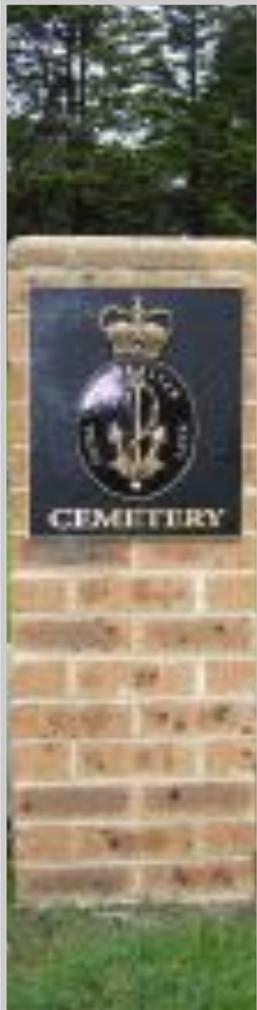
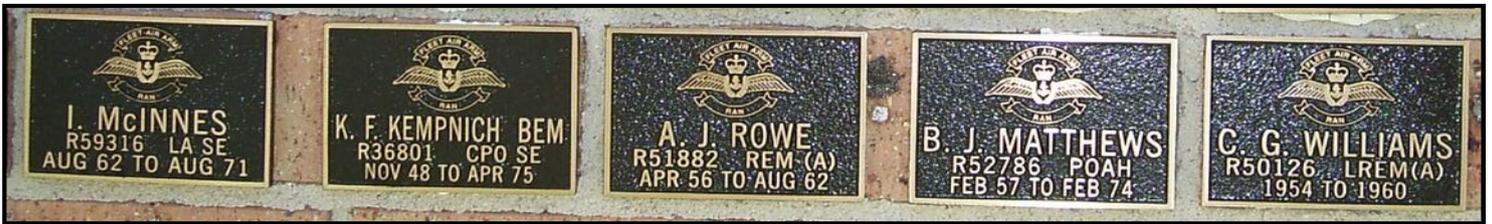
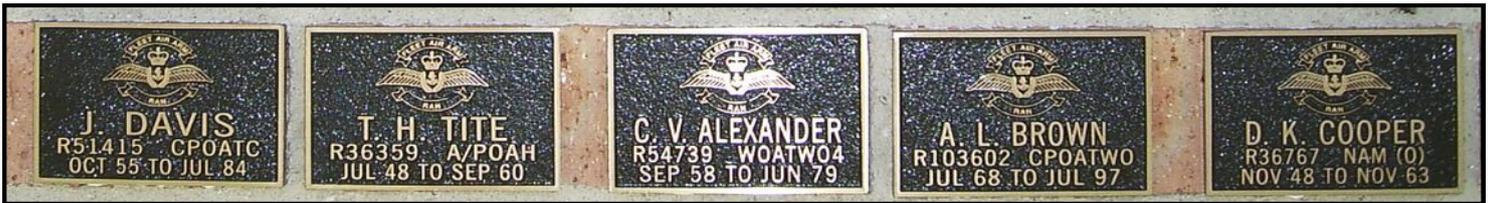
He will be buried with full military honours at the Georgia State Military Cemetery . The RAN Helicopter Flight will be represented by Commander Dick Marum, now resident in the USA and Walter's widow has agreed that a tribute from the Australians who served under his command, will be read at the funeral service.

David Farthing

A LAST FAREWELL

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

Stanley Martin : 26th July 2007
'Champ' Manning : 19th November 2007
John Bootle : 4th December 2007
Ron (Gabby) Hayes : 10th December 2007
Barry Adlington : 12th December 2007
Ken Laidler : 3rd January 2008
A.H. (Speed) Gordon : 9th January 2008
Peter Hill : 11th January 2008
Peter Lane : 12 January 2008
John (Prof) Edwards : 25th January 2008
Kevin Paulich : 1st February 2008
Hugh Molyneux : 5th March 2008



The latest addition to the Naval Cemetery in Nowra, a bronze plaque on the brick pillars at the entrance set the whole area off and make it look 'tidly'.