

# Slipstream

*Established HMAS Albatross 1957*



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## FOREWORD



Having become Minister for Defence in late 2007, I wish to thank your Patron, Toz Dadswell, for his kind words of congratulations and for the opportunity to contribute to this edition of *Slipstream*. I understand the magazine reaches a wide audience of serving and former serving Fleet Air Arm members through the Association. This strong link between past and present is important in maintaining the proud tradition of naval aviation and is particularly relevant this year, which marks the 60<sup>th</sup> anniversary of the Fleet Air Arm.

You may be aware that naval aviation issues have featured predominantly in my first few months as Minister. This is most obvious in the recent decision by the Labour Government to cancel the Sea-sprite project. In doing so, the Government understands the effects of such a decision on the naval aviation capability. Accordingly, we shall concentrate on delivering this capability through the existing Seahawk fleet and will consider future options for the Fleet Air Arm during the development of the new White Paper. To this end, I would invite the Association to participate in the public submissions to the White Paper in support of naval aviation.

There are a number of other initiatives which will continue to support the Fleet Air Arm in the Nowra area. The new MRH-90 helicopters, which replace the Sea Kings, will operate to ships from Nowra. The new joint ADF helicopter training school will also be located in Nowra. Both of these augur well for the ongoing development of the Fleet Air Arm and the Nowra region. As such, I believe there is much to celebrate during the 60<sup>th</sup> anniversary of the Fleet Air Arm. I wish you well in the celebrations.

The Hon Joel Fitzgibbon

Minister for Defence





### Changing of the Guard at HMAS Albatross

The depot has a new Commanding Officer. Captain Mark Sackley has arrived and settled in replacing Captain Bob Morrison who got the proverbial crash draft. Also in the change of positions, Commodore Tony Dalton has replaced Commodore Tim Barrett as CANAG.

Another on the list of changes is CN, Vice Admiral Shalders says farewell to Albatross on the 26th June.

This is not the end of changes at the 'Tross' though. New buildings (hangars) are due to replace the old A,B,C, D , E and Igloo, when that happens I am afraid there will not be much left that the elder of our members will be able to relate to. Probably the old Ditching Pool and the Fuel Installation are about the end of it.

The depot is going to get a injection of life though as there are about 40 or 50 new helicopters to find a home there in the not too distant future when it becomes the training centre for all defence helicopters

Front cover :

Commodore David Farthing (Rtd), FAAAA National President, presents to Lieutenant Andrew Newman the Medallion of Merit for Dux of the Aeronautical Engineering Officer Application Course 2007 on behalf of the Fleet Air Arm Association of Australia while Captain Mark Sackley (Left), Commanding Officer HMAS ALBATROSS, and Commodore Tony Dalton (Right), Commander Australian Navy Aviation Group, are on hand to congratulate LEUT Newman.

The Medallion of Merit is awarded to Officers and Sailors of the Fleet Air Arm who achieve the highest marks in their field of technical training for that year and is awarded by the Fleet Air Arm Association of Australia (FAAAA).

The Medallions were first awarded in 2003 and are awarded to recipients from the three fields of Aviation Training; Aeronautical Engineering Officer Application Course, Advanced Technical Training Course and the Basic Aircrewman's Course.

Absent on duty from the presentation were the two other recipients of this years' medallions, CPOATA and LSA

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Photograph by AB PHOT Brenton Friend from Photographic Section at HMAS Albatross

The previous page has the missing 'FOREWORD' from the last edition. Due to some electronic transfer problems and a bit of a mix up I was unable to present it in time to made the deadline for printing and as such it had to be delayed until this edition.

Ed

VALE:

### **805 SQUADRON DECOMMISSIONS**

The Royal Australian Navy's 805 Squadron has been decommissioned at *HMAS Albatross*, Nowra after seven years of providing valuable training to Navy personnel.

The squadron's Australian White Ensign was lowered and handed to Commanding Officer, Lieutenant Commander Matthew Royals, RAN.

Greg Combet, the Parliamentary Secretary for Defence Procurement, joined current and past members of the 805 Squadron at the Decommissioning Ceremony.

"The current 805 Squadron was re-commissioned in 2001 to be equipped with a fleet of eleven Seasprite attack helicopters."

"Past and present members of the squadron had achieved a number of good results despite difficult circumstances," said Mr Combet.

"The limited release achieved by the Seasprite helicopters enabled Navy to train personnel at HMAS Albatross in aeroskills and mechanical expertise, with 29 attaining qualifications as aeronautical maintenance tradespeople.

"The squadron has also helped raise more than \$15,000 for the children's charity Camp Quality through a marathon bike ride in regional New South Wales.

"Due to ongoing technical problems the Federal Government has decided not to continue with the introduction of the aircraft, and the helicopters will be sold under an agreement with the manufacturer Kaman.

"The Squadron originally formed in 1940 and served in World War II before switching focus to Maritime Search and Strike.

"Members from 805 Squadron will be transferring into other squadrons and support roles," said Mr Combet.

"The Public Servants who were attached to the squadron are being re-deployed within the Defence Materiel Organisation.

26th June 2008

**Deadline for articles for next edition is 23rd SEPTEMBER 2008, no extension can be given as this edition will have all the final details for the REUNION and the Editor has to travel overseas ( money changing not necessary in Tasmania).**



# LETTERS Editor

A blast from the past !!

I thought some of the members would be pleased to see these couple of reprobates are still enjoying each others' company. During my recent visit to Melbourne I got Chas Morris (ALO) and Mons Tiger Lyons together. They send their best wishes to all who do remember.



Bob Ray

Ed,

As I served in the FAA earlier than any other RAN pilot I can say that no RAN pilot flew in the Battle of Britain (CAA Neil Macmillan's letter to Slipstream Vol 19 No 1 refers). Ex RN pilot 'Butch' Haines was in the RN FAA prior to me and Capt Peter Richmond was a course ahead in the UK. Peter became an Empire test Pilot. Nat Gould served in the RAAF earlier than any other RAAF pilot in our original intake but none were Battle of Britain. Many other long serving ex-RAAF aircrew were killed or are deceased.

Re the date of the 723 Squadron photo in Slipstream—I formed the Squadron on 7th April 1952 and that was the formation photo, 1951 as shown is incorrect, most of us were in Korea at that time.

Others in the photo include :

SP Digby Johns

SO Jack Hickson

OIC IF Flight George Jude

OIC Helo Flight Don Farquarhson RN Loan

OIC Dakota Flight John Wade-Brown

Plus a great team of aircrew, technical officers, maintenance and administrative/ support personnel whom I remember well.

Finally, I made the suggestion some years ago that an effort should be made to record the background history of the 'Old and Bold'. This was not pursued and unfortunately so many air and senior ground crews have now died and valuable histories have been lost forever. Obituaries are just names on a list.

Yours aye, Jeff Gledhill

As a Naval Aviation Association there would be value in including in Slipstream items such as info on new aircraft and helos, new carriers, new equipment and articles stressing a return to fixed wing aviation. Much is done by the Navy League in NAVY magazine. We could follow suit.

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Point taken Jeff and with the help of Cris George (new helo article) and a bit about a wish list carrier I hope you enjoy this edition. Ed

Ed,

Please find enclosed a photo of the Athletics Team in 1952 at HMAS Cerebus including the officers whose names I have long forgotten. I am 3rd from the right (back row). I could run a bit over 100 yards in those days. Some folks may recognise some of those in the group.

I enjoy Slipstream and every now and then I recognise a face or two in some of the photos although its not too often. Good luck to all my pals from years gone by.

Alan Miller



1952 Athletics Team  
Hastings - Victoria



Dear Ed,

As a then young Firefly driver in the Sydney air group, I read Jim Parsons' article with interest. It was 817 squadron not 816, and not a mention of arming the Fireflies, we were there too Jim! Perhaps I might just add a little to the weapons story. We started off dive bombing bridges using an attack profile of entry at 8000 ft, releasing our two 500 lb instant fused bombs at 3000 ft. The old Firefly didn't like being used as a dive bomber as it picked up speed very quickly and if you didn't get the rudder trim right on entry, it would try and go down sideways.

We soon found that although we could straddle the bridges, the bomb blast dissipated through the lattice work structure and the bridge would be left standing. Someone in the hierarchy decided that the only way to knock out the bridges was to change the attack profile to a low level attack, down to about 100 ft, just as we had trained for anti submarine bombing, aiming for the abutments, but with a delay fuse (it was either 27 seconds or 35, someone will come out of the wood work and set me right!)

We started off bombing in flights of four, one after the other and as tail end Charlie, as I always was, it was essential not to lag otherwise you might suffer some collateral damage, like being blown up. We proved to be very successful, occasionally knocking out a bridge with one aircraft. Most of the bridges were flimsy structures and the North Koreans would rebuild them over night; we then go round and knock them all down again. I think we were lucky in that we only lost one aircraft (Blue McMillan and Hank Hancox) during this form of attack.

Finally a tale that will bring a laugh to the Greenies. We launched for a bombing mission and a follow -up road recce but I couldn't get my gun sight to work. I managed to change the bulb before the launch but still no gun sight. That very day we came across some Chinese troops on the ground and strafed them, but all I could do was point the nose in their general direction and fire (there is nothing like the rattle of 4x 20mm cannon to excite the blood!) You could tell the difference between the Chinese and the North Koreans, the former would run but latter would ignore you.

On completion of the mission I was sitting in the bridge mess, just myself and the air group commander Mike Fell when there was a knock on the door and a PO stuck his head round and said that he had come to tell me what was wrong with the gun sight. I confess that I passed some remarks about poor maintenance at which point he said that there was nothing wrong with it, simply that the brilliance had been turned right down! I won't mention what the AGC said.

"At the end of the mission we had to do a real deck landing, not one of those new fangled angle landings where if you got it wrong you simply bolted ". In our case if you got it wrong you ended up in a tangle of cables. (A little boast; not in my case, 254 accident free axial deck landings); couldn't resist that one!

Norman lee

Dear Editor,

The scene – The War Canoe's 1977 Queen's Silver Jubilee Cruise

The Location – Portland Naval Air Station, Portsmouth UK

The Players – Westland Sea King Mk 50 "07", CO HS817, SP HS817, AEO HS817, RN sailors various.

The Plot – CO HS817 (a most notable, notorious but distinguished "Looker" of that era) and his long suffering SP plan a "makers" for an early getaway for a run ashore to London for the weekend.

Scene One – Wardroom Friday Forenoon 0830

CO "I think I'll just duck down to the airfield and check with the Engineers. Only be gone for 30 minutes"

SP "Well don't stuff around Boss we want to be in London by early afternoon"

CO "No problem"

Scene Two – Portland Airfield "Crash! Bang! Wallop! @#%!"

Scene Three - Wardroom

S/Pilot reads every 'Times' in the Wardroom Anteroom five times over whilst consuming six cups of RN coffee and mumbling incoherently to himself.

Scene Four - Wardroom two hours later, CO rushes in

SP "Where the @#% have you been – we should be halfway to London?"

CO "07 has fallen in a hole!"

SP "What do you mean?"

CO "The RNers lent us a hangar for the weekend and were helping to tow 07 in when the storm water grate gave way and the port sponson fell three feet into the drain!"

SP "@#% what damage was done?"

CO "Port sponson is @#%, main rotor blades hit the hangar door, main transmission and drive train shock loaded!"

SP "@#% what are we going to do?"

CO "Nothing.– it's an engineering problem! Get in the car – we're late as it is.

Yours Aye  
Ken Vote



Ed,

I undertook to provide for publication in Slipstream a summary of Navy's Multi Role Helicopters (MRH 90), 6 of which are being procured to replace the Sea Kings. Navy's 6 MRH 90's are part of ADF's total procurement of presently 46 MRH under Project Air 9000.

I have sought information from the manufacturer and Defence Materiel Office (DMO) Program Office on the configuration of our MRH 90 including whether the aircraft have powered blade folding and emergency floatation equipment. DMO advised that the powered blade and pylon folding are not part of the specification but is under consideration by Navy for addition. No information was provided on whether floatation equipment is to be fitted to our aircraft. Both of these modifications I think are considered essential for "blue-water" embarked operations and they are included in the configuration of naval variant of NH 90 (the NATO Frigate Helicopter – NFH).

As the MRH is I understand, the Army variant of the NH 90 (or Tactical Transport Helicopter – TTH) I asked DMO what Ship Helicopter Operating Limit (or SHOL) is being sought for our MRH and what SHOL had been achieved by other operators. DMO advised in response that the MRH 90 may be embarked in LPA (Kanimbla and Manoora). And DMO advised that it is not intended that MRH be embarked in FFG or FFH although they may operate to these platforms. No achieved SHOL or embarked certification information was provided by the Program Office who indicated that the information was commercially sensitive, classified or both. But DMO stated that the MRH meets the Operational Concept Document performance requirements. Several other operators of the Army variant of the NH 90 who intend to embark these for amphibious operations etc appear to have decided upon a Maritime Tactical Transport Helicopter (or MTTH) configuration. What the MTTH configuration involves has not been advised by DMO or Australian Aerospace who is the in-country agent. Unconfirmed reports from the aviation media indicate that the MTTH has strengthened undercarriage, powered folding and in the case of the Netherlands, inclusion of the European Probe and Grid restraint system (which is also used by the RNZN). Neither the MRH 90 nor the Navy variant of the NH 90 is compatible with the RAN's RAST ship helicopter operating system.

Other Navy specific modifications are not known.

So, I have not done very well in shedding light on what we are getting to replace the Sea King. But the international programme has over 500 confirmed orders from 14 different nations. And this must be some sort of record for a medium weight helicopter which has yet to achieve maturity in-service.

According to the Annual Defence Report 2006/2007 our first flight is scheduled to be ready to embark mid 2010. Perhaps more information will become available as the MRH 90 completes DMO's and ADF's trial and certification programme.

STOP PRESS – Update at 20 June 2008,

I have received no further information on MRH 90 from either Mr Combet's office or the DMO. But there are a couple of interesting and relevant articles published in the latest **Aviation Week and Space Technology** ( pages 46 to 52 of 16JUN08.) "*Killer Instinct*" and **Australian Aviation** (pages 34-39 of JUL08.) "*Replacing Seahawk?*" Of the two, Aviation Week's coverage of the Maritime version of the NH 90 (not the MRH 90) gives the more accurate picture of the maritime variant with the attending challenges of undercarriage redesign and systems/ production issues.

The Australian Aviation's coverage, although interesting from a system viewpoint does not deal comprehensively with the risks of operating the MRH or the NFH 90 at sea. And the article reproduces unchallenged the manufacturer's as yet unsubstantiated claims of embarked operating envelopes. The costs of modifying our air capable ships to embark and operate with either the current configurations of MRH or NFH 90 are not discussed.

Cris George

### **"RAN Aircraft Carriers"**

You would be aware that I wrote the book "RAN Aircraft Carriers" some time ago. The book is now out of print and is no longer available from any source

As a result, I am rewriting the book, with a new title "Australian Aircraft Carriers", which will have improved text and additional information and photographs. It will still of course, cover Albacross, Sydney, Vengeance and Melbourne (some details of which in the case of Melbourne will not be available to the general public until 2012, by special dispensation of the then Chief of Navy).

The object of this email, is to hopefully inform members of the FAAA who may consider the new publication prior to the 60th Anniversary of the FAA later this year. A selling price is yet to be determined, due to the necessary changes . Any enquiries should be directed to me direct, for notation, which will be passed to the printer for his information.

I hope to be able to have stocks made available to the Museum bookshop, which unlike the initial effort, was not put out for sale by the then Curator, a Mr Lehan I believe.

It will be appreciated if you would pass this on to the editor of Slipstream, in order to make the book more widely known. To the best of my knowledge, it is the only book which covers the



ships and aircraft of the RAN from 1929 until 1982, when the good ship Melbourne "Paid Off".

Thanking you in anticipation,

Vince Fazio - ex 'chippie' and FAAA member

Ed,

Here is my piece on Women Pioneers of Australian Aviation, I realise its not about our Naval Air Arm but thought it may be suitable for your magazine. I served in HMAS *Vengeance* over 1953/54, and Nat Gould was then one of our fliers, but I was a mere fish head.

### Women Pioneers of Australian Aviation.

roduction.

During the early years of the 20th. Century, and into the thirties, a handful of intrepid women defied the convention of being Mothers and Homemakers, by thumbing their noses at the norm as they took to the skies. They blazed new trails to and from England and Australia, and within the land Down Under. We review some of their achievements as they broke records in the field of Aviation.

#### **Florence Taylor. OBE. 1872-1928.**

On the 5th. of December 1909, Florence Taylor flew a glider, built by her husband ( G. A. Taylor ) from the sandhills at Narrabeen, a beach area north of Sydney. She became the first woman to fly a heavier than air machine in Australia, and also had the distinction of being the first Australian woman architect. The gift of flight was on its way.

#### **Maude Rose Lores Bonny. MBE. 1897-1994.**

She called her Moth " My Little Ship." Born in South Africa as Maude Ruebens, the family migrated to Australia in 1906, and Lores as she called herself, married a Queensland businessman Harry Bonney in 1917. Lores started flying in 1931. She became the first pilot to fly between Brisbane and Cape Town, and then in 1933, she left Darwin Australia on the 15th. of April, arriving at Croydon England, on the 21st. of June, gaining the title of the " The first woman to fly from Australia to England."

Quite a remarkable feat at that time, in a small single engined aeroplane. This adventurous woman lived to be 96.

#### **Amy Johnson, CBE. 1903-1941.**

Born at Kingston upon Hull England, on the 6th. of July 1903, she obtained a BA from Sheffield University, and started flying in 1928 at Staglane aerodrome, near Edgeware where the the DH Moth aircraft were built. She obtained her flying licence and a Ground Engineer's licence in 1929 ( the first British woman to do

so ) Amy wanted to break Bert Hinkler's record for the flight from England/Australia and on the 5th. of May 1930 took off in her DH60G, Gypsy Moth, G-AAAH, named Jason ( after the Kippers produced in the family fish business at Hull.)

Her route, via Vienna, Bagdad, Karachi, Calcutta, and Singapore to Darwin, arriving after 19 and a half days flying, but did not gain the record, but was the first woman to fly this route solo.

On the 16th. of June 1930, this now famous Aviatrix was due to land at Noon, at the Moonee Valley Race Course, I was a boy of 8 attending the Coburg West State School. Everyone was wildly excited about this event, and with several of my class mates, we decided to wag school, grab our bikes and ride to Moonee Valley to greet this wonderful lady, not even thinking about the consequences of our action.

Amy was about 2 hours late, and finally, a small maroon and yellow plane appeared,( some one said it was a Gypsy Moth and not her Jason ) I certainly did not care, as we rushed forward to grab a glimpse of our heroine. A huge crowd were there, the newspaper next day put it at 15,000 people. When we got back to School it had finished for the day, and on arrival in class next morning we were sent off to see the Headmaster. Fortunately he viewed the Amy Johnson visit as historic, and forgave our actions. In 1931, Amy married an English aviator James. Mollison, but they divorced in 1938.

WW2.

Come WW2, she joined the Air Transport Auxiliary, and in January 1941, took off from Blackpool for a 90 minute flight to deliver an Air Speed Oxford. She disappeared in bad weather over the Thames Estuary, her body never found. A sad end for a woman who helped push back the frontiers of distance by the use of aeroplanes.

#### **Jean Gardiner Batten. CBE. 1909-1982.**

Born at Rotorua, New Zealand on the 15th. of September 1909, she became her country's most famous woman flier. Flying a De Havilland Gypsy Moth biplane G-AARB in 1933, she flew England/Australia 10,500 miles in 14 days, 22 hours and 30 minutes for the woman's record. Over 1933/37 she held a number of aviation records, including being the first person to hold both the England/Australia, and Australia/England solo records at the same time.

#### **Peggy Kelm ( nee McKillop ) OBE. 1909-1999.**

She gained her private flying licence at age 23, and in another three years had her commercial licence. Peggy in 1935, flew barnstorming flights in New South Wales for another Australian woman flier, Nancy Bird. In one day's work she achieved 29 take offs. This Aussie pilot claimed but one record: " The first and only pilot to fly from England to Australia whilst pregnant." Peggy with her great love of flight was still flying well into her eighties.

#### **Millicent Bryant. 1878-1927.**

Created aviation history by becoming the first Australian



woman to be granted a Pilot's licence on the 28th. of March 1927, but unfortunately she was drowned that same year in a ferry accident on Sydney Harbour.

#### Freda Thompson 1906—1980

Freda qualified in 1933 as a flying instructor, being the first woman in both the British Empire and Australia to do so. Became the first Australian woman to fly solo from England to Australia in 1934, naming her DeHavilland Moth Major G-ACUC Christopher Robin. Cancer claimed this dedicated flier in 1980. Nancy Bird-Walton. AO, OBE. 1915- Born in Sydney in 1915, the family name of Bird most apt, at age 4 she tried to make her first flight by launching herself from the back fence. She did make it at 13, and was hooked on flying. Charles Kingsford Smith ( later to be knighted for his flying prowess ) conducted Nancy's first flying lesson when she was but 17 in 1933. At age 20 she gained her licence to " Fly for hire and reward." becoming the first woman pilot in the Commonwealth to carry passengers.

Her book called: " My God Its a Woman." reflects the surprise often expressed by people she was about to transport in her aircraft.

In 1935, Nancy was hired to run an air ambulance service in outback New South Wales. When 24, she married an Englishman, Charles Walton, but retained her name to use Nancy Walton-Bird. In 1950 her long cherished ambition to set up an Australian Women Pilot's Association came to fruition, and she was its President for the next 40 years.

Nancy is still going strong, a wonderful example of skill and persistence in the art of flying in Australia, a role model indeed.

#### Jessie "Chubbie" Miller. 1910-1972.

Jessie, known as "Chubbie" an Australian journalist left England in June 1927, after 159 days arrived in Australia to claim she was the first woman to complete an England to Australia flight. She flew as a passenger with Bill Lancaster, a former RAF Officer in his two seater Avro Avian. Lancaster in 1933, trying for another record, went missing, to vanish over the desert in Africa near Reggan Algeria. The wreck of his aircraft was not discovered until the 12th. of February 1962, when found by the French.

#### Conclusion.

Australians are inveterate travellers within the shores of their own country, and to all the corners of the globe. We have embraced air travel with a passion, and owe a debt of gratitude to all these wonderful women who, with their skill, courage, and persistence, "Lit the lamp to show us the way."

#### WE SALUTE YOU !

Best wishes.

Mackenzie Gregory.

Lieutenant Commander RAN R'td.

(sorry about the photos couldn't copy—Ed)

#### Lazy Days

One thing about the Navy is that it taught sailors how to appreciate a moment of relaxation. Let's say a good old mid-week 'make-and-mend' or a Sunday afternoon at sea following 'secure' is worth remembering. Just think about it: a moment to write home to a loved one, time to read a 'dit,' do a spot of laundry or ironing or just to catch-up on some hard-earned sleep.

Take the accompanying photos for example. With the sun beaming down upon the flight deck and a light breeze drifting across the bow, the ship's company of HMAS *Melbourne* appears to be making the most of the opportunity to engage in a little 'spine bashing.' This is clearly a serious attempt at relaxation with 'banana lounges' out in strength and the Fairey Gannets lashed-down and fitted-out with all-weather covers... obviously no flying today.

Now, if lazing on the flight deck wasn't your idea of an afternoon's relaxation then it's possible you will have been tempted to do a little fishing, like these chaps are doing, from 3 Echo Port, where the rocket lift could serve as a bench and seats were available. Hervey Bay was a great place for a spot of fishing and as you will notice the fish were biting in no uncertain manner on this particular day. Let's hope the chaps involved were able to convince the chefs that serving them for supper would be a good idea.



Kim Dunstan



**JOHNNIES RUM SESSION**

It was two o'clock that afternoon in the Sin Bin down below  
 Mustering up three chairs I thought a table would be the go  
 There was me Spike and Shiner, and the joint was filling fast,  
 And the sailors all cheered loudly as a new keg gave a blast  
 The arrival of two kiwi frigates and the pommy ship Renown,  
 Everyone's at Royal Naval House it's the sailors favourite haunt  
 We might get lucky with some sheilas with heaps of skin to flaunt

The sailors from all the ships in town arrived in a constant stream  
 Dressed in No. 2's and their best tid gear, spit polished shoes a'gleam  
 A cab pulled in with the Kirribilli gorilla from a pub up around the Cross  
 She filed through with some other sheilas, the crushers not caring a toss  
 Doctors advised her against a bra after examining her special case  
 that way the weight of her tits would pull the wrinkles from her ugly face  
 The sailors knew her well and warned newcomers against getting close  
 She's as welcome as a fart in a phone box and known to pass on a dose

Around two thirty the joint was crowded, the place was in full swing  
 Full as a seaside dunny on boxing day, the sailors all doing their thing  
 If you turned your back your beer disappeared, the sheilas you couldn't trust  
 Most were there for all the free booze, others were there for lust  
 Lenny the Loop and Jeff the Jaw selectively buying the sailors a beer  
 Trying to con some drunken OD, their objectives plain and clear  
 The room was loud and full of smoke the sailors were having fun  
 Most sang along as the juke box again played the House of the Rising Sun

We need a volunteer for the dance of the flamers who thinks that he is able?  
 One drunken figure with bleary eyes began climbing on the table  
 His bell bottoms already around his feet and being assisted by some joker  
 A sailor with such a hairy behind like his has got to be a stoker  
 Two of the sheilas braved the crowd and climbed up alongside to take part  
 One clearly heavier than the other and in her struggle let go a fart  
 The paper burnt right down to the end the extra methane fanned the flames  
 The stoker's was doused by a jug of beer but none wasted on the dames

The Kirribilli gorilla was drunk and upset and looking for a place to sit  
 Come on you bastards, come pour me a beer I'm as dry as a witch's tit  
 One drunken pommy bought her a beer plus a fiver that he gave her  
 It'll take him six weeks to get over the dose she returns him as a favour  
 And Shiner looked up as he emptied a jug as we joked about whose turn to

shout

In time these days we'd never forget, I fell silent as I looked about  
 Suddenly the picture loses all sound as I remember mates from past days  
 Sunday at Johnnies the memories of faces fade to little more than a haze

Aahhh! JOHNNIES!!! The good ol' days (& nights)

And





Ed,

If possible I need some assistance.

In 1953-54 I was a pilot in 805 Squadron embarked on Vengeance and Sydney.

When ever we were first on board we would be 'lucky' enough to be parked at the front of the deck park with our noses hanging over the water, our director was a round rig PO Handler.

If possible and anyone can remember him I would like to know if he is still alive and exactly who he was.

He was just short of a magician, he always managed to lean back into a 30 – 40 knot gale over the deck and make it look so easy and it still amazes me 50 years later.

James Ferguson

### 60 years on

In mid 1945 the Royal Navy loaned Roy Hathaway to the Australian Navy. This time he was based in Brisbane.

This posting was very lucky as, while he was here he attended a dance later that year and met Navis Thornton who was a Stenographer WRAAF, based in General Macarthur's headquarters. Navis had moved to Brisbane from Kingaroy seeking employment.

They were immediately attracted to each other (Navis says "you just know when it's the right one").

They were only together for 4 months before Roy was recalled to England in November 1945. . Biting the bullet, Roy proposed and provided the funds for Navis to select her own engagement ring. Her mother accompanied her to the jewellers shop where she chose a ring. This same ring was stolen from their home in Brisbane many years later. They continued their correspondence for the next 2 1/2 years.

Navis was due to sail to England to marry Roy in August 1947, however, at the same time the Royal Navy told Roy (who received the order while he was practising for the UK Bisley Rifle Shoot) that he was to be posted to Canada immediately. Roy protested that his fiancée was arriving from Australia in 6 weeks (the ship used to take that long and air travel was not common). The Navy insisted and so Navis cancelled her bookings and eventually travelled to England in late 1948.

Navis was met by her parents-in-law-to-be (who she had never met) and stayed with them until Roy returned from Canada.

As Roy was scheduled to get his 2 weeks leave on his return, Navis posted the banns at the church (which had to be done for the 3 weeks prior to the marriage in case anybody objected to the union) for the marriage, which finally took place on 24 May



1948. (24 May was Empire Day in England). Navis' family wasn't able to attend due the time it would take to travel, so Roy's Uncle Bob gave Navis away at the ceremony.

On the night of their first wedding anniversary Navis was at home and Roy was on "essential" guard duty. She says that she remembers thinking "*I wonder what I've got myself into*".

Over the years, they have had 3 children, 6 grandchildren and 4 great grandchildren, and from 1948 to 1965 they moved 12 times (usually separately and Navis always travelled with the young children). They've moved between Australia and England 4 times and once to Scotland (where they occupied married quarters).

Roy was only in the same city for the birth of one of their children. He was even in far northern Scotland when one of them was born in southern England.

On the last occasion, Navis travelled to Australia 12 months before Roy with the 3 small children and lived with her parents in Brisbane.

Roy left the Royal Navy in 1965 and their life became fairly settled. They then settled in Chelmer and Roy continued to work on aircraft and Navis worked with ABC Radio until they both retired.

Long marriages must run in the family as their children have each been married 34, 21 and 28 years and still counting. Like their parents, they have also moved often (including overseas) and now live in Melbourne, Sydney and Brisbane.

Roy and Navis are obviously still very much in love and care deeply for each other.

There are three stages of sex in a man's life:  
Tri Weekly, Try Weekly, and Try Weakly.

Marriage is the only war where you get to sleep with the enemy.



Ed,

Sharron Spargo is the daughter of Theo\_Bushe Jones. She is writing her thesis on the FAA. I said we would help. Could you please include her letter in the next edition of SLIPSTREAM.

Many thanks Toz.

Hello Toz,

I have attached a short introduction and questionnaire for the magazine which includes my contact details.

I have tried to keep it brief and to the point, but if you think it needs to be shortened or changed to fit in, then, by all means feel free to do so please.

This is so early in my project and I'm not certain where the research will take me, but this is a theme I am interested in and any information will be wonderfully helpful.

Thank you very much Toz for your help, it is very much appreciated.

Sharron

Dear Australian Fleet Air Arm Members,

My name is Sharron Spargo and I am a PhD candidate at Murdoch University in Western Australia whose dissertation will use oral testimony to record a history of the Australian Fleet Air Arm. At this early stage of my research I am interested in gathering information on the changes to naval aviation over the intervening years and the consequences of these changes. If you have an opinion I would be very grateful for your input. I have included my contact details below, along with six questions which I invite members to answer and return, using the medium easiest for you. If you are using snail mail I will be happy to supply you with a stamp self addressed envelope if you will let me know your details.

I am honoured to have been invited to your 60<sup>th</sup> reunion in October at Nowra and look forward to meeting members who would be happy to share their memories - the good, the bad and the ugly!. I will be more than happy to make arrangements in October for a follow up visit to members who are agreeable to being interviewed in greater depth.

Why did you join the navy and volunteer for the Fleet Air Arm ?  
How did you see the role of the Fleet Air Arm during your service ?

In what way have the passing years altered your views of the Fleet Air Arm contribution ?

What role does naval aviation play in Australia's defence in the twenty first century ?

In your opinion, is this roll adequate ?

How do you see the demise of the fixed wing component of the Fleet Air Arm ?

Mrs. Sharron Spargo,  
2 Beagle Place,  
Port Kennedy

W. A. 6172 spargo@inet.net.au (08) 9524 6285, 0040 355

### Huey flight may 15<sup>th</sup> 2008 Hayward Airport California

I have just returned from a U.S. vacation to visit with some US Army guys I served with in the RANHFV/135<sup>th</sup> AHC during '69/'70 at both Bearcat and Dongtam in the RVN.

A bunch of ex members called EMU INC had restored and replicated an ex Vietnam Huey in all respects to resemble one of our companies "slicks" (troop carriers) #309.

One particular buddy was Spec3 Wayne Terry who advised this chopper was located at Hayward Airport just out of San Francisco. The cost to fly was US\$1500.00 per hour.

This was out of the question but Wayne contacted his friends from his club and some relatives and asked: "...if you are willing to help please send what you can right away and thank you in advance for contributing to a couple of old vets attempting to relive and complete a life changing time in our lives. This will be a very moving experience for both of us."

This would be the first Huey flight in 38 years since our return from Vietnam.

On arrival and seeing the bird it was a truly emotional moment and 2 big tough men welled up but there was more to come.....both of us sat in a familiar place....the crew chief and gunners well and there was the faithful and sometimes cantankerous M60 sitting on the mount and the back up M16 on the bulkhead. There too was the smoke canisters and ammo box with feed.

For a moment I was in 'Nam and when the familiar sound of start up with the igniters clicking occurred, the little hair I have stood on end and shivers went up and down my spine. It was truly very emotional.

We took off and spent 30 minutes doing some low level flying over salt pans and mud flats and we both thought we were on C.A's. I loosened the gun and waived it around in the breeze and all that was needed to be back there was ammunition.

Coming down to earth in more ways than one, the flight was over and it WAS a deeply moving experience.

Doing this again would not impact as much as this trip. It was also great to have my wife along to experience what I had started talking about in recent years. I have been diagnosed with PTSD but my battle continues and I am not sure if I needed all the emotional upheaval.

Ian R Wilson. Ex FAA - LSATA2, RANHFV / 135<sup>th</sup> AHC 3<sup>rd</sup> contingent 1969 / 70.



Wayne Terry  
and Ian Wilson



### **New Direction for the war on terrorists. Send Service Vets over 60!**

I am over 60 and the Armed Forces think I'm too old to track down terrorists. You can't be older than 42 to join the military. They've got the whole thing 'ass-backwards'. Instead of sending 18-year olds off to fight, they ought to take us old guys. You shouldn't be able to join a military unit until you're at least 35.

For starters:

Researchers say 18-year-olds think about sex every 10 seconds. Old guys only think about sex a couple of times a day, leaving us more than 28,000 additional seconds per day to concentrate on the enemy.

Young guys haven't lived long enough to be cranky, and a cranky soldier is a dangerous soldier. My back hurts! I can't sleep, I'm tired and hungry. We are impatient and maybe letting us kill some asshole that desperately deserves it will make us feel better and shut us up for a while.

An 18-year-old doesn't even like to get up before 10 a.m. Old guys always get up early to pee so what the hell. Besides, like I said, I'm tired and can't sleep and since I'm already up, I may as well be up killing some fanatical son-of-a-bitch.

If captured we couldn't spill the beans because we'd forget where we put them. In fact, name, rank, and serial number would be a real brainteaser.

Boot camp would be easier for old guys. We're used to getting screamed and yelled at, and we're used to soft food. We've also developed an appreciation for guns. We've been using them for years as an excuse to get out of the house, away from the screaming and yelling.

They could lighten up on the obstacle course, however. I've been in combat and didn't see a single 20-foot wall with rope hanging over the side, nor did I ever do any push-ups after completing basic training. I can hear the Drill Sgt. in the new army now, Get down and give me ... ER ... one.

Actually, the running part is kind of a waste of energy, too. I've never seen anyone outrun a bullet. An 18-year-old has the whole world ahead of him. He's still learning to shave, to start up a conversation with a pretty girl. He still hasn't figured out that a baseball cap has a brim to shade his eyes, not the back of his head.

These are all great reasons to keep our kids at home to learn a little more about life before sending them off into harm's way. Let us old guys track down those dirty rotten coward terrorists. The last thing an enemy would want to see right now is a couple of million pissed-off old farts with attitude and automatic weapons who know that their best years are already behind them. If nothing else, put us on border patrol...we will have it secured the first night!

### **Asbestos Article**

A number of our readers have made successful claims for compensation for asbestos disease in recent months. Regular discussions with your GP about undergoing a regular chest X-Ray or CT scan are important if you have been exposed to asbestos. A high resolution CT scan of the chest is the best option.

There are a number of different types of asbestos disease for which compensation may be claimed.

#### **ASBESTOSIS**

Asbestosis is a scarring of the lungs caused by asbestos. It stiffens the lungs and makes them less able to transfer oxygen. The most common symptom is breathlessness.

#### **ASBESTOS RELATED PLEURAL DISEASE, INCLUDING PLEURAL PLAQUES**

Asbestos related pleural disease can result in calcification around the lungs and collection of fluid in the pleural spaces. Pleural plaques can cause chest pain and compensation can be recovered for this.

#### **LUNG CANCER**

Lung cancer is very common in those that have been exposed to asbestos. A combination of asbestos exposure and smoking greatly increase the risk of developing lung cancer.

#### **MESOTHELIOMA**

Mesothelioma is a malignant tumour that develops in the pleura. It is generally always associated with previous exposure to asbestos dust and fibre.

The high resolution CT scan can also show emphysema. Claims

If you have any queries, please contact me as follows, I am available to answer most questions on Asbestos, DVA and MCRS :

Terry (Boxer) Banks  
23 Sorrensen Street  
TITANA  
Qld 4650  
(07) 4123 6164  
Email: boxerb@austarnet.com.au

Ed,

Have had remarkable success through litigation and DVA since publishing an article in "Flying Stations" some years ago. Everyone who served on Sydney, Vengeance and Melbourne should have a HRCT scan. Also those that served in small ships.



Ed

**And I said ..... "Why Not ?"**

I must admit the discussion did get a bit passionate, a bit emotional when the suggestion was raised, 'Why not have a Reunion for the wives of FAAA members'?

After all, was one of the comment, they have 'little reunions' happening at different places around the 'Tross', in Nowra and Bomaderry, you have the Engines blokes here, the Electricians blokes there and other places for the other professions.

Surely it isn't beyond the realms of credibility for some aspiring Navy Wife' or wives to get together and organise such an event, after all, just think of the administration skills that they showed performing their tasks whilst their men folk were away on duty, what with Night Flying, Duty Weekends and Sea Time . They organised :

Themselves to Edman House in Nowra (or the hospital in Wologong) for the birth of their children.

Moving house.

Taking Children of various ages to different schools from Married Quarters to Nowra.

Paid the bills.

Arranged the shopping Days in Nowra on the bus with their prams stowed on the back.

Got the tribe to Garden Island to see Dad coming home when the carrier docked.

Along with the myriad of other events that went with daily life with the husband away.

Of course, a couple of things have been arranged, 'Dolphin Watch' as it was put to me during the discussion " what will the dolphins be doing differently that they haven't been doing for years". *An aside comment* , 'have the Navy divers taught them some tricks?'. And we have a bus tour of the 'Tross' - great , we can be driven past several closed tin sheds, then back to the Museum to wait (again) for our partners.

During my time, I recall the Napiers, the Herrons, the Whittons, the Lees, the Charltons, the James, the Connellens, the O'Donnells, sorry if I have missed some but the grey matter does suffer at times.

And as I said before **"Why not?"**

Hopefully you will be able to find a spot in the next edition for this article. Within my limited circle down here the topic has raised some discussion, so I took it upon myself to jot down a few details in the hope that something positive will eventuate.

Denis Charlton

No trouble at all and all you have to do to make it happen is get some 'wives' who are prepared to do the organising together and get stuck into it. All mini reunions are organised by groups apart from the Reunion Committee so they would not be any different and there are certainly plenty of venues. The scope is endless only need some 'volunteers'.

**THINK BEFORE YOU ANSWER**

You are driving along in your car on a wild, stormy night. You pass by a bus stop and you see three people waiting for the bus.

- 1 An old lady who looks as if she is about to die.
- 2 An old friend who once saved your life.
- 3 The perfect men (or woman) that you have been dreaming about.

Which one would you choose to offer a ride to, knowing that there can only be one passenger in your car?

Think hard and give due consideration before you read on !

This is a moral / ethical dilemma that was once actually used as part of a job application.

You could pick up the old lady, because she is going to die and thus save her first; or you could take the old friend because he once saved your life, and this would be the perfect chance to pay him back.

However you may never be able to find your perfect dream lover again.

\*\*\*\*\*

The candidate who was finally hired (out of 200 applicants) had no trouble coming up with his answer.

What did he say?

Simply he answered: I would give the keys to my old friend, and let him take the old lady to the hospital for treatment and I would stay behind and wait for the bus with the woman of my dreams.

Moral of the story , never forget to think outside the box !!

Owen Holston

**MY LIVING WILL.....**

Last night, my friend and I were sitting in the living room and I said to her,

'I never want to live in a vegetative state, dependent on some machine & fluids from a bottle. If that ever happens, just pull the plug.'

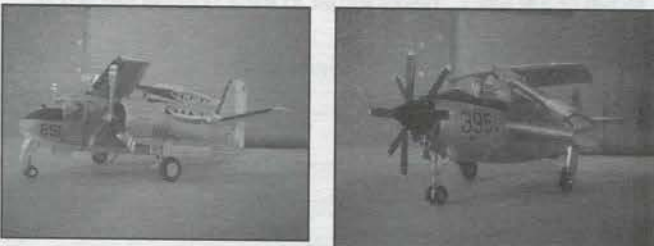
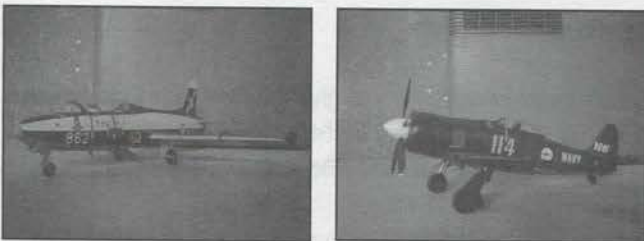
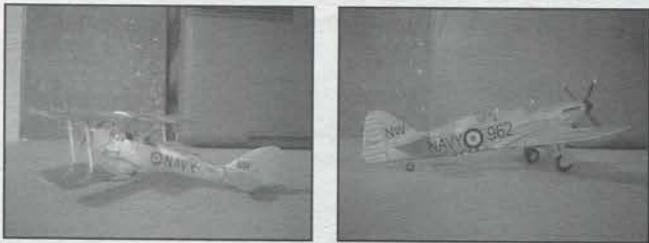
She got up, unplugged the Computer, and threw out my wine.

She's such a bitch.....



Ed,

Some nostalgic memories in models



One can only imagine the time this collection took to make—BZ Ron Smith (don't want to see them on Ebay!)

A recommendation.

Recently flew from Sydney to Singapore in the new Airbus A380. A very comfortable trip with everything fresh and new. Where we were seated in economy was extremely quiet and stable. Food and service were excellent. Internally, the size of the aircraft is not apparent due to the divisions between cabin areas. The "Kris" entertainment system provides a wealth of possibilities catering to all tastes. I watched the movie "Rescue Dawn" which is based on a true story of a US Skyraider pilot shot down over Laos.

Having previously endured the Hollywood %#\$\*&% of "Behind Enemy Lines" I was a little suspicious of what "Rescue Dawn" might be like. I was therefore pleasantly surprised to find that it was really quite a good movie that I can recommend. Apart from a little gung ho US flag flying at the end (understandable), it contained a solid story line and a multitude of quite emotional and dramatic scenes, well acted and photographed. Some scenes are quite stark so it is not recommended for younger audience viewing. I think most aviators who went to Vietnam or underwent combat survival training will identify with it.

Owen Nicholls

**DID YOU KNOW ???**

**Insurance can affect your pension**

Veterans ,their partners and War Widows who receive an income and assets tested pensions paid by DVA ( service pension, income support supplement or age pension) and hold life insurance should be aware that their pension may be affected by the *surrender or maturity of that policy.*

Although the surrender value of a life insurance policy is assessed for the purpose of the assets test during the term of the policy, DVA does not assess as income the bonuses on life insurance policies because they accrue over the term of the policy.

**Flatulence Tax Plea backfires**

Farmers have kicked up a stink about being asked to pay a flatulence tax on the gas produced by their cows. They got wind of the tariff last week, with initial demands to pay for greenhouse gases caused by their cattle. Every day a cow produces 350 litres of methane and 1500 litres of carbon dioxide -greenhouse gases linked to GLOBAL WARNING !!

It is thought that cattle are responsible for up to 25% of methane gas emissions in Estonia, where the flatulence tax is being demanded.

Just what we need....another tax !!

Cheers, Don McLaren



## ORIGIN OF THE ONE MINUTE SILENCE

While this impressive ceremony was only adopted since World War Two, its origin dates back to World War One, when the idea was in the mind of a British officer who was killed in action, December 1917.

The scene is a mountain near Jerusalem earlier in the month and in a billet at the mouth of a cave, he is in conversation with a brother officer and close friend. It is the eve of battle.

A man of unusual character and vision, feeling instinctively that his hours of life on earth were numbered, he said to his friend;

*'I shall not come through this struggle. You will survive and see a greater and more vital conflict, when that time comes, remember us. We shall long to play our part, whatever we may be, we shall not fight with material weapons but we will help you if you help us. We shall be an unseen but mighty army, you will have time available as our servant. Lend us a moment of it each day and by your silence give us our opportunity. The power of silence is greater than you know'.*

These words are quoted from memory but not literally exact, they tell us of the speaker's thoughts and will. The speaker was killed in action the next day; the friend he addressed was severely wounded; left with the enemy, escaped, recovered and went back to England with a mission. His name is Major Tudor Pole; he is now chairman of the Big Ben Council.

Millions the world over regularly listen to the ringing of Big Ben, the giant bell in the Tower of the Houses of Parliament in London. They know the preliminary chimes, because they are broadcast at least once in every twenty four hours, at nine o'clock each evening. The chimes and stroke have been heard since November 10 1940 but only a small fraction of listeners realise their full significance.

The officer who died knew he would soon die and he also saw in his vision the future, the still greater Second World War. He enlisted his friends co-operation and won it. This is how the idea of a daily monument of unity in silence was born.

Ultimately it became known as a silent minute and it is now signalled by the chiming and stroking of Big Ben at 9.00 O'clock each evening.

It took years before the dying wish of this soldier was fulfilled; from 1917 to 1940. The signal for the silent minute was broadcast for the first time by the BBC on November 10, 1940 and has been repeated each evening since then.

Today it is a steady growing movement. At the end of World War Two its importance was judged thus by a Nazi official. *During the War you had a secret weapon for which we could find no counter measure and which we did not understand but it was powerful, it was associated with the striking of Big Ben at 9 O'clock every evening. I believe you call it, the Silent Minute.*

## ADVOCACY CASE HISTORY-

### Officer's widow finally granted War Widow's Pension

A senior RAN Officer and his wife sought the assistance of a Pension Officer from the DFVA NSW Branch after the officer's disability was diagnosed as terminal.

An application for a disability pension was completed and forwarded to DVA and a determination was completed by them for a disability pension for Metastatic Malignancy of the Prostate. However, the application was disallowed as the officer had not spent the required 30 days minimum in Vietnam Waters, eg: five days short of the required minimum, the ship having left Vietnam Water after 24 days. The officer died shortly after the application was in the hands of DVA.

The Pension Officer was aware of research conducted by the National Research Centre on Environmental Toxicology (NRCET) showing that the RAN and some Army personnel serving in the Vietnam War could have been exposed to dioxins in contaminated water.

In 1987 the Vietnam Veteran Mortality Study showed elevated mortality rates among RAN Navy personnel: particularly RAN logistic Support Personnel. Exposure to herbicides through the evaporative distillation process in RAN ships was thought to be one of the causes.

The tests conducted by NRCET found that Dioxins could pass through the evaporative distillation process and thus remain in the drinking water resulting in possible consumption of dioxin levels exceeding the safety levels proposed by the National Health and Medical Research Council.

With this information in mind and knowing that the consumption of ship's water for a period of 30 days, including time in Vietnam Waters was an admissible time, the Pensions Officer decided to appeal the DVA decision on behalf of the Officer's widow.

The Pensions Officer knew that if the Naval Officer continued to drink water from the ship's storage tanks, as supplied by the evaporators from the sea water, for a period of 30 days from the time the ship first entered Vietnam Waters there would be a case for a Disability Pension. This would eliminate the requirement for the ship to be actually in Vietnam Waters for the minimum of 30 days.

It was submitted on appeal that the Metastasis of Prostate Cancer to the left Iliac Bone and resultant drainage to the surrounding area, soft tissue and nerves be reconsidered. The Officer would have consumed the water from estuarine Vietnamese waters for at least a cumulative period of 30 days.

As a result, the previous decision by a delegate of the Repatriation Commission dated 11 December 2006 was reviewed under Section 31 of the Veteran's Entitlement Act 1986. There followed a later decision dated 15 January 2008 stating that the death of the Officer was related to Service and the Officer's Widow was granted a War Widow's Pension with effect from 5 June 2007.

Commander F F Lewis RAN (Ret'd)



## Medallion of Merit Presentations

After some previous problems with organising this event ( an on going literny of happenings) the presentation was finally promulgated and carried out. Even after all this the 'good fairies' still didn't let it proceed without a further problem, one of the recipients couldn't be found. The presentation was carried out in the White Ensign Club and this was a chance for the newly appointed officers and other depot personnel to have a look at the Association's handiwork.

Lieutenant Andrew Newman, the winner of Medallion of Merit for Dux of the Aeronautical Engineering Officer Application Course 2007 was presented with his Medallion and the other two recipients, CPOATA Trevor Albert , and LSA

Nathan Haythorpe, will have their medallions awarded as soon as they are available.

The presentation was also a 'meet the new faces' exercise as well. The new CANAG, Commodore Tony Dalton was present as was the new Commanding Officer, Captain Mark Sackley and it gave members of the Association a chance to meet them for the first time.

It was also a chance for the Committee members to show off their new Fleet Air Arm blazers, and these were very well received as well as making the whole group look really smart. These blazers will be available to everyone after the AGM.



Captain Mark Sackley, Lt Andrew Newman and National President David Farthing.



Jim Lee, Dick Martin and Ron Batchelor in their finery



Mike Heneghan, Toz Dadswell, Peter Welsh, David Farthing and Dick Martin at the presentation of the Medallions.



The Medallion of Merit that is awarded to the winners



## HMS Queen Elizabeth (CVF)

**HMS Queen Elizabeth** will be the first of the Royal Navy's two new Queen Elizabeth class aircraft carriers and is scheduled to enter service in 2014. She will be the second ship to be called *HMS Queen Elizabeth*, after Queen Elizabeth 1.

*Queen Elizabeth* and her sister ship (Prince of Wales) will be the largest warships ever built in the United Kingdom. They are multi-purpose carriers that can adapt to complete multiple roles. It will be capable of carrying 40 aircraft (the F35B- Lightning11) or 25 Chinook helicopters, a major capability upgrade from the current Invincible Class carriers.

The ships will be built in four sections, at Portsmouth, Rosyth, Barrow-in-Furnace, and on the Clyde, by BAE Systems and VT Group before being assembled in the Firth of Forth at Rosyth Royal Dockyard. Number One dry dock at the docks is currently undergoing modification to fit the HMS Queen Elizabeth and MS Prince of Wales.

The aircraft currently selected to be used on these carriers are the Short Take Off Vertical Landing (STOVL) variant of the Lightning II. Originally the carrier will be fitted with a ski-jump ramp but in the future, the flight deck will have the provision to be converted to use a catapult launch and arrestor recovery system should the UK choose to operate the conventional F-35C or an Unmanned Combat Air Vehicle (UCAV) similar to the X-47 Pegasus.



They will dwarf the Navy's two ageing mini carriers which they will replace, and represent an ambitious return to full size carrier operations, 30 years after the Labour scrapped the old HMS Ark Royale.

The ships will come with a substantial price tag, together costing more than 4 billion pounds and the supporting aircraft adding another 10 billion to the cost. This will impose a massive strain on the Defence budget and also after the sever cutbacks already in place some senior Naval figures fear that the fleet will struggle to find enough Frigates, Destroyers and Submarines to protect them.

### Specifications :

Displacement:	65,000 tonnes (full load)
Length:	274m
Beam:	39 metres (waterline) c.70 metres overall
Draught:	9 metres
Range:	10,000 nautical miles (18,520 km)
Capacity:	1,450
Complement:	600
Aircraft carried:	48 aircraft, such as F-35 Lightning11 & the EH 101 Merlin helicopter

### Some interesting aspects of the design :

**Flight Deck :** 140,000 sq ft, equivalent to 49 tennis courts.

**Catering:** 67 chefs will feed the 1450 crew, four huge galleys can feed everyone on board in 45 minutes.

**Paintwork:** 370 acres, slightly larger than the acreage of London's Hyde Park.

**Hospital:** Eight beds, staffed by 11 medics, with operating theatre and Dental surgery.

**Design:** Superstructure split into two 'islands' to give more deck room and reduce turbulence on the deck. Bridge located on front of forward island and Air traffic Control Tower on inner side of rear island.

**Lifts:** Two giant lifts can each raise two war planes at the one time from the 310,000 sq ft hangar below.

**Comfort:** Ratings live in spacious six-bunk cabins with en suite shower. Cinema, gym and email facilities available around the clock.

**Propellers:** Two bronze propellers are 22ft across and weigh 33tons each, driven by a pair of electric motors

**Engine:** Design still undecided . Likely to be gas turbines or hybrid electrical propulsion system.

**Water:** Filtration plant produces 500 tons of water daily.

**Fuel:** 8,600 tons carried for ship and aircraft, enough for a family car to drive to the moon and back 12 times.

**Weight:** Fully loaded, 65000 tons, the same as 32500 family cars or 18 times as heavy as Nelson's Victory.





MOMENTS IN TIME



Reunion 1988 same faces as 2008 just older





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

Member's Name: .....

Address .....email : .....

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.

**23<sup>rd</sup> Wardroom Cocktail Party : \$25 .00 per head**

**24<sup>th</sup> 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.

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

**25<sup>th</sup> 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.

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

**26<sup>th</sup> 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—Worrigee 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.

+++++



## Plaque Application Form for "Fleet Air Arm Wall of Service"

**PLEASE PRINT DETAILS CLEARLY - ERRORS CANNOT BE CORRECTED AFTER CASTING**

**Name:**            **O/No. :**

**Address :**

**Email :**

**Rank / Rate (official listing on completion of service) :**

**Period of Service :** (month / year to month / year)

**Qualifying Postings / service :**

RAN uniformed personnel who were members of the Fleet Air Arm, posted to an RAN squadron, or posted to the Air Department of a RAN ship or Shore Establishment are qualified to have their name placed on the Wall. Non RAN personnel – postings or attachments must be to an actual Squadron or FAA Facility. Postings to general ships' companies do not qualify. ( See back of form for more details)  
Final approval is by the Executive Committee of the NSW branch. An appeal to a decision may be made to the National Executive Council of the FAA of A for final determination if the original application is refused. Some more precise service information on these matters may be requested by the approval committee.

**Costing :** \$110.00 (Cheque / money order to be attached to application . Made payable to FAAA of Australia - NSW Division)

Mail to : The Administrator  
WOATA I. Warren  
C/- FLEET AIR ARM MUSEUM  
HMAS Albatross  
Naval Post Office  
Nowra Hill 2540

### Official Use Only

<b>Application listed</b> .....			
<b>Approval</b>	Confirmed .....	Denied .....	
<b>More information</b>	Requested .....	Received .....	
<b>Monies :</b>	Received .....	Forwarded to Treas .....	
<b>Order Listed</b> .....		Order Number .....	
<b>Plaque Affixed</b> .....			
	Email photo requested .....	sent .....	



## 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.faaaa.asn.au](http://www.faaaa.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



Smart guard—old style with boots and gaiters and belts that are horizontal. Some of these faces are familiar even if the streets of Nowra are not

A few more from 1998



Fred Lewis saying farewell



HMAS Nirimba 'L' Department 1953



A few more from the '88 Reunion





Fortunately it is not often that I have to report on sad or disappointing events, but recently the Fleet Air Arm saw the passing of another phase of its history with the decommissioning of 805 Squadron. The ceremony was held on 26<sup>th</sup> June with many Navy and political dignitaries in attendance, and it marked one of the final chapters in the drawn out saga of the Kaman Super SeaSprite helicopters.

It was a sad event because of the personal toil and sacrifice devoted to the programme over more than a decade by numerous Fleet Air Arm members, Defence civilian employees and contractors. The museum had a particularly good relationship with 805 Squadron and we provided a Sea Fury, Sea Venom and Skyhawk to be photographed with a SeaSprite last year. It was a unique opportunity to capture on film examples of every aircraft type operated by 805 since its inception into the RAN. *(Insert Photo 1 here)*

One very pleasant outcome from the events at 805 Squadron was the chance to host two renowned, former squadron members to the Museum. Nat Gould and Fred Lane, together with Mrs Lane, had their first look through the Museum since its reincarnation as the Fleet Air Arm Museum and they all appeared suitably impressed. The accompanying photo shows Fred and Nat reminiscing over days gone by.

*(Insert Photo 2 here)*

The Museum's Open Day on the 25<sup>th</sup> May was well received by everyone who attended, but unfortunately for the organisers the expected number of public visitors didn't eventuate mainly due to the Nowra Cup Race Day coinciding with our event. This extract from the 'Navy News' article provided by our curator Natalie Johnson tells most of the story.

#### **Fleet Air Arm Museum Open Day**

*Scores of historic military and light civilian aircraft converged on HMAS Albatross to celebrate the recent Fleet Air Arm Museum Open Day. As part of the Diamond Jubilee of HMAS Albatross and the Fleet Air Arm, the event highlighted the close bonds between the Navy and the local Shoalhaven community, which marks this special anniversary.*

*The RAN's Squirrel, Augusta 109, Seahawk and Sea King helicopters were on open static display and the accompanying crews entertained the public with descriptions of their capabilities. Defence Contractor's Raytheon and Pelair displayed their unique Lear and Westwind target-towing and electronic warfare*

*training jets. The event on Sunday the 25<sup>th</sup> May allowed the public to clearly view and walk around all the aircraft.*

*CO of HMAS Albatross, CAPT Mark Sackley, told Navy News that the Open Day which featured a range of current and historic military aircraft allowed the Fleet Air Arm and HMAS Albatross to showcase their historical development.*

*"This was a golden opportunity for the local community to help us celebrate the history of naval aviation in the Shoalhaven over the past 60 years." CAPT Sackley said.*

Captain Mark Sackley assumed command of HMAS ALBATROSS in early May and it has been our pleasure to have him visit the Museum and meet with most of our staff and volunteers. We wish Mark a rewarding and successful time here at Nowra. Likewise, our good wishes went with Captain Bob Morrison on his return to Navy Office to act as CN's Chief of Staff.

The Museum's curatorial and administration staff has been continually busy throughout the first half of this year with numerous upgrades still happening, on top of preparations for the Diamond Jubilee celebrations in October. The restaurant refurbishment is still underway and our revised official opening date is now late August. Painting has been completed, the attractive new furniture is delivered and some exciting new aviation-themed wall graphics will be part of the redesign.

Some of the Museum's recent undertakings -

- Application has been made to enter the South Coast Tourism Awards in the category of Major Tourist Attraction. The awards presentation will be held at the new Shoalhaven Entertainment Centre on 27<sup>th</sup> August and we are quietly confident of a good outcome.
  - The Macchi trainer is now repainted back into 724 Squadron RAN colours of blue over white, and it will be completely reassembled by the end of July.
  - New shelving and storage systems are being installed into the archives and store areas.
  - The helicopter flight simulator will be installed by the end of July.
  - The sectioned De Havilland 'Gipsy Major' engine (ex Tiger Moth) has been completely refurbished and will be set up as the feature display within the new restaurant.
- Peter Welsh, the FAAA National Vice-President recently donated a 1/5 scale model of an RAN Gliding Association aircraft. Peter's father built the model glider some ten years ago and the Museum is proud to have it in the collection.

In closing, I am saddened to report that one of our valued supporters and volunteers, Mr Ron Hunt, passed away on 29<sup>th</sup> June. Ron had served for 15 years in the Royal Canadian Navy, and emigrated with his family in the early 1970's on transferring to the RAN, where he served for a further twenty years. For the majority of his career in both Navies, Ron was an Airframes/



Engines mechanic, and he paid-off as a Warrant Officer Naval Police.

TERENCE HETHERINGTON  
MANAGER  
FLEET AIR ARM MUSEUM



A nostalgic moment for those attending the De-commissioning of 805 Squadron. The Museum arranged to have the previously flown types of aircraft paraded as a reminder of previous years. The Squadron flew from 1948 to 2008 and used Sea Fury, Sea Venom, Skyhawk and finally Sea Sprite aircraft.



A couple of the 'old' pilots in the Museum reminiscing over better days. They both flew with the squadron in years gone by and were sorry too see it disband.  
Nat Gould and Fred Lane.

The Editor

This is a letter to Trevor Tite from Ruth Mateer, which she writes for the Newsletter:

Dear Trevor,

I don't know if you remember or not, but in 1997, I bought a FAA Plaque and took it with me to the US of A. After reading today's Newsletter, I thought I would write a little story about it. Fondest regards,  
Ruth.

This story had a beginning in July 1956 and is still going strong. My late husband, Brian 'Shorty' Mateer was on posting to HMAS Moreton awaiting his discharge from the navy in 1956. Towards the end of July, an American Ship, USS Wiltsie, called into Brisbane and of course, some of the boys made it to Aussie homes. The one that came home with Brian was a Senior PO in the Signals Branch. This was the beginning of a wonderful friendship between his wife and me.

We managed to keep in contact what with Jim's Navy postings and Brian's' (who later joined the Army). Brian took his discharge from the Army in February (Friday 13<sup>th</sup> 1976) and we moved to Townsville where he worked at Garbutt Air Force base. In March 1983, he was transferred to Amberley Air Base. He was still working there when he passed away on 7<sup>th</sup> August 1986 at the age of 53.

A couple of weeks after his passing, Jim and his wife, Jenny, came out to me at Riverview and spent a week with me. I then built a house at Burpengary and somehow found myself joining the FAA Association

In 1997, I decided to go over to the US and see them again. My first trip over to see them was in 1986, but this time I decide to do something different. My friends had retired to Whidbey (?) Island, a US Naval Air Station made known by the film "An Officer and a Gentleman." On the Island, ex Naval personnel can eat at the Chief Petty Officers Club, which gives you a magnificent view of one of the strips, and the Puget Sound.

Anyway, on my 1997 trip I took over a FAA Association Plaque, which I presented to the Club. I was over there again in 2004, and in 2006, I attended the marriage of No.3 daughter to a Master Sgt. Paramedic in the US Army at San Antonio. I finished that 7-week trip with a quick trip to the Island again. On going to the Club for lunch one day, I asked the manager if they had put our plaque up. She took me into the bar section and-lo and behold-there was our plaque in all it's glory with a light trained on it. I gave her details all about the Association and actually ended up with about eight fellows telling me about their experiences with Australia and Australians!

Hope I haven't bored you. Three of our four sons are ex-Navy. No.1 is still in after 37 years. He went from Artificer to Commander and keeps saying, "I'll get out next year!" Oh yeah!  
Ruth Mateer.



## REUNION UPDATES

The following lists the availability of venues, these are current as of going to print. No doubt there will be an upsurge in late arrivals of registrations after this edition goes out from those 'who had been putting it off'.

**There are no restrictions on the attendance to the Air Shows but remember that anyone at all that comes to any event at all must be registered. They must provide names as well, we cannot produce nametags if the registration form just list someone as 'GUEST' and there has been a few of these resulting in the unnecessary contact procedure to rectify the missing names.**

The Anniversary Dinner is more than half booked as this goes to print and if you wish to organise a table, the numbers needed are 12 and all must be registered before we will book it. On this subject, the table numbers will be allocated towards the end of August and after that it will be too late to change the arrangements so please act before then so as not to be disappointed.

The Wardroom Cocktail party is getting close to being full -+ and under no circumstances can those numbers be exceeded. The NSW Annual Dinner is over half way to being full so as you can see there are not all that many vacancies to these functions.

***Your satchel will not be completed until we have all of the details required.***

All registrations are checked and corrections required are noted and the member informed by mail or email, we cannot attempt to correct the problems any more than the once so please don't complain if you 'forget' to reply to the correction letter—it may also affect lists that are to restricted venues if you do not reply and could mean you may miss out.

The Committee will not have time to make and or adjust tickets on the registration days so do not leave it till then to correct any missing information. This is also creating a lot of extra work load for the organising Committee and believe me they don't need it as well the costs incurred finishing the registration satchels is a worry as well.

If you have any raffle books that you do not intend using could you please return them as we can use them at the venues before the prizes are drawn.

We have had a lot of questions about the registration fee so I will attempt to clear up some of these.

The costs involved in running this reunion are equally born by all of us, these are quite substantial and to ensure everyone contributes evenly the registration fee was (as always) imposed. This fee helps to offset the cost of extras, coaches are one large cost, just the basic cost to do with the ticketing and name tags

runs into a large sum and without these the whole affair would turn into a farce. We have to cover the costs of invited VIP's and the list just goes on and on. To ease the burden somewhat it was proposed that all attendees receive an Association cap and shirt and these alone at normal prices would cost about \$35 so to all intents and purposes we are not much out of pocket. The remainder of the funds required to run the Reunion come from the raffle and surprisingly enough quite a few generous donations from members who just can't get here for the event. I hope this explains why all attendees at all events must register.

### **Accommodation availability.**

After doing a fairly comprehensive ring around the area there is a noticeable lack of space left at most facilities. The only place I could find that had any room of note was the 'Springs Resort' at the Sportsman's Club at Worrigea and they have not a lot. Others had the odd ones and twos and I am afraid if you still need rooms it is a case of ringing around until you find something or else 'ring the neck of an old mate'.

### **Mini Reunion Updates:**

#### **Armourers**

The armourers reunion will take the form of: Gather at the Bomaderry RSL Club about 1100 on Thursday 23rd October in the members area for yak-yak, drinks (at individual cost) and lunch (for those who want it) at the bistro (at individual cost), and leave when ready. Partners are welcome. Any queries contact George Mackenzie

#### **Safety Equipment / Photographers**

Worrigea Sportsman's Club at 1730 -1800 on the Thursday night, dressed to kill and make sure you let either Phil Robinson or Ron Batchelor know you are coming or you may be the one to miss out on 'smallly -nibbles'. Numbers are required so as catering can be arranged. A small note, if you have any 'era' photographs bring them along as the visual image brings memories flooding back.

#### **Wardroom Cocktail Party**

Thursday 23rd October. The Wardroom Cocktail Party advertised in the Reunion advisory paper is a mini reunion for ex FAAA Officers, not a general CTP for all members of the FAAA. Those person that registered and are not eligible to attend will have their monies refunded in their registration satchels. The Committee apologizes for any misunderstanding.

Numbers are very close and cannot be extended so be aware if you leave it very much longer you may be disappointed. Any doubts or queries contact Toz Dadswell.



**Airframes / Engines**

Bring your bodies ( partners accepted as well) along to the Bomaderry RSL on from 1300 and enjoy a trip back in time, a few jugs and some nostalgic moments. There is no formal function as groups seem to form and dissipate at a rapid rate depending on the truth of the stories being told and who is present. The club has ample facilities for a feed if you find there is not sufficient nourishment in that amber fluid.

Any queries at all contact Don Parkinson on :

jandon39@hotmail.com

**Aircraft Handlers**

As previously advertised, Saturday morning, Bomaderry RSL , bring your money, bring your partner and look out for the tall tales. If you haven't put your forms in yet hurry as our tables at the Dinner are filling quickly.

Boxhead (02) 44214104

**Aircrewman's Mini Reunion**

25 Oct 2008 , it will be held at the Senior Sailors Mess HMAS ALBATROSS commencing at 1900. It will be a Cocktail Party with complimentary drinks on arrival and finger food supplied at a cost of approx. \$12.00 per head.

Contact Grant Jesser for further info: (02) 44243805

**Electrical**

The Ex-Serviceman's Club at 1700 on Thursday night, all are welcome but please let us know so as we can arrange catering. A phone call or email will only take a minute or two and it will certainly help make the evening run smoothly.

Frank Birtles (02) 44214723

frankbirtles@hotmail.com.

**STOP PRESS - LATEST NUMBERS**

Wardroom Cocktail Party : Almost full

Anniversary Dinner : Well over half booked

Saturday Air Show / Reunion BBQ : Over 600

NSW Annual Dinner : Over half booked

Sunday Air Show : Over 500

Collection of satchels if you can't make the registration times. It is obvious that quite a few will not be able to make the listed times for registrations so we will over the next month or so arrange a system whereby you can collect your satchels at the first venue you are attending. Car passes for those not coming before the Saturday BBQ may have to be mailed .



FROM: VICE ADMIRAL R.E. SHALDERS AO, CSC, RAN  
CHIEF OF NAVY

NAVY HEADQUARTERS  
RUSSELL OFFICES  
R-4400  
CANBERRA ACT 2600

2000/24941  
CN:OUT/2008/339(b)

13 June 2008

Commodore D.D. Farthing DSC RAN (Rtd)  
President  
Fleet Air Arm Association of Australia  
50 Railway Terrace  
Willow Vale  
MITTAGONG NSW 2575

*Dear Don,*

I am writing to advise you that Rear Admiral R.H. Crane AM, CSM, RAN is to be promoted to Vice Admiral on 3 July 2008 to assume command of the Royal Australian Navy. I will be retiring as the Chief of Navy on 3 July.

In close to 42 years in the Service, I have seen a multitude of changes and the Navy I have had the privilege to command for the last three years is very different to the one which I joined. My period as CN has been busy and stimulating, with our operational tempo continuing at an unprecedented rate in modern times. Throughout this period, as they have always done, the men and women of the Royal Australian Navy have continued to acquit themselves with pride and honour, displaying the outstanding values and characteristics that reflect our great heritage. The next generation of Australian Sailors stand to inherit a strong Navy, and it is with great pride that I pass the helm to them and their successors.

Please accept my most sincere thanks and appreciation to you and everyone at the Fleet Air Arm Association for your support during my time as Chief, and for your continuing contributions to the Royal Australian Navy in the future. I wish you the very best in the Fleet Air Arm's diamond jubilee year, and congratulate all Naval aviators on reaching such a milestone.

*Yours Sincerely,  
Russ S.*



A mystery photo in my emails, may have something to do with a chap from the ACT having one too many—I decided



On Anzac Day in Brisbane this year 25 RANHFV members gathered to march under their own RANFHV banner. Interstate visitors joined with the Queensland members for a most enjoy-



able day. The march was followed by refreshment at the Spring Hill hotel, joining other FAAA members.

Thanks must go to all the members who travelled from interstate for making it a memorable day. Thanks also the Adrian Whiteman for organising the event and to his girls for all their logistical support.

John Macartney  
Apple Tree Crèek

\*\*\*\*\*

### RANHFV Members - Brisbane Anzac Day 2008

Thanks to those who marched and I hope you had an enjoyable day,

Adrian Whiteman

### Just a Joke

Tiger Woods was invited to play in the Irish Open. The promoter offers him the use of a BMW motor car for the duration.

Tiger is driving through the Irish country side when he pulls up at a quaint Irish service station and is served by an old Irish geezer.

As he pulls his wallet out to pay for the fuel, two golf tees drop to the floor.

The Irishman asks 'By gew, what are dey!'.

Tiger responds, 'They are tees'.

'Yeah but what do you use them for?' asks the Irish geezer.

'You rest your balls on them when you are driving', says Tiger.

'By gosh', the Irishman exclaims .

'Don't BMW tink of everything'.

( G Singline)

### THE GATHERING OF THE FLEET

I was born into Navy life. My dad was stationed at Albatross, the Naval Base situated in Nowra N.S.W.

After 22 years of service my dad left the Navy to begin a new life with his family leaving everything behind him to start afresh in W.A. My parents had no family here in W.A. unlike many of the other sailors who were born and bred here. Those sailors came home to their roots. For us it was a new beginning.

Our Navy friends became family, there were many surrogate Aunts and Uncles. All the kids called each others parents Aunty or Uncle, and still do. Even years later, we still do.

Unfortunately, the reunions in the last few years have mostly been funerals. Honouring and remembering one of the crew. This is what prompted me to call this piece, "The Gathering of the Fleet". Fleet Air Arm that is, for that's how it appears to onlookers.

As upsetting as these occasions have been, I have attended these funerals with my parents, as a sign of respect and love, not only for the ones passed on, but also for those left behind feeling bereft and lost without their loved ones beside them.

We cry, we reflect, but most of all remember, not only the good times but the bad.

The children are all grown adults now, with children , even grand children of their own.

Even though we see each other infrequently now, our faces still alight with recognition, after such a long time. It brings back all the memories of wonderful happy times we spent together as childhood friends.

The Navy family, were a big part of our childhoods. There were the parties, the BBQ's picnics, beach or pool gatherings. The kids would play all afternoon squealing, having fun, and the parents would be talking and laughing about the past, or telling a joke, that they had recently heard.

They were great days and bring back so many fond memories to us all. So remembering these beautiful people as part of our lives for so many years is a privilege, and an honour to acknowledge their courage and bravery to the end. To name a few of our fallen friends, Ron Cole, Ron (Gabby) Hayes and Ray Thomas.

To my darling dad, I always say "TO CALM WATERS AND SMOOTH SAILING" And may that go on for one and all.

K.Dellaca (Nee: Hall )

Written for W. (Snow) Hall.



## NATIONAL PRESIDENT



Preparations are in full swing for the Diamond Jubilee in October. Our members have been enthusiastic about this important event in our history and, at the time of writing, we already have over 500 starters for the Reunion Dinner on Friday 24<sup>th</sup> October. Co-operation between Navy, the Museum and the Association has been excellent and I have been most grateful to all those who have been involved in the demanding task of organization.

I presented one of the Association's "Medallions of Merit" on Thursday 19<sup>th</sup> June and it was encouraging to see the strong spirit and enthusiasm at Albatross. There is general relief that the decision to cancel the Sea Sprite has been made at last. We were sorry to say goodbye to the dynamic Captain Bob Morrison who had breathed new life into Albatross (he has moved on to be Chief Staff Officer to Chief of Navy), but, were very pleased to welcome the new CO, Captain Mark Sackley, who has also made an impressive start. It was also good to meet the new CANAG, Commodore Tony Dalton, who has been promoted from his previous posting as DNOP. Commodore Tim Barrett has moved to Canberra. It was also encouraging to see the new A109 Helicopters in operation; they have given renewed impetus to the aircrew training programme

I have sent a letter of congratulations to the new Chief of Navy, Vice Admiral Russ Crane and have had a cordial reply and acceptance of our invitation to attend the 60<sup>th</sup> Reunion. Admiral Crane is "one of ours", having served as an Air Electrician in his younger days. Also "one of ours" is the new Chief of Air Force, Air Marshal Mark Binskin, who started service life as an A4 "driver" before transferring to the RAAF. All very appropriate that our "birdies" are doing well in our Jubilee year!!

The outgoing Chief of Navy, Vice Admiral Russ Shalders has sent a farewell letter, printed in this edition of Slipstream, thanking the Association for its support during his term of office. I have responded in kind with a letter of congratulations on his very successful tenure and most sincere thanks for his vital support in the resurrection of the Fleet Air Arm Museum.

I am travelling overseas from 9<sup>th</sup> July to 7<sup>th</sup> August and, in my absence, our able and energetic Vice President, Peter Welsh, will be "holding the reins". This trip started as a planned visit to my ailing, ex EMU CO, Walter Alexander, but, sadly he died.

before I could see him. In the meantime planning had gathered momentum under the urging of my families in England and Ireland and I now plan to play golf with my sons and attend the Lords' Test and the British Open Golf. On my way home, I will realize a long standing ambition and visit "Air Venture" at Oshkosh; I will give a report of this great Air Show in the next edition

David Farthing

## NATIONAL SECRETARY



With six months of the year already passed the 60<sup>th</sup> Reunion is only 4 months away, the NSW Division has its committee working at a great rate to ensure that all visitors receive a warm welcome. What with this mail-out of "Slipstream" and one more before the Reunion we are doing our utmost to ensure all recipients of the magazine are on the receiving end if we inadvertently miss you please email or phone me (email and phone number listed below)

Another item worth mentioning is the review by the Joint Standing Committee on Foreign Affairs, Defence and Trade relating to the Inquiry into RAAF F-111 De-seal/Reseal workers and their families. I am sure that some of our members who worked on the A4's and in Corrosion Control etc would be interested in looking at this. Details have been posted on our Web Site.

Since coming into this position I have had an increasing number of Phone calls/emails/and even snail mail enquiring into the whereabouts of ex FAA personnel most requesting either contact numbers or addresses. I make it a practice to inform those enquiring that I will pass on their correspondence where possible but will not give out any personal details. (Replies are varied Thank you...Go and Get ..... etc).

In regards to this if any members would like to send to me their email addresses I would be happy to add same to your records-which would make it easier/quicker for me to relay this correspondence.

My email and current phone numbers are as follows:

Email [fisho02@bigpond.com](mailto:fisho02@bigpond.com)

Phone: 02 44225860.

Dick (Pincher) Martin



## ACT DIVISION



The ACT Division of the Fleet Air Arm Association was formally re-established at the AGM convened on Friday, 28th March, in the Canberra (City) Labour Club in Petrie Plaza. Well attended, there were well over 30 people present with a good number of apologies.

The Division President, Geoff Ledger, welcomed all those attending with a special thanks extended to the National Executive and NSW Division for their support and guidance throughout our re-establishment preparations. It was great to see a good number of the previous membership in attendance and that we were 'all of one Division' on the day.

Peter Welsh, the National Vice President, attended and presided over the election of the Committee. The confirmed Committee consists of:

President - Geoff Ledger  
 Vice President - John Schonberger  
 Treasurer - Peter (PJ) Fleming  
 Secretary - Bruce Tunnah  
 Assistant Sec - Michael Sandberg  
 Membership Officer - José Bascunan  
 Functions Coordinator - Jak Goudman  
 Welfare Officer - Steve Cottam

At the last count the ACT Division has over 50 members registered.

Anzac Day 2008 and the post-march 'get together' proved to be a better-than-expected turn-out for the ACT Division. Many who marched had of course attended the Dawn Service at the Australian War Memorial earlier that morning.

With the banner proudly on display, ably carried by Rod Coles and Tim O'Halloran, there were just over 60 who marched with the Division, with our contribution to the march made up of the following representative groups:

- Members of the ACT Division;
  - Current serving FAA personnel from the ACT (a number also Division members);
  - A number of current serving FAA personnel from the 'Tross' at Nowra;
  - Family members (5 younger generation who were most welcome); and
- Former serving FAA members from out of State.

The post-march event in the Canberra (City) Labour Club went down very well and special thanks go to our Treasurer,

Pete 'PJ' Fleming, and Functions Coordinator Jak Goudman for their organisational skills in putting the function together.



Once we were settled and had been given sufficient time to down a few cooling sherbets and spin a few 'waries', our President, Geoff Ledger thanked everyone for their assistance in making it a great day and then handed over to myself, to supervise the drawing of a small raffle and the auction of a framed collage of photos of HMAS *Sydney* II. Some furious bidding occurred during the auction with Steve Cottam finally outbidding a determined 'Bags' Sandberg to claim the prize.

Particular mention must be made of the welcome attendance at our post-march social event of RADM (Ret'd) Brian Treloar and his wife Connie. Also joining us on the day was Maurie Tiffen accompanied by his wife Monica. Both Brian and Maurie are original founding members of the Division, with Brian also having served in the positions of Division Secretary and President. A number of other out-of-towners also attended the post march function including Cranston Dixon from Nowra and Brian Simpson from the Sunshine Coast in Queensland.

Our Welfare Officer Steve Cottam was turned in to hospital for two weeks in May to undergo major surgery. Thankfully, Steve has made a good recovery and even managed to make it to our last committee meeting, although he is still a bit sore and will be taking it easy for a few more weeks.

A Golf Day is being planned for ACT Division members (most likely in September) and more information will be passed on once a date and venue has been confirmed. The committee is also organising some ACT Division merchandise such as, hats, ball caps, polo shirts etc. Jak Goudman will forward further information and order forms to ACT members once they are finalised. Order forms for these items will also be placed on the FAAA website.

We are hoping to see as many ACT members as possible at the FAA 60<sup>th</sup> reunion in October so get your application forms in if you wish to attend.

Cheers, John (Schonners) Schonberger



## QUEENSLAND DIVISION



Hullo to all around this great country of ours. Let's hope the budget helps to keep it that way. We're having glorious weather—almost too hot to sit in the sun, but good for taking the boat out & having a bit of a fish. We now need the rain again asap, then some. Bligh can charge us for collecting it for her.

Our AGM at Cleveland was well attended & Hon. National Vice President, Peter Welsh seemed to enjoy himself, meeting our people. All were pleased to see that Peter had made the effort to us. I took him to an Irish Party the night before up in the hills above Palmwoods but he held up very well. Our Exec. Committee and Committee members were all returned to office, so we must be doing something right. It's very pleasing to have the support of all of our members to back us up.

We are all "long termers" now. Mick Blair & I are in our 16<sup>th</sup> year in office & Trevor Tite & Des Kelly in their 12<sup>th</sup> year as Secretary and Treasurer. Our committee members, Gary Reid, Paddy Williamson, Ray Murrell and John Stewart have also been in the saddle for a fair while. We were able to move to the downstairs bar after lunch, so all worked out very well. Our raffles went well with several prizes up for grabs as usual. Trevor and Lorraine do a great job of providing a variety of prizes for our raffles. We had about 50 plus enjoying themselves at the Club.

We've had some new members join us over the recent period and we extend our welcome to them. They are: Ted Hall, Dale Martin, Darrel Kirkpatrick, Colin Smith, Trevor Young and Eric Griffiths.

had a great roll-up on Anzac day, both for the March and for the "after march" gathering at the Spring Hill Hotel. Our records show over 100 there! Adrian Whiteman did a good job of getting the Vietnam Helicopter group together to march under their own Banner and they all joined us at the Hotel. There were some there I hadn't seen for years—Bill Barlow and Buck Ryan for example. I was glad to see Kev. Korschel there as well! Paul Woods and Di were there and enjoyed meeting up with Ted Hall and his wife. I hadn't seen Ted since I left from 724 Squadron when Ted had taken over from Dave Ferry as AEO. A friend, Norm Beale, came along with us and marched. Norm served with the RN Fleet Air Arm at the tail end of WW2, involved with Corsairs. He thoroughly enjoyed the day and spent some time with Neil Kassulke and Ron (Swampy) Marsh at the Hotel. I'm sure there were some salty tales hopping around!

One of our guys does me the honour each Anzac Day by giving me a small flask of rum just to keep the rust away & I then return it at the end of the day. Thanks, Mate. I won't give your name—you'll be killed in the rush! Or—I'll be tortured until I tell! Arthur

Payne's grandson marched with us again. He didn't win any raffle prizes this time. We enjoyed his company.

Paul Hamon called me just before Anzac Day to pass on his regards to all and to let us know that he lays a wreath from the Association each year at the Buderim Service and this was the 10<sup>th</sup> anniversary. Tremendous, Paul, and best wishes from all of us. Paul has had some operations on his back lately and is just getting back to the Lawn Bowls scene.

Ron Marsh donated a model Sea Fury as one of the raffle prizes. Tom Carroll was the winner and took the Sea Fury instead of other prizes which his wife may have desired. Brave fellow! Thanks, Ron. Nice gesture. You can march in step with me any time!

Charles Rennie has signed up for a 2 year stint as a POATWO (?) and is now at Kuttabul. What a devil! I guess things are probably reasonably attractive these days—and I wasn't really meaning the girl sailors. Keep us posted, Charles, of service life.

We had 2 guys recently out of 817 Squadron join us on Anzac Day & they are joining our Division. Good to see some younger blokes coming in from the Service.

Dave and Joan Randall are currently on the Crown Princess heading to Copenhagen then fly to Stockholm, board the Royal princess getting to Rome in June. Eventually, they get to Boston for a 7 day cruise to Montreal and might rediscover Australia at a later date. Have fun!

Peter & Sandra McDonald may have some spare accommodation for the October reunion. For details, they can be contacted on (07) 33459513.

I'm sending a letter to the Editor from Ruth Mateer to be inserted under separate cover. Ruth sent it to Trevor for me to publish in our newsletter.

Our next Ladies' Day is on 16<sup>th</sup> May—all who attend enjoy the time together at the Brisbane casino.

Larry and Carol Mills were in Nha Trang and met up with my mate, Murray and other ex-pats. Larry tells me they enjoyed meeting the mob and also their time in Vietnam. We're keen to revisit Vietnam, but this year is out. Youngest son, George, is having success with a restaurant and a pub with a restaurant in Whitstable, in Kent. He wants us to visit there—I tell him when the dollar vs the pound heads more to our favour, we might do it.

Good to see ACT has come in from the cold. I'm sure everyone will be pleased at that. We'll look forward to seeing everyone in October. We're hoping the weather will be kind to us, though it really doesn't matter. Reckon it will be a huge event!

Chuck Smiley—are you coming?

See you there and best wishes to all from all of us in the Queensland Division.

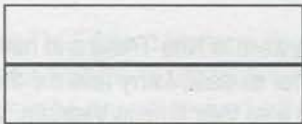




Members at rest and play

Barry Lister President

No piece of paper , can be folded in half more than seven (7) times !!!!!!!!



Don't agree, well then go ahead - I'll wait .

\*\*\*\*

The liquid inside young coconuts can be used as a substitute for blood plasma!

\*\*\*\*

In 1987, American Airlines save the tidy sum of \$40,000 by reducing by one (1) the number of olives it placed on the plate of first class passengers.

\*\*\*\*

The three most valuable brands on Earth.  
Marlboro, Coca Cola and Budweiser in that order.

VICTORIA DIVISION



Little to report for this issue. Anzac Day of course has been the main event for the period.

There were about 38 on parade including 2 serving members & we had 45 members back at the reunion, I believe there was a very good TV coverage of our Division marching.

Visiting us was Jack Suriano (ex Observer) from West Aussie, also attending were out of town Victoria Division members Brian & Phillippa Terry down from Mildura, Bryan & Jenny Roberts from Eden, Dennis & Gloria Fleming from Bairnsdale, Rob Petty was also down from Ballarat. Good company, good food , and very good day.

Also recently re joined member Charlie Rex from Gisborne paraded with us for the first time The FAA received a very good response from the spectators throughout the march and of course from our own "Groupies".

The Secretary marched at Cranbourne as usual due to family wishes. Several hundred attended the Dawn Service & close to 3000 were at the main service at 1100.

Victorian members are reminded of the Annual Commemoration Service to be held at "Cerberus" on the 31st of August. This will also incorporate a special service as part of the 60th anniversary celebration of the FAA.

The RAN band will be in attendance at the service. Further details will appear in further FDN publications.

Peter Barnes

Political Correctness is a doctrine, fostered by a delusional, illogical minority, and rabidly promoted by an unscrupulous mainstream media, which holds forth the proposition that it is entirely possible to pick up a turd by the clean end.

\*\*\*\*\*



Now this is scary





**TASMANIAN DIVISION**

Anzac Day gone again for another year, our people paraded with their respective cities and towns, not that there were that many anyway - members are getting thin on the boards. The same was noticeable with the Navalman's Association as well and even though our numbers helped to boost the ranks we will soon be marching in pairs or single file if things keep on as they are.

On a rather sad note I learnt that Bill Lowe (POAH) is back in hospital and not travelling all that well. In my last epistle I re-ported that he damaged his shoulder, but now there are some other problems as well. I am not sure just what they are so I can't speak truthfully but as soon as I know I will let you have an update on the young chap—with his permission of course.

Bob (Tassy) Douglas has to have a knee re-construction later this month. He says that its not really a worry only that for a while he will have a problem catching Maureen—best result is an improved speed outlook in the near future.

John Cook from Hobart (that's that town down to the South of here) got a mention from Tas as well. Make your presence known John as people are getting worried about your health and well-being.

News from the South and North West is a grand total of zero so all we can deduce is that 'no news is good news' and that all are okay.

A chap by the name of Richard Greig (ex Air 'L') is living at Greens Beach and he has been involved in a car prang and received injuries to his left side( hurt the car as well). He is not at present a FAAA member but we will chase him up to see if he needs assistance and perhaps he may even wish to join our band into the bargain.

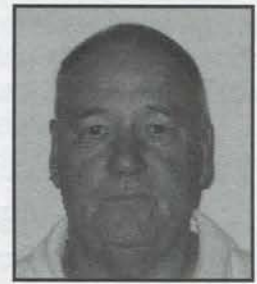
Our next meting is at the end of this month at the usual venue and hopefully all will attend and we can catch up on news and happenings.

Cheers,  
Matt (Jake) Jacobs

\*\*\*

Q. Why did the scarecrow get his award in agriculture ?  
A. Because he was outstanding in his field !

(blame Geoff Singline for that one)



**WESTERN AUSTRALIAN DIVISION**

Greetings again from the West. With the exception of ANZAC Day and the poor form of the Eagles & Dockers , its been a quiet period.

ANZAC Day was held on a beautiful Perth day both for the dawn service's and the marches. The attendance at the State War Memorial in King's Park for the dawn service, was the largest ever recorded, and the march route in Perth was packed. We had a good attendance, even with a lot of members marching elsewhere and we carried the 60<sup>th</sup> Anniversary FAAA banner along with our Flag.

After the march we met at Rosie O'Grady's pup for a drink and nibbles. The place was packed most of the afternoon , we had visitors from HMAS Stirling , HMA Ship's alongside; RAN & RAAF pilots on their training course and a few Army guys. Our host Chris Brockwell and his staff were fantastic to us again, nothing was too much trouble and at the end of it they had expended a very sizeable bar bill on us. We did manage to assist them with a host of service people filling the bar area and trying their hardest to drink the place dry , so it was a win / win situation.

We have expanded our Membership List over the past few months with eight new members joining our Division ; (the SE Section can now hold a reunion here amongst themselves). the reunion in October is a big reason ,we just hope they stay.

Unfortunately due to a booking error we were not able to hold our now normal June Meeting at the City of Rockingham RSL and rescheduled it back to Rosie O'Grady's , we hope to re-establish this meeting next year.

October is getting closer spare a thought or a few dollars for us over here who have made the decision to drive , I might have to run a couple of games of Crown & Anchor to pay for it. See you at Nowra.

Keith (Squizzy) Taylor  
Scribe



## NSW DIVISION



It has been a very hectic period since the last magazine, the Reunion has taken up a lot of our time. The organising involved in this Reunion seems somehow to be greater than previous ones, probably because of the logistics involved this time. Normally we just do our own thing but this time we are involved with two not one flying days that are being held to celebrate the 60th Anniversary of the 'Tross' and that is a massive event never before held. The functions are filling rapidly ( Reunion report earlier in the magazine) and members are warned to act now if you wish to participate.

There has been a new CO appointed to Albatross and as the norm we have offered an Honorary Membership to Captain Sackley who has accepted this position and has also accepted an invitation to be our guest , in the company of his wife Phillipa at the Annual Dinner in October.

Our ever diligent and hard working Secretary , who has not been all that flash lately has now got a new spark to liven him up. Mike has had a pacemaker fitted and now to gee him up all we have to do is hit him with a battery. Has made a big difference to his well being into the bargain.

I am pleased to report that the Committee and some other members have their new blazers and look smart in them. These will be on show at the AGM and will be available from a Melbourne firm after that. Cost ranges from about \$134 to \$170 depending on size and number of alterations that are required from the standard sizes. There are some photos on earlier pages.

Bob Gaele's office has just been 'done over' by Navy and they got nice new furniture and machinery which will help make the never ending job of archiving a lot easier.

The Navy held a mini Air Day in July and they had some model areoplane clubs present who flew a large variety of models. Some of the performances of these models had to be seen to believe, the Australian Champion was present and to see his performances (almost all of it inverted ) was outstanding. It is a pity that this event clashed with a few fairly large local events and the numbers were not as good as they would have hoped. Made it very comfortable for those who did attend and there was plenty to keep everyone occupied.

Anzac Day was very big in the district. Dawn Service at Greenwell Point was carried out at the newly renovated ANZAC PARK

And the numbers just keep growing. The Council came up with a lot of money and the final result is worth driving out to see if you are in the area. The only addition we need now is some more room as the area and the associated roadways are full to overcrowding each year. It was pleasing to see a large contingent of 'uniforms', and talking to the chaps afterwards they were not conscripted either.

The new Cultural Centre (the site for the Reunion Anniversary Dinner) is almost complete and if in a reminiscing mood you wandered down to see the old White Ensign Club you would be amazed at the building and surrounding grounds on the old site.



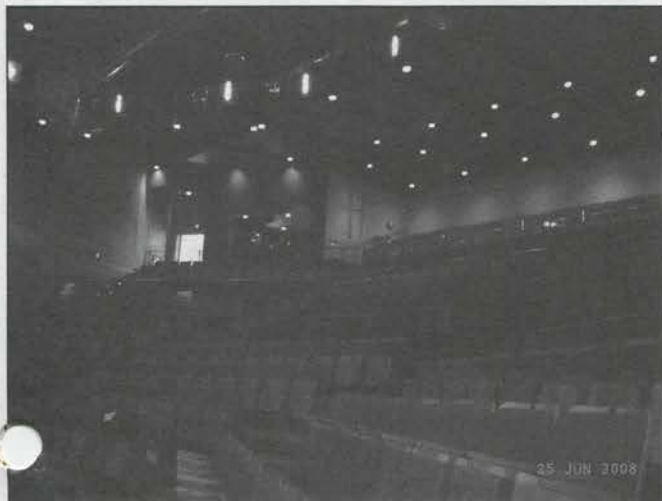
To say that it is imposing is an understatement, and from the reports it among the most up to date building of its type in the country. The official opening is in a fortnight and after that Nowra may now get some really top class shows which previously would not come here because we did not have anywhere to hold them.



I got a guided tour yesterday and to say that it is different is an understatement. All of the seating for shows (padded tiers) at the press of a switch or rather many switches all cascades back into itself and then a covering mantle comes over the stowed seats allowing tables and chairs to be sited. The second tier of seats lowers to ground level and gives a very large room with



two remaining tiers above that can also be used for tables and chairs as well. The stage extends forward and covers the orchestra pit and gives even more floor space. I didn't ask how long it took to convert but while I was there they stowed one bank of seats and it was quick.



After the opening the Committee will discuss just what areas we will utilise and it maybe that we can get some more numbers to our event.

The whole venue surprisingly give an aura of space and it is pretty 'spic' - a credit to the planning authorities.

I must take this chance to thank Denis Mulvihill and Phil Robinson for their work in the organising of the Reunion. Not very many people could possibly realise the time and effort that these people put in to ensure that the remainder can come and turn up to a series of events and just have a good time. Believe me it does not just happen on its own. I am assured that they are very pleased with everyone's due diligence and that there are not that many hiccups that have to be fixed. Please try and fill out your paperwork correctly the first time as it makes life a lot easier. Don't take too much notice of the holidays these two are into either as the auditors reckon we still have the right amount of money left.

Its not good to see the ever growing list of 'fallen shipmates' each edition and it seems to get longer each time. I am sure that nowadays it's a case of enjoying each day that you see appear and hope its not your turn to get on the list just yet.

The RAAF's new 'cargo ship' has been causing some sky watching in town of late. It seems to be a regular occurrence that one of their C-17's is about here a lot and when it goes over and darkens the sky the locals can't help but stop and look. After one did a few touch and goes last week one of the knowledgeable folks asked me if the Navy had a new Squadron of big aeroplanes as well as their helicopters.

Greg Wise

## SOUTH AUSTRALIA



Well here we are again! I guess that as no one has stepped forward to become the Secretary for SA, I am left to send in a small article re our division.

I must apologise to Greg for not having written this earlier, but it wasn't until my wife and I returned from a holiday in the NT and WA, that I checked out the last edition of Slipstream, to see that the cut off date for submitting an item had passed. (Great weather for touring the top end in May. Not too hot). Anyway let's see what I can come up with!

Due to the reunion, SA has had seven new applications to join the association, which is pretty good, and I am waiting on three others to return theirs. I am also hoping some of our ex FAA boys, now working at RAAF Edinburgh, may get the bug. Our mate Dinsley, came into contact with an ex RAN chap, Robert Pritchard (not a birdie), also at Edinburgh, so I rang and arranged to email him the info about the reunion, which he was to pass on to them.

In my absence at the last meeting, it was decided that we should now hold our meetings on a Tuesday night, to ease the congestion of the Friday night feeding frenzy by locals at the pub. We can only give it a try!

Our Anzac Day was a successful one with about forty marchers staying the distance, and then returning to the Torrens Parade Ground for the usual convivial drink and continuing sagas. Many members and their partners turned up for a meal at the Hampstead Hotel where the stories continued, voices well in tune after the previous drinks. About forty five for lunch, a few more than I had booked for, and we managed to get them a seat, so things are still looking good in SA!

Regards to All,  
Ian Laidler.

Dentists have recommended that a toothbrush be kept at least six (6) feet away from the toilet to avoid airborne particles resulting from the flush.

(I now keep mine in the Dining Room).



### FAAA MEDALLIONS OF MERIT

The missing two recipients of the Medallions from the presentation on the 19th June at the White Ensign Club had their Medallions presented to them by CN ( Vice Admiral Shalders ) when he visited HMAS Albatross on his paying off trip.



LSA Nathan Haythorpe receiving his Medallion from CN



CPOATA Trevor Albert receiving his Medallion from CN

'Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.'

There are three stages of sex in a man's life:  
Tri Weekly, Try Weekly, and Try Weakly.

### ANZAC DAY in the West



Banners waving, crowd milling and almost ready to go.



Skinhead, John Gorin and John Clayton



Bomber Brown making his point !



**Some snaps from Qld AGM**



Bungy Williams, Peter Welsh, Glen Hartig and Bobby Witt all looking very serious



Dave and Joan Randall



Tassie Hartnett, John Millar, Royce Kimlin and Ron Powell

**Remembrance Day and Reunion**

The Tasmanian Division of the Fleet Air Arm Association extends to all members an invitation to attend 'Kapyong Day' to be commemorated on the 24<sup>th</sup> of April 2011. Location is Launceston and will be over some 3-4 days.

805, 808 and 817 Squadrons were taken on board HMAS Sydney in 1951 with some 2,366 sorties, 11 aircraft lost, 77 damaged with fatalities 2kia, 1Mia and 6 wounded in action.

It's from this history that it will be the 60<sup>th</sup> anniversary of the Fleet Air arm as it will be of HMAS Sydney.

I'm happy to say that the 'Reunion' theme will be a most welcome addition to this special commemorate event.

Additional information will be made available as it comes to hand.

We intend to put together an invitation/ program with travel and accommodation detail as soon as possible.

I will also add here that we intend to invite those countries that were a part of the United Nations forces at that time.

Kind regards ,

Tas Browning

President/Treasurer  
Tasmanian Division Fleet Air Association.

Further details and information will be made available at the AGM.



**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](mailto:lan.warren@defence.gov.au)

**Latest plaques fitted to the 'Wall'**

D L LORIMER	A M WINCHCOMBE
D G MORRIS	C DAVIDSON
E C WAIMAN	M F REYNOLDS
W E CALLAN	E W LOWE
A W HOSWELL	H A MOLYNEUX
P WILLIAMS	J McWAH
P R HILL	T T BANKS
B A WEAVER	J W IKIN
A DAVIDSON	R POWELL
D BERGE	W F HEARD
G E PARKER	K R McCLARTEY
N R GOODSIR	W HALL
R F MILLAR	A H CRAIG
M A JOHNSTON	K F ROPER

I have to apologise for omitting several names in the last edition. The plaques have been fitted but due to some very late re-arranging of the magazine several names were cut off the list. There was also an omission on the rear page and these photos have been included in this issue. They are as follows:  
Missing names.

I McINNES  
DK COOPER  
AL BROWN  
CV ALEXANDER

Missing Photos.

D P HARTNETT  
F F LEWIS  
R D MONTGOMERY

**New or alterations of email addresses :**

National President : - change - [pennyfarthing1@aapt.net.au](mailto:pennyfarthing1@aapt.net.au)



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**Secretary : Mr Peter Barnes** - 286 Ormond Road, NarreWarren South Vic 3805  
email : hellosailor@iprimus.com.au

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**Secretary : Mr Geoff Singline** - 38 Bonella St, Ravenswood, Tas. 7350  
(03) 63392146

**QUEENSLAND**

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**Secretary : Mr Trevor Tite** - 37 Miles St, Caboolture, Qld. 4510  
(07) 54993809 email : trevlor@tadaust.org.au

**NEW SOUTH WALES**

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(02) 44471602 email : gregwise@pacific.net.au

**Secretary : Mr Mike Heneghan** - 98 Suncrest Ave, Sussex Inlet, NSW. 2540  
(02) 44412901 email : mheneghan1@sctelco.net.au

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\* \* \*

**Vale : Robert Tunstall**

Over the years I have kept in touch with Cmdr Robert Tunstall RN (Rtd), a long time pilot and Air Engineer Officer in the RN and RAN.

Robert, Captain Peter Richmond and myself gained our wings at Netheravon on Salisbury Plain. Post WW11 when the 21st CAG formed at RNAS St. Merryn, Robert was the CAG AEO. On return to Nowra in HMAS Sydney and after an intensive workup by the newly formed Sydney Air Group, of which he was AEO, he served with the SAG in operations against Nth Korea.

On return to Australia from Korea many RN personnel returned to UK but Robert Tunstall and his family stayed on. He played a significant part in the Centralised Maintenance Organisation introduced at RANAS in 1956.

On return to the UK he established an engineering company in Yorkshire, producing massive engine-drive components for marine and land based use. His products were in demand world-wide—a great achievement and a remarkable success.

He will be remembered by many.

J Gledhill

**Vale : Neil Louer**

"Limpy" passed away peacefully twelve months after major surgery. He progressed satisfactorily and remained active until the New Year.

He served as a FAAA pilot from 1956 until 1965 and afterwards with TAA and Ansett until his retirement in 1998. As a professional pilot and a friend, he will sadly be missed. Our condolences go to Beverley and their four children.

Rolly Waddell-Wood

**A LAST FAREWELL**

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

*Peter Lane : 12th January 2008*

*R.S.Lascelles : 6th March 2008*

*William (Bill) Ronaldson : 1st April 2008*

*Errol Banks : 5th April 2008*

*Keith Pearson : 25th April 2008*

*Robert Tunstall : 30th May 2008*

*George Telfer : 9th June 2008*

*George (Jock) McKinley Todd : 17th June 2008*

*Ron Hunt : 29th June 2008*

*Neil Kent Louer : 1934 - 2008*



# FLEET AIR ARM WALL of SERVICE

