

# FLEET AIR ARM WALL of SERVICE



# Slipstream

Established HMAS Albatross 1991



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of the  
Fleet Air Arm Association  
of Australia Inc.**

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**60th ANNIVERSARY REUNION EDITION**

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**FOREWORD**

In this, the 60<sup>th</sup> anniversary of HMAS ALBATROSS and the Fleet Air Arm, I am especially honoured for the opportunity to contribute to this edition of *Slipstream*.

Since taking command of HMAS ALBATROSS on 18 April 2008, I have very much enjoyed being part of the strong bonds that exists between the modern day ALBATROSS and the Fleet Air Arm Association – and learning, first hand, about the proud heritage that underpins it. I am particularly appreciative of the support and guidance provided by CDREs Farthing and Dadswell during my early days of settling in.

The future of Navy aviation is bright with the arrival of the MRH-90 helicopters to replace the Sea Kings; The establishment of the ADF helicopter training school at ALBATROSS; consideration of a replacement for the Seahawks and Seasprites, and a range of onboard facilities upgrades. Included in this are some significant improvements in the standard of Living In Accommodation for the Ships Company.

Much of this will occur within the next five to eight years and will re-shape the capability of Navy Aviation. We continue to work very closely with a range of organisations, including Local, State and Federal Government to influence the outcomes, consistent with Navy's recently promulgated Navy Aviation 2020 vision. It is very exciting to be part of this planning effort and the significant capability gains that will follow for ALBATROSS and the Fleet Arm.

Aside from this important capability focus, I remain very committed to supporting the Fleet Air Arm Association during its 60<sup>th</sup> Anniversary National Reunion celebrations over the weekend of the 24 – 26 October 2008. As part of this weekend, an Air Spectacular will be held on Sunday 26 October to celebrate both the foundation of the Fleet Air Arm and the commissioning of HMAS ALBATROSS. The base will be open to the public and if the weather is kind, we would hope to see about 20,000 people come through the gates to enjoy what will without doubt, be a spectacular day. I trust that many of you will be in a position to make it along for the big weekend, and to celebrate what is a proud 60 years of Navy Aviation.

Mark Sackley  
CAPT, RAN  
Commanding Officer  
HMAS ALBATROSS

## Captain M.J. Sackley, RAN

Born and educated in Parkes, Central West New South Wales, Captain Sackley joined the RAN College as a Seaman Branch Officer in 1981 and graduated at the end of 1982. Following various sea postings under training during 1982 - 1984 including HMA Ships JERVIS BAY, COOK, TOBRUK, TORRENS, STUART and a Fremantle Class Patrol Boat (HMAS WHYALLA), he transferred to the Supply Branch after obtaining an Ocean Navigation Certificate and Limited Bridge Watchkeeping Certificate.

In 1984 he completed the Basic Supply Course at HMAS CERBERUS after which he directly posted to sea for a three year consolidation period in HMA Ships SUPPLY and STALWART as Supply Officer Cash, Supply Officer Stores and Captain's Secretary. He was promoted to Lieutenant in Jan 1986. In 1987 he was posted to the Australian Defence Force Academy in Canberra on the staff of the Director Military Education and Training and as Divisional Officer of the Corps Hierarchy. During the period 1989 - 1992, he was posted as Supply Officer Cash and Deputy Supply Officer in HMAS STIRLING (Western Australia), after which he was appointed Assistant Secretary to the Maritime Commander Australia, where he served three successive Maritime Commanders throughout 1992 - 1995. He was promoted to Lieutenant Commander in July 1994.

Following successful completion of the Supply Charge Course in late 1994, Captain Sackley returned to Maritime Headquarters Australia as Assistant Secretary for a further twelve months before being posted as Supply Officer HMAS SYDNEY. In June 1997 he returned to Maritime Headquarters as Staff Officer Co-ordination within the Operations Division/Sea Training Group before being selected as the inaugural RAN Supply Liaison Officer on the staff of Deputy Chief of Staff Logistics, Ordnance, Fleet Supply CINCPACFLT Headquarters (Pearl Harbor) in October 1998. Promoted to Commander in July 2000, he returned to Australia in September 2000 and was posted to the Sea Training Group as the Fleet Supply Officer, during which time he was involved in an unprecedented level of training activity preparing Major Fleet Units for operational service in support of Australia's commitment to the Gulf War.

In February 2003, he was appointed Commanding Officer Joint Logistic Unit - West, during which time he lead the ADF's primary logistics Mounting Base in direct support of OPERATION FALCONER and CATALYST. He was promoted to Captain in December 2004, and was appointed as the Director Navy Preparedness, Plans and Logistics in Navy Headquarters in February 2005.

He returned to Fleet Headquarters in January 2007 as Chief Staff Officer (Support), managing the logistics and personnel activities within Fleet Command. He assumed his current position as Commanding Officer HMAS ALBATROSS on 18 April 2008.

His interests include playing the guitar, and middle distance running.

Front cover :

The workers (most anyway) who have engineered the 60th Reunion, parade in their Association blazers.

L to r:

Mike Heneghan, David farthing, Peter Welsh, Greg Wise, Dick Martin, Ian Ferguson, Denis Mulvihill and Jim Lee.

The first chance for the Sec's new toy to do some work and surprisingly enough it worked with even an armourer driving it, thanks Jim Hill for the photographic expertise.

**Deadline for articles for next edition is 8th December**

**2008.** Because of the Xmas break time is at a premium and this runs us very close to the cut off time for the printer. Funnily enough they assure me that do require holidays at this time of the year,

# LETTERS Editor

Dear Editor,

Ken Vote's note last edition of Seaking 07's mishap at Portland in 1977 stirred a few memories and prompted me to give the engineering side of the same story.

It all began three years earlier, when, as the RAN Seaking Flight UK, we used to fly our three Seakings, 03,04 & 05 from RNAS Culdrose in Cornwall to RNAS Portland in Dorset near Weymouth for ASW games. While we were there we were hosted by 737 Squadron, the RN small ship's flights' parent squadron. At some time in our usual stay of two or three days, we would take advantage of the husbandry bay's services to wash down our aircraft and have them all nice and clean for the return trip. Very convenient and saved us a lot of time and energy.

After we had detached from Melbourne to Portland during the 1977 Silver Jubilee trip we were offered a long weekend after the aircraft were serviced and put to bed. There we were in the same hangar we had been using two years earlier, all we had to do was get the cabs washed, clear the flex ops for the next three days and we were away!

That's not quite the way things turned out. To get the aircraft shifted you had to ring the control tower and they would despatch a driver and a tractor to move you wherever you needed to go. George Sue was given the job of getting the first cab washed while Peter Penny, Trevor Epis and I worked out the maintenance to be done. George duly departed with 07 in the direction of the husbandry bay, several hangars down the way. Next thing we knew George was back in a very agitated state to say that 07 had fallen down a hole. Much laughter followed until we looked out the window and saw 07's folded main rotor blades resting at an odd angle up against the hangar door.

When we reached the hangar, the sight of poor old 07 sitting port side down in a rather large hole in the hangar floor was rather sobering to say the least. Gordon Paech was still sitting in the cockpit as the brake number and the look on his face was unforgettable. I should explain here that Portland Air Station is built on reclaimed land and there were lots of drains all over the hard standing to drain away surface water, and some of these drains extended into some of the hangars. If you were to listen closely you could hear the seawater sloshing about five feet down. The investigation into the mishap later revealed the RN sailors had been using the hangar to work on their cars and the paint stripper they were using had corroded the bolts holding the metal grating. Enter a fully fuelled 07.

So there was 07 halfway down a drain with a smashed port sponson and stub wing and an unhealthy looking oleo along with numerous suspicious wrinkles in the skin and some dinged trailing edges on three blades. The underside of the aircraft was not visible but we knew there was more to come.

All manner of dignitaries turned up to see the show and the eventual removal of our broken cab after she was defueled and lifted bodily out and rested on some rather stout timber.

As it turned out, the RN had no Seakings at Portland when we arrived, and the only piece of remaining GSE was a head lifting sling! Funnily enough the wrinkles all disappeared after she was sitting upright, but the RN QC people wanted to examine the airframe under the floor. Bang went the long weekend.

Paul Johnson was the AEO and let most of the troops go on their long weekend so there was I with Stiffy Staff, an RN PO Air Fitter on loan and a couple of junior sailors who were unlucky enough to be close by when names were taken for volunteers.

All we had to do was replace the sponson, stub wing and oleo, remove the sonar and radar installations, take up the floor, remove the fuel tanks, have the QC bods take a look, give us the all clear, then put it all back again and clear up the paperwork tangle.. Simple. Not quite.

The sponson flown up from Culdrose was the wrong colour, of course. Order the right colour paint from Westlands, not far away at Yeovil, one day delay. RN HF installation in the sponson was different to ours. Retrieve sponson and swap installations over. Much riveting and wiring involved. Forward anti-collision light and DF301E installations squashed flat. Try and make something out of remains.

In the meantime, 'AB Bloggs'[ from the RN was detailed to sweep the hangar, which he did, and spotted the only gash bin in the near vicinity, which just happened to be supporting the sonar reeling machine. Now, we all knew that a gash bin is just right for holding up the reeling machine, but he didn't, with the result that the reeling machine toppled over and the cable angle synchros were somewhat mangled.

Another investigation. Jeff Williams was despatched to the workshops and performed a minor miracle to get it all back in shape.

Anyway the QC guys gave us the nod, things went back where they came from and on the Monday 07 flew like a bird.

From memory I think we downed a few refreshing ales after that little episode and I can't recall Stiffy Staff ever working so hard for so long. Come to think of it, 817 still owes us a long weekend in the UK!! And I often wonder if the crystal crackers ever worked out why 07 had a funny HF system.

Barry Hicks ex CPOATWL.



## 60<sup>TH</sup> ANNIVERSARY REUNION

### Notice to Participants:

Due to circumstance beyond the control of the National Executive and the Reunion Committee, we would like to inform all members that there has been a change to the program as published in both the "Slipstream Magazine" and on our Web Site.

HMAS ALBATROSS has decided to run only "ONE Official Air Day" on Sunday 26<sup>th</sup> October and has designated Saturday 25<sup>th</sup> as a practice Air Day (Note the General Public will not have access on the Saturday).

We are still committed to holding the BBQ's on both Days and in fact all facilities will be in place on both days. With the Saturday not open to the general public parking and access for our members to attend the AGM and the BBQ will be made easier.

As stated previously this is an unforeseen circumstance that has only just come to the notice of the Associations Reunion Committee.

R F Martin  
Hon National Secretary.

## The Legend of Chooks

This story is bring told as a result of a meeting with Harry Harkness and acquiring a copy of his book, "Onus of Proof" at Hervey Bay in October 2004. I was on my way to Caloundra for the Radio mechanics reunion. He asked me how the name of 'Chooks' came about and was I always on punishment tour?

The story began late in 1957 or 1958, I had just sat for my HET (Higher education Test, equivalent of HSC in Victoria) Mathematics, at HMAS Cerebus. Coincidentally, the officer who tutored me, Lt Naylor, taught me maths at Homebush High school in my 2nd year. We had a couple of shipmates who were Polish, one of whom was 'Mike' Kuscynski. He wasn't sure if he could do his ET1 (Education Test 1—which comprised English and Maths to final year of primary school—1st year of secondary school standard). Without his knowledge, and knowing his official number, I blanked out my name on my shirt and went in and sat the exam in his name.

The exam normally took about 1 1/2 hours, but I took about 40 minutes to finish it, and then I left the Education Block where the exam had taken place. I immediately notified Mike that I had sat his ET1 exam. About an hour later, a message was piped over the Tannoy System (PA),

Pipe - Whistle,

REM2 Kuscynski report to the Education Block.

I told Mike that there was probably something amiss with the test, and that I would fix it. At this point, if I hadn't turned up at the Education Block, the legend would not have occurred. Well, I turned up, and was told to sit down and wait. Another message for Kuscynski was piped, and Mike dutifully turned up. As a result, John Cleary appeared before the Commander of FND as a defaulter, cap in hand. I think I was awarded two weeks punishment, where you got up with the chooks, went to bed with them and did extra drill on top of your normal duties. The Commander stated that the Navy appreciated helping your fellow shipmates, but not in that manner.

Now, you ask, how did the Education Officer know that it was the wrong sailor? It so happened that they both went to Mass on Sundays together and the Officer could not remember Mike sitting the exam. I think that the worst bit was that Mike sat the ET1 about a month later and passed. I did a few punishment tours after that, mainly due to cars not making it back on time to base. Sadly Mike Kuscynski is no longer with us, so Vale Mike—Lest we Forget.

At the 50th FAAA Anniversary<sup>7</sup> at Nowra in 1998, our name tags would keep turning around, so there was mainly a blank on the tag. People would come up to you and turn the name tag around to check the name, and would say "I don't know John Cleary", but when you say your nickname then recognition occurred and a broad smile came from them.

So therein ends the story,

John ( Chooks) Cleary

Ed,

Your 'Moment in Time' on page 23 of the last edition, showing the Dakota being during the floods in '55 reminds me of the floods here in '57 or '58 (can't remember which), when the water in Currumbene Creek flowed over the old wooden planked bridge at Falls Creek and closed the Princess Highway.

A little public school was located South of the creek where 15 or 20 primary school children went there every day in a bus from Sussex Inlet.

I was at AJASS at the time and because of the problems we all secured early; also I lived at Falls Creek just on the South side of the bridge. Due to the water the school bus could not bring the children home and a small crowd of anxious parents were gathered near the local shop, waiting.

It was late afternoon and was getting dark when the hum of anxious voices suddenly stopped and way in the distance in the bush a flickering light was seen, the torch, as it turned out to be, grew brighter and we could hear the singing of young voices.

We all watched in amazement as this little troupe broke free of the bush and onto the main road led by the bus driver.

The emotions of joy, relief, happiness and gratefulness was over whelming as we were each united with our little children.

Paul Dixon (Ltcdr ret)

## Some Memories of Captain VAT Smith RAN

The other day I was leafing through the publication "A Collection of Memories", which was written and compiled to celebrate the 50<sup>th</sup> Anniversary of HMAS ALBATROSS. It brought back a lot of fond memories from those good old days. There are a number of references in the book to the then Captain VAT Smith and as I was his driver for 11 months in 1959 I thought I'd share a few memories of him.

While I was driving VAT my wife (Allison) and I were living at Greenwell Point. One night I was required to pick up VAT at the ALBATROSS Captain's residence and convey him and a visiting politician to the Nowra School of Arts building to attend a concert. On the way into the base from Greenwell Point I dropped Allison in Nowra town where I arranged to pick her up after the function. Just as I arrived at the base to pick up the Captain's Customline my car died at the main gate – bugger, how was I going to pick up Allison after the concert. I dropped VAT and his visitor at the Arts building and then put the brain into gear to find a solution to the transport problem. It's relevant to point out here that I was a very immature 22 year old at that time, as will be obvious from the following.

I settled for a simple solution. I was sure VAT wouldn't mind driving himself and his visitor back to the base when the function was over which would enable me to stay in Nowra, meet Allison and catch a bus or taxi back to Greenwell Point. When I put the question to VAT I thought he'd say something like, "that's a very awkward situation for you and your wife, give me the keys and I'll see you tomorrow"...and if he's in a very good mood he might even say, "that's very awkward for you, you take my car and Mr Politician and I will call for another car from ALBATROSS". Yeah, I hear you, thick as a brick.

So, drawing VAT aside from his visitor, I put the question to him. There was an uncomfortable silence for long seconds during which his expression changed for the worse, and he gave me what novelists would call "a long, icy stare" before I got a firm "NO", and he turned back to his visitor. I mulled over that for a moment, thinking "Geez, a bit grumpy tonight, what's the problem". Well, I did say thick as a brick didn't I. Fortunately, a Handler friend, John Baker, took Allison home on the back of his motor bike (no, don't go there) and I stayed on the base that night. I expected to get a major rocket from VAT about my duty as his driver the next day, but surprisingly he made no mention of it.

Then there was the day I forgot to pick up VAT from his residence...the usual routine was to pick him up from his office at lunch time, take him home about half a mile away, and after lunch pick him up at a specified time and return him to his office. On this particular day the MT compound office was short of office staff and I was asked to look after the phone during the lunch hour and take care of any transport requirements. It was a

busy day and I spent the hour or so fielding many requests for transport of various sorts, and as the saying goes, time flies when you're busy.

The first sign that trouble was afoot was when Lindsay McDonald poked his head into the office with a big grin and told me VAT has just walked into the compound. It didn't take my brain long to compute that this was very bad news. I jumped up to look out the window and saw VAT about 20 yards away striding like a sergeant major towards the office calling out "LEADING AIRMAN KEYS" in a very loud voice...more like a roar really. Like any sailor in trouble my mind immediately canvassed a back door escape or whether there was someone else I could blame ...and then the likely punishment... my Leader's hook ripped from my sleeve at Divisions...maybe 3 months "chooks"...or possibly a move to the pig farm detail.

I hurried outside to greet VAT, thinking maybe if I limped that would evoke some sympathetic feeling in him, and possibly his face would soften and return to its normal colour, and he might even ask after my health. But no, I decided to forget the fairy tales and cop what was coming. I stood red faced before VAT, eyes lowered, and in a whisper I apologized, trying to lay the blame elsewhere saying that I had been extremely busy answering the phone, having to do someone else's job besides my own, attending to the many varied duties thrust upon me, and nobody had warned me about the time. VAT, florid of face, roared "YOU DO NOT FORGET THE COMMANDING OFFICER OF THIS ESTABLISHMENT - GET THE CAR". By now, many heads appeared around corners to watch and enjoy the sad spectacle.

Into the car, reversing out of the lean-to too fast, braking too hard in front of VAT, leaping out, opening his door and, finally mobile, moving towards his office. Sensing that there would be a short, sharp judgement made on the way to the Captain's office I hunched over the wheel waiting for the inevitable, assuming this would be my last ride in the Customline, thoughts on painting gutters, cleaning toilets, pig husbandry. But, amazingly VAT didn't say a word on the short trip, and when we arrived at the office he asked me in a calm, quiet voice to pick up his dry cleaning...and that was it, nothing more was said about it, and of course I was never late in picking him up again.

Another day I drove VAT to witness pay which took place in the ALBATROSS victualling yard where, in those days, cash in envelopes was handed to the sailors who queued in alphabetical order. At that time a number of elderly Red Cross ladies were in the yard selling tickets or collecting money, and when pay was almost finished VAT got in the car to leave. As I moved off there was a loud scream – I stopped the car, jumped out, and found that a kitten had been under the car and was now part of the road surface, and things were a bit messy.

One of the ladies was in hysterics running around holding her head, and I thought being the driver maybe I should do something about removing the deceased. VAT was somewhat

embarrassed sitting in the car with the ladies calling out to him through the closed rear window and pointing to the accident site. He called out to me to get in the car but the ladies were telling me to do something for the cat. I was torn between career prospects and a shoveling job - being a sailor you know which way I went, and the Customline headed off with hysteria still echoing in the victualling yard. Never did find out who cleaned up the mess.

Every month or so I drove VAT to Sydney and back on day trips. Sometimes Mrs Smith accompanied him, and sometimes other officers. Most times we stopped for morning tea or lunch at a sheltered roadside clearing with a picnic pack prepared by his steward, and on those occasions I was always invited for lunch and included in conversations.

When VAT was posted from ALBATROSS in late 1959 the MQ occupants put on a farewell function for him and Mrs Smith. He had approved a number of significant improvements to the MQ facilities and he was quite popular with the wives. The function was held in a community hall in the "patch" and it was festooned with balloons and other decorations and messages of bon voyage and good wishes, etc. Towards the end of the evening most of the attendees were well "oiled" and VAT was sitting at a large table with many of the wives and they were enjoying each other's company. It was at that stage that Allison, not known as a shrinking violet, sat on VAT'S knee with her arm around his shoulder telling him what a good fellow he was and what a great job he'd done, something VAT would recall a number of years later.

I joined the RAAF in 1965, and in 1975 Allison and I attended an Air Force Ball in Canberra. At that time VAT was Chairman, Chiefs of Staff Committee, and he was guest of honour at the ball which was held near the time he was retiring from the Navy. At some stage during the evening VAT and I crossed paths walking between tables so I made myself known to him. He was pleasantly surprised, asked after Allison, and walked back to our table where he was offered a chair. He must have enjoyed our recollections of ALBATROSS days and what had happened to us over the years because he remained sitting at our table for so long that twice an officer from his own table came over and tapped him on the shoulder encouraging him to return to his table.

In 1992, when Allison and I were living in Canberra and I was working in Navy Office as a civilian, I was admitted to hospital into a 4 bed ward. Several days later another patient was admitted and he occupied the bed immediately opposite me - and surprise, surprise, it was VAT. After a day or so when it was clear that he was well enough, I opened a conversation with him by saying that we had met previously and that on one occasion my wife had sat on his knee. This surprised him somewhat but he soon recalled that farewell function and was happy to talk about those ALBATROSS days.

VAT was a hard task master but a genuinely nice man. He was always interested in the welfare of the ship's company and their families. And as will be noted from my days driving him, he was also blessed with an abundance of patience for the intellectually deprived.

Admiral Sir Victor Smith passed away in July 1998, aged 85

Allison and I will celebrate our 50<sup>th</sup> anniversary in June 2009.

Buncha (AKA Peter) Keys - [buncha@aapt.net.au](mailto:buncha@aapt.net.au)

#### THE IRISH DIESEL FITTER

Paddy and Mick were both laid off, so they went to the unemployment office. When asked his occupation, Paddy answered, 'Knicker Stitcher'. I sew da elastic on-to ladies' knickers and thongs.

The clerk looked up 'Knicker Stitcher' on his computer and, finding it classified as unskilled labour, he gave him 80 dollars a week unemployment pay.

Mick was next in and when asked his occupation replied, 'Diesel Fitter.'

Since a diesel fitter was a skilled job, the clerk gave Mick 160 dollars a week.

When Paddy found out he was furious. He stormed back into the office to find out why his friend and co-worker was collecting double his pay.

The clerk explained, 'Knicker Stitches' are unskilled labour and Diesel Fitters are skilled labour.

'What skill?' yelled Paddy. 'I sew da elastic on da knickers and thongs, then Mick puts 'em over his head and says: Yep, diesel fitter.'

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Q: How do you know if there is a fighter pilot at your party ?

A: He'll tell you.

\*\*\*

Q: What's the difference between God and fighter pilots?

A: God doesn't think he's a fighter pilot.

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Q: What's the difference between a fighter pilot and a jet engine ?

A: A jet engine stops whining when the plane shuts down.

I have an ex RN FAA looking for an ex RAN FAA by the name of Dan Duigan, he was in the UK in RNAS at Cornwall in the 50s, can anyone please assist.

Tas Browning (Tas Pres) [avelon.browning@bigpond.com](mailto:avelon.browning@bigpond.com)

A couple more from Ron Smith.



That should make a complete set of models of all the FAAA aircraft, must be rough with nothing else to BZ Ron for a beaut collection



A festive weekend was held at Grafton recently on the 26th and 27th of July. The event was the commemoration of the 55th anniversary of the signing of the truce of the Korean War.

Four very distinguished ex Fleet Air Arm members presented themselves in their finery and under some duress they agreed to have their picture taken to record the fact. Kevin (chikka) Hawkins, Brian (Bungy) Williams, Max Gant and Frank Donnelly all looking resplendent wish you well.

**Invitation to attend the celebration of 50 years of Junior Recruits in the RAN**

This event will take place on the 13th JULY 2010, the venue will be Leeuwin Barracks (HMAS Leeuwin) and will cover a period of 3-5 days.

In conjunction there will be an unveiling ceremony for the JR's Memorial.

**Project Update**

The project continues to meet all milestones set out in the Strategic Plan. Application has been made for some financial assistance from the WA Government but as most will realise there has been a change of government there and it may be a little while yet before we will find out if assistance is available.

It is also proposed to have a medallion struck to commemorate the JR's in the RAN.

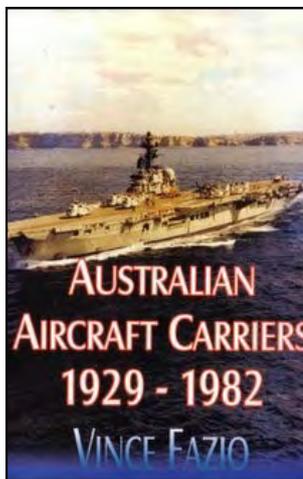
The Memorial Committee has decided on a design for the Memorial Medallion. This will be comprised of a cast pewter medallion that will represent the 3 dimensional centre bronze piece of the memorial. The Memorial Medallions will be wholly manufactured in Australia.

The photo below is a first draft of the image which will be finished with a rope surround and lettering at the top "Junior Recruit Memorial" and "1960-1984" at the bottom. The reverse will feature the dedication from the memorial and space will be allowed for the name of the purchaser to be engraved.



[www.jrsreunion.org](http://www.jrsreunion.org)

for more information



Thought you may like to see the cover of the revised Carrier book. The revision is coming along well and with luck, some copies will be available at the Museum late October in time for the 60th Reunion.

Vince Fazio



## Australian Government reaches agreement with Kaman over Seasprite project termination



On 5 March 2008 the Government announced its intention to cancel the Seasprite helicopter project.

A satisfactory conclusion to the Seasprite project has now been agreed with the contractor, Kaman, to cancel the project on mutually agreed terms. An agreement has today been signed between the Australian Government and the contractor setting out the agreed terms. The agreement has some confidential aspects, however I can say that, subject to US Government approval, the project deliverables including the aircraft, training equipment and spare parts would be returned to Kaman for sale on the open market. The Australian Government and Kaman would share in the profits of subsequent sales.

Under the agreement, the Australian Government will receive at least 50 per cent of the proceeds from any sale of the helicopters by Kaman with a guaranteed financial return from Kaman of \$39.5 million. In addition a further \$30 million worth of spares will be retained for use on the Seahawk and Black Hawk helicopter fleets.

Further, the Australian Government has saved \$150 million that would otherwise have been spent on the Seasprite project that will now be available for use on other capability.

Minister for Defence Joel Fitzgibbon said that he was pleased that the early resolution that had been achieved by the Australian negotiating team removes the uncertainty

the Seasprite project.

This is considered the best outcome for the Government as well as the personnel affected by the decision. The Government is assisting Kaman with the transition of their personnel in a sector that is short of qualified and experienced people.

Mr Fitzgibbon said, "The Government has taken the tough decision and acted decisively to achieve the necessary outcome without a protracted legal dispute, to ensure the nation's security".

"A legal and financial framework to facilitate the agreement is in place that provides a reasonable return for the Australian taxpayer. We are determined to ensure that the Defence Force receives the capability it needs. We have learned some valuable lessons from this project that we can apply to better ensure the success of future projects, and make sure that taxpayers receive value for their money," Mr Fitzgibbon said.

Source: Australian Government via a UK website

Might be one left over for the Museum if they don't sell !!

Dear Editor,

A great Slipstream as ever, great reading and trying to put a name to some of faces. Not to many faces of my days (1959-1968)

I hope you can help me with my problem, for the last few years I have been trying to find models of the Sea Venom and Gannet to purchase without success, even trying model shops; it seems these type of models are past there use by date. Any ideas?

My e-mail is [danmaie@dialix.com.au](mailto:danmaie@dialix.com.au)

Keep up the good work,  
looking forward to the next issue.

Regards

Dan van Amstel

Any one apart from Ron S that can help ?

During training exercises, the lieutenant who was driving down a muddy back road encountered another car stuck in the mud with a red-faced Colonel at the wheel.

"Your jeep stuck, sir ?" asked the lieutenant as he pulled alongside.

"Nope," replied the colonel, coming over and handing him the keys, "yours is."

## **Responses to Questions Regarding MRH Operations in the MSH Role**

### **IOC Date**

The Navy IOC date of mid-2010 remains extant and the project is on schedule to achieve this milestone.

### **Support Trials**

The MRH Project Office (MRHPO) and Navy are making steady progress towards achieving all required trials and certification activity ahead of IOC. First of Class Flight Trials (FOCFT) in LPA are planned to commence in Sep/Oct 08 with deck handling trials alongside Fleet Base East and in transit to Townsville. The first flying operations for the purpose of establishing the initial SHOL is scheduled for late-2009 and is reflected in the Fleet Program.

### **Embarked Performance**

The MRH specifications require operations to LPA by day and by night. A night aided capability using the 'Top Owl' helmet with integrated 'NVG' will be introduced after the initial embarked period, once the night 'unaided' SHOL is verified. MRH is also equipped with a piloting FLIR and nose mounted radar that provide a significant capability advance over SK50 for approaches to ships.

### **LPA Embarkation**

MRH will be embarked in LPA in the (Navy) Maritime Support Helicopter role in mid-2010.

### **NH90 TTH Certification**

No other operator of the TTH has certified the TTH variant for embarked operations to date because their capability priorities are introduction of Army operations first. The ADF's first IOC will be Navy embarked operations. Other operators are planning TTH certification and embarked operations.

### **MRH Configuration**

The MRH is based on and certified to the German standard 'TGEA' configuration, with very few exceptions (mainly communications suite).

### **MTTH Variant**

The MRHPO has no information to confirm the existence of any MTTH variant.

### **Over-Water Survival Aids**

The MRH complies with FAR 29 requirements for rotor craft. All MRH are built to a common configuration. All MRH are fitted with/for Emergency Flotation System (EFS), HEELS, egress hatches for over water flight, life raft provisions, unobstructed exits etc. Some survival features are incorporated in the basic design, others are role equipment, such as the EFS.

### **US DOD Policy**

MRHPO is not familiar with the US DOD policy regarding flight over water. MRH complies with the requirements of FAR 29, CASA, and applicable ADF regulations.

### **Automatic Blade Fold**

A decision has not yet been reached on whether Automatic Blade Fold will be fitted to any of the MRH 90 fleet. The MRH 90 is equipped with a purpose-designed manual blade fold (MBF) system. The MBF will be trialled at sea in a range of environmental conditions in late-2008. The results of that trial will inform any decision regarding the need for automatic blade fold.

### **Embarked Dynamic Modelling**

The MRH interface with RAN ship classes is being modelled by DSTO and AMAFTU using contemporary tools such as the 'On Deck' model. The manufacturer is also conducting parallel but independent modelling using comparable tools with ship motion data supplied by Navy. The results are not yet available, noting that flying operations in the embarked environment are not due to commence until late-2009. Initial sliding and toppling analysis data will be available to AMAFTU later this year.

### **FFG Compatibility**

There are no plans at present to modify RAN frigates for MRH. MRH operations to frigates will be in the Maritime Support Helicopter role and therefore similar to Sea King operations. Any decision regarding NFH would be dependant on the outcomes Phase 8 deliberations – this is a matter for Capability Development Group and will be shaped by the Defence White Paper. Phase 8 would need to consider any required modifications to the ship and selected aircraft as part of the ship interface specifications.

### **RAST**

NFH 90 design allows for RAST to be fitted. The MRHPO is not aware of the ship interface selection made by NFH customers.

Hopefully these answers will clear up quite a few of the questions that have been asked about the use and suitability for the role the aircraft will be used for in the RAN. For the 'old timers' I am sorry for all the 'funny words' made up of capitol letters that appear in the text but that is now a way of life in the new Navy and to just join a group of people talking around the base that is how they talk..

On a similar tangent I have been asked a few times if I can explain the new rating structure and the names (acronyms) of the new rates; I haven't forgotten but all I have to do is find someone that bridges the time gap from old to new and cajole them into putting them on paper.

Thanks to Cris George for his effort in collating these answers for us.

Ed



### Sailors love boats

This photo (circa 1960) features a group of 'Albatross yachties,' gathered on the waterfront at HMAS *Creswell*, preparing to do battle on the sparkling waters of Jervis Bay one Saturday morning. The '*Creswell*' midshipmen had organised a sailing contest, using naval-style dinghies, which proved to be a lot of fun for everyone.



Wayne 'Jock' Campbell occupies the centre position in the rear row, with Keith Staff positioned front LHS and Eddie Cross (deceased) seated front

RHS. Unfortunately, your correspondent's fading memory precludes naming the others, but readers are welcome to fill in the blanks. ( 2nd left rear is Fred Wessell (deceased)

The photograph was taken at a time when HMAS *Albatross* had a sizeable and well-organised yachting fraternity. The waterfront clubhouse cum boatshed and ramp was located on the town side bank of Nowra's Shoalhaven River. It was a popular rendezvous point and a hive of activity at weekends and holidays.

The broad reaches of the Shoalhaven River provided excellent conditions for sailing throughout the year – floods excepted. Not everybody had access to a yacht, but everyone was keen to lend a hand and compete or simply engage in one of life's great pleasures, which as every sailor knows is... 'mucking about in boats'.

Kim Dunstan

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On 31 December 1945, HMS MENESTHEUS, a former minelayer (converted in 1939 from her original role as a Blue Funnel Line / Ocean Steamship Co. passenger and cargo ship) joined the British Pacific Fleet .

Hardly an auspicious happening except for the fact that in 1944 'Menestheus' had been taken in hand in a Canadian shipyard for conversion to a "Fleet Recreation Ship". To that end the refit included the installation of not only a fully air conditioned cinema and a swimming pool, but also, wait for it, a fully operating brewery !

The brewery was specially designed for the Royal Navy by the English engineering company of George Adlam and Sons and was capable of producing 250 barrels of English mild ale per week. The RN had originally envisaged four such ships but the order was reduced to two as the end of the war drew in sight and in the end, only "Menestheus" actually saw service.

The ship spent six months in the Pacific visiting such ports as Yokahama, Shanghai and HongKong to provide entertainment and relaxation for the sailors of the Pacific Fleet.

Prior to handing back to her owners in late 1946, the brewing plant ,known as 'Davy Jones' Brewery ' was dismantled.

Footnote.

'Menestheus' returned to civil service with the Blue Funnel Line but was destroyed in 1953 by a disastrous fire at sea, off the coast of California,USA.

Acknowledgement: "Le Grogard" and Mr Joe Crumlin.

Wonder what the Poms would have preferred..

A tot of rum or a glass of warm English mild ale !

Don McLaren

## **NAVAL AVIATION AT GALLIPOLI**

(cont from No 19 Vol 1)

In the last issue of Slipstream the first article on 'Naval Aviation at Gallipoli' covered the Royal Naval Air Service's work during the Allied warships' attack on the Straits, the failure of this attack and the aircrafts' role in the subsequent pre-landing phase. The land force together with its supporting ships were assembled at Lemnos Island off the Gallipoli coast.

The Turks were of course very active in response to the obvious threat to the Peninsula developing and had re-inforced their defences. They did not know of course exactly where the landings were to take place so barbed wire and other defences were rigged on many beaches, trenches were dug to set up defences in areas assessed as being the likely landing places. The Turks flew reconnaissance flights to monitor every movement of the forces based at Lemnos to warn of an impending landing and track any invading forces. By this time the Turkish forces were under German command.

As we all know, the landings began early morning on the 25 April by the Australians at Ari Burnu (Anzac Cove) and British troops at several beaches around Cape Helles. The French forces landed on the other side of the Straits just south of Kum Kale as a diversionary force before relocating to Morto Bay in the Cape Helles region.

No 3 Squadron RNAS continued an all out effort to direct ships' gun firing, drop bombs, report enemy troop concentrations and movements as well as own force movement during the landings and subsequent operations. Without adequate radio and the lack of any communication links with higher command, their reports on troop movement post landing were to a large extent wasted and made little contribution to reduce the significant chaos during the landing and immediate post-landing phase of the campaign when co-ordination of forces pretty well collapsed and confusion reigned. Some weeks after the British landings at Helles and the securing of a small area of the coastal strip, a staging strip was made there to improve the timely delivery of reports and photographs.

The French aviation unit MF98 Escadrille (squadron) joined No 3 Squadron at Tenedos on 1 May to support the French land forces at Morto Bay near Cape Helles. Both units continued to conduct and intensify their reconnaissance, bombing, artillery spotting and photographic missions, and, up to a point, fighter sorties against an increasing Turkish air capability. Only small arms could be used in aircraft since they were not fitted with machine guns. Enemy troop movements were updated daily. Submarine commanders planning to take their submarines through the Straits into the Sea of Marmara were flown over the Straits beforehand to alert them to the geography of the danger points and the coastal defences.

An example of vital aircraft reconnaissance is found in a mission

near Anzac Cove on May 17. The aircraft recce reports alerted the Anzacs to a build-up of Turkish troops immediately below the Turkish defensive positions opposite Anzac's Courtney and Quinn's Posts located on the ridge. Turks attacked the posts the next morning at 0330 and ran into very well-prepared Anzac defences which were extensively augmented because of the warning. The Turks losses were estimated at 5,200 while the Anzacs had very few casualties. On another occasion in early June, Samson spotted a large Turkish group of soldiers assembling near the Anzac lines and dropped a 100lb bomb on them, killing many. The bombing of troop concentrations became of great concern to the Turks and they believed they lost more troops to this type of action than to the guns of the warships providing artillery support. Similarly, Turkish mobile artillery was coming under increasing attack as aircraft crews became more skilful in detection and spotting for the ships' guns. Allied aircraft attacks on shipping in the Sea of Marmara and the north eastern end of the Dardanelles also became a worry for the Turks as supply vessels and those carrying troop re-inforcements were regularly attacked. These attacks were so effective that some troop re-inforcements from the Asian side had to march around to the Peninsula by land rather than be ferried by vessels across the Straits.

No 3 Squadron' photographic work eventually enabled the production of a detailed map of the Peninsula for use by ground forces. This work generally had proved to be indispensable to the land forces and many Army officers previously cynical about the value of aircraft in military operations were converted to be enthusiastic supporters of it, just as similar cynics had been in France. Photographs of enemy positions, logistics, artillery and troop concentrations were provided to Army commanders within a few hours of being taken.

No 3 Squadron packed up and departed Tenedos to resettle on the island of Imbros during July 1915., leaving their French compatriots at Tenedos. The move was planned to reduce transit time to the battlefields and Imbros brought them within 16km of Anzac Cove (Imbros can be clearly seen from Anzac Cove) and to Suvla Bay about 8 km north of Anzac Cove where another landing operation was being secretly planned. Imbros was also the location of the GOC the Gallipoli Campaign, General Sir Ian Hamilton and this gave the aviators good interaction with the planning staff at his HQ. In July the RNAS squadron received machine-gun fitted aircraft to improve its capability in fighting increasing Turkish recce and bombing aircraft. When *Ark Royal*. (11k) departed the area with her floatplanes she was relieved by the faster (24k) and better equipped HMS *Ben My Chree*, a converted cross-channel ferry, with 7 aircraft and much better maintenance facilities.

With the approach of the planned landing at Suvla Bay on 6 August, No 3 Squadron conducted limited reconnaissance of the area to locate any defences, being careful not to alert any Turks to their interest. No defences were seen and the area appeared deserted. The security of the operation held and the landing of 2

New Territory Divisions was achieved without much opposition. The Suvla Basin is about 4 km radius centred on a salt lake. It is scrubby, flat country ringed by low hills and progress by the landing forces toward their objectives, namely the hills, should have been rapid. The aim of the Suvla landings was to establish a foothold from which to attack the Turkish defences at Chunuk Bair and Hill 970 on the high ground of Sari Bair to their south while the Anzacs simultaneously attacked those defences from the south, and give the Allies possession of this tactically important high ground and allow the Anzacs to break out of their positions. Again, it was the reconnaissance aircraft which kept the higher command informed of friendly troop movement (there wasn't much) after the landing and of any Turkish re-inforcement in the area (which took about 24 hours to begin building up). The lack of commitment to their task among the commanders of the landing forces stalled any after-landing advance in spite of minimal opposition. The lack of acclimatisation of the landing Divisions which had not long arrived from England to a much hotter Gallipoli, and the drastic shortage of fresh water were contributory factors. No progress much beyond the landing beach was made in the ensuing months.

Meanwhile, to divert the attention of the Turks and to avoid them sending any re-inforcements from Anzac and Helles to the Suvla area to oppose the landing, simultaneous attacks were made on 6 August on the Turkish defences at Lone Pine at Anzac and Krithia Nullah near Cape Helles. To assist the Anzacs, No 3 Squadron produced some excellent photographs of the Turkish defences at Lone Pine which enabled an accurate map being drawn up of the immediate area, marking the defences. Regrettably the photographs which among other things showed protective timber covers over the Turkish trenches and also a vital gap in their defences, were not noticed by the photographic interpreters and both these important aspects critical to the success of the operation were overlooked.

A first by the RNAS was a torpedo attack by an aircraft on a surface vessel. This was made on 12 August by Flight Cdr Charles Edmonds flying a torpedo-equipped Short S184 float-plane from *Ben My Chree* operating in the Bay of Saros when he attacked SS *Mahmud Sevket* of about 2700 tons in the Sea of Marmara. Edmonds flew at sea level and approached the ship on the beam, releasing the torpedo at 270m range. The 14 in torpedo carried a 77 pound charge and hit the ship amidships on the starboard side. A second successful torpedo attack was made on 17 August by Flt Lieut Dacre when he fired a torpedo at a large tugboat, sinking it, while taxiing his aircraft on the water to a position for take-off after repairing his engine which had failed.

At the end of August, No 3 Squadron was joined by No 2 Squadron RNAS, equipped with French aircraft and 216 personnel, including 16 aviators. Both squadrons were then redesignated as 'wings' with the plan of strengthening each to contain 3 squadrons. Each squadron was planned eventually to have 6 fighting aircraft, 4 reconnaissance and 2 scout aircraft but for reasons explained later, the squadron build-ups did not occur.

The Admiralty's intention was also to send another seaplane carrier. This action was requested by the Army Mediterranean Expeditionary Force (the Gallipoli force), which had come to rely heavily on the RNAS. The arrival of No 2 brought the total of aircraft to 20 seaplanes and 49 wheeled aircraft. Also on RNAS strength in the area were the balloon ships *Canning* and *Manica*, *Ben My Chree*, with *Ark Royal* as a depot ship in Mudros harbour at Lemnos. On 14 September three non-rigid airships joined the RNAS contingent – these were known as Submarine Scouts or Sea Scouts and they were based on the airfield at Imbros, but they did not really achieve much during their deployment.

The RNAS wings took on a new role of interdiction in November. In October, Bulgaria had joined with Germany and the rail line from Edirne to Constantinople became a German/Turkish supply line transporting the whole range of war material. No 3 Wing modified their aircraft to carry additional fuel tanks so they could reach the rail line bridge at Maritza, and the railway junction at Ferejik, these being the nearest points but about 130km from Imbros. Each aircraft was limited in bomb load and in spite of many attacks, they were not able to do any permanent damage to the rail line but they inflicted much inconvenience and loss of personnel on the defenders. In December the RNAS made another first in air warfare. No 3 dropped newly developed depth charges on an anti-submarine net stretched across the Narrows placed there to deter the passage of the submarines getting through to the Sea of Marmara where they were attacking Turkish supply vessels. However the depth charges had little success.

Still keen on developing new methods, Cmdr Samson and his men built 'the world's biggest bomb'. At 500 pounds (249 kg) it was the largest to be dropped on a target up to that time. On 16 December, Samson selected a large building thought to contain Turkish soldiers and military supplies. He scored a direct hit and totally demolished the building.

While maintaining their other operations, the priority for air operations changed in late December to keeping the increasing number of Turkish aircraft from operating over the Allied areas at Anzac, Suvla and Helles. The Allies were not much closer to their ultimate objective of Constantinople than they were on 25 April, and with not much hope in breaking the stalemate, total but gradual evacuation of the Anzacs, British and the French troops was being planned and had begun at night. It was essential to deny any hint of evacuation to the Turkish reconnaissance aircraft. No 2 Wing was responsible to maintain anti-reconnaissance patrols over the Helles area and No 3 Wing covered the Anzac and Suvla areas. Though the Turkish aircraft did pick up a hint of evacuation, their commanders on the ground disbelieved their reports. On the nights of 18/19 and 19/20 December, Suvla and the Anzac positions were totally evacuated to the great surprise of the Turks and Germans when discovered. Gradually the evacuation of the Helles areas occurred with the last remaining troops taken off on the final night of 8/9 January 1916, again to the Turks

surprise.

Toward the end of November, Samson had sent a report to the Admiralty on 3 Squadron/Wing operations during its service in the Dardanelles up to 23 November.. It was a brief report but it gives an interesting insight. The average number of pilots on strength was 11, but very rarely were all fit and the average daily availability was between 6 and 7. They flew 349 gunfire spotting sorties in which the normal time airborne was 2 1/2 hours, never less than 1 3/4 hours, he stated. Seven hundred bombs (some 100lb, some 20lb) were dropped on various targets, some by night on troops when camp fires gave the enemy positions away. Bombs had damaged a Turkish battleship, a main landing pier, a transport ship which sank it, and caused havoc among troop concentrations. There were 15 long range interdiction flights on the railway targets which were over an hour's flight time away. On April 25, Squadron aircraft had spent 37 hours in the air on recce and spotting for ships' guns. In operations over Gallipoli, flights were frequently carried out in gale force winds which reduced speed over the ground to 20 mph.

Although No 3 Squadron/Wing's aircraft improved over their deployment, the replacement aircraft were 'hand-me-downs' from the Western Front, which received priority for most things. Aircraft types remained varied and a nightmare for maintenance and spares. Most aircraft were 2-seaters and an observer was invariably carried, but there were a few Nieuport single-seaters for special missions.

On completion of the troop evacuation in January, the squadrons and ships departed the area, some going to Egypt where an East Indies and Egypt Seaplane Squadron was established with 4 seaplane carriers, *Ben My Chree*, *Empress* (also a converted Channel ferry), *Anne* and *Raven 11*, a carrier task force one might say.

The RNAS in the Gallipoli Campaign had redeemed itself from a bad start. It rapidly adjusted to the demands of the Campaign, exercised great initiative and invention, and had won the acclaim of the army as well as the fear of the enemy. All of its personnel worked very hard in trying weather conditions, with primitive facilities and difficult aircraft of several different types. In particular, they established the 'can do' tradition. They lost a number of aircraft and aircrew on operations and on Anzac Days we should spare those a prayer.

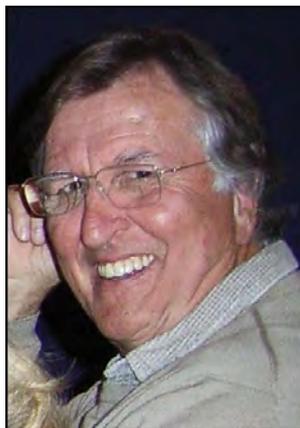
Neil; Ralph

### **Extra Event For The Reunion**

As a result of personal contact by the President, we will have a very well known celebrity at the Sunday Air Show. Ian "Macca: MacNamara from the ABC's "Australia All Over" will be doing an outside broadcast from the Museum on Sunday 26th .Known to the multitude he will certainly be an asset.

### **Finally into Print**

The story of the Fairey Gannet in service with the RAN during its operational period from 1956 when the first planes were delivered for training in Northern Ireland, to their last operational sortie in 1967 is the subject of *Submarine Hunter - Fairey Gannet in RAN Service* by Zbigniew Patynowski ( If you are confused then its 'Ben' to most of us that know him).



The author in a jovial mood after just presenting 'Toz' with his personal copy of the book

The author tells this story from the perspective of those who flew and maintained the aircraft, an effective way of giving an aircraft's operational history.

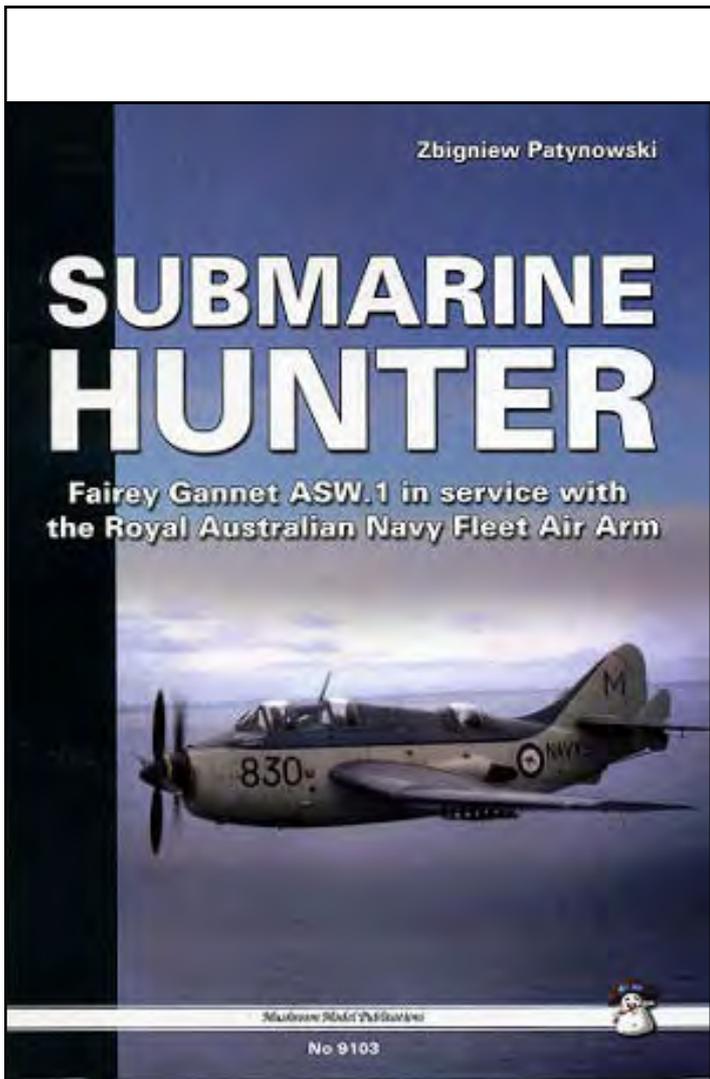
No part of the service life of the Australian Gannet goes untouched. There is the initial training in the chilly climes of winter in the British Isles, operational readiness aboard RN carriers, the long trip to Australia aboard the HMAS *Melbourne*, and finally to a decade of dedicated service and many interesting cruises.

This is by no means a short read, with 248 pages of information, humour and some excitement as well. All of this is illustrated with period photographs, the majority of which have never seen print. There are also excellent large-size profiles of most of the aircraft at some time in their service. The book is published on very good paper and the photographic re-productions are excellent.

The book is published by Mushroom Models Publications ( [www.mmpbooks.biz/main.html](http://www.mmpbooks.biz/main.html)) and should be available from them or, in Australia, from Platypus Publications ([www.apma.org.au/platypus.html](http://www.apma.org.au/platypus.html)), or phone (02) 4753 6148 (10am - 7pm) or PO Box 13, Glenbrook NSW 2773.

#### **From the Author**

To all who have contributed to the Gannet book I wish to convey my sincere thanks for your interest and co-operation. Also I must apologise to those who contributed to the book and had their contributions edited out, I had very little control over that situation, to quote the publishers, "*So your Gannet book needs to be adapted and edited to make it a more commercial and affordable*



*prospect. You seem to think we should be using your original format, but that was never part of our agreement. If it is to be a Mushroom book, paid for by us, it goes out in Mushroom format. Apologies if I did not make that wholly clear long ago".*

But having said that they did agree to publish two books from the one manuscript, with all of the technical data and overseas contributions to be released at a later date.

They did however do a very good job of the Australian FAA content which to me is the most important aspect of the whole saga, even though some of it had been edited out. I enjoyed putting the whole book together, and your contributions, help and guidance certainly saved an important part of FAA history from extinction.

Also I have started to gather information for the next book on the Sycamore helicopter so please partake with your stories, photos and technical recollections to save another piece of FAA history, and if anybody would like to co-author I would certainly be more than willing to make it a joint venture, the more the merrier and a better outcome. It would be great to record all FAA

aircraft in a similar format as the Gannet book, it can happen, there are a lot of 'Birdies' out there with a lot of history which would certainly make interesting reading.

Cheers

Ben Patynowski

\*\*\*\*\*

*Review by Glen Porter :*

"This book, from Mushroom Model Publishing, is not a detailed description of the aircraft and its development but rather first hand experiences from those who flew and maintained it in the Royal Australian Navy. From the beginning with both air and ground crews being sent to the United Kingdom to train on and pick up the aircraft plus Australia's second Aircraft Carrier, HMAS Melbourne, (HMAS Vengeance was only on loan to the RAN from the Royal Navy), through various South East Asian cruises, the Melbourne /Voyager disaster, to the final flights by the then aging Gannets. As I said above, my criticisms are very minor. The text is very readable, interesting and entertaining and, I believe, worth the expense alone. The numerous B&W and colour photos not to mention the artwork are an added bonus making this one of the best from Mushroom Model Publications

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#### **Special Offer just received from Platypus Publications**

The RRP of Ben's book will be \$65.00. For FAA Association members the price from me for individual copies is \$55.00 plus \$10.00 post / packing or for orders of 10, \$550.00 plus \$30.00 post/packing. Should your members consolidate their orders to 80 or more, the price will be \$55.00 each with free delivery to a central location in Nowra - I assume your meeting room at the Museum at HMAS Albatross - with full payment before delivery in all cases.

Yours faithfully

Ley Reynolds

Platypus Publications

PO Box 13

Glenbrook 2773

Tel. 02-47536148 (10.00am to 7.00pm)

Query from Last Issue:

Re the 'deck park article' in the last magazine, I hope I can shine some light on it. If it was on *Vengeance* during the reign of Ltcdr Lavender then it was either Eric Graham or myself. If it was on *Sydney* then it would have been Reg Holton, sadly both have passed away but I am sure they would have been pleased to think someone thought well of them. As for leaning back into the wind, it was that or else a short back and sides from a 'prop'. Hope to see you all at Nowra in October,

Bill Barry



At the time of penning this report, barely six weeks are left to run until the FAAA Reunion and the HMAS ALBATROSS Air Day Spectacular are to be held. The hard work and planning from the Association Committee, in conjunction with the Fleet Air Arm 60<sup>th</sup> Anniversary Team at ALBATROSS, will all be realised in late October and I am confident that Association members and the general public will be experience a memorable event.

Composition of the Navy team has changed with the addition of several new faces now working flat out on the many aspects necessary to ensure that the event will be safe, enjoyable and cost-effective. LCDR Liz Waddell RANR now heads the team on a full-time basis, and other members to have come onboard recently are SBLT Keith Boundy, CPO Grant Jesser and LS Hayley Maxwell.

The Museum's involvement will include hosting the venue for the FAAA Federal Council at 9am on Saturday 25<sup>th</sup> October, which will be followed by the official launch of Ben Patynowski's book on the RAN Fairey Gannet. Sunday's events will start with a combined Church Parade, and then the launch of the book, History of the RAN Helicopter Flight Vietnam. Throughout Sunday the Museum restaurant will be catering for the Navy's official guests and VIP's who have been invited to celebrate the Sixtieth Anniversary of the Fleet Air Arm.

Work is now complete on renovations of the restaurant and the transformation is very significant and appealing.



Carpet, furniture, lighting and interior design have all been

modernised and improved and the whole area has taken on a nautical and aviation theme in keeping with the main exhibition area of the Museum.



Negotiations are progressing to select new caterers and it is hoped that the restaurant will be fully open to cater for our regular Museum visitors and for special events in the not too distant future.

The talents of the Museum's Curatorial staff have yet again shone through with the recent exhibition upgrades in the Art Gallery, restaurant and aircraft display hall. Together with the installation of state-of-the-art storage systems in the archive areas and the library, these upgrades are further evidence of the higher standards that are being achieved within the Fleet Air Arm Museum. It is also indicative of the professionalism, dedication and determination of the curators and their voluntary helpers.

In keeping with the Sixtieth Anniversary theme, the Art Gallery exhibition now focuses on the history of Australian Naval Aviation and it includes many original paintings and photographs from the Museum's own collection that have never before been shown publicly. Thanks to the generosity of artists like the Shoalhaven's John Downton, and David Marshall from Sydney, the exhibition is enhanced with donated and loaned works reflecting the Fleet Air Arm theme.

An exhibition of iconic photographs has been mounted in the restaurant showing aircraft from all eras of 805 Squadron's RAN service.

Visitors will also now see large scale aircraft models displayed in custom-manufactured cabinets within the restaurant.

I am extremely proud to report that the Fleet Air Arm Museum was recently announced winner of the South Coast Tourism Award for Excellence, in the category of Major Tourist Attraction.



A gala dinner and presentation night was held at the new Shoalhaven Entertainment Centre, the venue for the FAA Association's Reunion Dinner in October.



This regional award covers all tourism-based organisations and events, across a range of 23 different categories, for the Coastal region north of Wollongong to the Victorian border. The Museum now automatically qualifies as a finalist in the prestigious NSW Tourism Awards, to be announced in mid-November.

In a period of just two years, the Fleet Air Arm Museum has built an enviable reputation for excellence and service to its customers and visitors. In accepting the award from the NSW Minister for Tourism, I acknowledged the efforts and dedication of the Museum's administration and curatorial staff and especially our volunteers, without whom the organisation would be unable to function.



Ailsa Chittick, Terry Hetherington, Matt Brown MP and Natalie Johnson with their award.

Great credit is due to all the volunteers who give their time and energies selflessly and untiringly and the award belongs as much to them as to the permanent staff.

As I reflect on my personal association with the RAN and the Fleet Air Arm over the last forty-two years, I feel great pride in



Tracy Glenn and Robert Glenn from the Shoalhaven City Art Gallery with Ailsa Chittick and Natalie Johnson having a celebratory drink.

having the privileged position as Museum Manager during our Diamond Jubilee year; and I am looking forward playing my small part in hosting the Reunion and renewing acquaintances with former work colleagues and close friends.

#### RANHFV

The Fleet Air Arm Museum is looking to extend and enhance their collection of RANHFV photographs. We now have the facilities to scan and print photographic collections.

We would love to see your photos and add them to our collection. We will handle your collection with care and return it to you in the same condition that you gave it to us.

Any loans of photographic collections would be much appreciated.

Terry Hetherington  
MANAGER  
FLEET AIR ARM MUSEUM

#### 60th Anniversary Dining In Night

This night will take place at The Wardroom at HMAS ALBATROSS on Monday 27th of October 2008 commencing at 1800.

The order of events for the evening is still taking shape, however there will be at least one notable guest speaker with significant ties to the Seahawk community. Invitations are open to all former Commanding Officers, Executive Officers, Aeronautical Engineering Officers, Training Officers, Operations Officers and Warrant Officers who have served in 816 Squadron throughout the previous 60 years.

Names of personnel interested in attending are to be forwarded to WOATV Sean Campbell on 02 44 24 1478, 0409 822 655 or email [Sean.Campbell@defence.gov.au](mailto:Sean.Campbell@defence.gov.au).



MOMENTS IN TIME



Obviously from the 'round ball" fraternity, a team from Albatross probably in the early 60's. Some names are known but there are some missing. If you can help please do so.

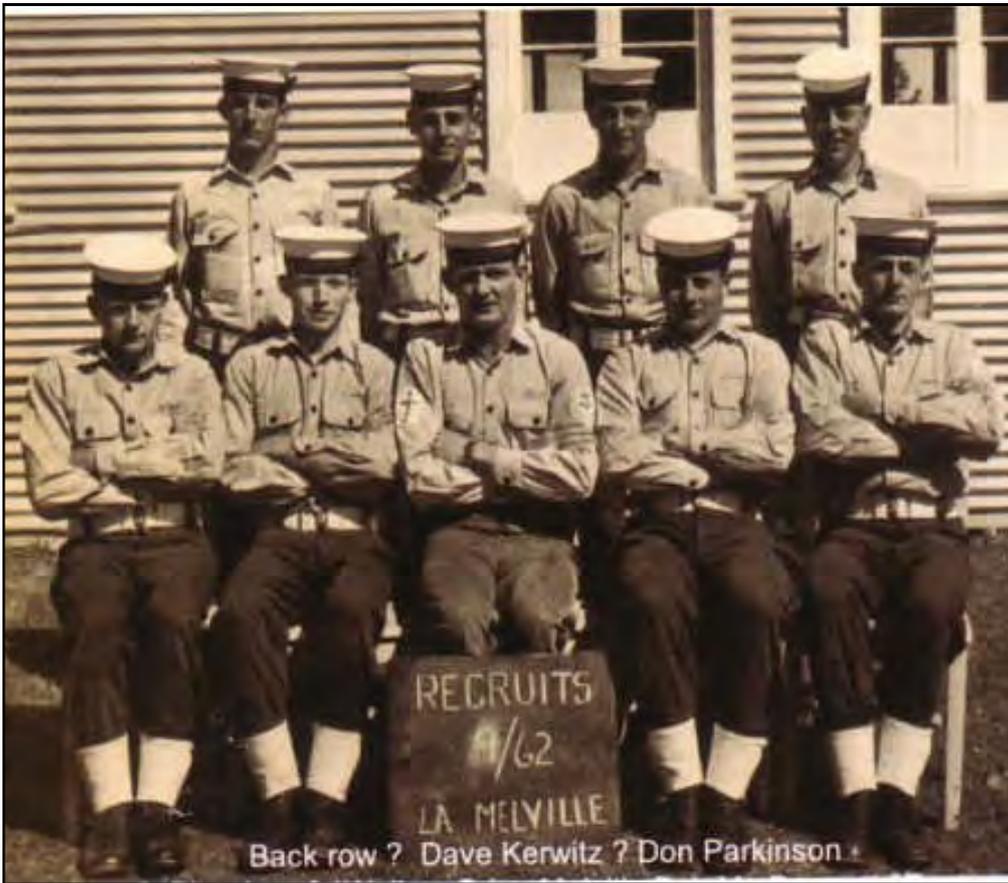
Back l to r: ? Bill Bailey, Geoff Beardsley, ? Egan, ?, ? Front: ? , Boris Bennett , Jock Todd, ? , ? , ?

Nirimba's Mons Cup Team from ?





MOMENTS IN TIME



Some budding young Handlers and 'Spanner Wankers', but as you can see the bottom of the photo has been cut off and with it the rest of the names.

These should not be too hard to decipher as it was not long ago.

Can you help ?

Back l to r: as per the listing on the photo.

Front:

? , ? , Brian Melville, ? , ? .



Wonder if they are still allowed to use this facility in this day and age ?

HMS TERROR Singapore 1960

## A guard to remember!

From time to time the Navy is called upon to organise a guard for a VIP, a visiting dignitary, or to attend at some other ceremony. The occasion pictured here was the guard-of-honour for the newly appointed Japanese Ambassador, Katsushiro Narita, who was presenting his credentials to the Governor-General at Government House 'Yarralumla,' Canberra, in 1959.

Because the usual Canberra-based guard was not available the Navy was asked to 'do the honours' with a request arriving at Nowra just two weeks before the event. No problem, said Nowra. And in the best naval fashion drill was commenced immediately with 'volunteers' drawn from the School of Aircraft Maintenance Engineering and others at HMAS *Albatross*.

For the first week, training took the form of rifle drill and marching for an hour in the morning and an hour in the afternoon. The second week of training was more intensive and demanding, including physical training, marching, squad drill, then more rifle drill, and full-on rehearsals. Such was the intensity of training that it was a full-time activity.

All the finer points of standing at ease, to attention, sloping arms and presenting arms were practised until perfection was reached. One of the lighter moments was when the guard was informed that 'the secret of standing on parade for a lengthy period is to wriggle your kneecaps and leg muscles' thus maintaining circulation. But the reward for a successful afternoon's drill - was to be given the last hour at the swimming pool.

Soon the big day arrived and - after bussing from RANAS Nowra to Canberra - the guard assembled outside the gates of Government House. Here, all 96 ratings, with two petty officers and two guard officers, in dazzling white uniforms, with spit-polished boots, gleaming brass and chrome-plated bayonets were set to 'go.' With the G-G's security police standing to attention, the guard proudly marched through the gates and down the tree-lined drive to 'Yarralumla'.

Turning in perfect order onto the wide, manicured lawn in front of the official residence, the guard came to the halt - just a short distance from the gravel driveway, which swept up to the front portico of 'Yarralumla' - there to await the arrival of the ambassador. Meanwhile, should anyone have looked at a certain upstairs window, which overlooked the lawn, they would have seen a hand holding a curtain aside - and a face looking with intense interest as the guard made itself ready for the salute.

But, this was no casual observer at the window; it was the Governor-General, doubtlessly casting a professional eye on proceedings. His Excellency, Field Marshal Sir William Slim (later 1st Viscount), decorated war hero, former Head of the Imperial Defence College and Chief of the Imperial General Staff would know the importance of a good guard.

So, on that very point, it is worth mentioning that after the formalities were over Sir William invited the officer-of-the-guard, Lieutenant Haines, to join the official party for refreshments. He later sent a message congratulating the guard "on mien physique; mien smartness; mien arms drill and mien quietness on parade." Nice words from Sir William.

And just what you'd expect from a mob of young FAA lads from Nowra, wouldn't you say!



Caption: Government House, Canberra, 1959: Lieutenant Haines is Officer of the Guard; P.O. Bolitho is front LHS. Anyone else you recognise?

Kim Dunstan

## REUNION UPDATE

A quick run around the venues to bring everyone up to date with the state of the polls. At the end of this report there is posted a list of names of people who need to contact the Committee regarding discrepancies in their registration forms. These are stopping those registration kits from being completed and urgent contact is required. All have been sent a letter (hopefully) and for some reason have not replied. If the discrepancies cannot be sorted before registration it will delay this process for everyone and will cause on going problems as name tags and tickets will not have been raised for them as the information to do this was not available.

### **Wednesday 22nd:**

As originally planned, registration all day at the White Ensign Club. Light refreshments available (liquid) but no food.

The Café in the Museum will hopefully be available depending on the set up arrangements they have in place for their official function. It has almost completed a major renovation and very shortly the new operator should have it running again.

### **Thursday 23rd:**

Registration( mis-musters) to continue all day.

#### Dolphin Watch Tour:

The Dolphin Watch Tour from Huskisson leaves the wharf at 1300, this is prime whale watching time and you should check with the firm ( 44416311) just which trip is going as charges are different to Dolphin watching and the time at sea is also different. Meals are available on board.

The trip to Huskisson takes about 25 minutes from Nowra so leave yourself enough time to get there and arrange ticketing before the scheduled departure times.

Coach tours of Albatross at 1100 and 1400, coaches seat 50 and it will be on a first come basis for seating.

#### Wardroom Cocktail Party 1830-2030

This is now closed as the numbers have reached the desired optimum. Any one who has any questions regarding this function should direct them to 'Toz'.

There have been some enquiries regarding access to the depot , for people on the night and it is anticipated that a nominal list of attendees will be at the 'gate' and that will get you entry. Please display on your windscreen your FAAA Car Pass. If you cannot

organise your satchel from one of the designated registration opportunities then all is not lost as you will be able to access it on Friday, as there will be Committee members at the WEC throughout the day setting up for later events.

Contact details: [tozdadswell@westnet.com.au](mailto:tozdadswell@westnet.com.au)

#### Safety Equipment and Photographers Reunion

The mini reunion for this group is being held at the Sportsman's Club on Greenwell Point Road. Starting time is 1730 and a large roll up has nominated for attendance. Any that have not forwarded their acceptances should contact Ron Batchelor , 44212198, ronbatch@shoalhaven.net.au or Phil Robinson, 44485157, philrob@shoal.net.au and do so.

Numbers are essential to organise catering. The function is expected to finalise just before the bewitching hour so a good night is sure to eventuate.

#### Ordnance Min I Reunion:

Under the guidance of George Mackenzie a general gathering of the 'Bombs and Bullshit' fraternity will amass at the Bomaderry RSL Club from 1100 and thence to plan the destruction of all for that day. It will be an informal gathering ( along with partners) and food and beverages are available through the normal arrangements at the club.

Contact details for any further information :

George Mackenzie, [marmac@shoal.net.au](mailto:marmac@shoal.net.au)

#### "L & R' Mini Reunion:

The sparks and lightning bolts will be activated at the Shoalhaven Ex Servicemen's Club in Junction street from 1700. This is a general gathering of the mixed branches for an informal evening just to enjoy the company of old mates of similar trades. To avoid executions the gathering is for mixed company , there is a chinese 'food parlour' in the club if anyone wishes to dine before hand.

For further details contact :

Frank Birtles , 44214723 or [frankbirtles@hotmail.com](mailto:frankbirtles@hotmail.com)

### **Friday 24th :**

Registrations will be continued for most of the day ( missed miss-musters) as there will be Committee members at the WEC during the day organising and setting up for the following two days events. Times will be flexible but there will be someone there from 0930 until about 1500.

Coach tours of Albatross at 1100 and 1400, coaches seat 50 and it will be on a first come basis for seating.

**Dolphin Watch Tour:**

The Dolphin Watch Tours from Huskisson leaves the wharf at 0930 and 1230, this is prime whale watching time and you should check with the firm (44416311) just which trip is going as charges are different to Dolphin watching and the time at sea is also different. Meals are available on board.

The trip to Huskisson takes about 25 minutes from Nowra so leave yourself enough time to get there and arrange ticketing before the scheduled departure times.

**Engines / Airframes Mini Reunion:**

An informal gathering of the clan will be held at Bomaderry RSL Club from 1300.

A mixed function so bring the 'better halves' along as I am sure they will find some old stories to relate among themselves as well as listen to all the 'nuts and bolts' being done up and undone again after all these years.

The club has a dining room available so you can put something in the stomach to soak up the amber fluid. Win a \$1,000,000 on Keno and have a good afternoon in general.

Contact for any more information is :

Don Parkinson - jandon@hotmail.com

**Photographers BBQ:**

This will take place at Ron Batchelor's residence in Bomaderry from 1300 . Bring your money and a thirst with you! If you are lucky 'Pedro' may even take a photo of you.

For further information contact Ron on 44212198 or ronbatch@shoalhaven.net.au

**Anniversary Dinner:**

At the time this goes to print, there are some seats left for this venue but not many, and we cannot guarantee that if you have not booked by now you will get in as there will be the usual 'late run' of those who have put it off for too long before they booked.

Also by now the bulk of the ticketing has been done and it is too late to organise group tables if you have not previously asked for them. The optioned seatings have been done ( iaw requests) and the table have then been filled up by the organisers so please do not request specified seating as it will be met by a polite refusal.

Because of the popularity we have had to use the entire seating availability of the Centre. That will be in excess of 700

The Naval Guard and Band will perform a "Beat to Quarters" Ceremony outside the new Shoalhaven Entertainment Centre in Bridge Road at 1800 –1815. This event is available to the general public for viewing as well as those attending the Anniversary Dinner. From the Centre itself there is good viewing from both ground level and upstairs so make sure you get there early

enough to deposit your 'goods and chattels' and then get back out for the show. On completion it will be a case of all back inside and on start the festivities.

There is a lot of parking in close proximity so that should not be a problem. Entrance to the Centre is readily available from the front and both sides at the Northern end, there is no access from the rear if you park in the areas at the rear of the Centre.

There will be a table plan at all entrances and your tickets will have your table number on them. There will not be any actual seats allocated on individual tables, we will leave that up to the twelve of you to sort out arrangements for yourselves. There will not be 'usher' service but there will be people available for directions should they be needed. Access to the upper levels are by lifts at both side entrances and by stairs internally. If you are seated on these levels your ticket will note that for you, and your best viewing area to watch the band is from the glassed viewing balcony upstairs so you will not have to go down unless you wish to.

For those of you travelling to the venue by coach, Stuarts will depart their depot and pick up around town in accordance with the route and time schedule that you received in your registration satchel. The return trip will be from outside the Centre on completion and in reverse to that taken on your pick up earlier in the evening.

A quick reminder regarding dress for the evening as there have been a lot of enquiries regarding this .

Dress is "Jacket and Tie"( miniatures not required), this was chosen to make it less formal and save excess baggage for interstate visitors. Also the noise that all the clanging medals would have made would be a distraction as well had that been a dress requirement.

**Saturday 25th:****Federal Council Meeting—AGM**

This will commence at 0930 in the White Ensign Club or if numbers are too great then it will re-site to the Federation Room in the Fleet Air Arm Museum. Expected duration is 0930-1030. it is an open forum meeting with voting rights restricted to nominated delegates from State Divisions.

**Aircraft Handler's Mini Reunion**

From 1000, Boxhead will conduct his own 'church' service at Bomaderry RSL Club with the aim to bless all members of the 'handlers' branch. This gathering of fine upstanding persons and their partners are massing to partake of a drop of the old amber fluid, say farewell to departed shipmates and spin a dit or two. There is no need to wear medals as the function is informal. A

variety of beverages are available as well as 'nibbles' so come along and bring your best manners.

Contact details :

Alex Stevens, 44214104 or [pandas@tadaust.org.au](mailto:pandas@tadaust.org.au)  
(note the new email address)

### **Reunion BBQ:**

Commencing at 1000 in the grounds of the White Ensign Club, this is a catered venue with liquid refreshments provided in the cost of the ticket.

This is now **not** an organised flying day . Due to financial constraints, the Navy have decided to reduce the advertised two Air Days to one. This will make it a very full program to be held on the Sunday.

Saturday for all of us will not be much different to the planned event as there will be a lot of aircraft activity in the form of practice runs and the actual aircraft for the Air Day will be arriving all day as well. It is expected most of the participants in the scheduled flying program on the following day will take advantage of this and it will turn out to be a 'Mini Air Day' almost exclusively for us.

Parking and access conditions apply , you have to display your FAAA Car pass to gain access to the area that will be set aside for parking for Reunion Personnel. Entry to the function area is by 'Reunion Name Tag' and tickets and this will be controlled by security personnel so do not forget your tickets and name tags or you may have some trouble convincing them that you should be allowed in.

Quite a few people have approached the Committee re a problem they foresee in that they will not be arriving at Nowra until the Saturday and then they will not be able to get to a registration before they need to use their passes. If this is the case ( please make this request only if you have no other way of getting your pass) then if you apply to the Committee we will mail your car pass to you and you can then get your satchel, name tags and tickets once you arrive.

This will create considerable work for the organisers so unless it is essential please refrain. For those who do take up this offer (the same will probably effect a few for the Sunday as well) please ensure that you enter a correct, current address for us to send them to otherwise we cannot be held responsible if you do not get them. Also do not leave it until the last week before the event as more than likely you will not receive them as the Committee has no shortage of work to get thorough and the overtime rates are not great either.

Numbers for the BBQ at this time are up around the 600 and registrations are still coming in on a regular base so there will be plenty of mates around to spin a yarn to. We expect these numbers to top 700.

The AGM will occupy the early part of the day for some but a for the rest a beer, a feed and a good parley with old mates should make it a memorable day.

### **NSW Annual Dinner**

This event is to be held in the Bomaderry Bowling Club in Meroo Rd Bomaderry starting at 1800.

There are at present a few tickets left to this function. Any NSW member who wishes to go to this, their own Division Annual Dinner but not to any of the other events can contact Phil Robinson and he will arrange this for you.

The event will take the form of a sit down three course meal and drinks will be at a subsidised to the rate of \$1, soft drinks free.

Lucky door prizes will also be available.

Dress is dinner suits ( no medals)

Contact details for further information, Phil Robinson 44485157 or [philrob@shoal.net.au](mailto:philrob@shoal.net.au)

### **Aircrewman's Mini Reunion**

This event is to be conducted in the Senior Sailor's Mess at HMAS Albatross at 1900 in the form of a cocktail party.

It is an all ranks event and numbers are essential to arrange catering. Cost will be \$12.00 per head . If you have not contacted Grant up until now please do so urgently.

A nominal list will be held at the gate and this and your FAAA Car pass will get you on board.

Contact details for any further information ,

[Grant.Jesser@defence.gov.au](mailto:Grant.Jesser@defence.gov.au)

### **Sunday 26th:**

#### **Reunion Church Service**

An all denomination lawn service to be held in the grounds of the White Ensign Club at 0930. The service will be conducted by both Navy and FAAA chaplains.

#### **Navy Spectacular Air Day**

Commencing from 1000 (our function) the day will take in the 60th Anniversary Air Show and our BBQ. The event for us will be centred in the grounds of the White Ensign Club and access to both it and the reserved car park for our members is by FAAA Car Pass and Name tags the same as for the Sat BBQ. It will be a very busy day as Navy is expecting in excess of 20,000 people to the event so be very particular with the following points as there no room for error or you will find yourselves in the general public arena and have to pay for entry as well. FAA Car Passes must be prominently displayed on the dash of your vehicle. Name tags worn will facilitate your entry to the area at no charge, no pass and name tag and you will have to pay. You will be directed to a segregated parking area near the Museum and from there, transit to the White Ensign Club area where entry is by name tag and ticket. Entry will be controlled by civilian security so be warned.

The Air Show kicks off at 1100 and lunch will be served from 1230, with liquid refreshments available from the club house at a nominal fee

### **The reunion in general**

All registered members will receive an embroidered 'Tee' shirt and cap to commemorate the event. Rather than date them we have had them made from a different coloured material to the normal shirts( lighter blue) and they are made from a lightweight stretch fabric as well. This will make them better for the warmer climates. The caps are also of a lighter blue. If there are numbers over they will be available at very reasonable cost at the reunion.

Your Reunion Committee personnel will easily be identified by the **red shirts** that they are wearing, this will make it easy to find someone to get any questions resolved.

For the two BBQ days we have organised all items used to of a recyclable nature so please use the special bins provided for this, meal scraps should not be included in the recycle bins.

Entrance to the Fleet Air Arm Museum will be free to reunion members, verification will be your name tag, The café area of the Museum will not be available to the general public or our members on the Air Day on Sunday as it is being utilised by Navy for their VIP guests at the Air Day.

The Pensacola and RANHFV mini reunions are still being co-ordinated and notification will be made to participants at a later date.

### Those that need to contact the Reunion Committee

Karl Fellenberg, Arthur Sharland, Peter Marshall, Garry Tirrell, Haydn Morgan, Bill Shanks, Jesse James, Claude Tattersell, and George Day.

### Numbers attending events at time of going to press:

Registered : 822 , WCP - 200 (full), Anniversary Dinner: 670 ( only 3 tables left), Sat BBQ : 630, NSW Dinner : 160, Sunday Air Show: 440

Seating for the Anniversary Dinner has been allocated and from here on any more attendees will fill tables as the registrations are received. No more allocations of tables will be accepted if they entail anyone that has already registered as those tickets and seats have been allocated and the tickets made out.

### Accommodation still available

One of the few places that still has space. It is a new facility and brushes up pretty good.

### **Shoalhaven Sports Motel**

*Shoalhaven Sports Motel is located next to the Shoalhaven Ex-Servicemens Sports Club & Worrigeer Links Golf Course in Nowra. The motel features 46 spacious new superior suits with deluxe spas, executive spas, and executive rooms, and has magnificent views over the Worrigeer Links Golf Course. If you are looking for Nowra accommodation, or Shoalhaven accommodation, then come stay and enjoy it with us.*

Springs Resorts Shoalhaven Sports Motel

131 Greenwell Point Road

Nowra NSW 2541

Ph: 02 4422 4522

Fax: 02 4422 4688

- 46 Deluxe Spa, Executive Spa, and Executive Rooms
- Modern contemporary decor
- Interconnecting / Family Suites
- On-site laundry facilities
- Non-Smoking
- Easy Access / Disabled Units
- Free Broadband Internet Access
- Free Austar
- 18 Hole Golf Course, Golf Pro Shop, & Lawn Bowls
- Heated Swimming Pool
- Sports Club Bistro , Bar and Lounge



Excellent new site on a new 18 hole golf course almost in the centre of Nowra. On the bus route to all events.



## NATIONAL PRESIDENT



This edition of Slipstream is dominated by the forthcoming Reunion which we are all eagerly anticipating. The budgetary constraints which have resulted in the cancellation of the Saturday Air Day should not affect our planning in any significant way. Indeed, it should let us concentrate on the Reunion BBQ and meeting old friends.

There will be a crowd of seven hundred or so at the BBQ, so there will be plenty of individual reunions.

Other features of the weekend include two book launches; one on the Gannet by Ben Patynowski after the Association AGM on Saturday and a new history of the Helicopter Flight Vietnam, compiled by Max Speedy and Rob Ray. This launch will be held immediately after the Sunday church service. "Macca on Sunday" will be broadcast from the Museum, which will allow all those who cannot attend the event in person to still feel part of the Reunion.

Of course a gathering of this size requires an enormous amount of organization and planning. I offer sincere thanks to the dedicated team who have been working for two years to ensure that this is a memorable event. In particular, I thank Greg Wise and the NSW Division who have done most of the work!

My mid-year trip around the world was memorable. In London, I had my first visit to Lords and a great visit to the RAF Museum at the Old Hendon Air Field. Wonderful display of the history of the RAF, free entry and easy to access via the Tube to Colindale station. Highly recommended on your next visit to London!



The British Open Golf was spoiled to some extent by the rotten weather. The wind was so strong on the Saturday that it was an effort to stand up; let alone play golf.

The highlight of my trip was the visit to Oshkosh. On the Tuesday, the airfield was closed to arriving aircraft because there was no more parking space.



Oshkosh has space for at least ten thousand aircraft and it is thought that this was the largest collection of aircraft in a single place in history! The F22 Raptor stole the flying show. The pilot held it on the deck after take off and then, abeam the stand, climbed vertically for 5000 feet. It finished its display by formatting on a Mustang. Incidentally, there were 33 Mustangs at the show!

Another most interesting flyer was the Osprey which may be important in Australia's future defence plans.



Oshkosh certainly lived up to my expectations and I think that every aviator should try to visit at least once in a lifetime!!

Looking forward to seeing you all at the Reunion!

David Farthing

## NATIONAL SECRETARY



After just under a year in this job I think that I am getting the hang of it but only just. It good to have the State Secretaries always willing to assist and our members can be assured that their Divisions are in good hands.

A month and a bit to go and the pace of the Reunion is heating up wish I could say the same about the weather but by the time October comes around hopefully all will be great.

As most of you are probably aware the Actual Air Day Display has been reduced to one Day (Sunday 26<sup>th</sup>) due to restraints imposed by "Defence" on HMAS Albatross, however our events will proceed as published and there will be plenty of activity at the Air Base on the Saturday with practice and incoming birds for the display on the Sunday so the BBQ should be just right.

Another Item of interest is that there are two new books being "Launched" over the Anniversary weekend both adding to the history of the FAAA they are as follows:

Saturday 25<sup>th</sup>

**"Submarine Hunter-Fairey Gannet in RAN Service"** by Ben Patynowski details the history of the Gannet aircraft in the RAN Fleet Air Arm

Sunday 26<sup>th</sup>

**"History of RAN Helicopter Flight in Vietnam"**

Both these events will take place in the Museum adjacent to their appropriate displays.

Enough from me, the editor is screaming for the copy, think he is suffering from lack of "Fishing Times"  
Hope to see you at the Reunion

Pincher (Dick Martin)

## SOUTH AUSTRALIA



Greetings one and all,

It doesn't take long does it! The first quarter takes in Easter. Then tax time, followed by the October long weekend [and reunion], and next it will be Christmas! Again!! Where does the year go?

The new venue [hotel] at which we now hold our meetings, seems to be going well. Ten members turned up for the July meeting, and there were six apologies. A good number for us, if all had turned up! Also we had five wives that joined us for dinner before the meeting took place. This is good to see, as it gives a more social aspect to the evening. The ladies seemed to enjoy the 'talking and sipping' whilst we struggled through another meeting! At least one 'old salt' was told by his better half, that he wasn't driving home. He only had two drinks(?!

We know he made it home safely, thanks to his 'navigator/pilot', because he was heard to be giving a talk on radio about the Fleet Air Arm a couple of weeks later. It seems that a local radio station had picked up on a free community advertisement placed in a local suburban newspaper by Dinsley Cooper, about the reunion, and the FAA. The radio station asked for a volunteer to give a talk on air about the reunion and the FAA. Henry Young, [I believe one of the first pilots in the re-formed Australian Fleet Air Arm in the late 1940's], agreed to do the honours. Well done Henry! We have been receiving enquiries to join the association since. I have sent a lot of letters and applications out to people, but not many have replied!

We do like a bit of variety with our meetings, so it was decided to hold the next one at the McLaren Vale RSL on Sunday the 21<sup>st</sup> September. A short meeting to 'kick off' with, followed by a BBQ lunch, and then those who desire to, can check out the wineries. I don't think there will be many wanting to do that!!!!!! At least we will be safe from 'Our Biggles'. He does his training in this local area, but fortunately it's on a Friday, so he won't be 'dropping in'. I hope he doesn't get around to carrying flour bombs, or I could be in a spot of bother one day!

Information is posted on the web site at: [www.faaaa.asn.au](http://www.faaaa.asn.au) regarding meeting night, time and place. This information is updated after each meeting.

Regards to all,

Ian Laidler.



## QUEENSLAND DIVISION

Boy, you nearly got me this time, Greg. Just lucky I checked emails this morning—we've been away for a few days and I was thinking—OK, I've got a week or so before I write for Slipstream. Wrong! Anyway, here we are just about to get into full swing or something. If there's no other edition before Christmas, then we wish all of you a very Happy Christmas and, we hope, a better New Year. If we all altered our breathing habits, then there'd be much less CO2—mind you, we'd probably not be here either. Heard on radio recently that someone /somewhere in Australia, experiments are being carried out to alter cows' diets so that there is less methane gas produced from either end! To hell with grass, put them on fish and chips! God help us if they fed them on Haggis!

Enough of this silliness. In no time at all, most of us will be trotting around RANAS and surrounds hopefully without being frozen. A selection of winter woollies looks like winning the race. The reunion is certainly looking like being a cracker and well done all of you involved in the organisation of same.

We had a nice day at the Sherwood RSL in July and there were about 35 there. Six of us went by train together and got off at Sherwood Station as we thought that the RSL was opposite the station. Oh, No! We asked someone after walking to the shopping centre and we should have got off at the next station where the RSL WAS across the road! This very kind lady explained it was 10 or 15 mins walk away so she put 4 in her car and off they went, leaving her 2 lovely teenage daughters with Ray Murrell and self!! Brave lady! Anyhow, after a while, back she came, piles us all into the car and off to the RSL. Some people are just wonderful! We were so grateful, I forgot to get her name!

Rex Day had a friend with him—from USA originally— who had spent quite a time in Vietnam as a civvy looking after "Bronco" engine requirements, etc., during the war and had free travel to wherever he needed to go. He has written a book and sold several on the day. Interesting stuff. Met up with Max Zeidler and family who were lunching there—Max is no longer a member with us.

The Queensland Air Museum held their "Open Cockpit" day in July and it went very well. Although we had heavy rain at times, the attendances were bigger than last year. Ray Murrell and Bob McBride set up an excellent display and our aircraft—Gannet, Venom and Wessex—looked pretty good. Ray had continuous videos running which created a lot of interest. We got a couple of new members from the show. 723 Squadron had 3 Squirrels there and they put on great flying displays which thrilled the

crowd. 816 Squadron had a Sea King there as well and all pulled a big crowd. The Tracker looks very forlorn and is missing quite a bit of it's bits and pieces. Maybe one day the tooth fairy will produce a better one for us.



## Open Cockpit Day

We have held discussions with the Museum re a Plaque dedicated for the Fleet Air Arm and now have had a Plaque produced by A1 Plaques who make our "Wall of Service" plaques. I've attached a copy of the final article. I am now in the process of arranging a meeting with the Museum Director to organise where it will go.

### ROYAL AUSTRALIAN NAVY



DEDICATED TO THOSE WHO HAVE SERVED IN THE FLEET AIR ARM  
OF THE ROYAL AUSTRALIAN NAVY  
AND TO THOSE WHO HAVE LOST THEIR LIVES IN TIME OF PEACE,  
WAR AND IN THE CAUSE OF HUMANITY,  
WHILE FLYING, OPERATING, AND SERVICING AIRCRAFT  
FROM SHIPS AND SHORE ESTABLISHMENTS

DEDICATED BY THE QUEENSLAND DIVISION OF THE FLEET AIR ARM ASSOCIATION OF AUSTRALIA

Then the next step will be to arrange a dedication ceremony. More on that as things develop. The plaque was ordered after clearing the wording with our National Vice President and obtaining permission from Navy to use the FAA Association Logo.

I've had another email from Gordon Bonnel, USA, re compiling his list of addresses, etc., of aircrew who flew in the Trackers. He's got quite a few names but lacking addresses, so I guess the best thing to do is to fwd the detail to Greg to be published separately in Slipstream. Then it can be acted upon as individuals see fit. I think it's called "Passing the Buck!"



Spreading the word—exhibits look good

At present, Len Zuch is in hospital very ill with Leukemia. Mick Blair is keeping in touch with June Zuch. It doesn't look good at all. We hope he'll pull through. We were all sad to hear that Jock Todd had passed away. He was pretty crook on Anzac day, but stayed the distance. There was a big turn out at his Funeral to farewell him.

Buzz Bryant has been keeping me informed with progress on the aircraft he is building. Looking pretty good and close to testing times. He also has recently had a fun time in freezing conditions out in the scrub fossicking for gold with u-beaut detectors and came up trumps. The accommodation wasn't exactly the Ritz by any stretch of imagination. However, I'm sure the Ritz would let him in after seeing the nuggets discovered! I'm keeping the location discreet to prevent any chance of a gold rush taking place! My silence wont cost much, Buzz!

Warren Walters and Maria are now in Tasmania visiting Chis and Jeff Larcome and will be at the reunion. The lake near their house in Hot Springs Village rose a fair bit a few days ago as a result of one of the Hurricanes. Their friend "caught" a large fish on his lawn after the floods receded! Dave and Joan Randall are off on ANOTHER Cruise and had a wonderful time on their last one.

We welcome new members: Wayne Parsons, Trevor Chatterton, Ron Jesse and Kev Korschel. Dick Allchin has rejoined the ranks-Good one, Dick. I hope to catch up at Nowra soon!

Well, I'll close down now and apologise if I've forgotten any important news-catch up next time!

All the very best from us in Queensland (and elsewhere)

Barry Lister  
President

**VICTORIA  
DIVISION**



'The Baton' has been passed onto me by my colleague Peter Barnes, a simple transfer.

"Would you be our scribe?"

Ur! Suppose so I'll think about it

Good, entries close 23 September, best of luck.

So here I am hoping to do justice for Peter and the Victorian Division.

Firstly:- Well done to Lt Cdr Bartels (ret), the Qantas pilot involved in that 'jumbo' with small mid-air problem recently, just another demo as to why the FAA had to go, we were just too good for that other military group who flew aeroplanes.

60<sup>th</sup> Anniversary Dinner and Memorial Service-31st August.

We celebrated yet another event with an attendance of over 40 persons, members and their wives. Many thanks to our Social Secretary Val Christie for the arrangements, Dinner and Accommodation in the Motel at the Victoriana Motel and Restaurant in Hastings. The meal at the restaurant was very good, enhanced, might I add, by the socializing by all who were there. So many stories to be told, reminiscences to be shared and laughed about made the whole event considerably enjoyable.

Guests were delighted with a 'gift' on arrival, the men received a 'Parker' Pen and the ladies a quality hand cream.



L-R : Hank Fargher, John Champion & Chaplain Lawrie Styles

The service on Sunday was marred by rain whereupon; the Wreath Laying ceremony had to be conducted inside the Chapel

– nevertheless it was an appropriate and moving ceremony. Conducted by Chaplain Jason Wright and Canon Lawrie Styles AM.

The service was followed by an invitation to the Warrant Officers and Senior Sailors Mess for light refreshments, again a most delightful time was had by everyone.

The 'Pres' expressed concern as to the members attending the monthly meetings, seems like out membership is strong but getting persons to the venue seems to be the problem. Its probably like most other similar associations experiencing the same difficulty, with members spread outside the metropolitan region, hopefully with the forthcoming warmer season approaching things will pick up.

I'm still persisting with formatting my 'autobiography' sneaking into each meeting with the relevant photos in the hope that someone (anyone) will be able to identify heads and places and cornering fellow members to 'pick their brains', sometimes I feel like I was in a different FAA.

I do express my thanks to the NSW Division as they were most helpful with my last presentation—out of the 25 fellows from 808 Sqn persons gathered on and around a 'jeep' I have been able to identify all but four.

Here's an extract:-

*I'm sure that those "that work on the 'upside down Lawn Mowers' can't really experience anything like:-*

*Nothing was more awe inspiring at the Albatross Air Show than to hear a Seafury approaching from the direction of Nowra almost at ground level then seemingly to disappear below the ridge of the airfield beyond the road leading into town, then suddenly rocket upwards in a vertical climb until its engine stalled, then the deadly quiet as it slowly fell backwards, the weight of the engines causing the plane to rotate downward, and then silently plunge toward the earth. The audience gasped then held their breath "then" just at the exact right moment the pilot would fire the Starter Cartridge, the engine would roar into life and the Seafury would pull out of the dive and zoom across the airfield again, almost at ground level.*

*"Wow" mind you it was more than a bit difficult for us 'service personnel' to act blase` about the whole event.*

*From my point of view, as a Naval Airman Pilot's Mate I was "bloody" glad that the cartridge did fire. Mind you, if the firing cartridge had failed I would have had more to deal with than a badly damaged prop and nose cone .....*

I may stand corrected but I do believe that the pilot was Lt Guy Beange.

Looking forward to Nowra in October,

Dennis Charlton  
'New Scribe'

## TASMANIAN DIVISION



The time has come the walrus said !

Not much from Tassie again but we are still here and accountable.

Our last meeting was held at 'Ravenswood Over 50.s' venue and it was to be our AGM but alas not enough for a quorum so no AGM this time. We have postponed it until the 23rd November so all members please turn up to this meeting so that we can make it happen. We do understand that sickness and tourism keep a lot occupied.

Talking about sickness, I hear that Bob Jones has had his share of outs and on top of that he has now had his appendix removed, what next Bob! Lets hope that this will fix it all Eh! Bill Lowe—ex POAH has been finally settled into a retirement home, as it happens it is the same one as Allan Andrews (ex CAA) is in. He has been there some time now and Bevsays he is going okay.

On Monday 8th September Mitzi, my wife had a slight stroke and is at present an inmate of the Launceston General Hospital. The major damage being that she has lost the use of her right leg, everything else is okay. She looks like being hospitalised for some time yet so the 'medicos' inform me. Can't win !! Life just gets a bit more difficult and we certainly can do without it.

We don't have to look far to see someone worse off than us so if you see that sun rise on a new day then it's a bonus.

Cheers for now,

Matt ' Jake' Jacobs



Look familiar Jake ? House down the road is my niece. Ed



**WESTERN AUSTRALIAN  
DIVISION**



Greetings from the West it's not long now and a big heap of us will be moving East.

My apologies for the last edition where I incorrectly named John Gorin with Skinhead and John Clayton, Skinny tells me that John Gorin never had that much hair ; it was former "Beagle" George (Alfred) Harris.

Its been a quiet period here , a moderately cold winter plenty of rain in July , nothing in August so everything is drying up again.

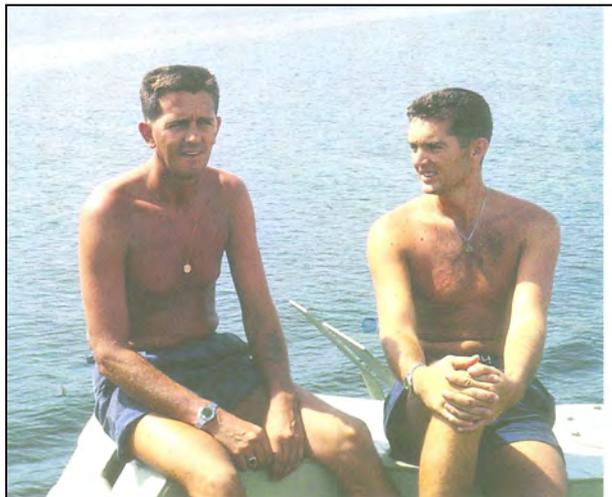
We had a very relaxed and enjoyable BBQ at Jo and Alva Jost's home mid August , weather was beautiful, and great company to go with it. Lou Burns kept the day ticking along as only Lou can do. (Watch out Nowra he's on his way)

We had a visitor for our August meeting John J Harrison aka JJ visiting from Canberra in the care of Jo Jost, he was able to bring us up to date on the reforming of the ACT Division.



Jo Jost and JJ Harrison 10/08/2008

We sadly lost Jim King ( former LEM (AW) ) to a heart attack , totally unexpected . Although not a member of the Association he always kept in touch through several very long standing friends who are members. His funeral had every Commissioned Officer in Perth in attendance, it was huge , a tremendous tribute to his life as a former Senior Police Officer and Sailor. RIP. Nick Roberts presided over a service in Boulder to scatter his ashes over his Mum & Dad's graves.



John Green and Jim King 1963 South China Sea

After a delay in the "red tape" of loan applications and approvals we have now received notification of both a DVA Grant and a Lotterywest Grant so its full steam ahead to get the Memorial Plaque we commenced work on back in 2007 completed and dedicated . We were aiming at this year but will have to settle for 2009.

Looking forward to the reunion to meet a lot of lost friends.

Keith (Squizzy) Taylor  
Scribe

**RAN HFV HISTORY**

The story of the RAN Helicopter Flight Vietnam is about to go to print Soft back copies should be available at the FAAA 60th Anniversary Celebrations.

The cost is \$24.95. Pre orders will be accepted by Bob Ray [r2bray@bigpond.com](mailto:r2bray@bigpond.com). Payment in due course will be to the RANCCF, one of our backers.

++++

A hard back copy at \$100 will also be available once a firm number of 50 copies has been ordered. Send your interest in having a hard copy to [r2bray@bigpond.com](mailto:r2bray@bigpond.com).

Payment will again be to RANCCF  
\*\*\*\*\*

**Note well; No payments yet just a firm expression of interest.**

\*\*\*\*\*

Book is to launched on 26th October after the Church Service



**ACT DIVISION**



The ACT Division held a committee meeting on the 26<sup>th</sup> August which was followed by a get together of ACT members to provide them with an update of what has been occurring over the last 3 months and what is planned for the remainder of the year. A small crowd attended and a raffle was conducted, thanks to the efforts of our illustrious Social committeeman Jak Goudman who organised the prizes. The number of ACT members now stands at 60 and is slowly increasing as the word gets around about the Division reforming and I encourage serving and former FAA personnel to join as members.

Jak Goudman has also been busy organising the ACT Division merchandise in the form of ball caps, polo shirts and wide brim hats. Orders have now been placed for shirts and ball caps however due to the lack of demand for the hats we are not able to order these at this time. If you require any Division merchandise please contact Jak Goudman who can provide you with more details and prices.

A Division Golf Day / BBQ has been organised and will take place on Sat 27 Sep 08 at the Goolabri Country Resort. The committee is planning a Christmas function and is currently canvassing members to determine what the most popular option is. Once a decision is made advice will be promulgated to members by e-mail/mail. I encourage you to attend if possible and whilst I know most of us are busy with work and other commitments, it would be good for us to get together prior to the Christmas break.



The recent open day at ADFA in Canberra saw a good

crowd in attendance and it was pleasing to see the Seahawk that was on static display drawing a high level of interest. (See attached photo)

Our Treasurer Pete (PJ) Fleming fell ill and was hospitalised during August and has only recently returned to work. PJ was visited by a number of committee members and we wish him all the best and good health for the future.

Not long now and the 60<sup>th</sup> Anniversary Reunion will be upon us. Those attending from ACT Division are looking forward to the opportunity of catching up with past and present FAA personnel. We hope to see you there.

Cheers for now,

John (Schonners) Schonberger  
Vice President - ACT Division

**Things Got Ya Down? Well Then, Consider These ..**

In a hospital's Intensive Care Unit, patients always died in the same bed, on Sunday morning, at about 11:00am , regardless of their medical condition.

This puzzled the doctors and some even thought it had something to do with the super natural. No one could solve the mystery as to why the deaths occurred around 11:00 am Sunday, so a worldwide team of experts was assembled to investigate the cause of the incidents.

The next Sunday morning, a few minutes before 11:00am. all of the doctors and nurses nervously waited outside the ward to see for themselves what the terrible phenomenon was all about. Some were holding wooden crosses, prayer books, and other holy objects toward off the evil spirits.

Just when the clock struck 11:00, 'Pookie' Johnson, the part-time Sunday sweeper, entered the ward and unplugged the life support system so he could use the vacuum cleaner.

\*\*\*\*\*

**Still Having a Bad Day ?**

The average cost of rehabilitating a seal after the Exxon Valdez Oil spill in Alaska was \$80,000.00.

At a special ceremony, two of the most expensively saved animals were being released back into the wild amid cheers and applause from on lookers.

A minute later, in full view, a killer whale ate them both.

\*\*\*\*\*

*Remember no matter how bad you feel there is always someone worse off than you !*



**NSW DIVISION**



Life in this part of the woods has been very hectic these last few months and for the next two I cannot see things getting any better. At least I will get a break towards the end of the month as I have to depart to Tasmania to see two of our family 'walk down the aisle'.

I had the opportunity last week to attend Divisions at Albatross and such an array of 'brass' has not adorned that depot for a long time, possibly never. It started at the top, Vice Admiral (Chief of the Navy) and progressed down the line to Able Seaman (youngest sailor on board) with no rank missed. These were even displayed together when they had to cut the birthday cake afterwards. If it wasn't for the rain you would have had to wear sun glasses.

As well, there were on parade to watch, a large number of previous CO's of the depot. The list of names included Ralph, Goble, Dadswell, Lee, Berger, Ferguson, Elms and as well there was no shortage of ex XO's, well led by 'Dickie Bird'.



The office workers hard at it !

The Reunion has kept most Committee members moving in all directions and things are starting to come together to form what will hopefully be a very good event. The late cancellation of one of the Air Days was a bit of a set back but the Navy have assisted by providing an excellent practice day and this will create plenty of noise and the smell of Avcat up the nostrils—just like

things used to be.

A bonus for all Divisions and ours especially is the influx of new members to the Association because of the Reunion. It is now obvious that the decision of the Committee to make some venues' members only' has been vindicated. Names keep appearing that we have not heard of for years and best of all they will be here in October. Taking a guess I would hazard at least 60 new members from this reunion, and that along with the re-energising of the ACT branch has our numbers soaring to numbers we have not seen for years.

The new blazers will be available shortly and for those that have rung up about them, yes they will do a pocket but it will have to be in the same colour and material that the blazers are made from. It is expected that an order form will be ready some time before the Reunion and will be ready for distribution at that event.

Over the past few weeks each Monday, the White Ensign Club has played host to 'cooking classes'; these have been organised by Dep Vet Affairs for the Vietnam Vets organisation. The aim is to teach partners to cook sensibly and cost effectively for their partners and spouses. A suitable venue was hard to find and after some negotiation the club was chosen. A further benefit to us was the fact that the Department provided a cost reimbursement for the use of the premises so the coffers of the club got a boost. One of our members was required to be present and a further bonus was that they feed you as well as themselves.



This event lasts for six weeks and I am told there will be another set of classes ( probably something different) later in the year and as some of the participants are also members of our Association it is an all round benefit and a splendid use of the club rooms.

Greg Wise

**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'**

MELVILLE	B.J.	LAWRENCE	B.R.
FERGUSON	J.	LEE	N.E.
HESPE	R.J.	SMITH	D.
CLEARY	L.J.	NORRIS	P.D.
FLINT	W.J.	GOATER	A.E.
EDGAR	M.J.	GUYENETTE	J.V.
HAYES	R.A.	MARTIN	S.G.
FRENCH	B.E.	CALDWELL	W.J.
ROLAND	A.J.	McINTOSH	A.H.
SCHEALLER	R.E.	BURNS	R.L.
BUNNING	K.A.	GILES	P.J.
BATES	G.J.	KING	G.M.
DALY	B.	WILSON	J.R.
WELLS	H. W.	VINSON	D.S.
COTTERELL	E.	GARDINER	O.G.
BUTLER	D.J.	WRIGHT	P.
BEVAN	D.J.	NAPIER	J.G.
GOODFEL-		CONNELL	L.N.
LOW	F.W.	BUSHE-JONES	C.T.
HARDY	D.J.	SPHAN	H.J.
EYCK	F.A.	SNODGRASS	J.C.
COOMBE	W.F.	LEE	J.
HARVEY	K.R.	WINTERFLOOD	G.M.
		MILLS	L.M.
		DORE	G.A.

Due to a large influx because of the Reunion, there are quite a lot to be displayed in this magazine. There is also another order at the foundry at the time this goes to print ; hopefully they will be mounted by the time of the Reunion so that all that have paid for them up until now will be able to view them in situ in October. This will be the last lot we can get done before the Reunion so any requests that are received from now will not get processed until the next order is filled.

The 'Wall' is now starting to look quite a spectacle, especially in the afternoon with the sun full on the plaques.

**New or alterations of email addresses :****Information on 'Handlers' Reunion :**

Alex Stevens : [pandas@tadaust.org.au](mailto:pandas@tadaust.org.au)

## FAA Association contact details

### NATIONAL EXECUTIVE

**President : CDRE D Farthing DSC RAN (Ret'd)**  
(02) 4872 3237 email : pennyfarthing11@bigpond.com.au

**Secretary : Mr Dick Martin** - PO Box 7115, Naval PO, Nowra 2540  
(02) 44225860 email : fisho@bigpond.com

### WESTERN AUSTRALIA

**President : Mr Winston James** - 19 Hilarion Road, Duncraig WA 6023  
(08) 94477727 email : winstonj@bigpond.net.au

**Secretary : Mr Keith Taylor**- 26 Hefron Street, Mount Helena WA 6082  
0895721487 0409 913252 email : [kt59345@bigpond.net.au](mailto:kt59345@bigpond.net.au)

### SOUTH AUSTRALIA

**President : CMDR John Siebert RANR** - Box177, Mitcham ,SA. 5062  
(08) 83511314 email : jsiebert@bigpond.com

**Secretary : Mr Ian Laidler** - I Peppertree Grove, Oaklands Park, SA 5046  
(08) 83770461 email : [i-laidler@bigpond.com](mailto:i-laidler@bigpond.com)

### VICTORIA

**President : Mr Ron Christie**- 15 Bianca Court , Rowville, Vic 3178  
(03) 9764 5542 email : [seafury1@bigpond.net.au](mailto:seafury1@bigpond.net.au)

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

### TASMANIA

**President / Treas : Mr Avelon (Tas) Browning** - 8 Addison St, Devonport, Tas 7310  
(03) 64246314 email : [avelon.browning@bigpond.com](mailto:avelon.browning@bigpond.com)

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

### QUEENSLAND

**President : Mr Barry Lister** - 3 Royal Close ,Regatta Pk, Wurtulla, Qld. 4575  
(07) 54934386 email : blister@caloundra.net

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

### NEW SOUTH WALES

**President : Mr Greg Wise** - 4 Bindaree St, Greenwell Point, NSW. 2540  
(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 : Ted Corby

It is my sad duty to convey the sad news of the passing of Edward (Ted) Corby Joined in1959.

Ted survived the Melbourne / Voyager disaster only to be sent into Vietnam as a photographer for the Liberal Government of the day to observe and photograph the proceedings before we joined in the war.

Ted had a chequered naval career being a 'just man', always just in and out of trouble. Ted was always fun to be with and there was never a dull moment. He was always quick to lend a hand and never judgemental.

Since leaving the navy Ted had a more than 30-year career driving the Boorowa school bus.

Ted is survived by two sons and two daughters as well as six grandchildren. He will be sorely missed by his new community at Dora Creek (NSW)

The funeral service was conducted by Barbara King of Terrigal street Morisset 2264 at Lake Macquarie Memorial Park Ryhope, (near Toronto, Newcastle) at 1 pm Tuesday 9th of September 2008

Theo Kuiters R94676

## A LAST FAREWELL

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

*George Felfer : 10th June 2008*

*John Spencer Williams : July 2008*

*Frank Aide : July 2008*

*Jim Cunneen : 12th July 2008*

*Laurel McLaren : 24th July 2008*

*Jim King : August 2008*

*Bernie Walker : 31st August 2008*

*Ted Corby : 4th September 2008*

*Peter Bryce : 12th September 2008*



## FOR THE ENTHUSIAST, WOULD BE 'WOOD BUTCHER', OLD SAILOR OR THE ORGANIS- ER OF "MEN'S SHED" PROJECTS:

There is on offer a chance of a lifetime to really join the boating fraternity. The RANC at Jervis Bay have available for the right person or group a marvellous offer.

### **"Free to a good home"**

Slightly used, nearly all components needed to restore available and as the photos show even a power plant to drive it (stowed neatly on the deck beside the vessel). This fine piece of history can be acquired by contacting 'Toz' on 02 44421476 and arranging to collect same.



As can be seen everything you need to return this vessel to its original glory is there and a bit of TLC will perform wonders. I am sure some of the local (or not too local even) Men's Shed projects would jump at an opportunity like this so do not delay as there is only the one on offer. With a name like that how could you refuse!!



Back cover