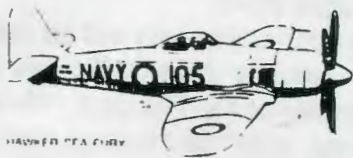


VOL 2 No 1
JANUARY 1991



SLIPSTREAM



**FLEET AIR ARM ASSOCIATION
of AUSTRALIA (NSW) inc.**

NEWSLETTER

REGISTERED BY AUSTRALIA POST PUBLICATION No NAS2604



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N.S.W. Inc.

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EDITORS NOTE

May I wish all a very happy and prosperous 1991.

As you can see we have changed the cover format and all us oldies will see that we are revitalising a well known name for our Newsletter. As time goes on, we hope to bring this publication up to and hopefully past the standard of the former publication. When I say past the standard, it means only in print form as today's technology for printing is far better than what it was in days gone by.

As discussed by the committee and then at the last General Meeting we are going to start raising money via raffles to buy ourselves a Lazer printer so that we can greatly improve the quality of print for this publication as well as any other documents, forms etc. that we use in the day to day running of the Association. Unfortunately it will be a long time before we will be able to go to print using a professional printing service as the cost there is a bit beyond us, but with the lazer printer and the photocopier we should still be able to put out a far better publication than we are at this time.

While I think of it, I must apologize for the quality of print in the last edition. Unfortunately we had a toner problem with the copier and it took a long time to clear.

Once again, appologies. The Air Day that was to be held by the Museum on December the 2nd and was advertised in the last Newsletter was unfortunately postponed to a later date. This was due to the Museum having to move ready for the building works to start and it was envisaged that the Museum couldn't cope with the Airday plus all the rest that was going on at the time. I will update the news from the Museum later in this edition.

I have received two SPIN US A DIT yarns for this issue, unfortunately I can only fit one in, so don't despair if you missed out, it will be in the next one. Thanks to both members who sent them in.

The Secretary tells me he is having all sorts of problems with cheques members are sending in. If you intend sending in your membership fees and an order for the Port glass set, **PLEASE SEND YOUR CHEQUE TO THE FLEET AIR ARM ASSOCIATION N.S.W. Inc.** If you are sending your form and cheque for Re-union 92, **PLEASE SEND YOUR CHEQUE MADE OUT TO FAA RE-UNION 92.** These two are completely separate identities and when one cheque arrives covering all, it creates headaches trying to sort them all out. **So please remember TWO cheques if you are registering for all.** All forms and cheques can still go in the same envelope and be sent to the same address ie, PO BOX 28 NOWRA NSW 2541.

If this publication gets out on time, I can now tell you that January 27th is the new date for the next activities day at the Museum. We have had a couple of meetings with the Museum staff, and they, being so short handed, have asked us to organise and run the Sausage, Hot Dog and drink stalls for them. This undertaking has been accepted by us, so once again we are asking for your help. We need at **LEAST 20 PEOPLE** to help out this time as there will be a minimum of three food stalls to man. **PLEASE HELP.** Let Bob, Jim or myself know by the 15th of January as to what hours you can put in so that we can organise some sort of roster for the B.B.Q's and the setting up. It is estimated that somewhere between 4 & 5 thousand people will attend.
SEE YOU THERE.

The views and opinions expressed in articles printed in this journal do not necessarily reflect the views and opinions of the Association or the Committee of management.

SEA VENOM RESTORATION

To all those that were looking forward to hearing the rumble of a Ghost engine once again, I'm sorry to have to disappoint you for the time being. We started doing the final detailed inspection of the engine on Saturday the 24th of November and to our bitter disappointment, we found a fairly large crack in the lower diffuser casing. How this was missed in the initial inspection we have no idea. All our plans to have this aircraft running and taxiing went down the drain in a matter of minutes. We are now going to strip all items, that will be hidden from public view once all the panels are replaced, as spares for the second Venom. This should at least give us a bit of a spares backup for that aeroplane.

Meanwhile, the refurbishing goes on with most of the rubbing back completed and the cockpit detailed including the ejection seats being refitted and the instrument panel after having been rewired by Miles Ducret and his daughter (who is doing an electronics course) refitted as well.

Thanks to the RAAF Point Cook we now have four Hispano cannons to fit to it as well. Also thanks to the South Australian Aviation Historic Museum for taking our wreck of a canopy and giving us theirs which except for a couple of cracks has clear perspex all round. Also thanks again to Chris George, and Lt Lascells in Adelaide, for organising the RAAF to transport the canopies for us.

We still need an armourer to join the team. As mentioned earlier, we have four Hispanos to fit and at the moment no idea of how to do it. We also need an Armourer to help us with the next A/C as that one will be fitted with serviceable ejection seats, Canopy jetison and all else that goes with a serviceable aeroplane. If you can help please give me (Tony) a ring on 210621.

Bob Cronin and myself will be starting the long and tedious job of setting up the aircraft log books etc for WZ895 over the Xmas break, sorting out what servicing has to be done and the periods that the servicing has to be done at.

We are aiming at having the aircraft flying by RE-Union 92, but please don't hold us to that, as if we have anything like the problems we have come up against restoring WZ937 it could take a good bit longer. Keep your fingers crossed it may well be something to look forward to.

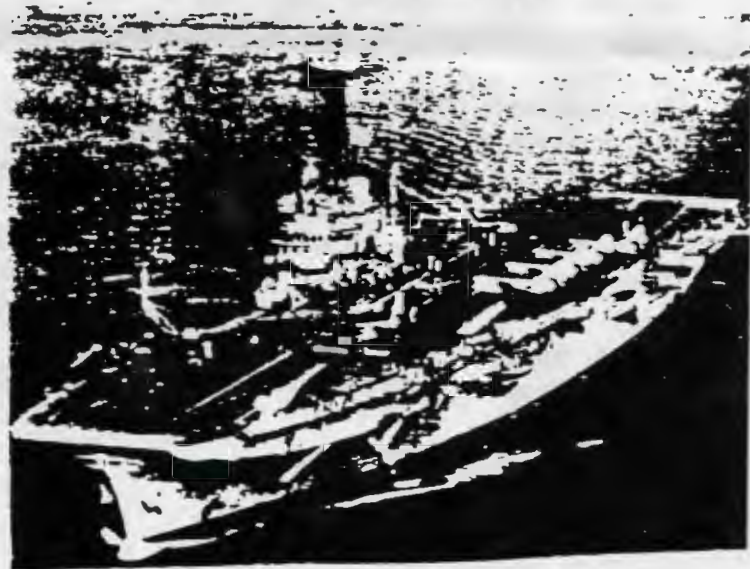
Will keep you informed as to what is happening in future editions of Slipstream.

PAGE 2.

The Career of H.M.A.S. MELBOURNE

1956 continued

9 May - 23 Jul. At Sydney - docking and refit
23 Jul. - 31 Jul. work up J.B. area
1 Aug - 7 Aug Squadrons work up Sydney/ J.B. area.
Squadrons embark 6th Aug.
7 Aug - 7 Aug Sydney replenishment.
7 Aug - 11 Aug Sydney to Palm Is. Anchorage.
11 Aug - 14 Aug Palm Is. Anchorage.
14 Aug - 17 Aug Palm Is. to J.B. disembark Sea Venoms (808) then to Sydney.
18 Aug - 21 Aug Sydney to Brisbane flying training.
21 Aug - 25 Aug At Brisbane.
25 Aug - 31 Aug Hervey Bay area A/S flying training.
1 Sep - 3 Sep Hervey Bay area
3 Sep - 4 Sep passage to J.B.
5 Sep - 7 Sep J.B re-embark Sea Venom (808) Squadron.
7 Sep - 11 Sep Replenishment at Sydney.
11 Sep - 20 Sep Passage Sydney to Darwin prepare for Exercise "Albatross". Flying training.
20 Sep - 21 Sep At Darwin - Replenish.
21 Sep - 28 Sep Darwin to Singapore - Exercise "Albatross"
28 Sep - 2 Oct Singapore Roads.
2 Oct - 12 Oct Singapore - Gulf of Thailand - Hong Kong Exercise "Albatross"
12 Oct - 17 Oct At Hong Kong replenish.
17 Oct - 22 Oct Hong Kong - Sulu Sea - Manila - Exercise "Albatross"
22 Oct - 26 Oct At Manila.
26 Oct - 1 Nov Manila to Manus
1 Nov - 4 Nov At Manus
4 Nov - 11 Nov Manus to Sydney - via Rabaul.
11 Nov - 17 Nov At Sydney replenishing
17 Nov - 19 Nov Sydney to Melbourne
19 Nov - 7 Dec At Melbourne
7 Dec - 10 Dec Passage to Sydney and J.B.
10 Dec - 29 Jan At Sydney, docking and leave.



FAAA DELEGATES VISIT NOWRA

On Monday 29th Oct Clem Conlan & Hugh Priestley, both from Victoria, arrived at HMAS Albatross. These two gentlemen were joined the next day by Theo Bush Jones & Ron Tate from W.A.. All four were visiting NAS as delegates for their respective states at the FAA Federal Council meeting which was held on Friday 2nd Oct.

On the Wednesday morning Bob Cronin and Tony Penno picked the boys up from the Senior Sailors Mess and transported them out to J.B.R.F. to view a Jindivic launch and recovery which Greg Kelson had previously arranged. The group was joined there by Norma Lee, Edna Cronin and Ian Ferguson. After watching the launch there was about an hour to fill in before the recovery. During this time, tall stories were spun and memories were relived. Anyway, getting back to the Jindivic, the launch went without a hitch, surprising most of us as to how fast the bird could climb. Within a couple of seconds it had disappeared into the wide blue yonder. On return the Jindy did a low, high speed pass before joining the circuit to land on. The first approach wasn't too good and a bolter was called for, but on the second a perfect approach was made with the aircraft touching down right on the piano keys and coming to a stop almost in front of us.

The Jindivic attraction all over and done with, it was time to head down to HMAS Creswell to board the waiting TRV for a trip around J.B.. It was time to bring out the old sea legs again and to see whether they had gone rusty.

Leaving Creswell, the TRV turned to port (left if you have forgotten) and headed toward 'Husky'. From there it was follow the coastline all the way around to the heads. On approach to the heads a fairly heavy swell was encountered which had the TRV moving around pretty well. Anyway, all sealegs seemed to be working o'kay and everyone was enjoying themselves. After crossing the heads towards Bowen Island, the course was still following the coastline, past Green Patch and back to Creswell. Another very enjoyable couple of hours and many more tall stories.

After Leaving Creswell it was into Huskie RSL for late lunch and a dabble at the pokies for those that don't have them in their state.

Thursday night saw an informal dinner at the Ex Servo's Bistro where a fine meal was enjoyed and more tall stories were spun and the pokies got another beating.

Friday saw the FAA Federal Council meeting held

in the morning and in the evening it was all to the Senior Sailors Reunion. Unfortunately your correspondent can't report on that as I was on my way to Coffs Harbour, but I believe all had a great time.

Saturday morning was spent in Nowra viewing the Shoalhaven Spring Festival parade, then, you guessed, down to the Ex Servo's again, more pokie bashing and more tall stories.

I believe all delegates got back to their respective places of abode safely, probably a little worse for wear. We are indebted to 'Air RAAF' for their generous assistance with transport.

NAVAL AVIATION MUSEUM

The following is an extract from a letter sent to our President from the Naval Aviation Museum.

"The long term future and survival of the Museum will depend to a large extent on the support by volunteers to assist the small permanent staff in operating, promoting and administering the Museum. We believe a total of about 60 volunteers would form a large enough group to enable a reasonable roster for weekday and weekend work at the museum. This would mean that each person would have about two rostered days a month assuming volunteers would work between normal Museum opening times. Training would be provided for the various areas of voluntary work.

If there are any local Nowra members who would be willing to accept a position on the roster, we can add to the Museum Administrator's volunteers list. This will be a tremendous help, and as time progresses keep adding to it so we have a large 'team' over which to spread the duties, so that by the time the new Museum is ready we can swing into an efficient and professional operation"

In another letter received by our President, Spike Campey thanked all members who participated in the moving of all the artifacts and displays from the buildings so that they could be moved to their new locations. Spike also informed Bob that the new Museum building construction was about to start in earnest as the building contractor was now on site.

Our help is once again requested in the running of the sausage, hot dog and cold drink stalls for the coming activities day on Sunday 27th January 1991..

SPIN US A 'DIT'

1990.....R.I.P. Armbands on and flag at half mast.

There had been a death in the "family". Not many people had realised that there was any ill health. Unfortunately, the sickness proved to be terminal. The White Ensign Club ceased to be at the tender age of thirty six.

It seems ironic in a way, that the 'club', whose concept was so hard to establish and the bitter fought 'pregnancy' it endured, should 'pass away so quietly' in its sleep.

Why should anyone give a damn about the closing of a club? Good question. But why not give a damn? It's part of Nowra's history, it's also a big part of the Fleet Air Arms' history. And, like it or not, the two have been conjoined for many years now.

How many years?

Let me tell you a bit of a yarn. I promise not to let the truth stand in the way of a good 'dit'. But... you can always check the facts for yourself, most of them are of historical record.

His Majesty's ship NABBINGTON. The Royal Naval Air Station, Nowra. This was the full title of His Britannic Majesty's Fleet Air Arm base in the antipodes. It was used by the 'poms' until the conclusion of World War Two. Relics of their stay can still be seen in the remnants of the British Torpedo Unit (BTU Road), now the Davis and Herbert timbermill

When hostilities were concluded and the Japanese decided to take over Australia the easy way, the 'poms' returned to the land of the thick gray cloud. HMS Nabbington was decommissioned and ceased to be an expense on the British taxpayer. The airfield was then returned to the Royal Australian Air Board, thus becoming an expense on the Australian taxpayer. Aren't international politics marvellous? It's like playing Monopoly with real money.

On the fifteenth of December 1947, control of the airfield passed to the Department of the Navy.

On the thirty first day of August 1948, the Air Station was re-commissioned HMAS Albatross, as we know it today.

In May 1949, HMAS Sydney arrived in Jarvis Bay from England. On board she was carrying the aircraft and men of the twentieth Carrier Air Group. This was the nucleus of the Australian Fleet Air Arm.

Expansion was quite rapid over the next few years. It was reported recently, that in the

1953/54 period, the Main Galley at Albatross was catering for twenty five hundred Junior Sailors. Daily aircraft movements exceeded the weekly aircraft movements of mascot.

It eventually reached the point where the limitations of the towns entertainment facilities were being exceeded. This was particularly apparent on pay nights and pay weekends.

To meet this need it was suggested that a property should be purchased and a 'club' formed. The club would be for all members of the armed forces, but primarily for the members of the RAN.

Discussions were carried out. Primarily with the Executive Officer of Albatross, Commander 'Buster' Crabbe, and representatives of the 'City Fathers', a group of the local business people. Even though the Board was to consist of all local civilians and not service personnel, they voted against the idea. 'Buster' suggested that they might like to discuss the matter again. If the sailors were of such little importance in the community, he was quite happy to put the township 'out-of-bounds', even if this meant providing buses to take the personnel to Wollongong.

Money, or the suggested lack of it, speaks volumes. The vote was now unanimous for the club to proceed.

In due course the old Nowra Hospital was purchased on Bridge Road and renovations were commenced.

On the twenty first of October 1954, the White Ensign Club, was officially opened by Vice Admiral Sir John Collins, KBE, CB.

The amenities provided by the club, included sleeping accomodation, a kitchen and canteen, a billiard room, a reading room and a chapel. The bar facilities were provided in accordance with the Navy (Canteens) regulations.

The White 'Elephant' Club, as it was affectionately known, was a boon to those who wanted a break from the 'regulated life' at weekends. Even more importantly, the charges were reasonable.

Poker machines were introduced when it became legal to do so. Like most clubs at the time, the income they generated provided various amenities and renovations.

The 'pokies' weren't utilised by everybody, to most people a 'quid was a quid', if you had any sense, you looked twice and put it back in your pocket.

Continued page five.

SPIN US A 'DIT cont.

Some people looked at it twice and then changed it for two shilling pieces, always with the undying optimism of the big jackpot around the corner.

Sandy was such an optimist. I should write OPTIMIST.

He arrived at the club on the Friday afternoon after payday. One thing was for sure, he had a few quid in his pocket and he wasn't going to 'blow-it' on the poker machines. He had a beer. No. He definitely wasn't going to play 'em. He had another beer.

No. Definitely and positively NOT. Although, he did win a couple of quid the time before last.....

"Give us some 'two-bob-bits' in the change," he told the barman.

It was nearly closing time. Sandy contemplated his much diminished cash supply. After he'd paid for his accomodation and breakfast in the morning he would have the princely sum of two quid to last him for the next fortnight.

He tried to argue the injustice of the situation, by thinking to himself, that it was only a few minutes ago, he'd been the proud owner of some thirty pounds. The fact is, it wasn't a few minutes. It was nearly five hours and some twelve beers later.

The grog numbed his brain and he slept like a dog.

In the cold light of the day, he awoke with a stinking headache, amouth like the bottom of a cockle cage, and the realisation that he was almost broke. It hadn't been a bad dream after all.

Sandy 'zombied' his way up town and squeezed into a cubicle at the New York Cafe.

He ordered steak, eggs and a bucket of black coffee.

As the sugar pushed into his bloodstream and dislodged the alcohol, he started to feel better. In fact, surprisingly, he felt a lot better.

It was at this moment of 'well-being', that he had his brainwave.

Leaving his half cup of coffee, he paid his bill and headed for the newsgents.

His purchases at the newsgents further depleted his funds, but he thought it worthwhile. Indeed, his whole pattern of survival, for the next two weeks, depended on it. He bought sheets of gift paper, two books of raffle tickets and a roll of sticky tape. He headed back to his cabin at the club.

Saturday of payweek was always a busy day at the club. The staff were kept busy, the patrons were busy, enjoying themselves, and Sandy was busier than any of them.

Sandy was selling raffle tickets at two bob a ticket, in aid of the Sailors Benevolent Fund. When he was asked what the prize was, he directed their attention to a large, rectangular, gift wrapped box at the far end of the bar counter. The box looked large and impressive, it sounded like it was a good cause, they bought a ticket.

When they went to the bar for their round of drinks, they were attracted to the sign on top of the 'prize'. It read:- 'Sailors Benevolent Fund raffle. Only prize, a Silver tray and meat cover. This prize will be drawn at nine o'clock tonight by the duty barman'.

They felt the weight of the prize parcel, it was quite heavy. If weight was any guideline, it must be a pretty good prize. The bloody organiser couldn't spell 'tray' but that was no indication of anything, except his stupidity, of course.

Maybe they should buy a couple of extra tickets to be on the safe side?

Sandy was only too happy to oblige.

All the tickets had been sold and the folded s^h left in an old hat for the barman to take care of. It was only mid-day.

At nine o'clock that night, the barman called for order, he then selected a volunteer to draw the winning ticket.

The number was called and the smiling ticket holder took possession of his prize.

The losers graciously cleared an area on one of the tables so that it could be unwrapped and gloated over by the winner.

Carefully unwrapping the paper, just in case he wanted to re-wrap it for his girl friend, the winner was confronted by a Resches beer carton. Opening the carton he thrust a hand into its interior. He pulled out balls and balls of newspaper.

At last his hand contacted something large and heavy. He grasped the object, removed it from the box and sat it on the table.

It was a building brick.

Attached to the top of the brick with sticky tape was a match box.

Written on the match box were the words.. 'Silver tray and meat cover'. The rapidly disillusioned winner thought that it must be pretty small to fit in a match box. He opened the box. Inside was a silver 'tray bit' (threepence) and a condom. The losers thought it was marvelous. The winner wasn't inclined to comment. Sandy?... He was in Sydney playing poker machines.

JAYPEAY.....1990.

GANNET XA434 RESTORATION

Since my last report, progress has been very good thanks to our regular stalwarts who donate their time every Saturday. These people deserve a



special mention, Ray Larder, Chris George, Ron

Ross, Ken Day and last but not least the Commodore Rob Pardington.

Without this regular voluntary effort the aircraft would be no where near the stage we have it at the moment. From day 1 we have all taken a special pride in this project and recently we discovered that Gannet 434 is the only complete Mk1 left in the world, which puts this aircraft in the priceless category. I apologise, there is one other complete aircraft tucked away in the corner of a shed at Camden, there for no one to see.

Ray Larder has recently returned from a trip to Europe. During his time in UK, he paid the Fleet Air Arm Museum at Yeovilton a visit. Having explained to the curator his involvement with our restoration programme, they let him in free of charge, after a body search for any concealed screwdrivers and spanners of course.

Their show piece is an AW AEW3 Gannet, (single exposed cockpit with rear seat aircrew housed inside the fuselage). According to Ray, they would do anything to be able to get their hands on a Mk1 Gannet.

In conclusion I would like to relay a special thanks to the following, Don James and the people at ASU for the manufacture of two VERY sturdy bell cranks, to Bob Delahunty for the additional labour he provided, to C.P.O. SE Bronco Johnson for his support in refurbishing the cockpit head knockers and webbing.

Team Manager Don Parkinson.

816 SQUADRON

28/8/48 Re-commissioned with Fireflies after service as a Royal Navy squadron 1939-41; 1942-44; and 1945-48

6/1953 Served in HMAS Vengeance.

27/4/55 Disbanded at Nowra.

15/8/55 Gannets joined squadron. Squadron reformed in UK.

2/1956 Squadron embarked in HMAS Melbourne for Australia.

7/1964 Sea Venoms from 724 joined squadron

PAGE 6.

25/8/67 Disbanded at HMAS Albatross.

10/1/68 Squadron reformed Grumman S-2E Trackers replaced gannets.

1969 Squadron renumbered VS-816

4/12/76 Fire at HMAS Albatross destroyed ten and damaged two Trackers.

1977 S-2Gs delivered to Nowra as replacements

2/7/82 Disbanded and absorbed into VC-851.

9/2/84 Reformed with Wessex Helicopters transferred from 723 squadron.

30/6/84 All Trackers withdrawn.

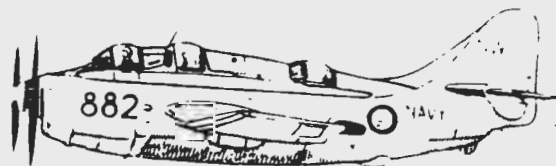


816 SQUADRON

Motto: Imitate the action of the tiger



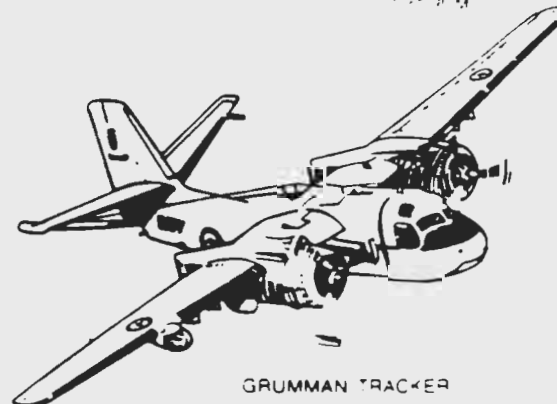
FAIREY FIREFLY



FAIREY GANNET



DE HAVILLAND SEA VENOM



GRUMMAN TRACKER

DEVELOPMENT OF BRITISH NAVAL AVIATION AND THE AUSTRALIAN FLEET AIR ARM

PART 1 IN THE BEGINNING CONT.

A ramp was built extending from a platform on the starboard midship 12 inch gun turret. From this assembly secured to the gun barrels, Flight Lt. Fox successfully flew off a Sopwith '1 1/2 Strutter'. Later he repeated the feat carrying an observer and full wireless equipment to complete the first successful launch of a two seater aircraft from a British/Australian warship.

Subsequently until the end of hostilities the 'Australia' normally carried two aircraft. The Camel as a fighter and the 1 1/2 strutter for reconnaissance.

POST WORLD WAR 1 - WORLD WAR 2

On 1st April 1918 the RNAS administered by the Admiralty, and the RFC administered by the War Office, were abolished. The two organisations were amalgamated to form the Royal Air Force (RAF). On amalgamation the RN lost control of almost 3,000 aircraft and 67,000 men. In 1921 some form of Naval participation in flying was regained when training of Naval Officers as Observers recommenced. In 1923 the training was extended to pilots. These RN Officers were attached to the RAF and held equivalent ranks in both services. In April 1924 the Naval component of the RAF was named the Fleet Air Arm, Royal Air Force.

The Australian cruisers landed their aircraft before returning to Australia in 1919. Except for one Avro Seaplane, in the Australian Flying Corps (AFC), aircraft were not carried in RAN warships in the early post war years. Tentative plans to form a Fleet Air Arm finally lapsed in 1921 when the Royal Australian Airforce (RAAF) was formed.

In Britain by 1925, all pilots borne in catapult ships and 60% of pilots on Aircraft Carriers were Naval Officers. However, all major technical and administrative responsibility remained with the RAF until 1937 when the Admiralty regained administrative control of the Fleet Air Arm (FAA).

In May 1923 the RAN, following Admiralty policy, instituted a specialist branch of Observers and provision was made for a selected few to be trained as pilots. They wore RAAF uniform as field dress but continued to wear RAN uniform for all other occasions. In 1924, as part of a five year Naval development programme, it was decided to build a seaplane carrier. Named 'Albatross' it was launched at Cockatoo Island Dockyard Sydney on 21st February 1928 and commissioned on 23rd

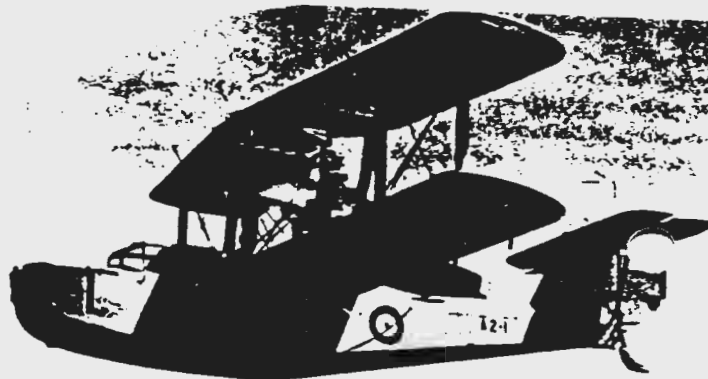
January 1929. HMAS Albatross was designed to carry 9 seaplanes; she displaced 6,000 tons, was 443 feet 9 inches overall and mounted four 4.7 inch guns.



HMAS Albatross in heavy seas, en route to the United Kingdom in 1938. Her Seagull V atop the aircraft catapult, was securely attached and reportedly suffered no damage. (RAN)

The British Admiralty policy of providing a Naval component to the Airforce Fleet Co-operation Flight was adopted. Termed the RAN Fleet Air Arm it closely followed the RN scheme. Volunteers undertook a 4 year training course with the RAN at Point Cook Victoria. The first course commenced in January 1926. Trainees were given RAAF rank but wore Naval uniform with a distinguishing badge.

In order to provide and maintain aircraft for Naval Reconnaissance and survey, No 101 Fleet Co-operation flight RAAF was formed at point Cook in June 1926. In August that year the flight of 6 Supermarine 'Seagull 3' seaplanes transferred to a permanent shore base at Richmond NSW.



The flight detached to Bowen Queensland to carry out Barrier Reef aerial survey and later proceeded to Port Phillip Victoria for embarkation in HMAS Albatross. The 6 a/c plus 5 officers and 41 airmen under the command of Squadron Leader A.E. Hempel embarked on February 1929.

To be continued.

NOTICE OF A.G.M.

Members are given notice in accordance with the Fleet Air Arm Association of Australia N.S.W. inc Constitution section 9 that the Annual General Meeting will be held at the Senior Sailors Mess H.M.A.S. Albatross on Sunday the 3rd of March at 10.00 AM.

All members that can possibly make this meeting are urged to attend. We need at least 40 members to make up a quorum. **PLEASE BE THERE.**

1991 SOCIAL CALENDAR

February

Saturday 16th Navy Race Day Archer Racecourse

March

Sunday 3rd Annual General Meeting
Albatross Senior Sailors Mess

July

Saturday 13th George Blondell Memorial Yulefest
Bomaderry Bowling Club

August

Saturday 31st FAA 43rd Anniversary Dinner
HMAS Albatross

November

Friday 1st Albatross Senior Sailors Re-union

December

Sunday 8th Pre Xmas function Venue T.B.A.

FAAA REPORT — 1990

1990 has been a significant year in the development of the Fleet Air Arm Association of Australia. Not only for our own state Association now incorporated in NSW but for the National Body incorporated in founding state W.A.

Briefly on the National front.

A notable decision taken by the Delegates (4 to 1) was that the "National Constitution", then recognised by WA and NSW would be used by the Executive whilst being revised by a newly elected Executive body in consultation with State Delegates. Other decisions included—

1. A National Lapel Badge conforming to official design and colours, ie a Royal Blue Scroll surrounding Gold Pilots Wings, would be produced.
2. Capitation fees paid by all States Associations (to fund the National Body) would be \$3.00 per member per year.
3. A once only joining fee to be imposed by States Associations on NEW joining members was set at \$15.00.; Effective 01MAY'90. \$10.00 would be paid to the National Executive to fund National badges etc, \$5.00 would remain with the respective State Executive.

The Federal Council considered the National Constitution paper presented by the President and endorsed the AIMS of the National Body as being

- a) To unite former and serving Fleet Air Arm personnel in a strong National Association.
- b) To foster and preserve the bonds of friendship and Esprit De Corps in which there is such pride and strength
- c) To enable members to re-establish and enjoy regular personal contacts, on both National and State level via organised activities including Re-unions, Newsletters and other published matter.
- d) To assist those members and their families in need.
- e) To support the Australian Naval Aviation Museum and Historical Flight at NAS Nowra.
- f) To represent a public voice of opinion on Naval Air matters.

Categories of membership were endorsed as;

- a) **FULL MEMBERS** Former and Serving personnel of the RAN and other Navies who have served a minimum period of twelve months in a Naval Aviation Billet or twelve months in a Billet in support of a Naval Aviation Billet.
- b) **ASSOCIATE MEMBER** A person who has an interest in the Fleet Air Arm but is not entitled to full membership.

The need for uniform terminology within the Association was agreed. States Organisations will be known as State Divisions of the Fleet Air Arm Association.

On the State, NSW Divisional, scene perhaps the most significant event of the year was the granting of our Certificate of Association Incorporation on 06 March 1990.

Naturally this status requires an approved Constitution. The FAAA (NSW) constitution adopted at AGM 11/04/89 and amended 04/03/90 will again be under scrutiny at AGM 03/03/91.

It is my intention that our State Association Constitution is published as part of the Newsletter for April.

Unfortunately most members will be unfamiliar with the Constitution but, you will notice on page 11 in this Newsletter a form whereby you may place any motion on notice for consideration at the AGM.

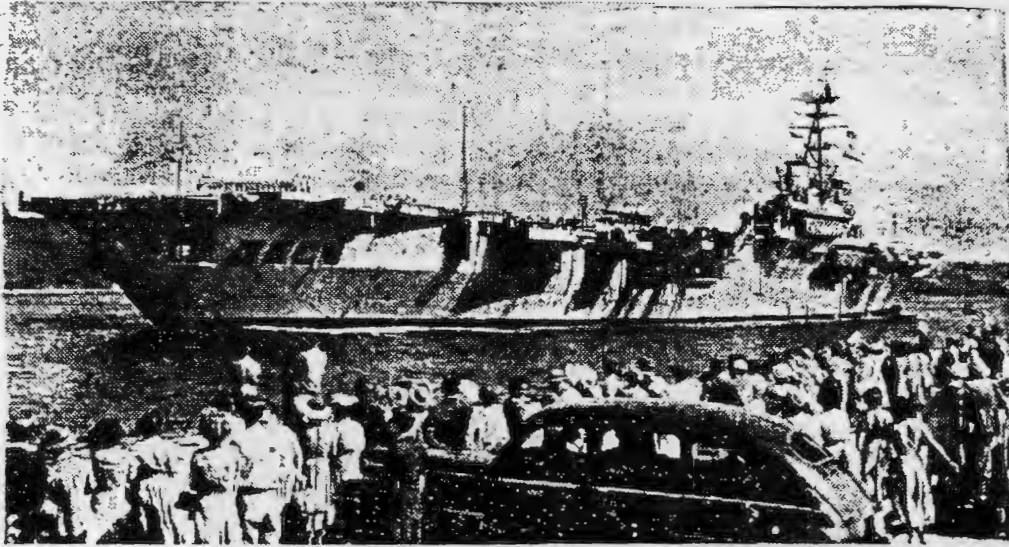
Heartfelt thanks to those too few regular stalwarts who always turn out to help with BBQ'S etc.

Jim Lee

Hon. Secretary and NSW Delegate on Fed Council.

H.M.A.S. SYDNEY RETURNS WITH BRITISH RECRUITS

MIRROR, FRIDAY, DECEMBER 8, 1950.



The aircraft-carrier H.M.A.S. Sydney returned to Sydney today with 438 recruits, mostly ex-R.N. men, for the R.A.N. Above: Relatives and friends waiting for the warship to berth. Right: Able Seaman Bore (Surrey, Eng.) is greeted with a kiss by Miss Betty Twyford. H.M.A.S. Sydney had been away since June 1.



Bearded Yeoman of Signals A. Coussens, of Kogarah, welcomed by his daughters Marilyn (7) and Lynn (5) when H.M.A.S. Sydney berthed today. He had not seen them since June 1, when the aircraft-carrier sailed for England.



FLEET AIR ARM REUNION '92



HMAS ALBATROSS

1948-1992

50th ANNIVERSARY - BATTLE OF THE CORAL SEA

I. Matterson
252 Kinghorn st
NOWRA 2541
Ph: 044-217945

Clem Conlan
12 Jacaranda Dr
MILL PARK 3081
Ph: 03-4044591

Roger Harrison
22 Montana Dr
HAPPY VALLEY 5159
Ph: 08-3811097

Theo Bushe-Jones
63 Gravity St
BECKENHAM 6107
Ph: 09-4519327

INVITATION TO ATTEND A NATIONAL FLEET AIR ARM RE-UNION

Dear Shipmate,

Following Re-Union '88, Divisions of the FAA Association have been formed in Victoria, South Australia and New South Wales along with the founding state of Western Australia.

At a conference held earlier this year a National Executive was elected,

President T.A. Dadswell
Vice President I. Matterson
Treasurer R. Bryce
Secretary I. Ferguson

One of the first moves of this Executives was to detail the NSW Division to host a re-union between 2-9 May 1992. This coincides with RANAS Nowra Air Day 9th May - 50th Anniversary Battle of the Coral Sea. The

Committee for Re-Union '92 is,

Chairman R. Cronin
Treasurer R. Bryce
Secretary I. Matterson

Co-ordinators for the four states are listed above, still awaiting a volunteer to take charge of Queensland.....any takers?

THE RE-UNION IS TO BE KNOWN AS -

FAA RE-UNION '92

The Re-union is to be self funding.

To meet costs arising in the form of stationery, postage and contact of personnel that respond in the negative, you will understand that it is necessary a fee be imposed to cover these costs. Those that accept will be kept informed from time to time of the progress plus notice of costs involved. This fee will come under the heading of 'NOTICE OF INTENTION TO ATTEND' and will be \$10.00. It is to be paid by personal/bank cheque

or Postal Money Order. All forms of payment are to be made out to FAA RE-UNION '92 and crossed NOT NEGOTIABLE.

In the event of a change of mind, there will be no refund but all excesses will be given to the Naval Aviation Museum and the Historic Flight jointly.

All co-ordinators will keep cash book/s and record all income, expenditure and issue receipts.

This fee applies to the recipient of the invitation and not his/her, wife/husband or friend. At the same time we would express our sincere thanks to members who decline the invitation but send a small donation to assist us to make this a truly great event.

The organising is just in its infancy and a quick response will enable us to gather momentum to ensure a highly successful venture

Anticipating that there will be a good response let me say that it will be first in best dressed so, come on, get to it and make your decision. You have 17 months to get yourselves free to attend. Long service, Annual or Leave of absence etc. Also some savings to pay for your accommodation, mode of transport and various functions that will be organised. This information will be generated to you per news letter from time to time as necessary. On the application form in the Newsletter, there is a number of items that I require to know from the start so please fill in the questionnaire. Please include on a separate piece of paper the name and address of any shipmate you know of so that he/she may be contacted.

Les Matterson
Hon. Secretary
FAA Re-Union Committee.

PAGE 10.

RENEWAL OF MEMBERSHIP

Fleet Air Arm Association of Australia (NSW) inc.
Dear Member,

If you have not already renewed your membership, Annual subscriptions of \$10.00 for 1991 are now due.

The Annual General Meeting will be held on Sunday 3rd March in the Senior Sailors Mess, HMAS Albatross commencing 1100. We look forward to seeing you there

Yours Faithfully
Jim Lee

Honorary Secretary.
Tel 044 217579.

To the Honorary Secretary
F.A.A. Association NSW inc
PO BOX 28
NOWRA NSW 2541

Please renew my Membership for 1991.
Name.....

Address.....

NOTICE OF PROPOSAL

I
being a financial member of the Association, wish to propose that the following be put to the AGM for discussion and adoption IAW the Constitution Section 12.

.....
.....
.....
.....
.....
.....

If in-sufficient space, please add on with extra paper.

This proposal is to reach the Hon Secretary, FAAA of Australia NSW inc, no later than 31st Jan' 1991
PO BOX 28 NOWRA NSW 2541.

NOTICE OF NOMINATION

I,
being a financial member of the Association, wish to nominate the following for election to the Executive and Committee for the year 1991:-

PRESIDENT:-

VICE PRESIDENT ADMIN:-

VICE PRESIDENT P.R.:-

TREASURER :-

HON SECRETARY :-

COMMITTEEMEN :-

1)

2)

3)

4)

SIGNED.....
These nominations should reach the Hon Secretary by 31 Jan 1991.



THE PRESIDENT AND COMMITTEE HOPE ALL MEMBERS AND FAMILYS HAD A VERY MERRY CHRISTMAS AND WISH YOU ALL A HAPPY AND PROSPEROUS NEW YEAR.



The Fleet Air Arm Association of Australia - New South Wales Division - is hosting the FAA RE-Union '92 at Nowra from 3rd to 9th May 1992.

To assist planning and administration you are requested to register your interest by returning this form with your registration fee to :-

FAA RE-UNION '92
C/- P.O. BOX 28
NOWRA NSW 2541

Surname..... Christian Name/s.....

Postal Address.....

Rank/Rate.....

I accept the invitation to attend the FAA RE-UNION '92. Please find enclosed my REGISTRATION FEE of \$10.00

Signature.....

Express my regret that an acceptance to the invitation to attend the FAA RE-UNION '92 must be declined.

Signature.....

Optional: I wish to donate a small sum of to assist the Committee and Co-ordinators in their endeavour to be successful in their aims.

Signature.....

Activities/places would like to attend/visit:

Please make all remittances payable to: F.A.A. RE-UNION '92

PORT GLASSES PORT GLASS SETS NOW AVAILABLE

Port glasses are available on a pre-paid basis, in SETS only.

One (1) set of six (6) glasses costs \$24.00. Each glass in each set has two (2) crest ie; 805/808 Sqn 6/817 Sqn, 723/724 Sqn, 850/851 Sqn, 725/Vengeance, Sydney/Melbourne.

NB: The cost of postage/freight is NOT included and is the responsibility of the addressee.

Sets of glasses will be packed so as to preclude transport damage, to the best of our ability, and forwarded to the address provided below.

Postage/freight charges.....C.O.D.

Please forward..... set/s of port glasses I.A.W. the conditions above.

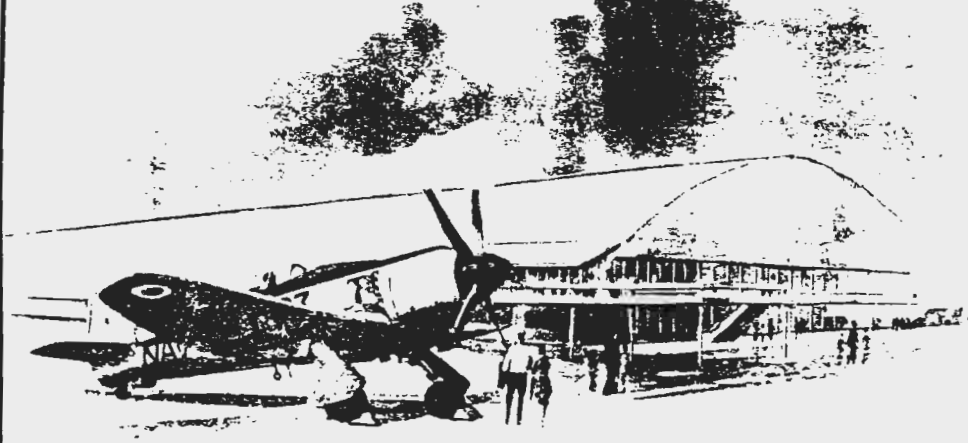
Cheque/Money Order for \$..... payable to FLEET AIR ARM ASSOCIATION enclosed.

NAME.....

ADDRESS..... P/CODE.....

SIGNATURE.....

PRESERVING AUSTRALIA'S NAVAL AVIATION HERITAGE



The Museum of the Future

In July, 1987, the Heritage Trust agreed that a *New Museum Complex* was needed to provide the aircraft on display with protection from the elements and provide

a proper environment for displays of memorabilia. A *National Capital Campaign* to raise \$2.0 million commenced in 1987. Please give generously. *Donations are Tax Deductible.*

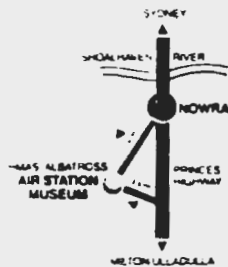
PUBLIC SUPPORT

The Museum depends upon public financial support to assist the volunteers to improve, update and preserve this heritage. As the biggest single tourist attraction on the South Coast of New

South Wales, with some 100,000 visitors each year, the staff of the Museum and Historic Flight accept a monumental task. So generous public donations are not only welcome they are very necessary.

- ★ *Vintage Aircraft*
- ★ *Aircraft Engines*
- ★ *Aircraft Models*
- ★ *Photographic Displays*
- ★ *Exhibits of rockets, bombs, torpedoes and guns*

- ★ *Displays of Theatres of War*
- ★ *Souvenir Shop*
- ★ *Free Parking*
- ★ *Free Picnic & Gas BBQ Area*
- ★ *Group Tour Bookings*



Ph. (044) 21 1920

OPEN EVERY DAY 10am-4pm
EXCEPT CHRISTMAS DAY & GOOD FRIDAY