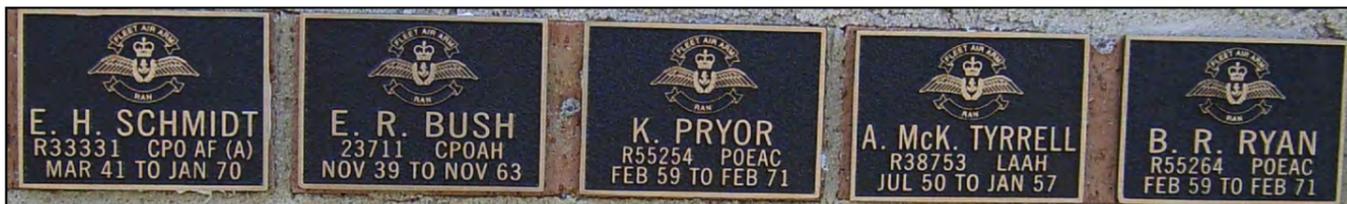


FLEET AIR ARM WALL of SERVICE



Slipstream

Established HMAS Albatross 1957



**The Quarterly Journal
of the
Fleet Air Arm Association
of Australia Inc.**

Volume 20 Number 1 2009



FOREWORD



I must begin this forward by offering my thanks for being asked to contribute to 'Slipstream'. As a non aviator, I feel most privileged at having this opportunity to interact with those who are members (past and present) of our Navy's Fleet Air Arm.

It is now almost 100 years since the title 'Royal Australian Navy' (RAN) was granted to a new nations Commonwealth Naval Force. Over the years that have since passed, the RAN has been called upon many times by our country, in both peace and war. On every occasion, we have been ready and made a significant contribution to the ongoing freedom and democracy that we have every right to proudly enjoy.

In 2014, on the centenary of participation in our first conflict, I believe the RAN will be at a watershed moment from a capability perspective. In just five years from now, the Navy will be introducing into service two classes of warship that will present significantly enhanced or indeed, new capability to the ADF. From 2014, I believe the RAN will have reached a truly balanced force structure and advanced war fighting capability for the first time in decades – and arguably, since our formation.

The Navy in 2014 will welcome the first of three 7,000 tonne Aegis equipped Air Warfare Destroyers of the HOBART Class. In addition, the 27,000 tonne amphibious ship (Landing Helicopter Dock – LHD) HMAS CANBERRA will be delivered in the same year. Each class will provide the ADF with a suite of capability that will add great depth to our capacity to operate effectively in a Joint Task Group environment. In the HOBART Class, we will be able to significantly broaden our horizons in area air warfare as well as introduce highly impressive command and control (C2) capability and advanced surface, sub surface and strike systems. The CANBERRA Class will signal the emergence of an Australian capacity for sustained amphibious or expeditionary operations. The introduction of an at sea joint C2 capability along with floodable docking for ship to shore 'connectors' and impressive aviation facilities for multi aircraft operations will present both challenges and significant advantage.

Along with the upgraded COLLINS Class submarines, new multi crewed ARMIDALE Class Patrol Boats, HUON Class Minehunters and Clearance Diving Teams, replenishment ships, greatly enhanced ANZAC Class frigates, an ever evolving Marine Science Force and of course, our Fleet Air Arm, the RAN will have simultaneous capability breadth and depth beyond that of any other time. Australia will have achieved a New Generation Navy (NGN).

There is much to do in half a decade and I look forward to your support and contribution in order to fully realise our NGN. We have much to be excited about.

Regards

S. R. GILMORE

Rear Admiral, RAN

Commander, Navy Systems Command



REAR ADMIRAL S. R. GILMORE, AM, CSC, RAN

Rear Admiral Steve Gilmore joined the Royal Australian Navy as a junior entry Cadet Midshipman in 1977. Studying at the RAN College at Jervis Bay he completed secondary, tertiary and initial professional education and training prior to graduating in 1981.

After receiving his full Bridge Watchkeeping Certificate in 1983, he was posted as an Officer of the Watch in the then RAN Flagship, HMAS STALWART (AD215). This was followed by service as the Executive Officer of the Cairns based Patrol Boat HMAS TOWNVILLE (PB205) in 1985-86.

On completion of the Principal Warfare Officer's course and sub specialist training in gunnery and air warfare, Lieutenant Gilmore completed three consecutive postings at sea as PWO(A)/Operations Officer in HMAS DERWENT (DE49), exchange with the Royal Navy in HMS ACTIVE (FFH171) and in HMAS HOBART (DDG39).

From 1992-94, Lieutenant Commander Gilmore served in Maritime Headquarters as the Fleet Gunnery Officer and as PWO(A) in the Sea Training Group. This position included considerable periods at sea overseeing unit work up and exercise activity. He was subsequently posted as the Executive Officer of the Guided Missile Frigate HMAS MELBOURNE (FFG05) in 1994-96.

Promoted to Commander in 1996, he was appointed the RAN Liaison Officer to the US Navy Doctrine Command in Norfolk, Virginia where he served in the International Cell alongside officers representing a number of navies. In this role, he participated in the development of both USN and multi national maritime doctrine.

On return to Australia, Commander Gilmore was posted to Maritime HQ as Commander Plans (N51) during 1998-99. This most challenging and rewarding position involved the planning for all ADF and RAN operations and exercises involving major fleet units. He was awarded the Conspicuous Service Cross in the 2000 Queens Birthday Honours list for his service in this role.

Commander Gilmore assumed command of the ANZAC class frigate HMAS ARUNTA (FFH151) in 2000. In addition to major Task Group deployments, a highlight of this period was the award of the prestigious Gloucester Cup, which recognised ARUNTA as the Navy's best major fleet unit in 2000.

Promoted to Captain in 2001, he attended the Defence and Strategic Studies Course at the Australian Defence College during 2002 and graduated with a Master of Arts degree in Strategic Studies. Captain Gilmore was appointed as the Director of Maritime Combat Development in the Capability Systems Division of Australian Defence Headquarters in December 2002.

Captain Gilmore was promoted to Commodore in January 2005 and appointed to the position of Director General Navy Strategic Policy and Futures in Navy Headquarters. Selected to command coalition Task Force 58 in the Northern Persian Gulf, CDRE Gilmore was deployed as part of Operation CATALYST between April and August 2005. With a small RAN staff, CDRE Gilmore embarked in the cruisers USS ANTIETAM (CG54) and USS NORMANDY (CG60) and was responsible for the conduct of all maritime security operations. He returned to the DGNSPF position in September 2005. CDRE Gilmore was appointed a Member of the Order of Australia (AM) in the 2006 Queens Birthday Honours list in recognition of his operational service as Commander Task Force 58.

CDRE Gilmore became the Commander of Navy Systems Command in September 2007 and was promoted to Rear Admiral in June 2008.

Front cover :

Nowra Naval Cemetery graves after restoration.

Deadline for articles for next edition is 12th June 2009.

LETTERS Editor

Passing of Jenny of Jenny's side party HONG KONG

JENNY BEM

Generations of sailors who visited Hong Kong will mourn the death of Jenny. She was a much loved living legend who, for all the colony's constant change, remained the same incomparable institution for over half a century.

Much of her life was an enigma. However, the authors of her twenty-seven Certificates of Service generally agreed that she was born in a sampan in Causeway Bay in 1917. Her mother, Jenny One, according to her one surviving Certificate of Service, which was copied in 1946 from an older, much battered and largely illegible document, 'provided serviceable sampans for the general use of the Royal Navy, obtained sand, and was useful for changing money'. She brought up her two daughters to help her.

Behind her perpetual great gold-toothed grin Jenny complained; "I velly chocker. All time work in sampan. NO learn to lead or lite." But what she lacked in education she made up more than a hundredfold with her immense and impressive experience in ship husbandry, her unfailing thoroughness and apparently inexhaustible energy, her unquestionable loyalty and integrity, her infectious enthusiasm and her innate cheerfulness.

Officially Jenny's Date of Volunteering was recorded as 1928. From then until 1997, when the colony became a Special Administrative Region of China and the Royal Navy moved out, she and her team of tireless girls, who at one time numbered nearly three dozen, unofficially served the Royal and Commonwealth Navies in Hong Kong by cleaning and painting their ships, attending their buoy jumpers, and, dressed in their best, waiting with grace and charm upon their guests at cocktail parties. Captains and Executive Officers would find fresh flowers in their cabins and newspapers delivered daily. And many a departing officer received a generous gift as a memento from Jenny. For all of this she steadfastly refused ever to take any payment. Instead she and her Side Party earned their keep selling soft drinks to the ships' companies and accepting any item of scrap which could be found on board.

Jenny's huge collection of photographs - too big, she said, to be put into books - she stored in a large envelope. They dated back to the mid 20th century and showed her in the ships she so

faithfully served, with Buffers and Side Parties, and with grateful officers, many of whom became distinguished admirals.

In two thick albums she proudly kept her letters of reference, all without exception filled with praise and affection for her. One was a commendation by the Duke of Edinburgh for her work in the Royal Yacht during her visit to Hong Kong in 1959. She has a Long Service and Good Conduct Medal presented to her in 1938 by the captain of HMS DEVONSHIRE, and a bar engraved 'HMS LEANDER 1975'.

Most treasured of all Jenny's distinctions was the British Empire Medal awarded her in the Hong Kong Civilian List of the Queen's Birthday Honours in 1980 and with which she, formally named Mrs. Ng Muk Kah, was invested by the Governor of Hong Kong, Sir Murray MacLehose.

In later years Hong Kong was no longer visited by the great fleets of battleships and cruisers which gave Jenny and her Side Party their livelihood and she found it increasingly difficult to make ends meet. Yet she stayed fit and always willing to undertake any work available. To the end of the Royal Navy's presence in Hong Kong there could be seen in the shadow of the towering Prince of Wales building within the naval base, a small round figure in traditional baggy black trousers and high-collared smock, with a long pigtail and eternal smile who, regardless of time, remained it seemed for ever - just Jenny.

Jenny died peacefully in Hong Kong on Wednesday 18th February 2009. She was 92 years old.

THE DEMISE OF THE NAVY PILOT WINGS

In today's Fleet Air Arm the only way people would know you are a Pilot is if you are NOT wearing your wings.

It all goes back to the 1960s when *they* took away our beautiful embroidered wings, remember the ones you worked your butt off for at flying school. In the late 1960s it became an incentive to get out of bed early, get to the Wardroom for breakfast and attack the corn flakes packet, "first in best dressed" for a pair of gold painted tin things.

They even tried to make LOOKERS look like PILOTS. "What do you do in the FAA?" - "oh, I am a pilot, get your glasses out, you can see a laurel wreath here....."

Then the Submariners "the enemy" who many of us spent hours hunting down got their wings, dolphins', flatheads or something....

Soon we saw Fisheads proudly marching as PWOs with their 18 carat gold wings. Now Pussers, Met Os, Gingerbeers all sport shiny, fancy wings far too good for Kelloggs.

This is the era of "WARFARE OFFICERS BADGES". Now, that's progress.

Lieutenant (SL) P



Nowra Naval Cemetery

The Naval Cemetery here has been a subject of discussion for some time and in his normal colloquial manner Ron Jenkins has been involved along with Captain Sackley from the 'Tross'. I am happy to report that funds have been made available to re-make the commemorative plaques and provisions made in the cleaning contract at Albatross to ensure that the site is maintained in a manner that is appropriate.

As the front page of this edition shows, the restoration (remake) of the plaques has been completed and they are back insitu. The area now stands elegantly as a show piece in the total cemetery site as befitting the memory of those who served their country.

A minor cleaning task remains and that will be completed in a short time hat will leave Ron with nothing to ring me about !



The re-made plaques

Membership Cards

All members will be issued a new membership card, some maybe included in this edition of Slipstream, or else they will be distributed by your Divisional Secretary.

They will be a completely new design and the requirement for these has been brought about by some confusion when free entry was requested from the Fleet Air Arm Museum. Some people wished free entry to the Museum but their names did not appear on the nominal list the Museum held of our members.

The particular members only joined to attend the reunion and because of the work-load the list had not been updated. The discussion became a little heated and the outcome was no free entry.

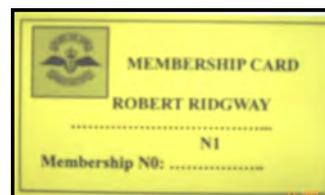
Into the bargain a complaint was forwarded via the Museum Director to the Association regarding the attitude of the members towards his staff. These actions were completely unacceptable and cannot be tolerated, staff are only paid employees and do not control the lists of our members.

To ensure this is not replicated all members will receive the new cards and please be warned that:

'NO CARD _ NO FREE ENTRY' and there will be no exceptions.

As a by-line, you may wish to produce the card if you wish to gain entry to the Heritage Museum in Sydney for the same rates - a pleasant surprise should be the result!

The New Membership Card



The card is black printing on a yellow background and is the same size as most standard credit card. It is laminated to ensure longevity. Your designated membership number is your National number with your State Division letter prefixing it. It is not intended to renew them annually so there is no year dating on them.

Should because of some unforeseen circumstance you do not get your card please inform your Secretary and he will pass the message on to the National Secretary who I have no doubt will rectify the matter ASAP.

1960s STORIES FROM THE OLD CHIEF'S MESS

The old Chief Petty Officer's Mess used to be opposite the Wardroom but was pulled down many years ago to make way for something else. It was so full of memories that I have decided to bring some of them back to life and put them down on paper before we all pass into the next world.

The whole building consisted of the Chief Petty Officer's Mess and the Petty Officer's Mess, both of which included their separate messes and dining rooms but with a combined galley. The Messes really were meeting places and social centres, and each contained a bar, many tables and chairs, darts boards, a billiard tables and if I remember correctly, a piano. In the 1950 and 1960s, the numbers in the Chiefs Mess were somewhere near the four hundred mark but these numbers varied with the squadron personnel being away and therefore not always presenting a full complement all the time.

Imagine a steel framed building clad with corrugated galvanised steel sheeting, partitioned with timber framing covered with fibrous plaster sheets and having door frames and architraves of timber. It would be a termite's delight to eat away at those sparse tit bits of timber, and it was, and they did. The whole building was infested with several colonies of termites whose presence was only discovered when some unfortunate soul grabbed hold of the hollow shell of something made from timber, or a door would fall off its hinges revealing the a long vacated termite's feast space. In some cases, those fibrous plaster sheets were all that held the walls upright.

The air conditioning system of those HMAS Albatross buildings was the cheapest available, wide open windows and a few ceiling fans, but they did give a degree or two of coolness to the crowded mess at lunchtimes.

Now it's that crowded mess at lunchtimes that brings back some memories and of which I have more than a few details but I remember the stories emanating from many occasions which were the cause of many merry moments for years afterwards.

In that Chief's Mess we had representatives of all the aircraft trades and categories and of course the experts in one category were not above giving their version of fault diagnosis or defect analysis in other categories. Strangely enough, this cross fertilisation of ideas was responsible for solving many problems but it did have its limitations. Tradesmen in the electrical and electronic trades were to some degree strange. The language they spoke when discussing their work bore no resemblance to the English language spoken by the airframe, engine or ordnance trades and the components of their equipment defied description, yet they worked, just as we were told they would. That meant that those who were not electrified could not contribute to

the discussions of electrons or wave guides or thyristors or transistors or impedance, etc, but we nodded our heads as if in full agreement with the tone of the discussion.

Now picture a smallish bar at one end of the mess with dozens of people trying to get a drink from two hard working barmen. The pushing and milling around the beer taps was at times quite vigorous, causing more than a drop or two to be spilled onto the floor by those who had been lucky enough to be served. Anyone expecting to have more than two drinks within the one hour lunchtime break was of course considered an extreme optimist. The various English accents would be heard trying to outdo the Australian accents in getting the attention of those over worked barmen but one bush experienced Australian managed to not only get his three drinks one lunchtime but to also have at least two metres of clear bar to lean on while he drank them. He had a pet called Martin. One day after finally reaching the bar, he called his order to the barmen, "Don, a schooner for me and a nip of scotch for Martin, please". With that he made some space for himself by jabbing his elbows into the people nearby, undid some buttons and took Martin from out of the front of his shirt and placed him on the bar.

Cries of horror erupted from those closest to him as they viewed a rather large carpet snake extending itself along the bar. Two metres of crowded bar suddenly cleared as that crowd evaporated, and the bush experienced drinker deliberately, slowly drank his first schooner.....

I bet that will bring back some memories from the older ex-Chiefs.

Alan Spearpoint

Dear Ed,

I wrote this article some years ago and now think the time is ripe to release it now that we oldies who witnessed the incident are thinning out too quickly. The article should re-awaken many memories of both the participants and all of us goofers who filled all the vantage spots on top of the island, (before that big RADAR aerial filled a wonderful viewing position). I ask you not to use your editorial licence to change any of this article because I think it will create more mail than you can handle, especially from those directly involved like the pilot and observer plus all the rescuers.

For discussion or other information, I can be contacted by email on aspearpo@bigpond.net.au or by phone on 44 23 59 01.

AT SEA - ONBOARD HMAS MELBOURNE 1960

There was no sense of urgency. Everyone seemed to know

Exactly what to do and when to do it. Like robots, they concentrated on the job in hand not deviating from their routines, looking only at those things in front of them. They had practiced this evolution many, many times before so surely and steadily their preparations for the event built a means of saving two lives.

About 20 minutes before, a Sea Venom aircraft damaged an undercarriage leg on its first attempt of the night to land on the aircraft carrier and missed all of the arrestor wires with its deck hook. The experienced pilot sensed that damage had occurred and immediately thrust the throttle lever to the Take Off stop while using his ailerons to hold up that side of the aircraft. The aircraft's engine's sound changed from a high pitched scream of moderate running speed to a throaty growling roar as the extra fuel suddenly accelerated the turbine to maximum RPM and output to maximum thrust. The pilot counted those two long seconds to the end of the angled deck at the side of the ship. His bolter was successful and the aircraft quickly gained altitude. The pilot radioed his concerns back to the ship.

During that attempted landing, some ground crew members heard something unusual and suspected aircraft damage so several reports were passed to the Aircraft Control Room. Being dark, there was no way to confirm those suspicions by binocular inspection of the aircraft in flight and it would be too dangerous to suggest to the pilot that he try to retract his undercarriage for a mechanical check. Instead, the pilot, on his own accord, wagged his wings and confirmed unnatural noises coming from below that could only come from broken structure.

The pilots of the other three aircraft in the landing pattern had witnessed his bolter and abandoned their landings to await further instructions. A quick inspection of the flight deck found no debris so the procedure to recover the three serviceable aircraft was re-instated. Even before these three aircraft had parked in Fly-One at the forward end of the flight deck after landing, the heavy nylon barrier was being unrolled across the flight deck. The seemingly complicated means of attaching the barrier to the stanchions was started and every action double checked, then the stanchions were raised. The barrier nylon straps were sewn to form a mesh of vertical and horizontal members, three metres high and thirty metres long and now hung about 450 mm clear above the flight deck. A mast head light illuminated the after end of the flight deck from the round down up to the barrier.

Never before in the history of Naval Aviation, anywhere in the world, had a night time barrier landing been attempted. Would it work? Could the pilot maintain the correct low height above the deck to stop any damaged structure fouling something? Would the barrier correctly disconnect from the stanchions, correctly wrap itself around the aircraft and allow the barriers steel cables to quickly decelerate the aircraft? Would it hold firm or allow the aircraft to punch a hole through and onto the aircraft parked in Fly-One? Even in daylight, such a landing is fraught with unpredictable dangers. One could safely say that anything that could go wrong, would go wrong.

Crash crews, fire crews, emergency crews and the medical rescue team, all with their officers-in-charge were all stationed ready in their nominated positions. Dozens of onlookers had hurried onto the top of the Island structure and filled every

vantage point out of harms way and all of them watched the approach of the aircraft's lights as they blurred and bounced in the haze from the ship's funnel. Quickly the distance between the wing tip lights lengthened until the aircraft itself was visible as it flew over the round down at the after end of the flight deck. It was flying faster than landing speed but too slow to suddenly accelerate and fly over the barrier. It was committed – no practice run here, no second chance, just straight in.

Two factors, the distance from the end of the flight deck to the impact point on the barrier and the speed of the aircraft, determine the time it takes for the aircraft to reach that impact point on the barrier. On this occasion, witnesses will say that time slowed down. Everyone saw many things happen in great detail that will stay in their minds forever, because these things happened simultaneously in that one second of time; the pilot and the observer stared fixedly on the barrier impact point, the aircraft's shadow cast by the mast head light raced from under the aircraft to crash into the barrier ahead of the aircraft, and dozens of members of the crash, fire and emergency teams chased after the aircraft outside the confines of the barrier's steel cables. The initial ballooning of the barrier as it moulded itself around the egg shaped radome nose and the secondary moulding of the fuselage and wings as the barrier, now free from the stanchions, rapidly decelerated the aircraft's forward momentum, and finally, the crump as the aircraft's weight was drawn down onto the steel of the flight deck. No sparks, no fire, and the aircraft's engine had stopped.

Suddenly the whole flight deck was ablaze with lights almost turning night into day as literally hundreds of ground crew, fire crew, emergency crew, crash crew and medical rescue team members set about their parts in the rescue operations. The cockpit canopy was locked closed by the nylon mesh of the barrier but as one watched, it seemed to become soft and floppy as the tension was released.

Within two minutes of the aircraft hitting the deck, the pilot and the observer were standing on the flight deck looking at the results of their crash landing and trying to ignore the advice and pleads of the Medical Rescue Team. However at the three minute mark they were being escorted to the sickbay for a full medical and physical examination while the clearing and cleaning operations of the flight deck got underway.

Every activity from now on would appear to be anticlimactic and examination of the high speed film in the 16mm cine camera would continue for weeks, if not months, in an effort to develop newer and better equipment and procedures for barrier landings.

But now, what of the participants? Some enjoyed the glare of publicity as a reward for surviving a very dangerous and unique experience, albeit the first of its kind ever and their place in Naval Aviation History is assured. For all others, no matter how large or small the role they played, we have our memories and we can proudly say, "I was onboard HMAS Melbourne when....."

Allan Spearpoint

Naval Aviation - the future

The current state of naval aviation is a significant capability shortfall for the Royal Australian Navy (RAN). The failure of the Super Seasprite program means that the RAN continues to lack a helicopter launched anti-shiping missile. And the last helicopter-borne dipping sonar system for anti-submarine warfare left service in the mid-1990s.

- The lack of a helicopter-based active dipping sonar and state-of-the-art engagement capability for anti-submarine warfare is a problem not just in terms of protecting the fleet from increasing numbers of submarines in the region, but also in terms of providing Australian submarine crews with realistic training.
- The world helicopter market has two likely contenders for the RAN's future embarked helicopters—the Sikorsky MH-60R Romeo variant of the Seahawk and the NATO Helicopter Industries NH-90 NFH. The NFH is designed to be truly multi-role. Deliveries of MRH-90 (another version of the NH-90) aircraft for the maritime support role begin late this year but the fully-capable NFH variant is still developmental. The Romeo is more mature and will meet the Navy's essential requirements but is a smaller aircraft that has less capacity than the NFH in some roles.
- With the MRH-90 entering service with Army and Navy in the next few years, the NFH would bring with it some commonality across the ADF's helicopter fleet as the types have significant airframe and avionics similarities. The Romeo would be essentially a stand-alone platform in terms of logistics and support.
- Defence plans for the future naval helicopter fleet are designed to avoid high-risk developmental programs or mid-life upgrades involving Australian-unique complex integration issues. By improving the availability of the current Seahawks, it should be possible to await further maturity of each type so that their operational performance can be fully evaluated.
- Data on the cost and performance of the Navy's helicopter operations suggests that the hardware acquisition will only be one part of the work required to rebuild this important capability. Having adequate numbers of properly trained personnel, and efficient support and logistics arrangements, will also be critical—not just to improve the delivery of capability but to ensure safety of operations

Special Report

The consistent shortfall in aircraft availability and operational performance has previously had a negative impact on the morale and retention of crews.

Naval aviation has • been below par for some years, despite a

myriad of internal and external reviews. The management of naval aviation must be improved, with appropriate delegation of responsibility and accompanying accountability against relevant performance measures and benchmarks. Resourcing must be matched to those benchmarks.

The current fleet of embarked helicopters consists of sixteen Sikorsky S-70B-2 Seahawks and six Westland Mk 50 Sea Kings. The anti-submarine warfare and surface search capability is provided by the Seahawks. The Sea Kings, currently used in the maritime support role, will be replaced by the European sourced MRH-901, which will also serve with the Army, in 2010.

As ASPI has written before, embarked helicopters are critical components of the capability of a navy's surface vessels. They have also been an area of capability shortfall for the Royal Australian Navy (RAN) for years, despite continuing high (and growing) annual costs. Consequently, the RAN is unable to perform some war-fighting tasks as well as it should. Given the Prime Minister's recent emphasis on future naval capability, it is an opportune time to examine the options for improving Australia's war-fighting naval helicopter capability.

An embarked helicopter greatly extends the reach of the ship's weapons and sensors. It can act as a communications relay enabling 'over the horizon' targeting, or directly undertake long-range search and strike missions itself. They can conduct anti-surface and anti-submarine warfare missions with missiles and torpedoes, move personnel and stores ship-to-ship or ship-to-shore and conduct search and rescue activities.² That the majority of surface combatants are helicopter capable underpins the fact that a capable embarked aircraft is considered to be an essential part of the ship's information collection capability and ability to deploy offensive power.

The eight ANZAC frigates can embark a single helicopter, lacking the hangar and deck space for more, as will the future Air Warfare Destroyers. (The four Adelaide-class frigates can embark two Seahawks.) In practice that means that each ship can have a helicopter flying for only a part of each day. Of course, this assumes that a helicopter is available for embarkation—something that is not always possible given that the fleet of sixteen Seahawks have to be spread between training, maintenance, upgrades and the ships at sea. It is therefore critical that the RAN's helicopters are multi-role capable and have high levels of availability.

The deck space and networking capability that will be provided by the 27,000 tonne Canberra-class amphibious ships entering service from around 2014 will provide the RAN with an opportunity to greatly expand its use of helicopters in task group operations. Using multiple helicopters simultaneously facilitates activities such as multi-static sonar operations against submarines or cooperative engagement of targets, where one helicopter provides the sensor data and targeting information and another delivers a weapon.



This ASPI Special Report reviews the current plans for providing the RAN with a new War-fighting helicopter, and highlights some of the issues that will bear watching.

In terms of the high-end war-fighting roles for the helicopter fleet, ASPI noted recently that this is the most problematic of the Navy's major capability areas. The shortfall in naval aviation capability also contributes to the current poor capability in Anti-Submarine Warfare (ASW)—an area that will only grow in importance as advanced submarine types proliferate throughout the Asia-Pacific region.

None of the helicopters in service or in the delivery process can deploy a dipping sonar for submarine detection. As well, the expensive failure of the Seasprite program means that there is currently no helicopter in the fleet capable of launching an anti-shiping missile. For the purposes of engagement of surface targets, the RAN's Seahawks are limited to providing targeting data for missiles or torpedoes launched from ships or maritime patrol aircraft. They can engage submarines with a Mk 46 light-weight torpedo, though their effectiveness is limited by the performance of this now near-obsolete weapon. An attempt to equip the aircraft with the more modern MU-90 light-weight torpedoes was suspended in 2008.

The helicopter's inability to take effective autonomous action against the spectrum of potential targets increases the risk not only to the aircraft itself but also to the host ship and the force it is operating from.

The MRH-90, now well-advanced in the procurement process, will be used in the maritime support role, including boarding operations, medivac and the movement of personnel and supplies between ships and ship-to-shore. The aircraft features a corrosion-protected airframe suitable for use in a maritime environment, but it is not fitted with some of the features (specifically powered blade folding and a deck recovery system) required for operation from the decks of frigates or destroyers. The intention is to operate them from the amphibious and support ships—the 'fat ships' of the fleet—in the utility role, where they will perform vertical resupply missions ('vertrep'), troop-lift and search and rescue.

Andrew Davies

A Navy pilot's tale of his first landing on the boat in the dark.

As the last guys finish their dinner, we all look at each other with similar glances. Not a word needs to be said but everyone is thinking the exact same thing. The expressions say it all. It's time to walk upstairs and play ball. We've been preparing ourselves for this for years now, and it's what sets a Naval Aviator apart from every other pilot in the world. If you can't do it, the years of training leading up to this point are no good to you

As one of our paddles (LSO) said, if you can't succeed at this you're useless to us as a Hornet pilot because we fly, and fight, in the dark. We have to go land this thing on the boat. At night. We've all been behind the boat during the day. You do it in the training command in the mighty T-45. It's nerve-wracking the first few times, but once you get over the initial nerves and start getting the hang of operating around the ship, it becomes a lot of fun. Day CQ (carrier qualification) in the Hornet was even better. We'd all been here before and were looking forward to coming back. Landing on the boat is what we do as Naval Aviators. It's one of the most amazing things you can experience, yet it's one of the smallest clubs in aviation. It's something you can do well, but never perfect. Every single pass is critiqued by the Landing Signal Officers (LSOs), and you're graded no matter what your rank or who you are.

Being good around the boat is what everyone prides themselves on. Now it was our turn. Time to really join the club, and prove that we can do this safely, with the sun down. We all walk up-stairs with the normal banter and ribbing that's become the norm, poking fun at each other and cracking jokes. Up several decks we get to our level and make our way to the ready room. On the television the deck cameras are up and we can all see that it really is game time. The airplane guard helo is gone (meaning airborne), and it's dark. How dark isn't quite apparent yet. I take one last look at the line up, double-check my jet assignment and walk to maintenance control like I've done hundreds of times before this. A quick flip through the book and a few jokes with the Chief gets me familiar with prior gripes to possibly expect with my particular jet, then I head to the paraloft. It's business as usual below decks. If you never get outside you can really lose track of what the world out there is doing, but it's at the forefront of my mind tonight. I suit up in my flight gear as normal, make sure I've got my clear nighttime visor on my helmet, and I'm off. The walk through the ship is very typical until I finally hit the catwalk hatch taking me outside. It's dark. I stand still for a second after securing the hatch to let my eyes adjust to the darkness, and the hint of yellow sodium vapour lighting from the island. It takes a minute to realize there is no adjustment. It's dark. The middle of the ocean under a moonless sky is like the inside of a bottle of ink inside a sealed vault.

The best way to describe it is to walk into your closet with all the lights in your house off, at night, then blindfold yourself. As I step up the catwalk I realize the tail-end of a Super Hornet is over my head, as well as a 70-foot drop to the water to my left. They're packed like sardines up here. They're also turning, and I need to get to the other side of the deck. My senses peak out of pure self preservation. I'm instantly aware of everything going on within 50 yards of me, and it's a lot. I don't need to walk into a prop or a tailpipe. Something else becomes readily apparent. I'm getting wet. What the" Well, if we're gonna do this, might as well pull out all the stops". As I step up to my jet, I eye it over as best I can in the dim orange light. The airplane captain greets me in the dark, and introduces himself with a salute and a hand-shake. There's actually a calming effect. Something familiar. A familiar face from the beach. Whatever it is, the tension is eased slightly as I do my abbreviated pre-flight.

Abbreviated because the back half of my jet is out over the side of the ship. Looks good from here, time to man up and get out of the rain. Canopy down, I'm strapped in, the jet is up and running with a solid INS alignment and no real problems. Let's do this. "Tower, 303 up and ready, 38,000 pounds."

Okay. Done this too. Cricket, cricket. Damn, wrong frequency. I get the appropriate freq. channelized and check-in with the Air Boss (Wings). Seconds later my jet is swarmed by brown shirts breaking down all the chains and tie-downs. My airplane captain passes off control to a set of yellow glowing wands (the handlers) and gives me a salute with a "good luck" look on his face. Great, was the nervousness that obvious? The handler gives me the signal to start rolling forward, and with little twitches left and right squeezes me past a few other jets on deck before handing me off to another set of wands down the flight deck towards the catapult.

Several sets of wands later I'm parked behind the jet blast deflector (JBD), which is up protecting me from the jet 20 feet ahead that's at full grunt about to be shot off the front of the boat. I marvel at the choreography that's gotten me to this point. Somehow I've managed to fit into this silent dance (with two left feet) that is the moving of jets around a moving flight deck, which is launching and recovering aircraft simultaneously, at night, without a word ever being said, and mainly by guys and girls not even old enough to legally drink. As the JBD comes down, I double-check my trim settings, radar altimeter set to alert me to any settle off the front of the ship, double-check my ejection seat is armed, all radios, nav aids and datalink are turned on. My three multifunction displays are all set appropriately, and I continue to taxi onto the catapult. I roger up the weight board for the jet's weight with a circular motion from my little flashlight (too dark for hand signals) and the holdback is attached to my nose gear. The holdback is what physically restrains the jet from rolling forward at full power, but breaks free when the catapult fires. I spread the wings and continue to taxi forward to set the holdback. The launch bar comes down, and I'm directed to roll forward a few more feet.

Then it comes. The signal to take tension. With a familiar "thunk" I feel the launch bar drop into the shuttle as I advance the throttles to full power. The jet squats down under the strain of the engines.

I wipe out the flight controls and run through my take-off checks one last time; I'm also rehearsing my "settle off the catapult" procedures should the worst happen, and touching the ejection handle to make sure it's not folded under my leg or something. With a check of the flight control page, the trim settings are correct, no computer problems and check list complete; now a repeater of the head-up display is brought up on the left MFD, a repeater of the attitude indicator on the right. Should something happen on the cat I've got four redundancies of the jet's attitude now staring at me. I should also add that from the JBD coming down to me taking the catapult has all taken place in about 25 seconds. With the jet at full power, just shy of the afterburners, and a quick triple-checking glance, I look left at the catapult officer and give him a salute. Not really for him, he can't even see me, it's too dark.

More so for my own familiarity. With my pinky finger on the throttles I click forward the exterior light master switch, and the deck comes alive with the light of the form lights, red and green nav lights, and strobes. This is the official salute that I'm ready. Left palm open and pressed against the throttles (so I don't inadvertently pull them back from the force of the cat shot), right hand up on the canopy grip, and I press my head back against the seat looking forward down the cat. The only light in front of me is the green cat status light. I'm about to be shot into a black rainy sky, why? With that thought the jet squats again and then it comes. WHAM! I slam the throttle to full afterburner and stare at the airspeed to make sure I see three digits by the end of the cat stroke. Over the span of the next 310 feet and roughly two seconds, myself and my jet have accelerated to over 175 knots. At least that was the last speed I saw prior to the jolt of coming off the front of the ship. It almost hurts. As the jet rotates itself to a nice climb attitude I grab the stick, raise the gear and pull the throttles out of blower. You know what? It's freakin' dark out here. I make my airborne call and get switched over to marshal. Kind of like approach control for the ship. I also realize that I'm in the weather, and it's dark. This sucks. I check in and my marshal instructions are immediately force-fed to me. "303 take angels 7, marshal mom's 310, expected final bearing 124, expected approach time two one." If they could see me right now, they'd probably wipe the drool off my chin as my brain tries to remember what was just said. Amazed at myself for actually catching all that, I climb to 7,000 feet and point myself northwest. The marshal distance is a function of altitude to keep things simple. Add 15 to your marshal altitude. I've got my radar looking out in front of me, and before long there are several hits on my radar in front of me, above and below. It's the marshal stack. This is a good thing as it means I'm going to the right place, those hits are my friends out there already established in holding and I get warm and fuzzy. As I look down at my clock and speed up to roughly 400 knots, I realize my push time is three minutes away, and I'm 30 miles away. Not gonna happen. I request a new push, and establish myself in holding. For the next few minutes I've got "comfort time," which really is just used to think about what I'm about to try and accomplish. Something finally goes my way when I hit my marshal fix at exactly 22 miles just as the clock ticks through my push time. "Marshal 303 commencing, state 7.4, altimeter 29.75." "Roger turn right 150." "Sweet," I think to myself. Vectors means I don't have to fly the full arcing approach. As I descend I keep checking my radar altimeter bug and rolling it down. More than a few guys have lost track of what they were doing and flown themselves into the water, after all, it's a dark black hole out here. Especially in the weather. With a quick glance at my weight I see I'm a few hundred pounds above max trap weight. Perfect, I'll arrive behind the boat right at max trap weight. No need to dump gas to lighten up. As I get vectored behind the ship for a datalink approach (an ILS of sorts), I level off at 1,200 feet and realize I'm out of the weather. How can I tell? There's a light off to my left at about 14 miles. I have to land on it.

They did studies in Vietnam, and guys had higher pulses and blood pressures behind the boat at night after a mission than

they did when they were getting shot at. I now know why-it's dark out here. There are a lot of things that can go wrong. Back into the weather I go as I get a quick turn to final and intercept the ACLS, which brings me down to about 1,000 feet before it drops lock. "303 negative needles, negative bullseye." This night just got better. "Roger continue, reattempt lock on at 2 miles." "Yeah, sure," I say out loud to myself, and I continue down using the tacan radial to navigate. Just then I break out and see out in front of me a flashing red light, amongst the 12 or so lights I can see that comprise the postage stamp out in the distance I'm supposed to land on. It's the laser line up behind the boat telling me I'm left of course, of course. Why drop lock on centreline? Well, I can solve line up, there's a start. With a steady amber light telling me I'm lined up with the ship now, I just work to get "on the ball." At a mile approach finally just gives up with the ACLS. "303, ¾ of a mile, call the ball." "303 Hornet Ball, 6.9." With a calm "roooger ball" the familiar voice of paddles takes the edge off a little. I'm working the strongest crosswind I've ever experienced in my 25 trap career, flying the ball out the left side of the canopy, rather than through the HUD like normal. This sucks, and it's flippin' dark out here. As I fight line up I can feel the burble that the ship's aerodynamic wake puts out as I approach the ramp, and the ball reflects this as I try to fly my head through the four-foot window it represents. The "ball" is a yellow light between a set of green horizontal datums. It represents your position relative to the appropriate glideslope. Above the datums you're high, below you're low. At the start of the pass at three-quarters of a mile, from full high to full low is about 21 feet of altitude. At the ramp it's about four feet. Right at the wires, each cell of the ball represents nine inches (so says paddles). I bring on the power to stop the settle. As the ball starts to sag in close I bring on more power and in my peripheral vision I can see I'm over steel. A few split seconds and a few more power corrections as I stare down the ball staring back at me and a familiar WHAM. I touch down with a rate of descent of around 900 feet per minute, enough to destroy most other airplanes. I bend the throttles over the stops going to full afterburner, but I'm greeted with a familiar feeling of being slammed forward in my straps as I slow from 145 knots to zero in about two seconds. With the jet at a stop, and the blowers still blazing, I throttle back and hear the one thing I reminded myself not to do. "Lights on deck." DAMN! Lights come off on deck at night. Lights on indicates an emergency and I told myself to remember that. It's just not part of the habit pattern during the day. At least not yet for me. This is all in the two seconds since I've stopped of course, but I'm still irritated. With a familiar yank backwards the wire drops away from the tail hook, I see some yellow wands giving me the hook-up sign. I roll out of the landing area, folding my wings and cleaning up the cockpit (resetting flaps, trim, my radalt, etc). Thirty seconds later I'm sitting behind the JBD, take-off checks partly complete, trim set, with the jet in front of me at full tilt ready to be shot. Happy to still be alive, I think about the last pass, and how I can better energize the jet, and where I need to make power corrections to fly a better pass. Then the JBD drops, and some yellow wands in the darkness start motioning for me forward onto the catapult. It's dark up there, and I

do this about a half-dozen more times. This is going to be a long night.

by LT JG. Doug Masters via Beaver Beavis

The following article was passed to me by a naval acquaintance who got it from a friend. I have tried to find out where it was first published, without success. I think that it has been around for a while and that, therefore, a simple acknowledgement of its author (LT JG DOUG MASTERS USN) should suffice.

I have to say that it has a ring of complete authenticity about it which any night deck-landing naval aviator would instantly recognise. As I read it, my adrenalin and heartbeat levels went up by an order of magnitude, even after all of these years. I have said many times that if any pilot tells you that he enjoyed night deck-landings, you can be certain that you have a liar on your hands!

John Da Costa

Ed,

After reading the latest copy of Slipstream, in particular the comment re sun breaking thru on the lowering of the flag during beat to quarters, I realised that a photo I had taken highlighted the occasion. Hope this can be used in a future edition. The wife and I travelled down from Nth Queensland and then after the reunion continued on down to Tassie via Melbourne. Having spent two months down here we soon leave for the mainland to continue on our trip around Aussie. Should any ex birdies would like to contact me (John Butler ex LEMAW) email douglasbutler2@bigpond.com I would be more than pleased to catch up with ex shipmates

regards

John Butler



Delmar Target

Dear Ed,

I'm currently compiling an article for our modelling club magazine on the use of the RAN Sea Venom F(AW).53 in the target towing role. To date, FAAA members Brian Farthing, Phil Thompson and Bob 'Windy' Gaele have been of tremendous assistance in providing information on the use of the Sea Venom in the TT role.

While all information to date has been gratefully received, Brian's and Phil's personal experience (as former RAN pilots) with the use of the Sea Venom as a target tower has proved invaluable. Brian has provided me with details of his TT sorties with the cable and banner target while Phil has provided details of his experience with the Delmar towed target. It is this latter target that I'm particularly interested in obtaining additional information on in RAN service although any additional information on Sea Venom target towing would be beneficial.

Phil suggested that I contact you in the hope that members of your association may be able to provide the additional information that I seek. Besides pilots and observers, Phil suggested that former Air Engineering Officers may be able to provide details of the Delmar target towing system as fitted to the Sea Venom.

Phil has very kindly drawn an image of his recollection of the target system (copy attached). This may serve to jog a few memories of former pilots and AEOs. Phil's diagram certainly correlates to a description by a former USAF of the cumbersome system: "*The Delmar Target System looked like a half drop tank with a Day Glo Orange 2,000 pound bomb stuck in the tail of it.*"

Photographic evidence of the Delmar Sea Venom is particularly difficult to find although a colleague may have tracked down a black & white image of the cumbersome rig fitted over the port wing of a Sea Venom at NAS Nowra. I'm hopeful of receiving a copy shortly. However, to support my article, I'm especially interested in any photographs that your membership may have in their private collections together with any technical manuals, diagrams and instructions pertaining to the use of the Delmar target system on the Sea Venom. These will assist in the drawing of aircraft plan and profile views that we endeavour to include in all our magazine articles to assist modellers construct an accurate scale model of the particular subject.

I'm also interested in personal experiences with either of the TT systems employed. Extracts from log books with aircraft side numbers and dates are more than welcome together with amusing or otherwise anecdotes of TT sorties. Any assistance from your membership would be greatly appreciated. All information received will be formally acknowledged in the subsequent article and a copy of the article provided to each contributor.

Roger Lambert
(Sydney, NSW)

Roger.Lambert@environment.nsw.gov.au

23rd Annual VHCMA Reunion 2009 Agenda Atlantis Casino Resort Spa 3800 South Virginia St Reno, NV 89502

Reservations: 1 800 723-6500
\$69.00 per night Mon - Thu. \$99.00 Fri - Sat

The 23rd annual VHCMA reunion will be held in St. Louis, Mo June 17 – 20 at the Atlantis Casino Resort & Spa 3800 South Virginia Street Reno, Nevada 89502. The 135th AHC EMUs are more than welcome and all the VHCMA members always seem to be over whelming with their hospitality towards the RANHFV members. It's always a great function. You never seem to know where you're going to end up in USA

Room Rates are \$69.00 per night Sunday through Thursday all Tax and fees included and \$99.00 per night Friday and Saturday all Tax and Fees included. These rates are also good for 3 days before and 3 days after the reunion dates. Reservations can be made at **no up front cost**. Cancellations can be made 48 hours prior to arrival with no penalty. When making reservations please call the hotel at **1 800-723-6500, you must mention the Vietnam Helicopter Crew Members** to receive our special rate. The hotel provides free shuttle service to and from the airport.

We are planning a normal schedule of events, the daily AGENDA is as follows:

Tuesday June 16, 2008	12:00pm-5:00pm	Pre registration for early arrivals.
	12:00am-1:00am	Hospitality Room Open
Wednesday June 17, 2008	7:00am-1:00am	Hospitality Room Open
	9:00am-5:00pm	Registration Open
	9:00am-5:00pm	Merchandise Room Open
	8:00am-1:00am	Meeting Rooms Open
Thursday June 18, 2008	8:00am-1:00am	Hospitality Room Open
	9:00am-5:00pm	Registration Open
	9:00am-5:00pm	Merchandise Room Open
	8:00am-1:00am	Meeting Rooms Open
	7:00am	Hotel Lobby
	9:00pm	Dutch Covert Golf Classic Mike Kendal Poker Tournament
Friday June 19, 2008	7:00am-1:00am	Hospitality Room Open
	9:00am-5:00pm	Registration Open
	9:00am-5:00pm	Merchandise Room Open
	8:00am-1:00am	Meeting Rooms Open
	9:00am	Hotel Lobby
	6:00pm	Bus Tour to Virginia City Hospitality Room Friday Night Social
	8:00pm	***Hospitality Room Veterans Benefits Workshop
	9:00pm	Mike Kendal Poker Tournament

Saturday June 20, 2008 7:00am Hospitality Room Open
 9:00am-2:00pm Merchandise Room Open
 9:00am-3:00pm Registration Open
 8:00am-4:00pm Meeting Rooms Open
 12:30pm VHCMA General Member Meeting Hospitality Room
 12:00pm-1:00pm Ladies Luncheon
 5:00pm-1:00am Saturday Night Banquet
 Sunday June 22, 2008 Check out End of Reunion

Any queries contact :David Bengel 02-49577760

If you smile at any of these just think how old you are.

Garage Door

The boss walked into the office one morning not knowing his zipper was down and his fly area wide open. His assistant walked up to him and said, 'This morning when you left your house, did you close your garage door?' The boss told her he knew he'd closed the garage door, and walked into his office puzzled by the question.

As he finished his paperwork, he suddenly noticed his fly was open, and zipped it up. He then understood his assistant's question about his 'garage door.'

He headed out for a cup of coffee and paused by her desk to ask, 'When my garage door was open, did you see my Hummer parked in there?'

She smiled and said, 'No, I didn't. All I saw was an old minivan with two flat tires.'

An elderly couple had dinner at another couple's house, and after eating, the wives left the table and went into the kitchen. The two gentlemen were talking, and one said, 'Last night we went out to a new restaurant and it was really great. I would recommend it very highly.'

The other man said, 'What is the name of the restaurant?'
 The first man thought and thought and finally said, 'What is the name of that flower you give to someone you love?
 You know... The one that's red and has thorns.'

'Do you mean a rose?'

'Yes, that's the one,' replied the man. He then turned towards the kitchen and yelled, 'Rose, what's the name of that restaurant we went to last night?'

Couple in their nineties are both having problems remembering things. During a check-up, the doctor tells them that they're physically okay, but they might want to start writing things down to help them remember

Later that night, while watching TV, the old man gets up from his chair. 'Want anything while I'm in the kitchen?' he asks.

'Will you get me a bowl of ice cream?'

'Sure.'

'Don't you think you should write it down so you can remember it?' she asks.

'No, I can remember it.'

'Well, I'd like some strawberries on top, too. Maybe you should write it down, so as not to forget it?'

He says, 'I can remember that. You want a bowl of ice cream with strawberries.'

'I'd also like whipped cream. I'm certain you'll forget that, write it down?' she asks.

Irritated, he says, 'I don't need to write it down, I can remember it! Ice cream with strawberries and whipped cream - I got it, for goodness sake!'

Then he toddles into the kitchen. After about 20 minutes, The old man returns from the kitchen and hands his wife a plate of bacon and eggs. She stares at the plate for a moment.

'Where's my toast?'

A senior citizen said to his eighty-year old buddy:

'So I hear you're getting married?'

'Yep!'

'Do I know her?'

'Nope!'

'This woman, is she good looking?'

'Not really.'

'Is she a good cook?'

'Naw, she can't cook too well.'

'Does she have lots of money?'

'Nope! Poor as a church mouse.'

'Well, then, is she good in bed?'

'I don't know.'

'Why in the world do you want to marry her then?'

'Because she can still drive!'

One more :

A little old man shuffled slowly into an ice cream parlour and pulled himself slowly, painfully, up onto a stool. After catching his breath, he ordered a banana split. The waitress asked kindly, 'Crushed nuts?'

'No,' he replied, 'Arthritis.'

Fleet Air Arm Memorial Plaque – WA

The actual birth of the project was roughly two years ago following a suggestion by Jack Suriano at one of our bi-monthly meetings. A motion was passed that we should investigate the possibility of erecting some form of memorial to members who had lost their lives while in service. This had been discussed before by many of our members but Jack was the one who the initial moves to have the project formalised. The membership was enthusiastic and a unanimous vote to proceed was the result.

Our major concern at the time was funding, or lack of. After a number of sources were suggested and after much discussion it was decided to approach DVA and Lotterywest for assistance. Both organisations came to the party with DVA donating \$4000 and Lotterywest \$5000. There is little doubt that the project could not have proceeded without these two donations. During the process of obtaining the requisite grants there had been some unexpected delays due to the occasional breakdown in communications, both verbal and written. Concurrent with the process of obtaining financial approvals were the decisions regarding selection of a sculptor and an actual location for the memorial proper. A well known and respected local sculptor was chosen, Greg James, and Memorial Hill Fremantle was decided upon as the preferred site. That, in essence, left us with only one more decision to be made and that was determining just who to invite to perform the actual unveiling. After a surprisingly small period of time it was agreed by all that Mrs Margaret Phillips, the widow of POACM Phillips (killed on operations in Vietnam) would be the ideal choice.

Assistance and advice on all necessary steps to obtain formal approval for our site selection was sought and obtained from the City of Fremantle. At the same time an approach was made to the Commanding Officer, CAPT Brett Dowsing, of HMAS STIRLING for assistance with equipment, personnel and advice on the correct military protocols to be used for the dedication.. When all of this had been, largely, completed it was then determined that Thursday January 22nd would be the date of the service.

In the days immediately prior to 22 January Perth had been suffering from a long string of very high temperatures and high humidity days. However, the day of the actual ceremony was as close to perfect as could be wished for. Some thirty official guests had been invited including the heads of the three services in WA (Army could not attend due to a change in command), the Deputy Commissioner of DVA (WA), the Chairman of Lotterywest, the Presidents of several ESO's, including Naval Association, RSL, VLSVA of WA, FESR, Ms Melissa Parke MP (Federal Member for Fremantle) and many more. We were also honoured by CDRE David Orr RAN Rtd as the senior "birdie in WA. Total attendance has been estimated at between 100 and 150. I personally lean towards the lower end although I could not see all in attendance. The service was as simple as possible in keeping with the tone of the dedication. Religious aspects were jointly handled by Chaplain Robert Hosken RANR and Chaplain Geoff Vidal RANR (an ex RAN pilot who served

as a helicopter pilot in Vietnam). The RAN also provided a bugler, an armed catafalque party and several pieces of equipment necessary for the successful conduct of the service. Valuable assistance in assisting VIPs and other guests was provided by members of TS CANNING ANC. The service was conducted in accordance with a published "Order of Service", copy can be provided if required. Without doubt, in my opinion, the highlight was when Margaret Phillips pulled on a silken chord to reveal the plaque to the audience for the first time. Until that moment the plaque had been concealed behind a superbly made blue banner bearing the Association Crest.

Apart from the dedication proper a small welcome address was given by myself, as President, and Mt Theo Bushe-Jones gave a concise summary of the Association. At the completion I also gave another very short address thanking all for their attendance. All who were able then departed for the Swan Yacht Club for tea and sticky buns.

Some had a bit more.

So far I have received nothing but positive feedback on the event. All are impressed with the quality of the workmanship that has gone into the completed plaque and are equally impressed with the location and the aspect we have been lucky enough to obtain. The ceremony was well accepted and a great deal of favourable comment has been given regarding the dress, bearing and overall conduct of the uniformed personnel, both sailors and cadets. I, and my committee, also endorse those sentiments.

In short, the event was highly publicised both in the press and on television and I believe we achieved a positive result from the exercise. Off course, I would stress that without the help of many people, including DVA, Lotterywest, The City of Fremantle, the CO and Staff of HMAS STIRLING, TS CANNING, Mrs Margaret Phillips and Chaplain Geoff Vidal (who flew from the Gold Coast and back at his own expense) this dedication could never have taken place. It would also be remiss of me not to mention the efforts of the Memorial Sub Committee in ensuring the success of this project.

Winston James



Mrs Margaret Phillips alongside the plaque



Site of plaque



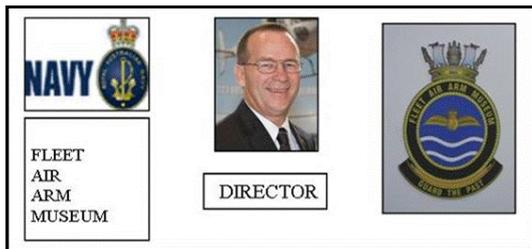
Actual plaque



Chaplin Geoff Vidal officiating



Mrs Phillips unveiling the plaque



As I was overseas when the previous edition of 'Slipstream' was being compiled I must thank Ailsa Chittick, Ian Chorlton and Margot Napier for jointly preparing the last report on Museum activities. It is reassuring to know that I can rely on the staff and volunteers to keep the Museum operating efficiently in my absence.

This has frequently been the case in the last six months with attendances at travel and tourism expos being supported by the Shoalhaven Tourism Board and Shoalhaven City Council. As the winner of the 2008 South Coast Major Tourism Attraction award, exhibition space has been made available at no cost to the Museum at events all over the State; and the Museum will have a display at the 2009 Sydney Caravan and Holiday Super-show at Rosehill Racecourse between 18-26 April.

I had the good fortune to spend six weeks holidaying in the USA and in Cuba at the end of last year and I took the opportunity to visit as many aviation museums and other cultural institutions as time would allow. No doubt, the Smithsonian Museums in Washington DC are the world's benchmark for quality, size and presentation standards. The Smithsonian Institute encompasses eleven different museums in Washington alone, including two aviation museums; one in the Downtown area of the city and the other, known after its benefactor as the 'Stephen F Udvar-Hazy' Centre at Dulles International Airport. The Downtown museum was established in the 1970's and houses such icons as the original Wright Brother's 'Flyer', and Lindbergh's 'Spirit of St. Louis', while the Udvar-Hazy Centre includes amongst its **three hundred** display aircraft the prototype Boeing 707 airliner and the prototype F-35 fighter – yes, the RAAF's next glamour acquisition is already a museum piece.

At the other end of the museum spectrum was the Cuban National Museum of Aviation, located in an outdoors setting some thirty minutes by taxi from central Havana. Upon arrival I was disappointed to learn that the museum was closed to the public and was in the process of being transferred to an area further out of the city, to make way for a public housing estate. Luck was with me however; as the director was on-site and gladly invited me in once we introduced each other and discovered that we were both former members of our respective national Navies.

Naturally the majority of military and civilian aircraft and helicopters on display were of Russian origin, but there were examples of pre-Castro regime American machines in the form of a Mustang, Texan and Trojan. Of particular interest is the fact that the Cuban Air Force operated Hawker 'Fury' and 'Sea Fury'

fighters, both during the Revolution against Castro's insurgents, and then in the failed Bay of Pigs invasion, where Revolutionary pilots actually engaged and shot down American CIA aircraft disguised in the markings of another Central American country. One of only two surviving Cuban 'Sea Fury' aircraft is proudly displayed in the 'Museo de la Revolucion' in central Havana.



Myself and Curator of the Cuban National Aviation

Two other noteworthy places that I visited in the USA were the Chicago Science and Technology Museum, where the captured German U-boat U-505 is exhibited in a magnificent underground setting in the museum's basement; and the floating museum ship USS MIDWAY that is moored in San Diego harbour between the Fish Market and the ferry wharves. MIDWAY served in Korea, Vietnam and the first Gulf War, and on her flight deck and hangar decks are displayed a cross-section of US naval aviation machines ranging from Hellcats to Tomcats, and everything in between.



Grumman F-9F 'Panther' onboard the museum ship USS MIDWAY, San Diego

The focus of our activities in the Fleet Air Arm Museum for this year will be to consolidate the existing displays by gradually adding more equipment that complements our major aircraft exhibits. Already, the sectioned Gipsy 'Major' engine that for many years was used as a training aid in the old SAM-E, or ATD, depending on your age, is now on display in a purpose-built cabinet in the restaurant. Restoration of the Gannet 'Double Mamba' powerplant is underway and it too will be displayed next to its parent aircraft when completed. This has always been a very interesting exhibit due to its fine sectioning and motorised operation.

The library and archive has undergone a major facelift, with new shelving and storage facilities now enabling the curators to categorise and catalogue the extensive document, publication and photographic archive in a greatly improved manner. Another task recently completed by the curators is the proper labelling of all the ship models on display. Visitors can now distinguish between the five variants of HMAS SYDNEY for example, and they will have a clearer understanding of HMAS MELBOURNE's role as a light fleet carrier, first operating Venoms and Gannets, and then Skyhawks and Trackers post-modernisation. Museum patrons will once again be able to enjoy meals and refreshments in the restaurant. Tender documents are being prepared and it is hoped that a new caterer will be selected and operating by July. I want to thank everyone for their patience during the restaurant's closure and I am sure that the regulars from the Association who always enjoyed their pie and chips washed down with a red wine on Wednesdays will be among the first customers. Upcoming events will include a book launch and cocktail party in support of one of Nowra's foremost children's charities in June; and a major static display of visiting aircraft and classic automobiles is proposed for Spring. Further details will be advertised when confirmed. The staff and volunteer workers of the Fleet Air Arm Museum value the support of the FAA Association of Australia members and we aim to make your next visit enjoyable and memorable.

Terry Hetherington

Lost :

BMA :137

NSW PREMIER STATE

Silver Hyundai, possibly still missing from the Reunion, please contact Brenda Arnold - Who could possibly lose a car in the middle of a football oval ?

Korean War participants honoured

Australia's little-known naval involvement in the Korean war was commemorated in Rockingham yesterday with the unveiling of 18 plaques dedicated to the ships and naval air squadrons that took part in blockading North Korea and bombing enemy positions.

"This will be a lasting reminder that the Australian Defence Force will never shirk its duty and will go to the assistance of the oppressed," Commodore Steve Davies said at the ceremony.

The Royal Australian Navy's destroyers and frigates were involved in 1950s blockade, escort and bombardment duties on both sides of the Korean peninsula and the planes on aircraft carrier HMAS Sydney attacked North Korean units and supply lines. Their secondary duties included aerial reconnaissance, providing targeting information for naval bombardments, combat air patrols and anti-submarine patrols.

One of the men responsible for ensuring that the ammunition for HMAS Sydney's Hawker Sea Fury fighters and Fairey Firefly attack aircraft was properly prepared was armourer Robert "Lou" Burns.

Mr Burns, 78, who was among 13 Korean war naval veterans at yesterday's ceremony, said he remembered the extreme cold in the Korean waters.

Mr Burns, who held the rank of Naval Airman Mechanic Ordnance, said that even though they were not on land, the sailors would be told every evening how the Allies were faring. "We'd get a nightly briefing on how many ox carts we (the Allies) had shot up," Mr Burns, who served 15 years in the navy, including three on the Sydney, said.



One pilot was killed and two were declared missing in action during the RAN's involvement in the Korean conflict between June 1950 and July 1953.



MOMENTS IN TIME



Back row L to R; Graham Massey, Kim Dunstan, Blue Cooper, Chuck Miloselivic, Rex Trenberth, Lee Wells, Eddie Cross, Ric Casey, Lou Anning.
 Front row L to R; Peter McVeigh, Pat Rose, Peter McDonald, P.O. Blue Ferguson, Barry Blackwell, Bob Cook and Jock Campbell. Absent: Zip Hill



Back row first L to R :

Gary Gadenne, Paul Osborne, Ross (Sam) Sarti, Bomber Brown, Danny Wells, Mick Gebbie.

Front row :

Derek Byrnes, Bear Hammond, instructors, ? Stanton.

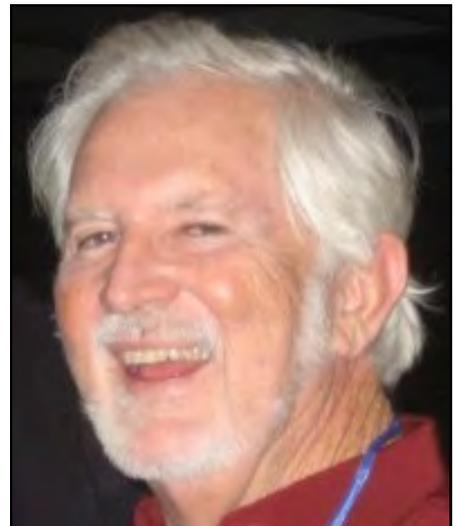


MOMENTS IN TIME



1975

Then and Now



2008 Reunion

“Secret Men’s Business”

As a result of the ‘Reunion’ one of our members who is involved with veterans welfare has offered to contribute some of his vast knowledge on the subject of men’s health. This is a subject that far reaching effects for all of us and it is a very welcome addition to Slipstream. You will notice that far from writing an article that makes it hard to get any follow up on he even volunteers his contacts. Anything to do with government departments often gets put into the ‘too hard basket’ as the effort to get through the ‘red tape’ often seems to be worse than the ailment ; this may just be a system that makes things easier for you so please read ,digest and act on the info provided.

Ed

I’m John Macartney and I’ve put my hand up to be a Men’s Health Peer Education (MHPE) Volunteer. This is a fancy name for somebody who organises for relevant health information to be available to the veteran community and to encourage members to share responsibility for the management of their own health and well being. I’m also a volunteer Welfare and Pensions Officer with the VVAA Bundaberg and District Sub-Branch and will include a welfare information article in each edition of Slipstream to refresh your memories of what assistance is available to you from DVA.

The Men’s Health Peer Education Program is run by DVA - no it’s not the bunch of buggers who stuffed you around with your claims. This program is administered by DVA people who have a genuine interest in your overall health and well being. Their philosophy is basically to provide information, which has been developed by professionals in their chosen fields, to you. The information, when properly followed, may allow you to live a longer and have a healthier life. What this means is that you should have a better quality life style and be able to draw your pension longer.

I am not a Health Professional, those who remember me will know that I was a “Crystal Cracker”. I will write a Men’s Health article for inclusion in Slipstream which is intended to raise your awareness of medical topics which may be relative to you.

Typical topics are:

Being a Digger & a Bloke; Choose Health – Be Active; Talking to Your Doctor; Vascular Health & Diabetes; Mental Health; Your Lungs, Pill, Potions, Drugs & Alcohol; Cancer; Living with Chronic Illness & Pain; Making Sense of Sensory Loss; Men as Carers; Dental Health & Healthy Driving.

If you require additional information on any topic please see your GP, health provider or contact your local DVA/ VAN Office who can put you in contact with your nearest MHPE volunteer who can arrange for an organised information session or just a one-on- one talk. Failing that please contact me on jrmaca@bigpond.com and I’ll do my best to assist you.

These programs are available to you and your family. Remember, you don’t have to go through things on your own, Mates help Mates.

As a start I have included an easy, quick check you can do at home while you have an enjoyable read of this current edition of Slipstream.

The Quick MHPE Men's Health Check-Up



Do you have 60 seconds?

See how you manage your health and wellbeing with this quick quiz.

Question	Yes	No
Have you visited your GP in the last 3 years for a general check up?		
Have you spoken to your GP about prostate health?		
Have you spoken to your GP about bowel health?		
Have you had your cholesterol levels measured in the last 2 years?		
Have you had your blood pressure measured in the last 12 months?		
Have you had your blood sugar levels measured in the last 2 years?		
Do you have at least two alcohol-free days per week?		
Are you a non-smoker?		
Do you do at least 30 minutes of moderate-intensity physical activity on most days of the week?		
Have you had your skin checked in the last 12 months?		
Do you eat at least two serves of fruit and five serves of vegetables every day?		
Are you happy in general, and not too stressed or worried?		

Answered 'No'?

If you answered no to any of these questions, we encourage you to have a chat with your GP or health professional – they will be able to help you work out some strategies to optimise your health and wellbeing.

John Macartney, MHPE Volunteer

Fleet Air Arm Association of Australia Blazer Order Form

Blazers made by C E Wise 780 – 782 High Street Thornbury Vic 3071

Tel 1300 700 000

Fax (03) 9484 2212

Web Address: <http://www.cewise.com.au/>

Email: sales@cewise.com.au

Specification: 80%wool / 20%polyester jacket with FAAA monogram.

Price: \$209 (including GST) postage included.

How To Order?

Irrespective of whether you order via the *internet*, *fax* or *post* we will need the following details:

Full Name _____

Postal Address _____

Contact Details (Home) _____

(Mob) _____

Credit Card details (including expiry date) _____ (expiry) __ / __

Security code (last three digits on number on back of card) X X X X / ___

Chest Measurement in cm or inches _____ Height _____ (in cm or inches)

By Internet go to: <http://www.cewise.com.au>

Click on “**Online Uniform Shops**”

Click on “**Fleet Air Arm Association of Australia**” and follow the prompts, (this is a very simple process that almost ensures a first up fit)

By Fax: Fax this completed form to: (03) 9484 2212

By Post: Post this completed form to: CE Wise Pty Ltd. 780 – 782 High Street Thornbury Victoria 3071

By phoning us on 1300 700 000 and asking for assistance (cost of a local call)

On receipt of your order we will manufacture and dispatch to you a standard size FAAA blazer which corresponds to your chest measurement. This will be sent to your postal address within 14 - 21 days. Should the blazer need alteration we ask you to return the blazer along with a completed alteration form (which will be mailed to you with your blazer) and we will make a specially fitted blazer. There is no cost for either the alteration or the subsequent delivery.



Fleet Air Arm Association of Australia Blazer Alteration Form

Blazers made by C E Wise 780 – 782 High Street Thornbury Vic 3071

Tel 1300 700 000
Fax (03) 9484 2212

Web Address: <http://www.cewise.com.au/>
Email: sales@cewise.com.au

If your blazer needs altering please do the following:
complete the details on this form

Date of purchase __ / __ / __

Date of blazer return __ / __ / __

Your Full Name _____

Postal Address _____

Contact Details (Home) _____

(Mob) _____

Size of initial blazer supplied _____

In comparison to this fitting blazer:-

Chest Measurement alteration required (e.g. +2inches, -2inches) _____ (inches or centimeters)

Arm Length (cuff) alteration required (e.g. +2inches, -2inches) _____ (inches or centimeters)

Coat length (back) alteration required (e.g. +2inches, -2inches) _____ (inches or centimeters)

Height _____ (inches or centimeters)

Waist _____ (inches or centimeters)

send this completed form along with the blazer to:

CE Wise Pty Ltd.
780 – 782 High Street
Thornbury Victoria 3071

Please note this service is FREE to you

Order form for blazers is on page 22 (other side of this page)

You can tear out the page or else just copy it; fill it in and send it off to the nominated address.

You can also use their web site if you have a computer . This is a very simple method, just select your measurements from the respective listings and the job is done

Victorians take note of the address you can front up and do the business.

This form is only to be used if you have to get any alterations done to your blazer after you receive it !!!!!

A good Aussie poem

The sun was hot already - it was only 8 o'clock
 The cocky took off in his Ute, to go and check his stock.
 He drove around the paddocks checking wethers, ewes and lambs,
 The float valves in the water troughs, the windmills on the dams.

He stopped and turned a windmill on to fill a water tank
 And saw a ewe down in the dam, a few yards from the bank.
 "Typical bloody sheep," he thought, "they've got no common sense,
 "They won't go through a gateway but they'll jump a bloody fence."

The ewe was stuck down in the mud, he knew without a doubt
 She'd stay there 'til she carked it if he didn't get her out.
 But when he reached the water's edge, the startled ewe broke free
 And in her haste to get away, began a swimming spree.

He reckoned once her fleece was wet, the weight would drag her
 down
 If he didn't rescue her, the stupid sod would drown.
 Her style was unimpressive, her survival chances slim
 He saw no other option, he would have to take a swim.

He peeled his shirt and singlet off, his trousers, boots and socks
 And as he couldn't stand wet clothes, he also shed his jocks.
 He jumped into the water and away that cocky swam
 He caught up with her, somewhere near the middle of the dam

The ewe was quite evasive, she kept giving him the slip
 He tried to grab her sodden fleece but couldn't get a grip.
 At last he got her to the bank and stopped to catch his breath
 She showed him little gratitude for saving her from death.

She took off like a Bondi tram around the other side
 He swore next time he caught that ewe he'd hang her bloody hide.
 Then round and round the dam they ran, although he felt quite
 puffed
 He still thought he could run her down, she must be nearly stuffed.

The local stock rep came along, to pay a call that day.
 He knew this bloke was on his own, his wife had gone away
 He didn't really think he'd get fresh scones for morning tea
 But nor was he prepared for what he was about to see.

He rubbed his eyes in disbelief at what came into view
 For running down the catchment came this frantic-looking ewe.
 And on her heels in hot pursuit and wearing not a stitch
 The farmer yelling wildly "Come back here, you lousy bitch!"

The stock rep didn't hang around, he took off in his car
 The cocky's reputation has been damaged near and far
 So bear in mind the Work Safe rule when next you check your
 flocks
 Spot the hazard, assess the risk, and always wear your jocks!

Supplied by Warren Waters

Birth of "The Brew Boat" 1950

"Look mate, whoever you are, go back and tell the bloke who sent you that - A Brew is only for REAL sailors on board REAL navy ships - not you lot pushing airplanes around all day"

And so I headed back to the big wooden box outside the hangar where we used to hang-out whilst waiting for the pilots to bring back our planes, and I told my boss Petty Officer 'Digger' Schmidt about the response from the Victualling Store, after all we only wanted a couple of pounds of loose tea leaves and sugar.

Digger wasn't impressed as he was unable to draw an Urn from the Supply Store. Problem solved; Digger made an urn down at the Sheet Metal Workshop by silver soldering an electric immersion heater into the base of a four gallon drum, an electrician scored a (large) length of extension lead, enough to run from a power point in the hangar out to the wooden box, whilst I started to collect 3d (threepence) from anyone interested in having a cup of tea at Stand-Easy.

Back then, "Tea Bags and Instant Coffee" weren't available; anyway.

One of the wives up in Married Quarters became responsible for adding tea and sugar to her weekly shopping list.

Cups? Well they started to appear from the Dining Hall, as did a large aluminium teapot and fresh milk daily.

The urn took the best part of 3 hours to boil and it wasn't long before tea and sugar regularly appeared - from the Dining Hall.

Therefore, the Fleet Air Arm's first Brew Boat was born.

Good-One Digger

PINK CURTAINS

A Blonde goes to K-Mart to buy a pair of pink curtains.'

Finally she selects a lovely pink floral print.

The salesman then asks what size curtains she needs.

The blonde promptly replies, 'Seventeen inches.'

'Seventeen inches ?' asked the salesman. 'That sounds very small, what room are they for ?'

The blonde says, 'They aren't for a room, they are for my new computer monitor.'

The surprised salesman replies, 'But Miss, computers do not need curtains !'

The blonde says, 'Helllllooooooo .. I've got Windooooows.....'



NATIONAL PRESIDENT



After the excitement and euphoria of the Reunion, it is difficult to find sufficient stimulating copy for this edition of Slipstream. The Association is "ticking over" smoothly, the State Divisions appear happy and contented and the National Executive has met without resorting to fisticuffs or, indeed, hard words. There are proposals afoot for memorials, firstly, to remember all those who lost their lives in the service of Australian Naval Aviation and, secondly, to honour those men who formed the first CAG in the UK in 1948. I will keep everyone informed of progress!

As always, we have lost friends and comrades during the quarter. I was particularly saddened that we farewelled an old friend, Pancho Walter, BEM, a great character who was liked and respected throughout the aviation world. I very much regretted that circumstances prevented my attendance at Pancho's funeral, but, I am assured that there was a good crowd and a fitting farewell. We were shocked by the devastating Victorian bushfires and expressed our sincere and heartfelt sympathy through the Victorian Division. The National Executive sent a cheque for \$500 and I know that State Divisions also contributed.

The White Ensign Club, which was such an asset during the Reunion, has completed its first year of operation under the cooperative agreement with the Naval Association and I was present at an amicable changeover of office bearers. We have an option to extend our lease from the Museum until 2013 and I have formally notified our intention to exercise that option. The Club needs an up-rated power supply and improved disabled access and steps are underway to solve both problems.

I would like to thank our Vice President, Peter Welsh for his energetic support, especially in representing the Association. He recently travelled to Canberra to attend the ACT Annual General Meeting and reports that newly reformed Division is in excellent shape.

One final thought; we still could do better with our recruiting and, although the Association is very healthy, I would like to see our numbers increase substantially. Those ex-birdies who have not joined are missing out on the support and camaraderie of a great organization. I ask all Divisions to give this matter their attention and support.

David Farthing

NATIONAL SECRETARY



Since my last report things have been progressing along steadily, membership is still on the increase albeit slowly currently we have 1054 financial members on the books. However I am sure that we can do better than this and I urge all State Executives and in fact all members to further the cause for increased membership.

We are currently in the process of issuing Membership Cards to all members and hope to have them ready to post out with the next issue of Slipstream so please check your envelopes to ensure that there is nothing left in them "If we fail to get them finalized I will be posting them to your State Secretaries for onward distribution.

"The reason for the above is we have had a couple of incidents at the Museum where staff have been abused do to peoples names not on our list of members and also of persons trying to gain free entry whilst they are not members of our Association."

The cards will be issued on a once only basis and in future any other concessions that we are able to obtain will be validated on the member producing his membership card.

As most of you are now aware the cost of Slipstream was increased at the AGM by \$2.00 per year (ie: 50 cents a copy) this was done to offset price rises in the printing of the magazine.

Most Divisions have held their Annual General Meetings by now and I urge all State Secretaries to forward to me their current financial membership list so that the overall data base may be updated.

That's all for this issue the editor is screaming something about deadlines and other things

Dick Martin
National Secretary

ACT DIVISION



It has been a fairly quiet period over the last three months with the Christmas and New Year break occurring. The Division held a Christmas Dinner function at the Canberra Yacht Club on 12th December with 25 people attending. It was good to catch up with friends and share a nice meal and good company with most members attending with their partners. Our thanks go to Pete Davis and Jak Goudman for organising the event.

On the 31st January the Division held a Golf Day at the Goolabri Resort Golf Course with 11 members of the ACT Division participating. It was a very hot day with the temperature hitting 38 degrees, and even with an 0900 tee off, it wasn't long before the heat affected some players who slipped away quietly from the golf course after 9 holes to the BBQ area for some refreshments. A few stalwarts (or crazy buggers) battled through the stifling heat and the occasional brown snake to complete the 18 holes before everyone adjourned inside the air conditioned comfort of the restaurant for lunch. Thanks again to Jak and Pete for organising the event. The next planned outing is twilight lawns bowls and dinner at the Canberra Labour Club, Weston Creek scheduled for Sun 29 March at 1700.

The ACT Division Annual General Meeting will be held on Friday 20th March at 1600 at the Canberra Labor Club with a raffle and refreshments on completion. Committee positions are up for re-election and the ACT Division draft constitution and membership fees will be presented and voted upon. At this time all current committee members are re-nominating and we hope to increase the membership numbers with some ex-NSW members who reside in ACT transferring to the ACT Division.

The ACT Division was saddened to hear of the passing of Gordon 'Pancho' Walters. 'Pancho' was well known to many ACT members and most would remember him from his time at ALBATROSS or the Shoalhaven Ex-Servicemen's club where he was the ever friendly manager for many years. Our thoughts and sympathy go to his family and friends during this difficult time.

ANZAC Day preparations are well underway with the Division allocated a squad in the Canberra march. On completion of the march, members and their guest are invited to attend the Canberra Labor Club for drinks and smally eats. We are hoping for a good roll up for this year's march so please encourage those that you know to attend for a great day.

The ACT Division has sponsored an Aircrew and Aerospace Engineer Navy student at ADFA. The Aircrew student with the best academics in two years of Bachelor of Technology prior to proceeding on Pilot or Observer course and the Aero Engineer who is the best in academics and military studies in their final year. \$50 book vouchers along with 12 months FAAA membership, sponsored by the ACT Division were presented to the two winners MIDN Matthew Urquhart (Aircrew) & MIDN Krystal Wright (AERO Engineer) in a ceremony at ADFA in December. Congratulations to both recipients and we hope you enjoy your well deserved prizes.

Well, until next time, stay safe and hope to see many of you on ANZAC Day.

Regards,

John (*Schonners*) Schonberger
Vice President - ACT Division

QUEENSLAND DIVISION



I was thinking there was plenty of time to get this ready for the Magazine & suddenly am right on the deadline! There hasn't been a great deal of activity since Christmas so have to really try to get the brain into gear.

Our AGM was held on Sunday 8th March at the Bribie RSL and all of the committee were re-elected which is certainly good for continuity of support and commitment of our committee members. Mick & I now cruise into our 17th year at the helm. The attendance was relatively low, there being only 27 or so there. Lots of people were away or ill/recovering from illness. I too was away as we had to drive to Sydney to attend a funeral of Dee's old school friend from Somerset, UK. It's been a rough time recently with Pancho Walter & Len Zuch passing on. Our condolences to their families.

Bob Bryce has just recently had knee surgery and Mick is still having his "gullet" stretched and having to use a walking stick due to a bad back. Had a note from John Ward to say that Denise has had to have a Pace maker fitted. Maria Walters has been having a tough time -& still is—in hospital in Little Rock. She's had surgery and continuing problems with her heart and

defibrulator (?) and it's still going on as I write. Warren tells me they had a "Code Blue" yesterday due to Maria passing out, falling & hitting her head amongst other things to do with her treatment.

At the funeral/wake in Sydney on Tuesday, I met a guy called Pete Ryan who is the President of the ACT Branch of the Vietnam Vet's Association & we had many laughs over tales of some things related to both Navy & Air Force. There were a couple of tales relating to a Navy pilot-call sign "Whisky Square/Sinbad" who had to shave off his beard for a new passport requirement but was left with a great Air Force type handlebar mustache & somehow his flying suit had Flight Lt. bars fitted instead of Navy Lt. Cdr bars. When asked how long he'd been "in country" gave rather a rude reply to the effect that he'd been there for 11 months! I wish the same "Sinbad" a happy 55th anniversary of joining the Navy on 26th of March! The years roll on.

Quite a few of us attended the funeral of Len Zuch at Pinaroo Chapel & decided to continue on to Paddy Williamson's place for our committee meeting. Ron Powell & Paddy drove off, I followed & then Bob McBride followed by Des Kelly. Suddenly cars were coming toward us with lights flashing –we were heading up the wrong side of the road and had to get left in a hurry. When we got to Paddy's place, Jan was having a girls' day playing cards, having a few drinks, etc., when we invaded, for lunch, she thought! But we'd had some refreshments after Len's funeral so we got her to relax.

We discussed the fixing of our FAA plaque at the QLD Air Museum and thought that a good time could be at their "Open Cockpit" day in July but, on checking with the Museum Director, that wasn't the right time so we still have to select a suitable weekend later this year. It may well have to be after July.

We are pleased to welcome a couple of new members—Garry Hansen and Harry Lake. A few have pulled out due to personal reasons, but we keep steadily building our membership base. I had a call from Bill Ruxton on behalf of the Hervey Bay RSL where they were in need of a Reviewing Officer for their Anzac Day Ceremonies. I spoke with Geoff Morton and the result is that he & Di will be accommodated in Hervey Bay for the weekend and Geoff will take the Salute and give the Anzac day Address. Glad to help out, Bill.

We are 2nd off the rank on Anzac Day and invite the Vietnam Helicopter boys to join with us if they aren't marching separately and also to join us at the Spring Hill Hotel after the march. It seems that lunch might cost a bit more, thanks to a host of increased costs imposed by our wonderful Government on Pubs and Clubs in recent times. Gary has kindly delivered our Banner kit to me as he will be away on the day. Ian Henderson has kindly offered us accommodation at their place so that we can set off for town at a reasonable hour. I might be able to modify the long flag pole with some fittings from an old umbrella pole I have. Our National Vice President, Peter Welsh and Karin were to

spend the Saturday night here then join us at our AGM but that had to be cancelled with us going away. We'll make it yet, Peter. In February, we spent a very enjoyable couple of days with John & Ros Crawley to help JC celebrate his BIG Birthday. Great fun in the rain with golf buggies on steep hills and delayed flights due to the inclement weather. Good stuff!

We visited Kev Korschel at Coolangatta in February as well. Gave him a hand where a customer was loading an old "pull Handle" poker machine into a van?? Much rain! We were in Melbourne end of February with son & family—I've never seen it so dry there—no green grass—no wonder the fires ripped through those places. We'd been to Kingslake a couple of years ago and I thought then it would be a bad place for a fire. At our meeting, we agreed to donate \$100 each to the Fire and Flood Relief funds.

Well, that's about it for now—by the way, had a short note from Chuck Smiley in San Diego and he sends his regards to all.

Very best wishes to all in Australia and other places from us in Queensland.

Barry Lister
President



Sandra and Pancho Walter



Ron, Pancho and Garry

VICTORIA DIVISION



The general concept was that the year 2008 went off with a "Bang". What a way to head into the festive season and the New Year with Divisional Dinners, the Reunions and 'The Reunion'. All the feedback that I have received has been nothing but good. And so we set off into this year with the Victorian Division's AGM and I'm sure, as expected, the committee was voted back in which is a demonstration of their capacity to deliver both the needs of the members and run the division effectively.

The meeting was attended by eighteen members and nine women's support group; there were some six apologies. After the formalities of the meet social interaction was, as is usual, very congenial and I can say this even though I didn't win any of the Raffle prizes. Actually I'm beginning to become a deft hand at remembering 'faces' it's applying the right names to the faces is the challenge now.

Nice to see the Pres getting around as well as he does after breaking his leg last year, I'm told that "it'll take a couple of years to be completely healed" I am assured that dancing the "Highland Jig" is on the back burner for some time now.

Australian Navy Foundation Day – 1st March 2009

What an excellent occasion, with a formal Church Service in the historic Chapel of St. Peter the Mariner in Docklands, Melbourne, celebrating the Foundation of Australia's Commonwealth Naval Force and Fleet 108 years ago, followed with a "Navy Foundation Day Creswell Oration" Luncheon at the particularly nice Mercure Hotel. The Service was attended by over 60 persons and led by the Rt. Rev Mark Burton RANR Dean of Melbourne and the Rev. Ken Cahill Chaplain to the Port of Melbourne. Also in attendance was Rear Admiral Stephen Gilmore AM CSC RAN and Capt. Sheldon Williams RAN Senior Naval Officer Victoria.

The service commenced with the formal presentation of the White Ensign to Bishop Burton by the RAN White Ensign Colour Party followed by the presentation of the Naval Association & Navy League Colours.

Toward the close of our Lunch Rear Admiral Gilmore presented the topic "The New Generation Navy the Capability, Shape & Form of the RAN in 2014". This was quite interesting and enlightening, the direction of our Navy toward that year and beyond. However, some FAA persons were both disappointed and concerned that the reintroduction of a Fleet Air Arm complete with a carrier or carriers was NOT part of the plan. Of course the Vic Division of the FAA was represented by, Warren and Dorothy Kemp, Chas Fargher and (of course) Me.

All the Best – Dennis Charlton

SOUTH AUSTRALIA

Sorry no photo

CHANGING OF THE GUARD

The March meeting was well attended and saw the changing of the guard, with most of the new committee formed.

President is Leon Coppins, Vice-President and Treasurer is Gordon Gray, Dinsley Cooper continues as a committee member + newsletter editor and social secretary.

John Saywell continues as a committee member and federal delegate. We are still looking for a secretary.

This edition is to thank the former committee for the excellent work done in supporting the organisation for many years. Some members have been on the committee since 1985.

John Siebert was the President and Federal Delegate, Michael Cain was Treasurer, Des Reardon was Vice-President, Ian Laidler was Secretary, John Saywell was Federal Delegate and continues in that role,

Dinsley Cooper continues as newsletter editor and social secretary whilst Mike Stubbington and Henry Young continue as committee members. Jack Kreig was a committee member for many years.

With Anzac Day approaching the committee expects about 50-60 marching on the day, led by Leon Coppins.

Henry Young will attend the Dawn Service and lay a wreath on behalf of the FAAA SA Division.

Ian Laidler will represent us at the Service at The Repatriation General Hospital at Daw Park.

Regards

Leon Coppins
President FAAA SA Division

Contact details for new office bearers will be updated in the next edition when a Secretary will be added.

RANHFV Members: We will not be marching as a stand alone group this year in the Brisbane Anzac Day March. Those who are in Brisbane are most welcome to join the Fleet Air Arm Assoc. group for the march and also for the after march function. From 2010 I anticipate that we will be marching each year under our own steam.

Thanks Adrian Whiteman



WESTERN AUSTRALIAN DIVISION



What an horrific start we have had to 2009; floods & fire and continuing drought . To all of our Victorian and Queensland members who have suffered any loss from the floods and fires our hearts go out to you and your families.

Now floods are raging in New South Wales and the Pilbara and Murchison over here, let's hope it all settles down soon.

We finished 2008 with our Christmas Luncheon again at Rosie O'Gradys , another great meal and attendance. Arnold Thompson and his wife Dorothy joined us, Arnold is Secretary of the Royal Navy Fleet Air Arm Association and they were visiting Perth and joined us for the lunch.

During the year we donate items for our Christmas raffles which total around ten or so large hampers and individual presents. Clive and Margaret Mayo put the prizes together and with Theo Bushe-Jones assistance conduct the raffles. There is always plenty of good humoured banter between the winners and the empty handed but it all works out o.k.

After almost three years we have finally Dedicated the Memorial Plaque at Monument Hill Fremantle, it joins the RAN and FESR Plaques already there.

We had around 100 attendees at the service and almost all back at Swan Yacht Club for drinks and eats. It was a very successful day. well done to all.

We have had our Annual General Meeting and have a few changes ; Greg (Skinhead) Kelson become's a Vice President and Joe Kroeger and John Boulton became Committee Members, the remaining committee were re-elected to their previous positions.

The Committee are as follows:-

President	Winston James (Same contact details)
Vice Presidents	Tom Fish Greg (Skinhead) Kelson
Secretary / Scribe	Keith Taylor (Same contact details)
Treasurer	Clive Mayo
Committee	Joe Kroeger John Boulton
Welfare Officer	Theo Bushe-Jones

For those who travel across the Nullabor by car and stopped in

Coolgardie, the Coolgardie Kid "Honest" Nick Roberts has moved on. After a long period he has left his Service Station in the middle of the town and is relocating to Perth.

Keith (Squizzy)Taylor

Scribe.

Some of you may have seen a few unusual bottles of Rum & Whiskey with Fleet Air Arm crests on them during the recent reunion at Nowra. I have obtained the story behind these from a trusted "Air Crewie".

SPEYSIDE

This area of Scotland (Speyside) produces the greatest number of single malt whiskies of any region in Scotland, among them of course are the "Glenlivet" and "Glenfiddich" labels of world renown.

A lesser light (in name but not in quality) is the "Speyside" label emanating from a distillery which has been producing the finest whiskies for four centuries and is owned by the McFlintock clan.

This distillery now has a distinctive Australian 'flavour to it since the passing of Clan Patriarch Angus McFlintock in 2002. His only remaining heir was an Australian Aboriginal – Hamish (aka) "Robert the Bruce' Crackatinnie", a Leading Seaman in the Royal Australian Navy. Hamish holds a Masters Degree in Liquor consumption and Management completed after a number of years studying at the "Rockers" (that famous University of Life) in Sydney's Woolloomooloo.

The product has been further enhanced by using a new blend of water in the distillation of this whisky.

Aside from the water obtained locally (which it is said, imparts the character to Speyside whiskies) Hamish imports water from the legendary "D'ye ken the 'noo well, which is situated 53kms south of Alice Springs to the West of the Stuart Highway.

The well draws water from subterranean confluence of the mighty Todd and Finke Rivers on the edge of the Great Artesian Basin and rises from a depth of up to 210 metres below the sun-warmed Simpson Desert.

This water is transported some 20,000 kms across "the sea" and is mixed with the local water to form the "mashes " from which this exquisite , mellow, smoke flavoured whiskey is distilled.

Enjoy your Malt Whiskie's – not to much ice or water, remember what fish do in water. ??

Squizzy



TASMANIAN DIVISION

Hello Mates !

Its time again, not much as is usual (no news is good news) but we are still on deck and willing.

Our last meeting was held on February 22 at our usual venue and I am told there was nothing untoward eventuated; I had a prior engagement and was unable to attend.

Bev Andrews was presented with a copy of Ben Patynowski's " Submarine Hunter" with compliments of us all. Her late husband Allan's photo and article in the book for her to have and cherish forever. Allen was a Chief Mechanician in the 50's. Having worked on Gannets I know Bev will appreciate the gesture warmly.

On a sadder note, we are informed our old armourer mate Geoff Larcombe is in the Launceston General Hospital and not going too well. I haven't been to see him yet but that will be rectified very shortly. We go back a long way to before our Navy days as workmates in Tassie's High Country working for the then Hydro- Electric Commission . I know we all wish him well and a speedy recovery.

As there is not much news from down here, my spies must all be asleep; lets mention our counterparts and all those other poor buggers on Mainland Australia.

Fires in Victoria and NSW, terrible destruction and loss of life and the anguish of those left standing. The job of rebuilding and starting over again, we perhaps can't do much from this end of the country but we wish them all the best and remember them in our prayers.

Then on the other end of the spectrum, up North they have that much water they are nearly floating away with some of the most rain they have ever seen and it is still coming. One would have to live there to realise what they are going through.

It could only happen in this big, big country of ours, I could go on but I don't think I will.

Anyway from all Tasmanians, all half a million of us (at the last census) we are thinking of you,

All for now,

Cheers,

Matt (Jake) Jacobs



NSW DIVISION

Time marches on and just look at this year , its already at the point that the media will soon be counting down the days to Xmas.

Our AGM has just recently been held and, surprise there was not a large number of changes in the new Committee. Perhaps it is just that everyone thinks they have done such a good job and they should continue in the same context. It would appear that it is quite easy to get on committees but hard to get off. I can only agree with part of the presumption as I know that the current group spend a lot of their would be leisure hours looking after the needs and wants of the Division and to this aim we should all give them a large vote of appreciation.

Our raffle has been drawn and if you didn't get a phone call you may presume that you did not win. The phone calls went to the following :

1st Prize - H Chandler , ticket 4692 from the ACT

2nd Prize - N Cowgill, ticket 1305 from Eden

3rd Prize - J Constantine ticket 6121 from Nowra

All winners have been notified and their prizes will be conveyed to them as soon as practical. Thanks to all who participated and a large thank you to John Downton for his effort and generosity.

ANZAC Day is not far off and the subject of banners has been to the fore for several months now. Hopefully all is resolved and thanks to the efforts of Ken Vote and the National Executive we will be receiving some new banners. The old one for the march in Sydney was getting like a lot of us, "OLD" and needed replacing . As well the local marches in Nowra and Bomaderry will now have our members paraded behind our banner and they will from now on all be the same.

We are in the process of looking for a 'project' for the ensuing year, if you have any ideas please drop a line to the Sec or myself and roughly outline it . All suggestions will be put to the Committee for their comments and hopefully we can come up with something productive.

You will find in this mailout a new Membership Card. The reasons have been covered in an article in the magazine so please use the cards if you wish to avail yourself of free entry to Naval

notify the Sec and we will fix the matter. Entry does not extend to family so they will still have to pay.

The town cemetery (Naval section) has had a facelift and is now back to the standard that we should expect of the area. Ron and Colleen Jenkins still look to the personal care of the site and ensure it is kept 'tidly'. Intervention from the CO of Albatross has ensured this will continue.

The use of the new blazers at functions is well accepted. They present as very smart and group the Association representatives together. It is a pity that a lot of the use is at funerals of late but that is a fact of life and may have something to do with us all getting older. The makers of the blazers report that sales are progressing well and the order form seems to be something that everyone can handle easily.

To all that have asked about the state of the dining facilities at the Museum. I have contacted Cmdr Moore and Terry Hetherington and they hope to ask for expressions of interest to operate the café in the near future and that there will be a definite 'occupation' by the 1st July. Ownership by the Navy and operations outside working hours (security) has been somewhat of a stumbling block up until now. The area has been totally revamped and is shining like a new pin so that side of things is not a hold up. It will be a pleasure not having to take sandwiches on a Wednesday .

On the subject of ANZAC Day, I will be laying a wreath at Greenwell Point at the Dawn Service and it occurred to me to bring our members up to date with the revitalised "ANZAC Park'. The Council must be commented on the excellent job that has been carried out. Most was done for last year but now it is finished and pretty as a picture. Probably had some financial assistance from the government but none the less any members that have attended the service here over the years would certainly notice the difference. We Are in keeping with the best in the country and the ever increasing crowds attending are a testimony to this. I have included a photo of the area in question.

Greg Wise

VALE :

Leonard Bernard Frank Zuch

13th. January 1932 - 2nd. February 2009

I regret to report that Len Zuch passed away due to the effects of Leukaemia, Heart and Kidney failure. He was cremated on Monday 10th. February 2009.

Len joined the RAN Fleet Air Arm in 1951 at the age of 19.

He served on HMAS Sydney in 1953 / 54 in Korea, HMAS Vengeance and HMAS Melbourne as part of the FESR during the Malayan Emergency in 1956 / 57.

He paid off in December 1969, with the rank of Petty Officer [AM2 A/E]

Len worked for Ansett Airlines as Supply Manager for 17 years, and then moved to the Public service for 6 years.

During his navy service, Len was a keen sportsman, playing hockey for the navy in the Illawarra competitions, and was a valued member of the teams that won 2 A Grade Premierships.

He was also part of the driving force that established the Shoalhaven Indoor Bowls Association and on his retirement continued his passion for bowls, playing lawn bowls with the Pine Rivers Bowls Club.

He will be remembered by many for his technical knowledge, attention to detail but also his friendship.

He is survived by his wife June, son Aaron, daughter Belinda and their families, to whom we offer our sincere condolences.

Mick Blair

One of the last bastions.

Remember the days gone by when carrying out your duties as 'Airfield Security Patrol' during those bleak, wet and blustery nights the only salvation was the 'locked hangars' you could access to get a coveted brew.

One of the best if you were on the Southern beat was the 'Igloo Hangar' as Salvage Section always seem to leave the necessary ingredients in a convenient place and it didn't take a safe cracker to get in (a very junior NA nothing was capable). Not the warmest place admittedly but a lot better than out in the elements and it also offered two exits, one at each end if you had to get out quickly to make your presence known to the mobile patrol.

You will see from the following photos that time has caught up with the icon and it is off to another resting place. By the careful way it is being taken down perhaps it has an 'after life' and may still serve someone for years to come - I bet somewhere like Albion Park would accept it with open arms as in today's climate I would think it would have a very good intransient value if you had some aeroplanes that needed a "house" to live in.



Going !



Going !



GONE !!

Thanks to the diligent effort of Denis Mulvihill we can inter these memories into the archives.



Military Language Conversion

<u>Navy</u>	<u>Army</u>	<u>Airforce</u>
Mick	Bunk /Farter	Queen Bed, electric Blanket & Doona
Café / Scrان Hall	Mess / Mess Tent	Dining Facility
Brew	Brew	Vanilla Skim Late` with a bickie
Limers / Goffa	Jewby Juice (can of coke—cordial	Shirley Temple
W9's / Coveralls	Cams / DPCU's	Casual Attire
Seaman	Private	Bobby / Jimmy
Chief	WO2	Timothy / Justin
Captain	Colonel	Rupert / James
The Table / Chooks	Article 15	Time Out
Mess / Onboard	Barracks	Self Contained Apartment
Cells	Piss Can	Grounded
Lid / Cap	Beret / Head Gear / Slouch Hat	Optional
AFT Stores	O Store	Westfield Shopping Mall
Hammered	Pissed	Oops a little Topsy
Runners	Runners	Moccasins
Die for your Country	Die for your Mate	Die for Air-conditioning
Shipmate /Oppo / Besty	Mate / Digger	Honey / Babe / Pookie
Terminate / Contact	Take Out	Back on Base for Nuck Night
Boiler Boots	GP's / Terras	Ugg Boots
Pussers Sandals	JC Sandals	Patent Leather Stilettos
SEAL	SASR	Librarian
Shore Patrol	MP's	Chaperone
Throw a Goffa	Salute / Chuck a Boxer	Wave
Obstacle course	Obs Course	Typing Course
Hot Packs	Rat Packs	A La Carte
Durps / Trolleys	Underwear	Knickers

An Aussie Love Story

An elderly man lay dying in his bed. While suffering the agonies of impending death, he suddenly smelled the aroma of his favourite Anzac Biscuits wafting up the stairs.

He gathered his remaining strength, and lifted himself from the bed. Leaning on the wall, he slowly made his way out of the bedroom, and with even greater effort, gripping the railing with both hands, he crawled downstairs.

With laboured breath, he leaned against the door-frame, gazing into the kitchen.

Were it not for death's agony, he would have thought himself already in heaven, for there, spread out upon waxed paper on the kitchen table were literally hundreds of his favourite Anzac biscuits.

Was it heaven? Or was it one final act of love from his devoted Aussie wife of sixty years, seeing to it that he left this world a happy man?

Mustering one great final effort, he threw himself towards the table, landing on his knees in rumped posture. His aged and withered hand trembled towards a biscuit at the edge of the table, when it was suddenly smacked by his wife with a spatula.

"Rack off" she said, "They're for the funeral."

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.

If you are attempting to have a plaque installed for a third party , it is a requirement that NOK permission must be obtained (in writing) and a copy attached to the application form.

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

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

We have filled eight rows on the front face and have now started on the front face of the rear wall. Rather than made all of us young chaps bend too far to read the plaques this was thought to be a better idea. It will make no difference to the overall vista as there is no particular way the plaques are fitted and perhaps in 50-100 years one of the descendants of a serving member may wish to have his plaque affixed and it will fit in no matter where on the Wall it is sited.

LUCAS	M.J.
KENT	D.
QUICK	G.J.
KLOSE	T.
CHRISTENSEN	E.J.
EY	T.P.
BAILEY	R.A.
REID	G.J.
SMITH	S.O.
GRAY	G.R.
MULHALL	J.J.
FRENCH	K.J.
PIERSON	R.N.
RYAN	B.R.
PRYOR	K.
TYRRELL	A.McK.
BUSH	E.R.
SCHMIDT	E.H.
TORRENS	R.V.P.
EVANS	L.W.
GANT	M.R.G.
GRAHAM	W.C.

For anyone that has paid for a plaque and it is not on this list, there is another order soon to be sent to the foundry.

New or alterations of email addresses :

Peter Welsh (Vice President) - bonnyhills6@bigpond.com



FAA Association contact details

NATIONAL EXECUTIVE

President : CDRE D Farthing DSC RAN (Ret'd) -
(02) 48723237 50 Railway Terrace, Willow Vale, Mittagong ,NSW. 2575
email : pennyfarthing1@bigpond.com.au

Secretary : Mr Dick Martin -
(02) 44225860 PO Box 7115, Naval PO, Nowra. 2540
email : fisho2@bigpond.com

WESTERN AUSTRALIA

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

Secretary : Mr Keith Taylor-
(08) 95721487 0409 913252 26 Hefron St, Mount Helena, WA. 6082
email : ktt59345@bigpond.net.au

SOUTH AUSTRALIA

President : Leon Coppins -
email : amwild@internode.on.net

Secretary :

VICTORIA

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

Secretary : Mr Peter Barnes-
(03) 97056669 286 Ormond Road , NarreWarren South ,Vic .3805
email : hellosailor@primus.com.au

TASMANIA

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

Secretary : : Mr Garry Sommer- 14 Emma St , West Launceston, Tas. 7250
email : gsummer@bigpond.net.au

QUEENSLAND

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

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

NEW SOUTH WALES

President : Mr Greg Wise -
(02) 44471602 4 Bindaree St, Greenwell Point, NSW. 2540
email : gregwise@pacific.net.au

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

ACT

President : Mr Geoff Ledger-
(02) 6286 1140 58 Wilkens St, Mawson, ACT. 2607
email : chadled@webone.com.au

Secretary : Mr Bruce Tunnah-
0414 308852 53 Enid Lorimer Cct, Chisholm, , ACT. 2608
email : Bruce_Tunnah@optusnet.com.au

DISCLAIMER

Slipstream is published by the Fleet Air Arm Association of Australia Incorporated. All rights reserved. Reproduction in part or whole is forbidden without the express permission of the Editor "in writing".

All care will be taken with material that is submitted for publication but no responsibility is accepted or assumed by the publisher or editorial staff for any loss or damage incurred to it. The views and opinions expressed in this publication do not necessarily reflect the views and opinions of the Association or Committee of Management.

VALE:

Alan Roy Quist

Loving husband of Corinne, loving father of Jennifer ,and Peter, loved 'Pop' of Maxwell, Matilda and Maverick.

I first met Alan as we both went to Anglican Day Care ay Boorogal on Tuesdays. We hit it off straight away as Alan had been in the Fleet Air Arm as an 'Observer' when he was a young man.

He did part of his training in the UK and when his eyesight went on him he got an early discharge.

I only knew him for the last months of his life unfortunately but he was a nice chap.

Kevin Foot

VALE: Gordon (Pancho) WALTER

Joining the RAN in 1952 in Brisbane, the ex telegram boy had a distinguished 20 year career in the Navy. Training as an Airframe mechanic, he served on most of the Squadrons and in both Sydney and Melbourne. He qualified as an aircrewman and spent the majority of his time as a winch operator on 723 Squadron with attachments to the survey vessel 'Moresby'.

As a winchman, he partook in a lot of rescue operations and assisted in the gunnery training of the members of the RAN Helicopter Flights that went to Vietnam. For his efforts in these roles, he was awarded The British Empire Medal a scant month before he paid off.

Civilian life was not too far distant from his old mates as he took up employment at the Nowra Ex Servicemen's Club and managed that establishment for almost 20 years when he decided retirement was finally something that he should take up. To assist in this aim the club outfitted him with a river-fishing outfit to ably assist him in his ideal for the service that he gave to them.

He was a welfare representative for the local RSL Club and could be seen regularly checking on the needs of the not so lucky hospitalised members.

He had experienced a period of poorer health lately and was 79 when he left us.

A LAST FAREWELL

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

Alan Quist : December 2008

Len Zuch : 2nd February 2009

Peter Watson Ducker : 6th February 2009

Gordon (Pancho) Walter : 24th February 2009

Les Shepherd : 8th March 2009