

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 3 2009



FOREWORD

An understanding of history and a sense of community equip us best to meet the challenges of our future. As the Minister for Defence, I am pleased to introduce this edition of *Slipstream*, the journal of an Association that plays such a vital role in valuing the history and nurturing the community of Australia's Fleet Air Arm.

As the Australian Defence Force moves towards the future framework set out in the 2009 Defence White Paper, the important role of naval aviation in Government defence strategy will mean challenges ahead.

The Government is committed to ongoing strategic investment in naval aviation, in new maritime combat support and training helicopters and in the supporting infrastructure at HMAS *Albatross*. More broadly, the Defence White Paper makes clear the importance of the Navy in the Government's planning, reflected in the Government's commitment to the *Hobart* class air warfare destroyers and *Canberra* class amphibious support ships, both of which will rely heavily on their embarked helicopters to be effective.

Delivering the Navy of the future will not be easy. In recognition of this, the Chief of Navy has introduced the New Generation Navy program, aiming to focus Navy's leaders, from Leading Hands to Admirals, on the task of creating the maritime force to meet Australia's future security challenges.

Throughout this process, the ongoing support of the Fleet Air Arm Association can only become more valuable as our naval aviators rise to the challenges ahead.

JOHN FAULKNER



Senator The Hon. John Faulkner
Minister for Defence
Senator for New South Wales
Vice President of the Executive Council

Born in Leeton in south-western New South Wales on 12 April 1954, Senator Faulkner has lived most of his life in Sydney. He was educated in the public school system and at Macquarie University, where he also served on the University Council from 1984 until 1992. He joined the Labor Party as a teenager and has held various positions including National President (2007-08) and Member of the National Executive (1989 - 2009).

Senator Faulkner was appointed Australia's Defence Minister on 9 June 2009

Following the election of the Rudd Government in November 2007, Senator Faulkner served as Special Minister of State, Cabinet Secretary, and Vice President of the Executive Council.

Senator Faulkner entered the Australian Senate in April 1989 following the retirement of Senator Arthur Gietzelt. As a member of the Keating Government Senator Faulkner served as Minister for Veterans' Affairs, Minister for Defence Science & Personnel, and Manager of Government Business in the Senate. In early 1994, he was appointed to Cabinet as Minister for Environment, Sport and Territories.

From 1996 to 2004 Senator Faulkner served as Leader of the Opposition in the Senate. He was Shadow Minister for Social Security (until 1997) and was then appointed Shadow Minister for Public Administration and Government Services.

After the 1998 Federal election, Senator Faulkner held the shadow portfolios of Shadow Minister for Public Administration and Government Services, and for Olympic Coordination and the Centenary of Federation.

After the 2001 Federal Election he variously held the shadow portfolios of Special Minister of State, Public Administration and Accountability, and Home Affairs.

Prior to entering Federal Parliament, Senator Faulkner worked as a specialist teacher of children with severe disabilities, and from 1980 to 1989 served as Assistant General Secretary of the NSW ALP.

Front cover :

Clem Conlon receives his Life Membership Certificate from The National President (David Farthing) at the National Forum, Fleet Air Arm Museum, Nowra 2009.

Deadline for articles for next edition is 8th December 2009.

LETTERS

PAY SCALES

Navy's comments on article in the last magazine regarding pay rates for some categories. This was given to the papers on the 12th June and made available to be published here.

Dear Editor

There were a number of errors of fact in Mr. Ian McPhedran's article in your newspaper on page 7 titled 'Meals the real deal as submarine cooks earn far more than the SAS'.

These errors may have been the result of misinterpreting the salary and allowance information available on the public record, and arise from assuming that allowances are available to all personnel all the time at the maximum rate. There are also 'one off' allowances and retention bonuses that require a return of service obligation and are only available for a fixed time. For example Navy's submariners receive *either* the Submarine Service Allowance *if* posted to a seagoing submarine, *or* Sea Going Allowance *if* posted to a seagoing ship – never both. These allowances also are paid in a sliding scale depending on years of sea time.

The figures Mr. McPhedran quotes are correct for the 6-11 years sea service bracket; however an Able Seaman submariner would normally be paid the \$15,953 per year submarine service allowance, not the \$48,957 proposed by Mr. McPhedran.

While submarine cooks are designated a critical category and there is an individual retention bonus of up to \$50,000 per year, none of our cooks have ever been offered the bonus at this rate. The maximum paid to submarine cooks has been \$20,000 per year with an obligation to serve for a period of two years. Similarly submarine sailors are eligible for the Navy Capability Allowance of \$60,000 paid over a period of 18 months for effective service, otherwise payments are forfeited. Applications for this allowance close in 2010. All the return of service obligations for these temporary allowances and bonuses are cumulative. A submarine has one Leading Seaman cook and one Able Seaman cook.

Without the temporary retention bonuses, typically an Able Seaman cook will receive \$67,429 per year *or* \$83,382 *if* posted to a seagoing submarine. Similarly, a Leading Seaman cook on promotion receives pay without bonuses of \$71,663 *or* typically \$93,917 *if* posted to a seagoing submarine.

If eligible, sailors might also receive a critical category bonus in return for undertaking a further service period of up to two years. *If eligible* they might also receive the 'once only' Navy Capability Allowance in return for further service of 18 months.

In short, Submarine cooks posted to seagoing submarines do not earn more than their rank equivalents in the SAS who are operationally deployed – let alone those of superior rank.

D.R. THOMAS
Rear Admiral, RAN
Deputy Chief of Navy

Retirement age is still 65 and as it looks as though the use of facts to make a good story look better did not happen, you may just have to take up 'Kev 07's' Pension Plan instead - sounded good for a while.

Moments in time, page 18 in the last issue

The sprightly young lad (ball boy) leading the Aussie Rules team out is my son.

Brian Carling

A copy of the magazine has been sent as a keepsake for him !

Regarding Kevin Camm's article on the night barrier engagement, there are a couple of facts that should be corrected.

Barry Orr's Observer was Ian Bloffwich not David Innes and the Flight Deck Officer was Des Rogers not Lt Cdr Payne, this I know for a fact.

Des Rogers

Thanks for the effort !

Ron Jenkins excelled himself and the Nowra members send him their thanks also.

As a result of the two young 'Bomaderry Venturers' carrying the new banner on Anzac Day, Ron took it upon himself to get two framed photos of them in the march (front cover), two letter of thanks and a magazine each for them and present them to them. A very nice gesture and very well received, bet those two have some good memories about the Fleet Air Arm Association for many years.

BZ Ron

THE LAWS OF ULTIMATE REALITY**Law of Mechanical Repair**

After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Law of Gravity

Any tool, when dropped, will roll to the least accessible corner.

Law of Random Numbers

If you dial a wrong number, you never get a busy signal and someone always answers.

Law of the Alibi

If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.

Variation Law

If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now (works every time).

Law of the Bath

When the body is fully immersed in water, the telephone rings.

Law of Close Encounters

The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

Law of the Result

When you try to prove to someone that a machine won't work, it will.

Law of Biomechanics

The severity of the itch is inversely proportional to the reach.

Law of the Theater

At any event, the people whose seats are furthest from the aisle arrive last.

The Starbucks Law

As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

Murphy's Law of Lockers

If there are only two people in a locker room, they will have adjacent lockers.

Law of Physical Surfaces The chances of an open-faced jelly sandwich landing face down on a floor covering are directly correlated to the newness and cost of the carpet/rug.

Law of Logical Argument

Anything is possible if you don't know what you are talking about.

Brown's Law of Physical Appearance If the shoe fits, it's ugly.

Oliver's Law of Public Speaking A closed mouth gathers no feet.

Wilson's Law of Commercial Marketing Strategy As soon as you find a product that you really like, they will stop making it.

Doctors' Law If you don't feel well, make an appointment to go to the doctor, by the time you get there you'll feel better. Don't make an appointment and you'll stay sick.

And my favourite:

Law of Probability

The probability of being watched is directly proportional to the stupidity of your act.

????????????

Q: Did you ever wonder why dimes, quarters and half dollars have notches, while pennies and nickels do not?

A: The US Mint began putting reeded edges on the edges of coins containing gold and silver to discourage holders from shaving off small quantities of the precious metals.
Dimes, quarters and half dollars are notched because they used to contain silver.
Pennies and nickels aren't notched because the metals they contain are not valuable enough to shave.

Q: Why do men's clothes have buttons on the right while women's clothes have buttons on the left?

A: When buttons were invented, they were very expensive and worn primarily by the rich.
Because wealthy women were dressed by maids, dressmakers put the buttons on the maid's right.
Since most people are right-handed, it is easier to push buttons on the right (For the men) through holes on the left.

Q: Why do people clink their glasses before drinking a toast?

A: It used to be common to try to kill an enemy by offering him a poisoned drink.
To prove a drink was safe, it became customary for a guest to pour a small amount of his drink into the

Ed,

This is a follow up to Andy and Kevin Champ's letters in your Volume 20, Number 2 about SBLT Dick Sinclair. Dick was killed when bailing out of his Fury on 7 December 1951 while on operations in Korea from HMAS Sydney.

With my involvement in London Legacy, the European branch of Legacy Australia, I met Dick's widow, Naomi Sinclair and her son, Roger, at the annual Legacy Reception at Australia House mid 2009. So it is relevant and timely to share her amazing story of love and tragedy.

"From that awful day 7th December 1951, when Legacy stepped in and looked after me and my 14-week old son Roger, Legacy and London Legacy have been there in the background.

Always at Christmas, they remembered us. When I needed some method of augmenting my pension they gave me the money to buy a sewing machine and I was able to do dressmaking etc. which was a great help.

As for my husband, Sub Lt. Richard Roslyn Sinclair RAN, he was born in Perth W.A. on 14th May 1929. He attended Hale School Perth and he was a middle distance runner who did very well. His two older brothers had both served in the RAAF as bomber pilots during the 2nd World War. His father served in the 1st World War and they had all returned home safely.

Dick joined the RAN in 1948 to train as a fighter pilot for which he was sent to England and, in March 1950, we met in HMS Garnet at Eglinton Co. Derry, Ireland, where I was an aircraft engine mechanic in the WRENS.

We were the missing halves of each other and we married on June 3 1950. His time over in the UK was up in July that year and, after much begging and pleading, we were fortunate enough to get berths on the same ship, RMS Orcades, arriving in Fremantle in August 1950, where he received orders to stay on board and proceed to Melbourne and Point Cook, leaving me with his parents and brothers in Perth.

He returned to Perth at the end of August on two weeks leave. Then he had to return to Point Cook, for training in how to become an officer, having been raised from P4 to Sub Lt. I then followed him across the Nullabor Plains taking three trains by myself for the 3 day, 3,000 miles trip. From there it was a room in Frankston, south of Melbourne, before my husband was posted to Sydney. I followed again and we were a month there. Then we went to Nowra, south of Sydney on the coast, to a caravan in December.

In March 1951, he was told that HMAS Sydney was going to Korea for 6 months to relieve HMS Glory. From that time he was on board much of the time training on Sea Furies. By then I was pregnant and our child was due on the 18th of August that year, the day that Dick came home on embarkation leave and when we moved into our first married quarters. The baby however had other ideas and did not put in an appearance until 2.20am on Tuesday the 28th of August, 1951, 10 days late.

Dick had said goodbye at 10.30 am on Thursday the 30th. He never saw his son again.

Sadly, he was killed in action aged 22 on the 7th of December, 1951. He was heavily strafed and forced to bail out only to hit his head on the tail of his jet, his body was recovered and a burial service was held on HMAS Sydney that day. In the letter he wrote the day before he died, he said he was very frustrated at that point as they had just been told that instead of going straight back to Sydney as planned; they would be escorting Princess Elizabeth on her proposed 1951 tour of Australia. However, the King died the day before I left Australia to return home to live and I do not think that tour ever happened.

Sorry if I've bored you with this but it is the background into which Legacy and later London Legacy stepped in. I have never forgotten the verse Dr Morrison told me in 1951,

"To you, from failing hands we throw the torch. Be yours to lift it high. If ye break faith with us who die we shall not sleep though poppies grow in Flanders fields."

Australian Legacy and London Legacy has not broken faith and I am grateful – 77years old now and still grateful. Thank you all. God bless.

Naomi Sinclair"

Postscript

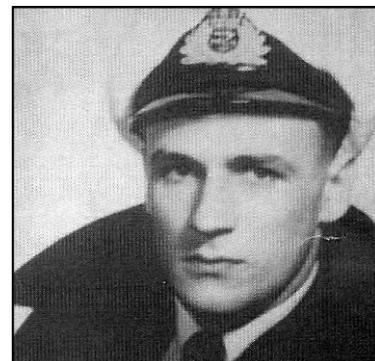
In late July 2009 Naomi suffered a stroke, but is now recovering at her home in Dorking with son Roger looking after her with London Legacy's continued assistance. She never re-married.

London Legacy has a 60 year history in Europe and currently can offer support to over 30 widows of Australian and, uniquely, New Zealand service men in UK and the EU.



Naomi, then and now

Dick Sinclair





William John O'BRIEN, R65325, NAMA E

I am currently doing a DVA claim for John and require clarification on a couple matters. From his service history:

Enlisted: 10-09-1966 from Woy Woy
 VC851: 02-09-1968 to 05-01-1970
 VS816: 05-01-1970 to 06-01-1971
 VC851: 06-01-1971 to 20-08-1971
 ERS: 20-08-1971 to 10-09-1972
 Discharged 10-09-1972

If you remember John and any details about him, the smallest will help, please contact me at jrmaca@bigpond.com or VVAA Bundaberg & District Sub-Branch, PO Box 2955, Bundaberg QLD 4670.

Thanks
 John Macartney (ex POEAC)
 Advocate for VVAA

Letter to the Editor,
 Slipstream.

.Anne & I went to Ipswich for the 40th Commemorative Reunion of ships company HMAS Melbourne (R21) and survivors of USN Frank E.Evans (DD754).

We departed Perth aboard Great Southern Railways Indian Pacific for the two night journey to Adelaide. Day two we met a gentleman, who when about twelve years old had a favourite (Navy) cousin, War Hero, Korea, HMAS Sydney, Fleet Air Arm, Nowra, Bill Zimmer. (CPO dec'd). Dedicated sleuthing and an introduction has been effected between him and Bill son, James and family of Nowra Hill.

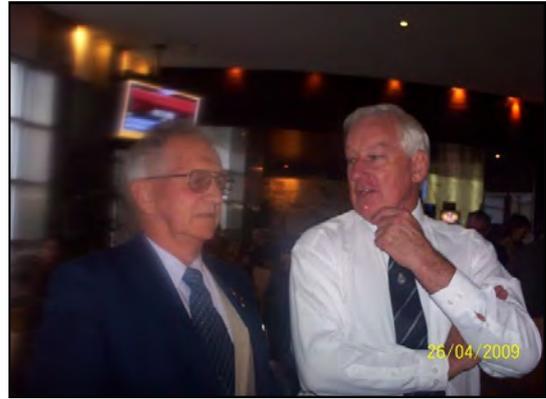
Adelaide Railway Café met the Nowra born, wife / widow of Roy Muscio. She is now a resident of Gulgong. Perhaps more later.

Anzac day I joined with the SA Sqdn of Birdies but before the Parade began, I met with some of the girls, who were involved with their National Reunion and incidentally were the largest contingent and in the vanguard, and looked resplendent in their No1 suit..



Skinhead, Sue Groverman (Cook), Judy Eagles (Writer), Wayne

Afterwards at the Hamstead Hotel.



John Berry & Roger Harrison.



Michael Stubbington, John Berry & Des Reardon.



Beverly & Des Reardon.

In Orange I called by and had a brew with Margaret and Ev Jenkins. They are up bag and hammock and re-settling in Nowra. Would be there by now. Take note Secretary Mike Heneghan.

After the Ipswich activities, we caught up with and over- night- ed with Shirley and Alan Jones of Currumbin.



Kelsons, Shirley & Alan Jones.

Heading southwards we found Graham Allen at Bowraville Bowling Club. We had lunch with he and Doris.

Couple of days in Nowra. Met with Terry Hetherington & Ailsa Chittick at the Museum, and a brew with crew at White Ensign Club.



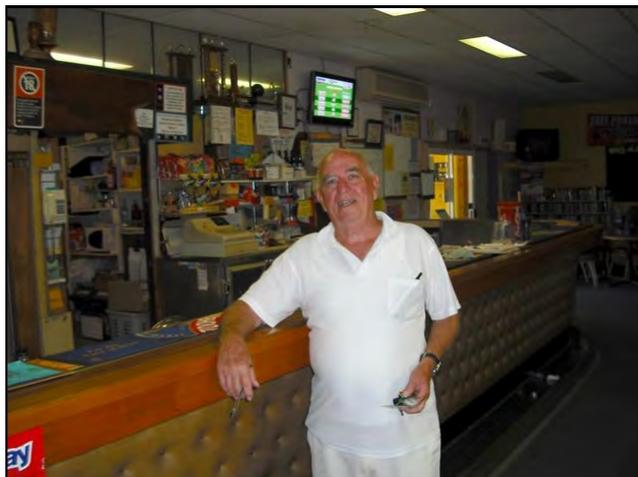
Bill Kerr, Jim Lee, Me, Neil Ralph, Terry Hetherington



Ray Burt, Ian Ferguson.

Back home June 30 in time to host WA Sqdn BBQ on July 19.

Twenty two guests seemed to enjoy each others company. An Albatrossian of some repute, PTI Norman Snashall attended and enhanced one or two more legends. Read Myths???)



See how good your memories are ??? Jim and Jan Eagles



RAN BAND Reunion

Townsville Queensland
 16th - 19th August 2010
 Reunion Co-ordinator - Peter Martin
 Phone 07 47232909
 petermartin38@hotmail.com

Accommodation packages are now available for the RAN Band Reunion

Call Sharon Johnson to make your Booking
 Ph 1300 797 577
 Email: SALT@affordableholidays.com.au

May interest some old 'Blue Jacket' members

2009 Federal Council Meeting

Held in the Federation Room at the Fleet Air Arm Museum, the meeting was held on a miserable ,wet, perfectly normal Nowra Day. At least the rain was a blessing for the parched land around here and as all were inside out of it , it did not bother .

Numbers were down but this probably has something to do with the NRL Grand Final, Bathurst car races, school holidays and a long weekend into the bargain.

The Guest Speaker was Fred Lane who entertained with a nostalgic summary of the RAN involvement in Korea. Fred as a very young lad flew Sea furies off the *Sydney* and the narration was received very well by all.



Fred Lane, Mrs Lane and David Farthing

There were not a lot of items on the list for discussion, the main one being the establishment of the "Naval Aviation Roll of Honour".

The discussion followed a narration by the Patron (Toz) on the aim and ideals of the proposal and the guidelines to establish the criteria for a name to be added.

There was quite a lot of discussion, with some dissention as well but finally after some alterations the proposal was put forward, voted on and passed.

Financing for the project is to come from National funds and hopefully a grant from DVA. The main naming plaque for the site is being donated by A1 Plaques from Canberra, the firm that looks after our 'Wall of Service' plaques and to them we offer our thanks.

Presentation of certificates for Life Memberships were made by the President and the following were recipients.

- Colin Bushe-Jones WA
- Brian Jost WA
- Bob Gaele NSW
- Clem Conlon Vic

KAPYONG DAY COMMEMORATIVE EVENT

60th Anniversary Reunion



LAUNCESTON, TASMANIA

21st ~ 26th April, 2011

NAME

PARTNER

ADDRESS

POSTCODE

PHONE

MOBILE

Total registration fee - \$ 60.00 per person attending

All payments by cheque or money order, made out to Fleet Air Arm Association Tasmanian Division and forwarded to :

The Treasurer,
 Fleet Air Arm Association Tas. Division
 8 Addison St
 Devonport TAS 7310
 AUSTRALIA

Complete details are available at :
<http://www.faaaa.asn.au>



Roger Harrison SA
Ian Laidler SA

An award of Merit was also presented to Michael Stubbington.

All fees were voted to stay the same for the following year.

Open Forum brought a few topics that were handled by the multitude and probably the main point covered and settled was the date for the next Federal Council Meeting.

The conflicts of other events on this long weekend brought on the decision to transfer the next meeting to the last weekend in October in 2010 which will be Saturday 30th. This is clear of holidays and sporting events and all fares will be a lot cheaper even if you bring your wife unexpectedly (Winston).

There maybe an added bonus on this weekend at Nowra as I think there is a proposed HMAS Melbourne reunion that may be



on then as well. (more info when it comes to hand)

Some shots of some of those that attended the National Forum





FAR EAST STRATEGIC RESERVE (FESR) NAVAL SERVICE REMEMBERED

Australian Naval ships and crews that served on active service in Malaya and Malaysia (Indonesia) from 1955 to 1971 were remembered with a new memorial at Echuca.

As part of the FESR RAN ships took part in operations to deter the spread of communist aggression in South-East Asia.

The commemoration service was supported by personnel from Rogers division HMAS Cerberus namely SMN Styles, SMN Oreal, SMN Grech, SMN Walsh & SMN Brennan and were under the command of POB Denis Shanahan and a contingent from the local Army Cadet Unit.



The FESR Navy Association memorial was unveiled at Echuca War Memorial on Sunday 31 May 2009 and is the first in regional Australia.

Previous memorials have been unveiled in every state all of which are near the coast.

The memorial lists the names all 26 RAN ships which served in the FESR.



FESR Navy Association President Les Bailey led members in a march from Heygarth St to the Echuca War Memorial accompanied by the Echuca Federal Band.



The memorial was then unveiled by Les Bailey supported by the Federal Member for Murray, Dr. Sharman Stone and Campaspe Shire Mayor Councilor Peter Williams.

Australia's naval contribution to the Far East was about 1500 personnel annually, on board two destroyers, an aircraft carrier and additional ships during emergencies.

Between 1948 and 1960, the ships took part in the Malayan Emergency, the longest continuous military commitment in Australia's history, against the Malayan Communist Party.

They were then involved in the Indonesian Confrontation, between Indonesia and Malaysia, from 1962 until 1966.

These are the only conflicts in which Australian Forces have served since the Second World War where ultimate victory has been achieved and they are the last occasions that Australian Forces served on active duty under overall British Command.

The FESR Navy Association has recently combined with the National Malaya & Borneo Veterans Association of Australia and the RAAF Association to form a foundation to raise funds for the building of a National Memorial in Canberra to commemorate their joint victorious service.

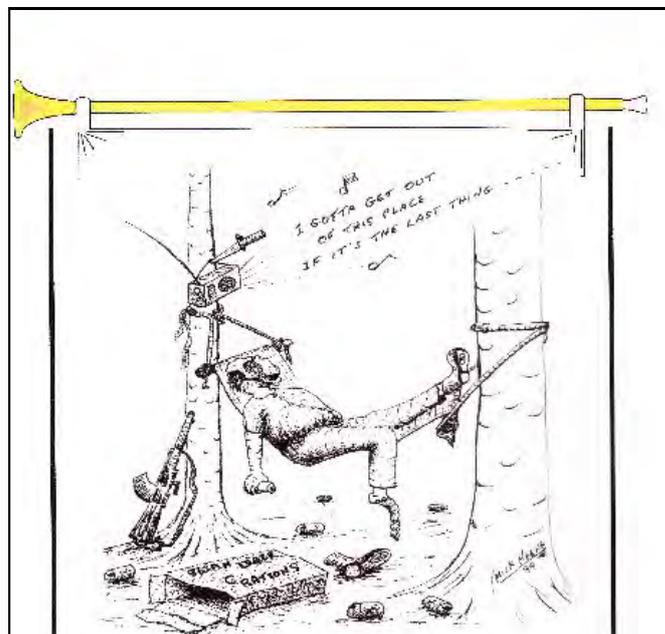
Any FESR Veteran requiring any further details please contact John Best FESR Navy Association email: fesr55@bigpond.net.au,

Les Bailey
FESR Navy Association



Complements, Peter Coulson

Ed, Mick Horn's brother John, a former "Tankie" in the regular Army, found the poem and knowing Mick was a very good cartoonist asked him to produce one to compliment the poem. Mick was an Air Electrical "Tiffie" some of his old mates may like to see his handiwork. This is the result



CONTEMPORY PRAYER

Dear Lord, so far today I'm doing alright'
 I've not gossiped, lost my temper, been greedy,
 grumpy, nasty, selfish
 or over indulgent.
 However, I'm getting out of bed in a few
 minutes, and will need a lot
 more help after that!

Q: Why are many coin banks shaped like pigs ?

A: Long ago dishes and cookware in Europe were made of a dense orange clay called 'pygg'. When people saved coins in jars made of this clay they were known 'pygg banks'. When an English potter misunderstood the word , he made one that represented a pig and it caught on!

Words of Wisdom

An economics professor at a local college made a statement that he had never failed a single student before but had once failed an entire class. That class had insisted that socialism worked and that no one would be poor and no one would be rich, a great equalizer. The professor then said, "OK, we will have an experiment in this class on socialism. All grades, would be averaged and everyone would receive the same grade so no one would fail and no one would receive an A. After the first test, the grades were averaged and everyone got a B.

The students who studied hard were upset and the students who studied little were happy. As the second test rolled around, the students who studied little had studied even less and the ones who studied hard decided they wanted a free ride too so they studied little.

The second test average was a D! No one was happy. When the 3rd test rolled around, the average was an F. The scores never increased as bickering, blame and name-calling all resulted in hard feelings and no one would study for the benefit of anyone else.

All failed, to their great surprise, and the professor told them that socialism would also ultimately fail because when the reward is great, the effort to succeed is great but when government takes all the reward away, no one will try or want to succeed.

It could not be any simpler than that.

What a profound short little paragraph that says it all :

"You cannot legislate the poor into freedom by legislating the wealthy out of freedom. What one person receives without working for, another person must work for without receiving. The government cannot give to anybody anything that the government does not first take from somebody else. When half of the people get the idea that they do not have to work because the other half is going to take care of them, and when the other half gets the idea that it does no good to work because somebody else is going to get what they work for, that my dear friend, is about the end of any nation. You cannot multiply wealth by dividing it."

~~~~ Dr. Adrian Rogers,

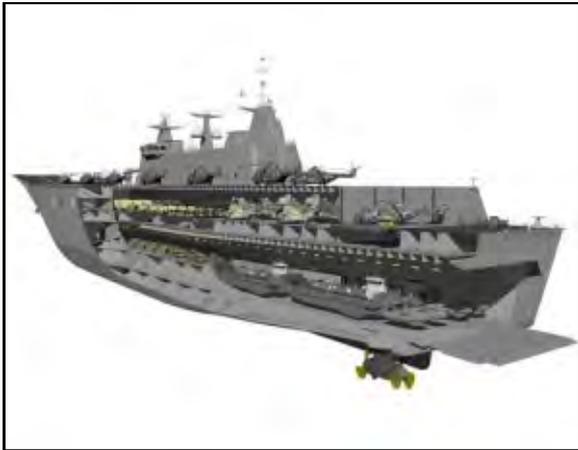


## CANBERRA CLASS SHIPS

The Canberra Class Amphibious Ship project will provide the Australian Defence Force with one of the most capable and sophisticated air-land-sea amphibious deployment systems in the world.

These 27,000 tonne ships, also called LHD's (Landing Helicopter Dock), will be able to land a force of over 2,000 personnel by helicopter and water craft, along with all their weapons, ammunition, vehicles and stores.

The project will replace the Heavy Lift Ship *HMAS Tobruk* and one of the Amphibious Landing Ships (either *HMAS Manoora* or *HMAS Kanimbla*) with two large amphibious ships over the period 2014–2015.



The Canberra Class ships are not just for the defence of Australia and its national interests; they will allow for large scale humanitarian assistance, at home or to our neighbours, on time of natural disaster. Each ship will be able to provide three times the assistance of which *HMAS Kanimbla* was capable of providing in the wake of the 2004 Boxing Day tsunami.

The total amphibious capability will provide a combined arms battlegroup of more than 2000 personnel, providing landing force, helicopter operations, logistics, command and intelligence as well as other supporting units including:

- \* space and deck strength sufficient to carry around 100 armoured vehicles, including M1A1 tanks, and 200 other vehicles
- \* hangar space for at least 12 helicopters and an equal number of landing spots to allow a company sized group to be simultaneously lifted and projected ashore
- \* 45 days endurance for crew and embarked forces including sustainment, medical, rotary wing and operational maintenance and repair support to these forces while ashore for 10 days

- \* command and control of the land, sea and air elements of an Amphibious Task Force
- \* the ability to conduct simultaneous helicopter and watercraft operations in a wide range of environments, and
- \* a hospital facility comprising two operating theatres, high, medium and low dependency wards, dental, x-ray, pharmacy and administration facilities

When will they be in Service?

The first steel cut occurred on 22 September 2008, with the initial release of HMA Ships Canberra (LHD01) and Adelaide (LHD02) anticipated to be completed in 2014 and 2015 respectively.

These vessels, which will be home ported in Sydney, will provide a significant increase in the Australian Defence Force's amphibious capability and be the largest warships the Navy has ever had, displacing approximately 6000 tonnes more than the aircraft carrier *HMAS Melbourne*.

### Ship building milestones:

First steel cut : September 2008

LHD 1 hull arrives in Williamstown : July 2012

Land-Based Test Site acceptance testing complete : September 2012

Initial in-service support contract signed : 2013

LHD 1 delivery - acceptance into service : December 2013 / January 2014

LHD 2 hull arrives in Williamstown : February 2014

LHD 2 in service : July / August 2015



JSF35B would even fit on this vessel - good idea ?

The Director  
Decisions Support Unit  
Department of Veterans' Affairs  
GPO Box 3994  
SYDNEY NSW 2010.

Dear Sir,

STATEMENT OF PRINCIPLES, INSTRUMENT NUMBERS 80 & 81

The Fleet Air Arm Association of Australia believes that two anomalies exist in the Statement of Principles, Instrument No: 80 & 81 which places Royal Australian Navy aircrew at a disadvantage when applying to the Department of Veterans' Affairs for a disability pension. This submission is forwarded for consideration and action where necessary to correct these perceived anomalies.

### HIGH PERFORMANCE AIRCRAFT

The Department of Veterans' Affairs Statement of Principles, Instrument Numbers 80 and 81, states, inter alia, that:-  
"The Repatriation Medical Authority has defined high performance aircraft as – "an aircraft capable of routinely sustaining a positive G force of four or more"--- These would include – A-4,A-6E; A-7, AV-8B, CT4, General Dynamics F-111: 1973-, F-5,F-14, F-14BF-15,F-16, Hawk jet trainer, McDonnell Douglas F/A-18 Hornet: 1985-, Kittyhawk (the fighter used in greatest numbers by the RAAF in WW2), OV-10A (flown by US forces in Vietnam), TA-4J, Meteor, GAF/Dassault Mirage 111: 1964-1988, Mustangs (RAAF service 1945-1960), McDonnell Douglas F-4 Phantom II:

1970-1973, CAC/North American Avon Sabre: 1954-1971, McDonnell Douglas A-4 Skyhawk (RAN): 1967-1984, De Havilland Sea Venom (RAN): 1956-1967, T-38,Vampire (RAAF, RAN): 1949 – 1960, Wirraway (RAAF, RAN): 1939-1959."

In the above list only four aircraft are recognized as being flown by the RAN. These are the Wirraway, Vampire, Skyhawk and Sea Venom. The notable omissions from the list are the Hawker Sea Fury, the Fairey Firefly, the Fairey Gannet and the Grumman Tracker (S2E). All four of these aircraft operated from aircraft carriers and routinely experienced a positive G force of four or more.

Each fixed wing sortie from the carrier would commence with a launch by catapult and this would involve G forces of Force 3.5 or more. When airborne these aircraft could be engaged in activities such as dive bombing, air to ground rocketing and other armament practices which entailed subjecting the aircraft to high G forces. On landing onboard the aircraft was again subjected to excessive G forces when arrested.

Hawker Sea Fury. In service in RAN --1949 – 1959

Fairey Fireflies In service in RAN 1949 – 1963

Fairey Gannet In service in RAN 1956 – 1967

Grumman Tracker (S2E) n service in RAN 1968 -- 1984

A chart ,comparing the performance of these four naval aircraft

with the performance of the Wirraway is attached as Annex A.

The comparison clearly demonstrates that all four aircraft had a greater performance than the Wirraway.

### CATAPULT LAUNCHES AND ARRESTED LANDINGS ONBOARD AN AIRCRAFT CARRIER

The Statement of Principles acknowledges that injuries to aircrew may be occasioned by high G Forces manoeuvres made in high performance aircraft.

Naval aircraft, in addition to experiencing the G forces associated with aerial manoeuvres, also experience high G Forces when being catapulted from the carrier and when executing wire arrested landings.

#### Launches.

RAN Aircraft carriers HMAS SYDNEY and HMAS VENGEANCE were fitted with hydraulic catapults and HMAS MELBOURNE was fitted with a steam catapult. The G forces experienced by the aircrew during a catapult launch varied according to the weight of the aircraft and the required end speed. During normal operations the G Forces experienced in the RAN carriers ranged from Force 3.5 (Tracker) to Force 5(Skyhawk). As all sorties flown from the carrier required a launch by catapult RAN aircrew were constantly subjected to these G Forces.

#### Landings.

Fixed-wing aircraft, when landing onboard an aircraft carrier, are arrested by wires strung across the deck. These wires pull out and bring the aircraft to a halt. The negative G Forces experienced by the aircrew varies according to the landing weight of the aircraft and the speed on touch down. The negative G forces can be considerable and can have a significant impact on the aircrew.

#### SUBMISSION

It is submitted for consideration by the Decisions Support Unit that :

the Royal Australian Navy's Hawker Sea Fury, Fairey Firefly, Fairey Gannet and Grumman Tracker aircraft mentioned above be included as high performance aircraft in the Statement of Principles; and

The Statement of Principles be amended to recognise that aircrew operating from the deck of an aircraft carrier are subjected to high positive and negative G forces during launches and landings.

D.D.Farthing DSC  
Commodore RAN (Rtd)  
President,  
Fleet Air Arm Association of Australia

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## Scholarships & Grants being offered in 2010

Dear Editor,

We ask for your assistance with the distribution of an electronic copy of our AVCAT flyer equal to one page sheet to promote Scholarships and Grants in Tertiary Studies in 2010.

### AUSTRALIAN VETERANS' CHILDREN ASSISTANCE TRUST

Scholarships for Children of Veterans intending Tertiary Studies in 2010. In 2010 the Australian Veterans' Children Assistance Trust (AVCAT) are expecting to give financial assistance for up to 65 students under many different scholarship schemes. All schemes help the selected children in need of the Australian veteran community with the costs of tertiary education. Applicants are considered for all schemes for which they are eligible.

Applications open on 18 August 2009.

To apply you must be:

- Within the means test. That is eligible on assets and income grounds for Youth Allowance benefits for full-time education.
- Enrolled, or planning to enrol in a full-time course of tertiary education in Australia by attendance at a university, TAFE or college. The course must be of one or more academic years length and at undergraduate level.
- The child or grandchild of a person who has operational service with the Australian Navy, Army or Air Force, or if not has three or more year's continuous full-time service as a member of the Australian Defence Force.
- Under the age of 25 when applying, unless exceptional circumstances related to veteran's service exist.

The largest scheme is the Long Tan Bursary funded by the Australian Government. There are 50 new bursaries each year. They are valued at \$9,000 each which paid at \$3,000 per year for three years.

There are selection number targets for each State and Territory. To apply you must be the child of an Australian Vietnam Veteran, be resident in Australia, be entering any year of tertiary study, having not previously received a Long Tan Bursary.

The other national schemes are the AVCAT Bursary, the two RSL Scholarships, three Vietnam Veterans' Peacekeepers and Peacemakers Scholarship and the Defence Force Welfare Association Scholarship.

George Quinsey Scholarships directly pay tuition fees for economics, commerce and accountancy studies.

There are also regional scholarships. In NSW, there are three from Brisbane Water Legacy covering Gosford/Wyong NSW and two from the NSW TPI Association.

Some private donors offer two scholarships to resident NSW applicants. In SA, the VVAA also offers a scholarship. Schemes vary between \$3,000 and \$5,000 per year each.

Some are restricted to location of residence or studies Most require veteran service in Vietnam but others are broader. Most schemes continue payments for later years of study.

All scholarship schemes but one pays monthly instalments. That scheme helps with tuition costs for courses in commerce, economics and accountancy.

One scheme is for indigenous students doing substance abuse or related studies. For this scheme there is no upper age limit nor a need to be related to a veteran. In addition to the above there is one grant per year to assist an handicapped eligible veteran's child or grandchild with special extra costs of transition to tertiary studies or employment .

To receive an application form register interest on 1800 620 361. Children and grandchildren of Vietnam veterans should do so now, as should any others who believe that they are eligible. If not sure, ask.

Applications close on 31 October each year.

AVCAT  
PO Box K978,  
Haymarket, NSW 1240

Mark Newell  
Executive Officer  
Telephone: (02) 9281 7077  
Facsimile: (02) 9281 9164  
email: [vvt@accsoft.com.au](mailto:vvt@accsoft.com.au)

## RAN Cooks Reunion 2010

July 9th to 11th 2010

Perth - Western Australia

ALL RANKS...EX AND SERVING MEMBERS...MALES AND FEMALES WELCOME

Reunion Co-ordinator - Tiger Lyons

Phone 08 95279291

Email [saint-tiger@bigpond.com](mailto:saint-tiger@bigpond.com)



Two days before writing this report I had the pleasure to attend the 2009 Federal Council meeting and renew some old acquaintances and make some new ones.

What I enjoyed most about that meeting was to learn that Bob Geale and Clem Conlan, among several others, had been honoured with Life Membership of the Association.

Bob and I have been crossing paths since 1970 back in our Tracker days in 851 and 816 Squadrons, and since retirement from full-time RAN service, Bob has been sometime Curator and Historian of the Fleet Air Arm Museum. The Museum archives are filled with countless volumes of FAA history compiled by Bob and his assistants and we can be truly grateful for his contribution to maintaining the aviation heritage of the Royal Australian Navy. What better person could one have had as an historian than Bob; who has served in three navies, flown in scores of aircraft types, and held numerous senior and command positions in naval air squadrons? Recently Bob has not enjoyed the best of health yet he bounced back and continued to provide sterling service to the Fleet Air Arm Museum. It now appears however that Bob has finally swallowed the anchor and our best wishes go with him into the future.

Clem Conlan, the other worthy recipient of Life Membership, has served the Victorian Division of the FAA Association in many executive positions over a long period of time. It was when I served as the Treasurer on the National Executive that I came to know and respect Clem for his dedication and cheerfulness as a Victorian delegate at the Federal Council meetings.

Clem is an original, dyed-in-the-wool Birdie, from the first course of mechanics to be recruited and trained for the fledgling RAN FAA way back in 1948. His escapades and those of all his mates in NAR Classes 2, 3 and 4 were documented in a book that was compiled and published two years ago by Ron Hay, Les Matterson and the late Hugh Molyneux. The Museum now holds the rights to that book and when funding allows we may well produce a second edition. Congratulations from the staff of the Fleet Air Arm Museum to Bob, Clem and their fellow Life Members for their well-deserved recognition.

At the Federal Council meeting I reported on some of the Museum's recent activities and achievements, and on our future plans. There will not be an opportunity to conduct an air show at HMAS ALBATROSS for several years due to the intense building works and infrastructure upgrades that are currently taking place, so we will be looking for alternative ways to showcase the Museum, the Fleet Air Arm and the RAN. One such event is the

forthcoming Australian War Memorial travelling exhibition "FRAMING CONFLICT." This is a collection of original paintings from AWM appointed artists embedded with ADF personnel in Afghanistan and Iraq over recent years, and the exhibition will run until mid December. To be selected by the AWM to hold one of these exhibitions is a rare honour and credit must go to Ailsa Chittick for her perseverance and skilled approach in curating this exhibition.

Please take the opportunity to visit the Museum and experience this display for yourself; it will hopefully be the first of many more to come.

David Farthing, in his President's Report to the Federal Council, touched on the future prospects for the RAN Historic Flight and expressed the support of the National Executive for the proposed amalgamation with the Historical Aircraft Restoration Society (HARS). HARS operates its extensive fleet from new hangars located on the Illawarra Regional Airport at Albion Park near Wollongong, and is undertaking to raise funds to build a new facility adjacent to the Fleet Air Arm Museum to store, maintain and operate the Historic Flight aircraft on behalf of the RAN. At the Federal Council meeting I endorsed David's position as I also believe that this option is by far the most promising for the future of the Historic Flight.

Recently I visited Townsville to attend the 2009 ADF Airshow and it proved to be a unique and enjoyable experience. The city is fortunate to have a magnificently landscaped foreshore, known as 'The Strand' that extends for over two kilometres and looks out over Magnetic Island from the backdrop of Castle Hill. This was the airshow venue and almost 80,000 people witnessed a memorable flying display of current ADF aircraft that included the RAN's new MRH-90 helicopter, the fabulous F-111 'dump and burn' and a 30 minute performance by the prestigious USAF 'Thunderbirds' aerobatic display team in six of the most brightly painted F-16 fighter jets. Townsville wholeheartedly embraces its 'Garrison City' status and the cooperation that exists between the council, the citizens and the RAAF and Army units based there was evidenced in the manner that the airshow was organised and conducted.





On my way North from Nowra to Queensland I also had the pleasure to visit the Ballina Maritime and Naval Museum on the shores of the Richmond River in northern NSW. This is a great museum and it too gets lots of council support and also benefits from the assistance of a very active branch of the Naval Association of Australia. Next time you are travelling up the Pacific Highway set aside two hours and call in for a great surprise.

Fortunately, while I have been swanning around the countryside, the dedicated staff and volunteers at the Fleet Air Arm Museum have continued to apply themselves to their ongoing projects. Ian Chorlton and his technical volunteers are making great progress with the Gannet trainer XG-888, to the extent that I can assure everybody that it will be one of the best presented exhibits within the Museum when it is completed. Ian's ingenuity in overcoming some of the technical hurdles he has faced so far is amazing. Designing and manufacturing new propeller removal tools is just one example of Ian's talents.

Ailsa Chittick is very pleased to have the new uniform storage area completed and now in use, and by December there will be a new compactus in the Archive to be filled with material by Ailsa and her volunteers. The Museum's budget allocation for this year has been tightened so frugality and judicious spending is now par for the course. Margot Napier, as the financial controller, is keeping a close watch over our expenditure, while still coordinating our visits and volunteer tour guides.

On the subject of Museum supporters, I am pleased to report that Chief Armourer Jim Hill, RANR, is recovering very well from recent surgery and has been able to come and visit the Museum again. Jim has given up his Navy Reserve activity as a Duty Manager at the Museum but he plans to continue as a tour guide and technical volunteer whenever he can at both the Museum and the Historic Flight. We are all very grateful that Jim came through the surgery better than expected and we wish him and Betty well for the future. It is people like Jim who exemplify that special comradeship that exists in the Fleet Air Arm, and to him and all our supporters in the Association, I say thank you.

TERRY HETHERINGTON  
Manager

Ed,  
Could you please insert the following in the next edition of Slipstream?

Pat Vickers cousin Rhonda Vickers Rolevink is in the process of writing a book about the life and times of Pat Vickers. She has decided to write the book along the lines of "A Bloody Job Well Done" i.e. basically a firsthand account of peoples reflections, anecdotes, etc along with any photos that people may have of Pat's life with them.

As Rhonda has no access to a computer has asked a number of people to assist in getting the message out to anyone who could help in gathering material for this project.

If anyone has any contributions or might like to personally contact Rhonda, they can do so at :

Rhonda Vickers Rolevink  
18 William St  
Buderim Qld 4556  
Ph. 0754765208

Otherwise, they may send their contributions through me (Ray "Beachball" Godfrey) [beachball@hotmail.net.au](mailto:beachball@hotmail.net.au)

Time is important as Rhonda would like to get the book published ASAP 2010.

Thanks for any assistance.  
Keep up the good work Greg  
Cheers  
Ray 'Beachball' Godfrey

To my good friend in the Nowra area who had a requirement for information about the JINDIVIK JBMR / JBRF and borrowed my personal file on the subject a few years ago, give me a call, or better still, come in for a brew.

Yes Dick, I have been told repeatedly to use the Temporary Loan Book - I will remember next time.

Juke Matterson



MOMENTS IN TIME



In UK - some should be recognisable !



These may be easier to pick out !

Last chance !

A clue, they all came from the same album !





**MOMENTS IN TIME**



Trev Wright, Greg Wise and 'Jaffa' Robinson

Di Medcalf, Frankie Carroll, Brian Carroll and Greg Wise



Jenny's girls resplendid in their dress outfits

Jenny's Side Party – on the "Melbourne 1957"



RAAF Tender on loan to RANAS



Fire Crew—1973

Gordon Johnston, Derek Byrnes, John Lambert (at back) -, -, ? Barnier.

## **Arrangements for other people to act on your behalf (power of attorney etc)**

### **Overview**

This Factsheet, LEG01(a), provides information on arrangements that can be made for another person ('third party') to be appointed to act on a pensioner's behalf in dealing with the Department of Veterans' Affairs (DVA). [A person appointed on this basis alone does not receive pension and allowance payments on behalf of a pensioner.](#)

***Please see Factsheet LEG01(b) for information on appointing a third party to receive pension and allowance payments.***

### **How may a third party be appointed to act on a pensioner's behalf in dealings with DVA?**

The laws of the states and territories provide a number of ways by which a pensioner can appoint a third party to act on the pensioner's behalf. The most commonly used methods are:

- the appointment of a person to act for the pensioner in accordance with a power of attorney document;
- the appointment of a guardian or administrator under State or Territory law; and
- the appointment of a person to seek and provide information on the pensioner's behalf with the written consent of the pensioner.

### **What is a 'power of attorney'?**

A power of attorney is a document made under state or territory law giving a person nominated by a pensioner, the power to act on their behalf and deal with the pensioner's assets, financial and/or medical affairs while the pensioner is still living.

The person appointed by the pensioner may include a relative, a friend, a private or public trustee, a solicitor or an accountant. It should be someone the pensioner considers he or she can trust. The pensioner granting the power of attorney is able to determine what the person nominated to act on his or her behalf may do in his or her name.

The power of attorney must be signed while the pensioner is still of sound mind (i.e. has legal capacity).

There are different types of power of attorney arrangements.

These can be summarised as follows:

**General Power of Attorney** - This is the basic power of attorney that ceases once the pensioner loses his or her legal capacity to make decisions and can be revoked at any time.

**Enduring Power of Attorney** - An enduring power of attorney comes into effect from a date specified on the document and continues in effect even if the pensioner loses the capacity to make decisions.

It is possible to create an enduring power of attorney that will only come into effect once it is established that the pensioner no longer has the capacity to make decisions. An enduring power of attorney can be revoked at any time prior to the pensioner losing the capacity to make decisions.

The power of attorney ceases when the pensioner who granted the power dies. On the death of the pensioner, the Will (if he or she has made a Will) becomes the legal document that will manage or dispose of any remaining assets. Remember that a power of attorney granted while the pensioner is legally competent enables the pensioner to choose who will look after his or her financial and/or medical affairs.

### **Why have a power of attorney?**

Having both a current Will and power of attorney are important when planning ahead. This is particularly useful in a range of situations where a pensioner may not be able to readily manage his or her financial affairs. Examples are if the pensioner is planning to travel overseas or is in failing health. A power of attorney enables a trusted person to attend to essential matters at the right time.

While a power of attorney document may authorise the appointed person to discuss pension matters with DVA, the obligation to inform DVA of changes in a pensioner's circumstances that may affect his or her pension or allowance, remains with the pensioner. The appointed person may assist the pensioner to comply by notifying DVA of any changes on his or her behalf.

### **How to create a power of attorney**

A solicitor, private trustee company, the Public Trustee (or equivalent) in the pensioner's state or territory, or other relevant qualified professional can provide advice about creating a power of attorney, how it works and the appointed person's responsibilities and how to revoke the power of attorney.

It is important for a pensioner to notify DVA when he or she appoints a person under a power of attorney if the pensioner is seeking to authorise that person to deal with DVA on his or her behalf. The pensioner should also notify DVA of any changes to the details of the power of attorney. This will ensure that DVA contacts and deals with the appropriate person in matters related to the pensioner's pension, allowances and concessions.

**Note: The appointment of a person under a power of attorney will not in itself allow that person to receive payments of pension or allowances on the pensioner's behalf. Please see Factsheet LEG01(b) for information on appointing a third party to receive pension and allowance payments.**

## Guardianship and administration

If a pensioner loses the capacity to make decisions for himself or herself and does not have an enduring power of attorney arrangement, other methods of appointing someone to manage his or her affairs will be required. This is usually through the appointment of a guardian or administrator under State or Territory law. It is important to note that where a guardian or administrator has been appointed under state or territory law that person cannot receive payments of pension on the pensioner's behalf.

**Note: Please see Factsheet LEG01(b) for information on when a trustee can be appointed under the VEA to receive pension payments where a pensioner has lost capacity to make decisions.**

### What if I simply provide my consent for another person to act on my behalf?

A further way that a pensioner can appoint another person to act on their behalf in dealing with DVA is by providing DVA with written consent to allow the person to *seek and provide information* concerning the pensioner. For example, if a pensioner wished to permit another person to deal with DVA over the telephone on their behalf, the pensioner could provide written consent to DVA to allow this. A pensioner who nominates a person to provide information to DVA in this way will ultimately still be responsible for ensuring the required information is provided.

The scope of this kind of arrangement is more limited than a power of attorney arrangement, and appointment of a power of attorney will usually be the most appropriate way for a pensioner to appoint another person to act on their behalf.

**Note: The appointment of a person to seek and provide information from DVA through the written consent of the pensioner will not in itself allow that person to receive payments of pension or allowances on the pensioner's behalf. Please see Factsheet LEG01(b) for information on appointing a third party to receive pension and allowance payments.**

### More information

Further information is available from DVA offices and on the DVA website at [www.dva.gov.au](http://www.dva.gov.au)

**NB. Although the term "pensioner" is used throughout this Factsheet, all persons regardless of service status should have some form of power of attorney and a current will.**

**John Macartney  
Welfare & Pensions**

## DO YOU REMEMBER

### "HAPPY HAWKINS' COLLEGE of KNOWLEDGE"

Those of us who graduated from this fine college are forever grateful for the lessons on social behaviour that we learnt at this great training school.

My mind is a bit hazy now after all of these years as to the exact date that this fine institution closed its doors. It was replaced by a cooperative of sorts BUT alas the atmosphere was never the same. We could never forget the old school and the old rules that had been so solidly enforced on our minds by the old principal and his band of merry helpers, who used to greet us every afternoon with those great big smiles and courteous greetings.

Perhaps somebody who also graduated from this school may remember the names of some of the teachers, but I, can only remember the name of the principal, 'HAPPY' HAWKINS. He of course earned this name because of his cheerful disposition and the way he used to greet us when we rolled up for our classes in the afternoons and at night.

I can remember a few of the social graces that were taught at this institution, maybe some of the more astute students may be able to remember more and tell us about them.

1. **NEVER, EVER, WASH YOUR GLASS AS THE SOAP WILL DEFINITELY AFFECT THE TASTE OF THE PRODUCT.**

2. **ALWAYS, BE COURTEOUS AND ALLOW YOUR MATES TO BE SERVED FIRST.**

3. **NEVER, CARRY FULL GLASSES ABOVE YOUR HEAD AS YOU MIGHT SPILL SOME ON YOUR MATES.**

4. **NEVER, EMPTY YOUR GLASS DOWN YOUR THROAT WITHOUT STOPPING AS THIS MAY CAUSE YOU TO SUFFER FROM EXCESS WIND.**

5. **NEVER, EVER ATTEMPT TO CARRY MORE THAN THREE MIDDIES AT ONE TIME BECAUSE IT IS IMPOSSIBLE TO ACHIEVE THIS AMBITION.**

6. **NEVER, EVER ATTEMPT TO DRINK AS MUCH PRODUCT AS YOU CAN GET WHEN YOU CAN GET IT; AND, DEFINITELY NO MORE THAN ONE MIDDY EVERY 10MINUTES.**

7. **DON'T, BE THE LAST TO FINISH YOUR DRINK OR YOU PAY FOR THE NEXT ROUND, ( I AM NOT SURE THAT ALL STUDENTS LEARNT THIS RULE).**

**WHO CAN FORGET SUCH VALUABLE LESSONS**, if any student can remember the year the school closed I think it was about 1955 may be they could tell us whose minds are a little dull from the drinking of the product.

Clive Podd

## 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](mailto: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 33**

**You can tear out the page or else just copy it; fill it in and send it off to the nominated address. This form is only to be used if you have to get any alterations done to your blazer—not this alteration service is free.**

**You can also use their web site if you have a computer .**

**Victorians take note of the address and I am sure you can front up and do the business.**

## 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](mailto: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 / \_\_\_\_

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.

**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

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.



## NATIONAL PRESIDENT



This has been a year of consolidation after the wonderful success of the 60<sup>th</sup> Anniversary celebrations. The welcome resurrection of the ACT Division continues smoothly and I congratulate their leadership. The Western Australian Division unveiled a most impressive and appropriate Memorial Plaque on Memorial Hill, Fremantle, in January, which was the culmination of determined and innovative fund-raising and extensive organization and I congratulate Winston James and his team.

My major concern during the year has been the future of the Historic Flight. At one point it looked as though the aircraft would depart Albatross. Fortunately, an impassioned letter to CN pointing out that "once the aircraft were gone they were gone forever" had the desired effect and produced a rethink. During these discussions, I was grateful for the constructive contributions of Professor Michael Hough, Chairman of the Australian Historical Flying Museum Board, who strongly believes that the aircraft should remain at Nowra; albeit under HARS direction. The present, still evolving, plan is that the Flight will remain at Albatross in a dedicated hangar adjacent to the Museum. This is not a perfect solution, but, better than the alternatives and will keep the aircraft in naval colours and flying from a naval airfield. I will keep members informed.

I commend the proposal to create a "Naval Aviation Roll of Honour" to be co-located with the Wall of Service. The plan to record the names of all those who have died in Australian naval aircraft is, in my view, another important step in recording our history. Our Patron, Toz Dadswell and the indefatigable Greg Wise have researched this project with great thoroughness and, in conjunction with the Naval History Section, prepared a list of names of those who should appear.

Thanks are in order for many of our members. In particular, I am sure that you share my pleasure in the awarding of Life Memberships. Qualification for this award requires long and dedicated service and successive National Executives have been meticulous in ensuring that every recipient is appropriately qualified. I also mention Ken Vote for his carefully researched and often frustrating efforts in producing a new Association Banner.

My efforts to significantly increase our membership have been frustratingly ineffective. I find it hard to believe that many ex-birdies would join just for the reunion and then not follow up their membership; but, that is what happened! Unbelievably, many

who allowed their memberships to lapse have since complained about not receiving Slipstream! Our current membership of a little more than 1100 is satisfactory and provides a stable financial base, but, greater numbers would increase our influence as well as extending the very real benefits of membership to those "outside the fold".

The White Ensign Club continues to prosper under the combined direction of the Association and the Shoalhaven Division of the Naval Association. Its use is increasing and it turned a small profit this year. Improved facilities included an upgraded power supply and disabled access.

In closing, I again thank everyone who made a contribution to the working of the Association during the year. In particular, I sincerely thank my colleagues on the National Executive, Vice President Peter Welsh, Secretary Dick Martin and Treasurer Denis Mulvihill. They are a hard-working, cheerful and supportive team. I also extend special thanks to our Patron, Toz Dadswell, who has always been available for good humoured advice and wise counsel. It is timely to remember that the future of this wonderful Fleet Air Arm Association is in our hands. We must not relax our efforts in guarding its history and traditions.

David Farthing

## NATIONAL SECRETARY



Well it's that time of the year again and the Federal Council Meeting has just taken place at the FAA Museum at Albatross as this was a non election year there was no change of positions on your Executive Committee.

Major items to come out of the meeting were as follows:

The proposal to establish an "Australian Naval Aviation Wall of Honour" was ratified by the delegates from the State divisions so the project is now proceeding.

Slipstream costs will remain the same as last year.

The granting of Life Membership to the following people :

Colin-Bushe-Jones WA Division  
 Brian Jost WA Division  
 Robert Geale NSW Division  
 Clem Conlan Victorian Division  
 Roger Harrison SA Division  
 Ian Laidlaw SA Division

In addition to the above Awards Michael Stubbington from South Australia was presented with a Diploma of Merit.

It is pleasing to see that the disabled access to the White Ensign Club namely the footpath has been completed. Thanks must go to the WEC Management Committee for their efforts in this regard (The Management Committee is made up of both our Association and the Nowra Section of the Navalman's Association). The Access Ramp into the club is currently being assessed and it's hoped to have it completed in the near future.

Membership of the Association currently stands at 1055 full Members and Life Members this has remained fairly static over the past two years that I have been in the job and whilst reasonable I am sure that there are a lot of ex-birdies out there that we haven't reached and it should be an ongoing task on both the National and State Divisions to try and improve on these numbers.

Slipstream still takes up a considerable amount of our workload and thanks must go to the dedicated band of volunteers that appear each time we are getting ready to distribute the magazine. Our current distribution rate is in the order of 1120 this includes members, overseas members, internal copies and official copies (Navy, Government etc) Again the main problem is members not making sure they inform us of their Change of Address either to the State Secretary or just email me and I will ensure it is passed on to their State Secretary.

I feel I must make mention of the good work done by Harley Dadswell in controlling our Web Site he is always available and this year has achieved in cutting our WEB fees considerably. I encourage our State Divisions and all members to make full use of this valuable communications tool All that's left from me is to let members know that I have recently changed my email address to the one shown below

Pincher  
[rfmartin@tadaust.org.au](mailto:rfmartin@tadaust.org.au)

Ed,  
 Could you please post this in the next issue of Slipstream.

I am presently researching the RAN's role in the Atomic tests at Monte Bello and am seeking details and stories of that time; there were a considerable number of RAN ships attended the tests.

It is my intention to put my research into a book. I have been researching this history for some time and amassed quite a bit of material but always looking for more. All info will be treated as confidential if required.

With thanks  
 Tas Browning

email [avelon.browning@bigpond.com](mailto:avelon.browning@bigpond.com) 0364246314

## SOUTH AUSTRALIA



Our regular meetings have been held at the OG Hotel in Adelaide, with the time changed to 1130 for Lunch followed by the meetings. The time change allows more members to attend as the nights are a bit cold and night driving is not favourable to some.

We have been busy with several functions including; Vietnam Veterans Services.

John Siebert attending the Federal Council Meeting at Albatross.

John Saywell attending the CCESCO meeting in Adelaide .

The Fly-in by 817 Squadron.

One Sea King was based at RAAF Edinburgh for the week of 7-11th September and did displays at the Royal Adelaide Show on the Monday and Tuesday before deploying to GOOLWA on the South Coast for their annual re-onion.

There was a Service and Wreath Laying on the Wednesday, followed by a well attended dinner at the Goolwa RSL Club. On the Thursday, the aircraft was on "Open Day" and then departed for Edinburgh and Nowra the following day.

The town of Goolwa very much looks forward to the annual event and Navy 817 was the hero on the day. Next year's visit is already being planned.

We have invited the Mayor and Representatives to come to Adelaide and join with us at the Memorial Service as part of Navy Week 2009.

Engine Run: on the 11th October 2009 The South Australian Aviation Museum will do "engine runs" from 1000 - 1500 at the Museum at Port Adelaide. Engines such as the Gnome, AS Cheater, and Rolls Royce Merlin etc will be run during the day... NO jet engines.

Speaking of the Museum, Des Reardon and Gordon Gray did some valuable restoration work in April by re-assembling the Cockpit Canopy of the De Havilland Sea Venom. It was locked in the full open position, as the hydraulics are still unserviceable. The canopy will be in that position for a few months until they are able to install a Parking Bracket, which will enable the canopy to be safely lowered manually into the half-open position.

Further modifications to the hydraulics assist cylinder are possible when they have more time to spare.

Members of the FAAAA-SA some years ago presented technical data and maintenance manuals etc to the Museum, covering the Wessex Helicopter.

NAVY WEEK 17 - 25th October 2009.

Commander Craig Pritchard SA Navy HQ advises that the programme includes;  
 Saturday 17th... Jamestown Air Show Reception... Town Hall...  
 RAN Band SA Detachment.

Sunday 18th... Jamestown Air Show Navy Community Engagement.

Monday 19th... Australian White Ensign Raising... Port Road Hindmarsh, followed by RAN Band SA Recitals at the Art Gallery of SA.

Tuesday 20th... Navy Memorial Garden Service followed by a BBQ hosted by Navy HQ SA.

Wednesday 21... RAN Band SA Detachment Recitals at Tabor Christian College.

Thursday 22... HMAS Parramatta arrives at Techport SA. 1000-1500 Sea Ride then to berth at Inner Harbour, Port Adelaide.

Friday 23... RAN Band SA Recitals at the Art Gallery SA, Adelaide Enfield Council Civic Reception, Reception for HMAS Parramatta Port Adelaide, Navy Officers Mess Dinner, Adelaide.

Sunday 25th... HMAS Parramatta opens to the public... 1700 Navy Week Church Service Adelaide.

In October, we have the Ceremony of Remembrance Service on the 11.11.2009... John Saywell laying the wreath.

Dinsley Cooper has been out and about organising Social Events listed below:

Our next meeting on the 18th November at the OG Hotel.

The Christmas Dinner at the OG Hotel ay 1830 for 1900

New Year BBQ at the Blackwood RSL on the 17th January 2010... hosted by member Ken Hyde

Cheers

Leon Coppins  
 President  
 FAAAA SA

**Some photos of Greg Kelson's trip to the 'Evans' Reunion'.**



Captain J.P.Stevenson, Joe Mulitsch, Judith Fergin, Jack Sheehan and Charles Huber.



A group of lovely people—4 anyway



Cmdr Geoff Booker , Joe Mulitsch and Kimberly Mulitsch.



Bevan Daws and Alan Clark.



From OD to Admiral



**QUEENSLAND DIVISION**



It was good of Mick Blair to write the last newsletter to Slipstream-although we haven't been away, times were stressful with Dee's dad in hospital and subsequently passing away at the beginning of August. We are now about to go to Vietnam on Tuesday (22<sup>nd</sup> Sept) and return on 13 October. It will be good to have some relaxing time there.

I've just been informed that 816 Squadron will be taking part in the Freedom of the City ceremony for Caloundra on 31<sup>st</sup> October and we are involved in that affair. I've done a newsletter today for our Qld Members so that we can have a good roll up for the March on the day. I met Commander Chris Smallhorn-816 CO-at the "Open Cockpit" weekend in July at the QLD Air Museum. Ray Murrell and Bob McBride did a great job there creating a lot of interest in our Naval Aircraft. Ray had a dvd running on Carrier ops.

I managed to arrange 8 of us to have a tour of the USS Essex when it was in Brisbane. We all enjoyed our tour conducted by a Lt.Cdr PR guy-Denver Applehans, who showed us all that could be shown. The Navy guys at Bulimba Barracks were a great help. The ship sure is a powerful machine with it's aircraft, and heavy equipment. There are 1800 Marines and 1200 sailors on board.



Ian Henderson, Bernie Jeffreys, Lindsay MacDonald, Peter Grieg, Lt.Cdr Denver Applehans, Bob McBride, me, Ray Murrell and Gary Reid

Mick and I attended a Wake for Doug Jago who passed away

recently. His family spread his ashes in the sea off Manly. Doug was a Pilot's Mate in the RN and also in the early days at Nowra. He was always a great help carrying the Banner on Anzac Day and arranging & driving a bus to get us to Bulimba after the March.



Onboard USS Essex

Bob McBride and his son-in-law took part in the recent Endeavour Rally-from Rockhampton to Mackay via the Cape. Bob reckons some of the roads were as bad as he's ever struck, washing and sleeping arrangements pretty basic. Their car, the old Peugeot, did very well and better than a lot of the other cars. This is the second Rally they've done! Ian and Florence Henderson had their trip to Lake Eyre but Ian tells me there were no Pelicans there! I thought it would be chock full of them as I'd seen on TV. However, they did enjoy the trip.



Junior and Bernie Jeffreys

Commander Geoff Booker carried our White Ensign on Anzac Day which looked pretty good. In my last newsletter, I called him Geoff Morrow-apologies, Geoff. I knew you'd know who I meant!

Warren Walters and Maria are off on another cruise-this time

for Maria's rehab. after some devastating surgery. They are flying from Little Rock to Vancouver, sailing via Panama Canal to Florida, then flown back to Little Rock. All for a bit over \$5000 all up! Can't be all that bad!



Junior Henderson



The group again

Arthur Sharland has been here and played golf with us at Beerwah recently. He'd been up to Karumba for some Gulf fishing & found the Barra season finished!

I'm going to attempt to add some shots of the USS Essex. Best regards to all from us in Queensland.

Barry Lister  
President.



**TASMANIAN DIVISION**

Not much to offer again this time, not a lot happens down here on the anchor.

We had our AGM at the end of last month but due to the ongoing health problems of my wife I was unable to attend and, no news of the meeting has come my way so I cannot pass comments.

News is almost non-existent, we are still part of the planet so I must assume everything is alright. No news being supposedly good news!

No one is going to make it up to the Federal Council so we will have to use 'Pincher' as a 'Proxy Tasmanian'.

Some weeks ago I had a phone call from Junior Henderson who at the time was slumming it down here with Tassy Douglas for a few days; probably needed cooling down a bit or to dry out his feet. It was good to hear from him again, Tassy lives about 40 minutes away from me and it didn't take too long to catch up on all the gossip from up in the tropics.

On page 19 of the last issue of Slipstream, there was a Firefly outside the Igloo Hangar with two 'sunbathers' attached to the spread wings. From memory I think you will find that they are 'Bomber' Benson on the left and 'Harpo' West on the right. Unprobable as it sounds I have the very same photo in my collection so I am pretty sure of my facts. None the less, correct me if I am wrong.

Cheers,

'Jake' Jacobs

**THE CORRECT TERMINOLOGY TO USE WHEN SPEAKING ABOUT MALE PATIENTS.**

1. He does not have a 'BEER GUT' - He has developed a 'LIQUID GRAIN STORAGE FACILITY.'
2. He is not a 'BAD DANCER' - He is 'OVERLY CAUCASIAN.'
3. He does not 'GET LOST ALL THE TIME' - He 'INVESTIGATES ALTERNATIVE DESTINATIONS.'
4. He is not 'BALDING' - He is in 'FOLLICLE REGRESSION.'
5. He is not a 'CRADLE ROBBER' - He prefers 'GENERATIONAL DIFFERENTIAL RELATIONSHIPS.'



**VICTORIA  
DIVISION**



Greetings to all,

On the 29th August 2009, the Division held its Annual Dinner to celebrate the 61st Anniversary of the formation of the RAN FAA. It was convened at the Reception Centre at the Harbour View Motor Inn Complex at Hastings, we hold it on the nearest Saturday to the 28th August each year for obvious reasons, and another good evening was had by all in attendance.



Gerry Steacy, Elaine Steacy, Val Christie and Ron Christie

Unfortunately, several late cancellations. Firstly, Ralph & Margaret Mayer, Ralph was not well, but I am happy to report he is now OK. Clem & Betty Conlan, Clem also was on the sick list and again I am happy to report he is now OK and finally Peter & Millie Barnes could not attend, as Peter's mother had a bad fall and was admitted to hospital. They were all missed.



Rob Taylor, Dennis Charlton, Robin Pickering, Norm Pickering and Col Mackenzie

The following day, the Annual Memorial Service was held in the Chapel of Saint Mark at HMAS CERBERUS. Canon Lawrie Styles our Division Chaplain assisted the Navy Chaplain Robert Hosken; apart from the Victorian Division Members and Families in attendance, one hundred and twenty recruits from the Waller Division GE 256 attended the service. We were appreciative of their attendance, then on completion of the service, we had an opportunity to converse with a few of the recruits; they were very interested in the FAA and naturally asked a lot of questions.

I would like to take this opportunity to say a few words about our Chaplain, Canon Lawrie Styles.AM. Lawrie comes with a wealth of experience with the FAA having served as a FAA pilot in WW2 where he got his wings with the US Navy at Pensacola (In fact he was in the same Pilots Course as another Vic Div Member, the late Len Baggott )



Chaplain Robert Hosken, Ron Christie and Canon Lawrie Styles

On completion of the formalities of the Chapel Service and Wreath Laying, the Division Members attended the usual get together at the WOSSM for light refreshments etc. and of course the usual 'Dits'. I must not forget to mention it was nice to catch up with my old (Well not so OLD ) mate Geoff Litchfield, looking very fit and healthy ,must be all that sea air up there in the north.

The next meeting and Christmas Breakup BBQ of the Division is due be held on the 13th December 2009 commencing at 1100 at the Melbourne Naval Centre.

Ron Christie

**WESTERN AUSTRALIAN  
DIVISION**



Greetings again from the West.  
It has been a quiet period for us since the last "Slipstream", no major celebrations almost like a winter hibernation.

We had another great BBQ at the "Living legend's" home a.k.a. Greg Kelson and his lovely wife Annie. We had the company of a part time "Birdie" in Norm Snashall, a lot of people would remember him as a great Aussie rules footballer with whom I enjoyed some great games. Norm was 1st mate on the fisheries inspection boat out of Fremantle after his retirement from the Navy ; we managed to kick a few goals during the afternoon.



Clive Mayo, John Brown, Margaret Mayo & Theo Bushe-Jones



Bill Strahan, Keith Taylor, Norman Snashall & John Charles Grierson

I am looking forward to catching up with Barry (Waldo) Walden who with his wife have been visiting Borneo retracing family members from the infamous Sandakan Death march & at Labuan Island to see the Military Graves.

Theo and Amy Bushe-Jones are about to leave on a trip to China which Theo has been looking forward to for many months , we say "bon voyage" to you both and have a great holiday , you deserve it.

Mick and Kathleen Cain stopped over in Perth on their way back to SA after a long few months on the road, we enjoyed a great lunch and refreshment's in the Swan Valley; a very enjoyable afternoon.

We have had a couple of Members on sick parade; Des Rodgers has been hospitalised for acute breathing difficulties and Clive Mayo has been in hospital for the removal of a bowel obstruction, we hope both are now better. Clive's wife Margaret has been "clumping" around for some time with a lower leg injury necessitating a plaster cast which has made driving impossible and with Clive in hospital it adds to the frustration. ( I hope its off by the Christmas party Marg; or you will make plenty of noise on the wooden floor.)

An application to DVA for funds to purchase a Lap-Top Computer and sundry equipment has been successful; I am now waiting for the cheque to go into the bank. As I run an i-Mac, a lot of what I do has to be constantly reformatted for those using Windows machines, so everything will be transferred and archived on the new machine.

By the time this goes to print the Federal Council meeting will be over, congratulations to all who are honoured and to the Executive for another year of good management. Time flies , this time last year we getting ready for the 60th Anniversary

*A bit of space left for some advertising;*

*Number Plate Surrounds are again available and can be purchased through me at \$18.00 per set of two plus \$3.00 postage and handling.*

Keith ( Squizzy ) Taylor  
Scribe.  
11th September 2009.

Genius does what it must.  
Talent does what it can.  
You had best do what you're told.

\*\*\*

Always remember you're unique, just like everyone else

\*\*\*

You are such a good friend that if we were on a sinking ship together and there was only one life jacket...I'd miss you lots and think of you often.



**ACT DIVISION**



Well the year is getting away from us and it will soon be Christmas. The ACT Division held a social get together on June 19<sup>th</sup> at our new meeting place, the Canberra Services Club in Manuka. There was good roll up and it appears to be a popular choice of venue. 'Bags' Sandberg is arranging for a collection of photographs and plaques to be placed on display in the club which I hope will be up by the time this article goes to print.

Our membership base is slowly increasing and I would encourage our ACT members to pass on names of any other ACT based FAA personnel who may be interested in the joining the association to our Secretary. New members are always welcome.

The ACT Division recently agreed to assist the FAA museum in the restoration of the Dragon Fly helicopter by providing a contribution towards the purchase of the paint for the aircraft.



The Committee has endorsed committing to a social activity on the last Friday of every second month commencing in February 2010. We are also holding a get together on Fri 16 Oct 09 commencing at 1600. The 2009 [Christmas](#) function is being planned and it is intended to confirm arrangements for the Christmas Function at the 16th Oct function. I encourage all members to come along to these functions and enjoy a drink and spin a 'warrie' or two with fellow shipmates. Details on the Christmas function will be e-mailed out to all members once venue and dates are confirmed.

The planned social calendar is as follows:

| Date        | Activity        | Venue                  |
|-------------|-----------------|------------------------|
| 16 Oct 2009 | Social Function | Canberra Services Club |
| Dec 2009    | Xmas Function   | TBC                    |
| 26 Feb 2010 | Social Function | Canberra Services Club |
| 25 Apr 2010 | ANZAC Day       | TBC (Post March)       |
| 25 Jun 2010 | Social Function | Canberra Services Club |
| 27 Aug 2010 | Social Function | Canberra Services Club |
| 29 Oct 2010 | Social Function | Canberra Services Club |

Peter 'Piggy' Davis who was part of our social committee has now relocated to Bundaberg QLD. I wish to take this opportunity to thank Pete for his assistance on the committee over the past year and wish him and Kerry all the best in their move up north. I know there are a quite few ex-birdies up that way so I'm sure Pete will catch up for an ale or two with them.

I also want to pass on our congratulations to Commodore Mark Campbell on the notification of his upcoming promotion to Rear Admiral (effective June 2010). As a member of the ACT Division, Mark has been an active participant and his promotion to RADM is well deserved. It's good to see a 2-Star back in the Aviary, particularly noting it has been some time since we have had a serving Admiral in the FAA. Mark will take up the post of Head Helicopter Systems Division in the Defence Materiel Organisation from June 2010.

Anyway, best wishes to all from your shipmates here in the ACT. Remember if you are visiting Canberra don't hesitate to let us know, as it is always great to catch up with our FAA colleagues from other states.

Regards,

John (*Schonners*) Schonberger  
Vice-President

## NSW DIVISION



First item on the agenda is the granting of 'Life Membership' to our Association Historian, Bob Gaele. Since he left the service he has been among the main drivers in the team that has worked diligently to preserve our Fleet Air Arm history. A lot will not realise that nearly all the historical data regarding the Fleet Air Arm is kept and managed in the archive rooms at the Museum. This is now available to all due mainly to the unlimited hours that Bob has given to this cause. BZ

For those of you that have to use a wheel chair, the following will be of interest to you. It was noted at the last reunion that access for some to the WEC area was a problem. Wheel chairs do not particularly like using grass or lawn as a medium to negotiate and even after that getting into the club was a concern. Just recently we have had some assistance from official channels and now the area from the Museum to the club has a concrete pathway, wide enough to cater for even motorised machines. Progress towards a ramp at the entrance doors is also currently being investigated and it looks as though we will be able to get some assistance from DVA in the way of a 'Disabled Veterans Assistance' scheme. This will involve some paperwork and a waiting period until the next lot of grants are administered, probably early in the new year. We didn't forget you 'Moose'.

The Association has been approached to donate towards the 'Linear Accelerator' for the Nowra Hospital and the Committee has decided to present a cheque for \$1,000 to this very worthy appeal. A lot of our members in this area would certainly benefit from one of these machines if it was fitted locally. Hopefully we will not need to use it but if we do, you can take it from me the 7 weeks daily travel to Wollongong (nearest available machines) is a drag when that is about the last thing you feel like doing. At present they have a tally of in excess of \$800k but need to get to at least \$1,000,000 so there is still a bit to go.

The Annual Dinner was held at Bomaderry Bowling Club on the evening of the National Forum and I have to report that health problems severely affected the turn up. Even the wife of one of the speaker fell foul of it (Mrs Sackley). Captain John Van Dyke from Creswell and Captain Mark Sackley from Albatross gave all an update on the construction taking place at both establishments both current and in the near future. If you thought the depots had changed over the years then now they are re-generating. Albatross is physically changing as never before, the 'tin' hangars from the old control tower up to A

hangar are going, the Igloo has gone and there are new 'houses' for the NRH90's being built. The underground work to facilitate the new work places is almost half the total cost as all the old services could not possibly cope with the new era.

They have onboard the first two of the new aircraft and they are being used to do all sorts of evaluation trials to ensure the smooth and safe transition to the new type for both Army and Navy. A lot of the maintenance for the Army will evidently be done by Navy.

Creswell has not missed out and it seems almost all of the old buildings ('Captain's house' may have missed out) are getting a total make over and brought into the 21st century. New gymnasiums with heated pools, new twin en-suited accommodation for the midshipmen are just some of the upgrades that are nowadays considered the norm. No more wind tunnels and Nissan huts for the new entries in this modern era.

A good night was had by those that attended but this will be the last time we hold the event in the evening. Next year we will opt for an afternoon timetable and probably move to a WARMER time of the year (the unseasonal 'freeze' this year was not good). So many members now find the night air and driving at night a bit too much so it will revert to open neck shirts and hopefully shorts.





Joanna Bruce, Teena Downton, John Downton, Gail Downton and Tisha Downton ( my apologies if I got the girls names round



the wrong way– trouble with twins)

Jane Heneghan, Mike Heneghan and Eric Bruce

Our main raffle prizes ( paintings by John Downton) were delivered and would have been on show but the wet weather put a dampener on that (excuse the pun) and photo will be included in the next issue. Once again they are of excellent standard and any gallery would be very pleased to get them let alone an old sailor . Our thanks go out to John for his support of our association. John also has an autobiography being launched in November (13th) in Nowra at the School of Arts and it will be in full colour depicting his lifetime of painting.

Our next raffle prizes are as follows,  
1st - Painting by John Downton : The Shore Party  
2nd - Painting by John Downton : Sea Fury at work  
3rd - Sound system

Apologies for those that didn't get their smiling face included, I don't get too many prizes for being a good photographer and I seemed to have has some problems on this occasion as well.

## INFORMATION EVERYONE SHOULD KNOW

Blood Clots/Stroke - They Now Have a Fourth Indicator, the Tongue

STROKE: Remember the 1st Three Letters....S.T.R.

My nurse friend sent this and encouraged me to post it and spread the word. I agree. If everyone can remember something this simple, we could save some folks.

Seriously. Please read:

STROKE IDENTIFICATION:

During a BBQ, a friend stumbled and took a little fall - she assured everyone that she was fine (they offered to call paramedics) .she said she had just tripped over a brick because of her new shoes. They got her cleaned up and got her a new plate of food. While she appeared a bit shaken up, Ingrid went about enjoying herself the rest of the evening, Ingrid 's husband called later telling everyone that his wife had been taken to the hospital - (at 6:00 pm Ingrid passed away.) She had suffered a stroke at the BBQ. Had they known how to identify the signs of a stroke, perhaps Ingrid would be with us today. Some don't die, they end up in a helpless, hopeless condition instead.

It only takes a minute to read this.

A neurologist says that if he can get to a stroke victim within 3 hours he can totally reverse the effects of a stroke...totally. He said the trick was getting a stroke recognized, diagnosed, and then getting the patient medically cared for within 3 hours, which is tough.

RECOGNIZING A STROKE

Thank God for the sense to remember the '3' steps, STR . Read and Learn!

Sometimes symptoms of a stroke are difficult to identify.

Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms of a stroke.

Now doctors say a bystander can recognize a stroke by asking three simple questions:

S \*Ask the individual to SMILE.

T \*Ask the person to TALK and SPEAK A SIMPLE SENTENCE (Coherently) (i.e. It is sunny out today.)

R \*Ask him or her to RAISE BOTH ARMS.

If he or she has trouble with ANY ONE of these tasks, call emergency number immediately and describe the symptoms to the dispatcher.

New Sign of a Stroke ----- Stick out Your Tongue

NOTE: Another 'sign' of a stroke is this: Ask the person to 'stick' out his tongue.. If the tongue is 'crooked', if it goes to one side or the other, that is also an indication of a stroke.

A cardiologist says if for every 10 people who get this, you can bet that at least one life, will be saved. It may just be you so please take time to read, note and remember .

**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 period of time between applications and the finished plaques being affixed but we attempt to keep this time as short as possible.

The back page of this issue has a photographic record of the actual plaques recently affixed to the Wall. If a group ( old class or similar ) wish to have their plaques fitted alongside each other get together And submit the group as a 'parcel' and they will be kept together otherwise all plaques are placed on the Wall in the order that the application is received. There are quite a few smaller groups and family members already together on the Wall.

The Administrator  
WO Warren  
PO Box 7115  
Naval Post Office  
Nowra Hill 2540  
[lan.warren@defence.gov.au](mailto:lan.warren@defence.gov.au)

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 make 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.

|               |        |
|---------------|--------|
| ROACH         | D.     |
| LINAKE        | G.J.   |
| LEDGER DSC AM | G.A.   |
| HALL          | E.B.   |
| GORIN         | J.C.W. |
| McINTYRE      | I.M.   |
| HRYCYK        | R.     |
| VINEN         | M.G.S. |
| DUNBAR        | C.B.   |
| AHERN         | J.R.   |
| MIHELL        | A.J.   |
| SLOAN         | J.W.   |
| HEARES        | S.R.   |
| SQUILLARI     | D.A.   |
| PARSONS       | J.E.A. |
| SKINNER       | R.C.   |
| ROUTLEY       | D.     |
| COSTA         | B.W.   |
| ROGERS        | R.W.   |
| BLUNDELL      | C.L.   |

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. This order is expected to be affixed before Xmas.

**New or alterations of email addresses :**  
National Secretary : [rfmartin@tadaust.org.au](mailto:rfmartin@tadaust.org.au)



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### VALE:

## Clive Cotter

From an early age Clive knew he was destined for the military, following his father and brothers before him.

After successfully applying for the Navy at the age of 16, Clive fudged his age to score a berth with the Royal Australian Air Force.

A military man until his death on the 4th July aged 83, Clive spent his life working for his comrades.

He joined the RAAF in early 1943, and three years later was stationed in the South Pacific. The following year he joined the RAN and gradually worked his way up to the rank of CPO. He transferred back to the RAAF in 1956 as a Flying Officer and was stationed in Vietnam in 1967.

Although he left the services in 1977, after more than three decades, his involvement with the armed forces never abated.

Flight Lieutenant Duncan Cotter (grandson) said he always viewed the military as his second family.

"When he discharged in 1977 his intent was to retire" Duncan said; however he became heavily involved with Veterans Affairs; not the actual department itself but basically veterans, war widows and their families"

Feeling that there was a lack of support Vietnam Veterans and their families Clive threw himself into welfare work on the South Coast. He became the first Vietnam Veteran appointed an RSL President in the Batemans Bay area.

His grandson said military brotherhood was paramount for Clive.

Clive, most recently of Page ACT, is survived by his wife Elaine, his sons Jim, Barry and Steve and ten grandchildren.

## **A LAST FAREWELL**

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

**Peter Miller : July 2009**

**Clive Francis Cotter : 4th July 2009**

**Derek Jago : 21st July 2009**

**Kevin (Crash)Collison : 1st August 2009**

**Len Baggott : 15th August 2009**

**Brian (Fats) Newbold : 12th September 2009**

**Gordon Birch : 15th September 2009**

**(Tiffany) Bill Trevethan : 3rd October 2009**

**Kevin Roberts : 7th October 2009**



Back cover