



Slipstream

Established HMAS Albatross 1937



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

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FOREWORD



As the son of a Royal Australian Air Force empire air training school instructor during WWII, I understand and appreciate the bond and sentiment between retired members of the nation's illustrious fleet air arm, and as such am delighted to write the foreword to this issue of *Slipstream*.

With only a few exceptions, the Australian Parliament is very much united on issues surrounding the deployment and resourcing of the Australian Defence Force.

Whilst small relative to our primary allies, I firmly believe we have one of the most effective and capable defence forces in the world, largely due to the calibre of the men and women we recruit but also because of the bi-partisan support the ADF has historically enjoyed in this country. I have always kept this in mind when dealing with defence issues both publicly and privately as I don't underestimate its importance.

The strategic and tactical evolution of aviation, particularly in the maritime environment, is the most important component of our island nation's long term defence and maritime border control.

In the future Unmanned Aerial Vehicles (UAV's), multi-role helicopters, long range maritime patrol aircraft and landing helicopter dock ships will likely see many more naval aviators come through the ranks, and no doubt will carry on the great traditions kept alive by your members. The story of the fleet air arm will see a new chapter in the 21st century.

Accordingly it is with great honour and pleasure to commend the work of the Association and take this opportunity to wish you all a happy and safe festive season.

I would also like to pause and reflect on all the ADF members who will not be home this Christmas with their families but on deployment in far flung places around the globe, working to make this a better world to live in.

Senator David Johnston

Shadow Minister for Defence

David Johnson - Shadow Minister for Defence

David was first elected to represent Western Australia in the Senate in 2001.

- ✦ Prior to entering Parliament, David worked as a solicitor and a barrister.
- ✦ Born in Perth, he was a member of the University of Western Australia's Liberal Club from 1974 until 1979.
- ✦ He went on to become State President of the party from 1997 until 2001.
- ✦

Parliamentary Service

Elected to the Senate for Western Australia 2001 (term began 1.7.2002) and 2007.

Ministerial Appointments

Minister for Justice and Customs from 9.3.07 to 3.12.07.

Committee Service

Senate Standing: Privileges ; Publications ; Scrutiny of Bills ; Senators' Interests

Senate Legislative and General Purpose Standing: Employment, Workplace Relations and Education: Legislation Committee ; Foreign Affairs, Defence and Trade: References Committee Legislation Committee ; Foreign Affairs, Defence and Trade

Senate Select: Ministerial Discretion in Migration Matters ; Administration of Indigenous Affairs ; Regional and Remote Indigenous Communities .

Joint Statutory: Native Title and the Aboriginal and Torres Strait Islander Land Account ; Australian Commission for Law Enforcement .

Joint Standing: Foreign Affairs, Defence and Trade

Member, Parliamentary Delegation to Samoa, Tonga, Fiji, Solomon Islands and Papua New Guinea.

Member, Opposition Shadow Ministry from 6.12.07. Shadow Minister for Resources and Energy from 6.12.07; Shadow Minister for Tourism from 6.12.07 to 22.9.08; Shadow Minister for Defence from 22.9.08.

Front cover : Bob ' Windy' Geale receiving his Certificate of Commendation from RADM Neil Ralph (ret) at Divisions at HMAS Albatross in November. Neil had the privilege of being the Reviewing Officer for Divisions and then making the presentations on behalf of the Navy.

Photo by ABIS Justin Brown from the Photographic Section at HMAS Albatross.

Deadline for articles for next edition is 20th March 2010.

LETTERS

Divisions , HMAS Albatross, November 2009.

It was with great pride that I stood alongside RADM Ralph last Friday to witness the turnout of the Ships Company on parade. The Ceremonial Sunset and Mess Dinner later that night capped off a very successful week for ALBATROSS, noting the excellent turnout for our Remembrance Day service earlier in the week as well. All in all, a great week for ALBATROSS which I thank you and your teams in making happen.

There have been many positive comments received for all three events but I think the letter I received from Lady Smith yesterday caps it off.

'Words fail me to thank you, and all of 'ALBATROSS' for the warm welcome Mark and I received on the occasion of Ceremonial Divisions and Sunset last week. Both parades were breath taking, and how proud Sir Victor would have been. Personnel and visitors were most friendly, so I felt very much at ease.

Your two speeches were full of accolades to my late husband, and you were kind enough to mention the help I tried to give to my fellow Navy wives, and the Nowra community.

May I personally thank you, the Executive Officer and the Museum Director, and all others, who were constantly by my side, to watch over my well being.

It was splendid to meet so many retired personnel and their wives with whom their were many memories to exchange - especially Admiral Ralph.

Lady Smith and son Mark travelled to Nowra especially to witness Ceremonial Divisions and Sunset as well as had a guided tour of the re-furbished Fleet Air Arm Museum.

Mark Sackley

CAPT, RAN
CO HMAS ALBATROSS

Share Market Crash- 1987

How many people remember "Crash Day" -20 October 1987 in Australia ?

I remember it well.

It was a Tuesday and, as an Exchange executive, I was on the Trading Floor of the Sydney Stock Exchange. The night before, the US Dow Jones Industrial Average had fallen by 508 points - a staggering 22.6%.

The Australian Market, like all world markets. had already been "spooked" by an earlier fall on the US market. On Monday 19 October nothing prepared the Australian investors for what happened next. The All Ordinaries Index of the Australian Share Market lost 400 points from its national value or 25% !

That sent 45 billion dollars worth of market capitalisation to "Money Heaven" !! On the chalkboards of the Sydney Stock Exchange there were only SELL signs.

I stood alongside an experienced stockbroker named Rene Rivkin who said to me , "Don, you will never see some of these stocks as cheap again ". He then proceeded to buy at least six of the major stocks which showed him a 200 to 300% profit within eight weeks !

The aftermath of the 1987 crash was not as bad as that of 1929. That is, there was no Great Depression. During October 1987 The All Ordinaries Index fell 47.4%.

A massive fall and a very scary experience for many. However, the very best stocks were back above their "pre crash highs" within 14 months.

Where there is a will, there is a way !

Happy trading to all.

Don McLaren

"THE FIVE MOST DANGEROUS THINGS IN THE NAVY"

A Seaman saying, "I learned this at Recruit School....."

A Petty Officer saying, "Trust me, Sir....."

A Sub Lieutenant saying, "Based on my experience....."

A Lieutenant saying, "I was just thinking....."

A Chief chuckling, "Watch this shit....."

IDIOTS IN FOOD SERVICE:

My daughter went to a local McDonalds and ordered a burger..

She asked the person behind the counter for 'minimal lettuce.' He said

he was sorry, but they only had iceberg..

Happened in Surfers Paradise !!!

PAY SCALES IN THE RAN

| 1965 ROYAL AUSTRALIAN NAVY General Service Branches Weekly Pay and Allowances | | | |
|--|-------------------------|--------------------------|------------------------------|
| RATING | Living in Unmarried (a) | Living out Unmarried (b) | Living in or out—Married (c) |
| | £ s d | £ s d | £ s d |
| Junior Musician — | | | |
| Under 16 years of age | 4 0 6 | 7 12 3 | — |
| At 16 years of age | 5 15 6 | 9 7 3 | — |
| At 17 years of age | 12 0 11 | 15 12 8 | — |
| At 18 years of age | 16 16 0 | 20 7 9 | — |
| Recruit | 16 16 0 | 20 7 9 | 22 11 6 |
| Ordinary Rate | 16 16 0 | 20 7 9 | 22 11 6 |
| Able Rate | 18 18 0 | 22 9 9 | 24 13 6 |
| After 2 years | 19 1 6 | 22 13 3 | 24 17 0 |
| After 4 years | 19 4 5 | 22 16 2 | 24 19 11 |
| After 6 years | 19 7 11 | 22 19 8 | 25 3 5 |
| After 8 years | 19 10 10 | 23 2 7 | 25 6 4 |
| Leading Rate | 21 9 4 | 25 1 1 | 27 4 10 |
| After 2 years | 21 14 7 | 25 6 4 | 27 10 1 |
| After 4 years | 21 19 10 | 25 11 7 | 27 15 4 |
| Petty Officer | 24 5 4 | 27 17 1 | 30 0 10 |
| After 2 years | 24 10 7 | 28 2 4 | 30 6 1 |
| After 4 years | 24 15 10 | 28 7 7 | 30 11 4 |
| After 6 years | 25 1 1 | 28 12 10 | 30 16 7 |
| Chief Petty Officer | 27 11 3 | 31 3 0 | 33 6 9 |
| After 2 years | 27 16 6 | 31 8 3 | 33 12 0 |
| After 4 years | 28 1 9 | 31 13 6 | 33 17 3 |
| After 6 years | 28 7 0 | 31 18 9 | 34 2 6 |
| After 8 years | 28 12 3 | 32 4 0 | 34 7 9 |
| TRADE BRANCHES | | | |
| ARTISANS | | | |
| Recruit (Art. 3) and Artisan Third Class | 18 18 0 | 22 9 9 | 24 13 6 |
| Recruit (Acting Artisan Second Class), Acting Artisan Second Class, and Artisan Second Class | 21 0 0 | 24 11 9 | 26 15 6 |

| RATING | Living in Unmarried (a) | Living out Unmarried (b) | Living in or out—Married (c) |
|--|-------------------------|--------------------------|------------------------------|
| | £ s d | £ s d | £ s d |
| Artisan | | | |
| First Class | 22 15 0 | 26 6 9 | 28 10 6 |
| After 3 years | 24 5 4 | 27 17 1 | 30 0 10 |
| After 6 years | 25 8 8 | 29 0 5 | 31 4 2 |
| After 9 years | 25 13 11 | 29 5 8 | 31 9 5 |
| Chief Artisan | 27 11 3 | 31 3 0 | 33 6 9 |
| After 2 years | 27 16 6 | 31 8 3 | 33 12 0 |
| After 4 years | 28 1 9 | 31 13 6 | 33 17 3 |
| ARTIFICERS | | | |
| Recruit (Art. 3) and Artificer Third Class | 19 19 0 | 23 10 9 | 25 14 6 |
| Recruit (Act. Art. 2), Acting Artificer Second Class, and Artificer Second Class | 23 4 11 | 26 16 8 | 29 0 5 |
| Artificer — | | | |
| First Class | 25 11 0 | 29 2 9 | 31 6 6 |
| After 4 years | 26 11 5 | 30 3 2 | 32 6 11 |
| After 9 years | 27 12 5 | 31 4 2 | 33 7 11 |
| Chief Artificer | 28 12 10 | 32 4 7 | 34 5 4 |
| After 2 years | 28 17 6 | 32 9 3 | 34 13 0 |
| After 4 years | 29 2 9 | 32 14 6 | 34 18 3 |
| After 6 years | 29 8 0 | 32 19 9 | 35 3 6 |
| After 8 years | 29 13 3 | 33 5 0 | 35 8 9 |

Rates in Column (a), except those for members under 17 years, include 2/9d. a day Uniform Allowance (non-taxable).

Rates in Column (b) include 2/9d. a day Uniform Allowance (except for members under 17 years), and 10/3d. a day Living-out Allowance (non-taxable). A supplementary Living-out Allowance may be payable for a maximum period of sixty days after arriving in a new locality.

Rates in Column (c) include 2/9d. a day Uniform Allowance and 7/- a day Separation Allowance (Living-in) or 7/- a day Provision Allowance (Living-out) and 9/6d. a day Marriage Allowance (non-taxable).

Pay scales have been to the fore in the last couple of editions so perhaps people would like a short sharp trip down memory lane.

Don't fall off your perch when you read these, at the time I think we were of the opinion that we were not on too bad a wicket; especially whilst at sea WHEN YOU GOT HARD LAYING ALLOWANCE OF "6 PENCE / DAY".

Added to this as well those on DFRB pensions over the age of 70 (the originally stated age) do not even revert back to a full pension after the nominal 30 years 'repayment ' of advance that the government allowed us to take from our pension. Nev er mind we might get another hand out from the government.

Thanks to the 'model builder' for the picture !

“THE OLD ADMIRAL ”

A crusty old Admiral died and found himself standing before Saint Peter at the pearly gates. Peter welcomed him warmly, *“Come right in, Admiral. You've served your country well and you may enter Heaven!”*

The Admiral looked through the gates and stepped up to Saint Peter, *“Just one thing, sonny. Hope there are no bloody Chief Birdies here. They are the rudest, most obnoxious variety of human being ever, and if there are any of them here, I'm not going in; I'd rather go to the other place.”*

“Don't worry, Admiral,” said Saint Peter. *“No Chief Birdie has ever made it into Heaven. You'll find none of 'em here.”*

With that the Admiral enters into Heaven. Moments later, he comes upon an amazing sight. It is a swaggering figure in full No 1's, chest full of medals, cap cocked slightly on his head, an almost empty bottle of Bundy OP in one hand, and a beautiful woman on either arm. Incensed, the Admiral rushed back to Saint Peter and bails him up *“Hey! You said there were no Chief Birdies here! So what the hell is THAT????”*

“Don't worry, Admiral,” says Saint Peter gently, *“That's GOD. He just THINKS he's a Chief Birdie*

Ed,

Two years ago I was in New York and went to see the USS Intrepid museum. Unfortunately it had closed for a 2 years refit 2 weeks before!

I was back there this August and it is now back at Pier 80 in full splendour. When it went for the refit it had been sitting in the mud in the Hudson river for so long that it took the USN about a week to get it extracted.

It is well worth going to see. The aircraft onboard are all American from the SR 17 down to the Avenger which was my generation, but there are a lot of hands on mockups for children.

Alongside on the pier is one of the Concordes, and the submarine Growler and you can go over each.

I enclose some photos which you may find of interest.



Sincerely Basil Nash [44/49]

Wanted-

Staff for the Fleet Air Arm Museum Shop

It has come to the notice of the Editor that the above establishment is in search of staff (part time) to assist in the operation of the shop at the Museum.

The business is operated and run by the RANCCB (not actually part of the Museum itself) and they are after some 'shop assistants'. I asked around in a few places and did not get any replies that were favourable but I was not aware of the full facts.

The job is not voluntary, there is a reimbursement available in 'the currency of the realm' so it now seems to be a proposition that may just fit into the schedule of a local retiree.

If you are interested sneak an email off to Harish Anand on either of the following addresses.
harish.anand@bigpond.com / harish.anand@defence.gov.au

The following is a pertinent part of an email received regarding the subject that lists the offer.

"Hi Dennis,
 Thanks for your response.
 With the response so far – we will still have the requirement in 3 years.
 On another note – we were looking at your "volunteers" however we would pay them +- \$18 p.h.
 Can you let me have the name of the person responsible for your publication again? I would like to see if our request for an running advertisement has progressed."

Harish Anand
 CFO
 RANCCB p. 02 6266 3586 f. 02 6266 3645

Dear Ed,

I was delighted to read Trevor Rieck's article in the last Slipstream with news of Naomi Sinclair. Glad she was looked after by Legacy in London for she surely deserved that.

Naomi (nee Ferguson) was at RNAS Eglinton in 1949 when a group of Australian Aircraft Mechanics joined 737 Sqdn and worked with her and other Wren mechanics. I knew that she had married Dick Sinclair and had come to Australia.

Later I was a Pilots Mate on 808 Sqdn in Korea when Dick was killed. I knew that Naomi had returned to the UK but had heard nothing more until Trevor's article.

I have maintained touch with another of those fabulous young ladies Valerie Measures (nee Keane) the widow of an R.N. CPO who now lives in Scotland with a daughter. I know it is 60 years ago but I wonder if anyone else has kept in touch.

Thank you very much for news of a truly remarkable lady.

Sincerely,
Warwick Robinson

Ed,

Please print a correction to the article in the previous "Slipstream".

It is not what I said.
My surname has a d in it (Rodgers).

Corrections to be made are

1. Bob Bloffwitch was the Observer
2. LCDR Arthur Payne was the Flight Officer.
3. Phil Rowe and myself were mirror control officers.

Regards,

Des Rodgers

Early this year, some Boeing employees on the airfield decided to steal a life raft from one of the 747s. They were successful in getting it out of the plane and home.

Shortly after they took it for a float on the river, they noticed a Westpac Rescue Helicopter coming towards them.

It turned out that the chopper was homing in on the emergency locator beacon that activated when the raft was inflated. They are no longer employed at Boeing.

FAA War Hero Recognised in AWM

Recently a fighter pilot from the Fleet Air Arm, Cmdr Guy Beange has been recognised by the Australian War Memorial. His medals and a suitable display gives a short history of his achievements in Korea among other campaigns.

The display is sited appropriately near the Sea Fury and adds to the history of the deeds of the FAA in wartime.



Photos taken by the AWM staff and supplied by G Beange Jnr.

Seems this guy wanted some beer pretty badly.. He decided that he'd just throw a brick through a liquor store window, grab some booze, and run.

So he lifted the brick and heaved it over his head at the window. The brick bounced back knocking him unconscious. It seems the liquor store window was made of Flexi-Glass...

The whole event was caught on videotape.. Perth WA .

Shoalhaven Bicycle Users Group (SBUG) Social Cycling Weekend 20NOV09.

For the 4th consecutive year, as an integral part of their annual social cycling weekend, well over 100 cyclists from many parts of NSW joined the local SBUG riders, and this included a visit to the HMAS Albatross area en route.

Previously, the FAAM restaurant had played host for this important 'day 1' lunch-time function, including a possible short visit to the Museum itself, necessarily brief because of the cycling commitments.

Following a last minute directive from authority, the Museum cancelled the booking at very short notice, which posed some difficult problems for the ride organisers.

However, with much assistance from the management of the White Ensign Club Committee, and at extremely short notice, the major difficulties were overcome at the 11th hour,



Some of the ladies having a brew and using up some of the cold air

specifically when we were offered the use of the White Ensign Club facilities and its surrounds, in lieu of the FAAM.

This proved to be a magnificent alternative. As all FAAAA members who have used it know, the WEC is a superb venue for almost any social occasion. It has multiple facilities and excellent air conditioning, which was greatly appreciated on what was a very hot day, even though there would have been up to 80 or 90 people in the building at any given time.

Lunch was expertly catered for by a non-profit making local catering concern which employs locally disadvantaged persons. Overall, the feedback and praise received was universally very positive. One regrettable aspect of the situation was that around 100 NSW citizens from diverse regions in the State were

unable to return to their home towns to do a 'PR' job for the benefit of the Museum, which I'm sure would have been the case. As an Association member with a long and vested interest in both the FAAM and the WEC, and also as Patron of the



Working out where to go to next



BBQ area ? More like a bike park

SBUG, I wish to express my gratitude to all concerned for their assistance, especially Jim Lee, Ian Warren and Terry Hetherington.

Tom McDonald
Patron, SBUG



Celebrating 100 years of Naval Aviation

A century ago, in 1909, the Admiralty ordered its first aircraft, His Majesty's Air Ship 1. It was to prove a far-sighted and visionary decision. Within a relatively few years, air power from the sea would transform naval warfare as radically as had the gun and the steam engine.

The first four Naval pilots completed flying training in 1911 and soon began putting their new found skills to use in the Fleet. The first take off from a ship underway was carried out by Lt Cdr Samson RN in May 1912. The early Naval aviators were spirited and courageous pioneers, leading the way in many aspects of aerial warfare, including strategic bombing, anti-submarine warfare, airborne early warning and the development of the first aircraft carrier. HMS Argus. In the early days there were so many crashes that there was great rivalry among the young pilots to see just how nonchalantly they could step out of the wreckage. Flying in open cockpits was also so cold that they often had to be prized out of their machines on landing and given a bottle of brandy to thaw out.

The fledgling Naval Air Arm was officially recognised with the formation of the Royal Naval Air Service in 1914. This was the beginning, of Naval aviation in its own right, represented today by the Fleet Air Arm. By the end of the first World War, the RNAS had played a major role in the Dardanelles Campaign, conducted the first ever attacks against warships using sea-planes embarked in HMS Ark Royal and taken the fight against the Zeppelins to Germany.

It was the iconic action of 20 Swordfish against the Italian Fleet at Taranto in November 1940, however, that inspired the nation and proved the supreme justification for the Fleet Air Arm - for it was the first time in history that an enemy fleet had been defeated without ever sighting or engaging the opposing ships. Two years later in 1942, 18 young Naval aviators in six Swordfish armed with torpedoes attacked the might of the German battle fleet in the English Channel. They faced insurmountable odds. Crippled and ablaze before they got into range, they flew on and delivered their attacks. All six were shot down, but their indomitable spirit, grit and determination lives on in the ethos, camaraderie and can do attitude of the Fleet Air Arm today.

In 1941 Swordfish from HMS Ark Royal crippled the Bismarck and in April 1944, the Fleet Air Arm carried out a strike against the German Battleship Tirpitz which led to the go ahead for the Normandy D-Day Landings. At its height in 1945, the Fleet Air Arm comprised some 78,000 people, 3700 aircraft, 59 aircraft carriers and 56 Naval Air Stations around the world. In the same year the world's first deck landing by jet was made by a pilot of the Fleet Air Arm and in the early 1950s, during the Korean War, Naval aircraft from HMS Triumph, Theseus, Glory and Ocean flew many thousands of sorties.

Over the next 30 years the pace of development in carrier aviation was rapid. With the introduction of the high speed strike aircraft of the 60s and 70s, the Scimitar, Sea Vixen, Phantom, Buccaneer and Sea Harrier, came innovative new technologies - the steam catapult, the angled flight deck, the mirror landing site and the ski-jump. The Cold War was probably the most dangerous peacetime flying ever. It was a time of sublime skill and during this period many fine aviators lost their lives.

The development of Navy helicopters was just as rapid. The first landing of a helicopter on a warship was made in 1946. Since then Navy helicopters have proved indispensable, winning battle honours in Malaya, Borneo, Suez, Aden, the Falklands, the Gulf and more recently Iraq and Afghanistan.

In recent years the Fleet Air Arm has been heavily committed in Iraq and Afghanistan and today our Naval Air Squadrons are in greater demand than they have ever been. In a time of ever greater 'jointery', Naval aircraft and personnel are also assigned to the Joint Helicopter Force and Joint Force Harrier emphasising the continued versatility of Naval aviation and its intrinsically expeditionary nature. At its heart, however, the Fleet Air Arm strongly maintains its core expertise in operating at sea and with the new Queen Elizabeth class carriers and the F-35 Joint Combat Aircraft entering service in the years ahead, Naval aviation looks forward to an exciting future.

An article from an RN FAAA website that is very applicable to the RAN version of this branch of Naval Service.

In the 1940's our forbearers started amid some of these actions and established themselves as accomplished aircrew and went on to be the core of the soon to be born RAN Fleet Air Arm. Names like 'Gledhill', 'Brown' and 'Smith' just to pick a few gained experience that they brought to Australia to help shape our fledgling service and although the RAN has gone down the 'helicopter' path the arrival of the new helicopter carriers will ensure they have an exciting future and Naval Aviation will endure.

At Saint Mary's Catholic Church they have a weekly husband's marriage seminar.

At the session last week, the Priest asked Luigi, who was approaching his 50th wedding anniversary to take a few minutes and share some insight into how he had managed to stay married to the same woman all these years.

Luigi replied to the assembled husbands, "Well, I've a tried to treata hera nice, spenda alla the money ona her, but the besta thing I evera did is that I tooka her to Italy fora our 20th anniversary!"

The Priest responded, "Luigi, you are an amazing inspiration to all the husbands here!

Please tell us what you are planning for your wife for your 50th anniversary."

Luigi proudly replied, "I'm a gonna go and geta her."

On Guard and Awake

A staffer was recently asked if he would write a reference for a workmate. A difficult operation when the person involved was anything but a loyal, conscientious worker for the firm and was openly obnoxious is his day to day attitude. As well there was a distinct possibility that other more deserving workers from here may also wish to apply for the position.

LETTER OF RECOMMENDATION

1 Trevor Adams, my assistant programmer, can always be found
 2 hard at work in his cubicle. Trevor works independently, without
 3 wasting company time talking to colleagues. Trevor never
 4 thinks twice about assisting fellow employees, and he always
 5 finishes given assignments on time. Often he takes extended
 6 measures to complete his work, sometimes skipping coffee
 7 breaks. Trevor is a dedicated individual who has absolutely no
 8 vanity in spite of his high accomplishments and profound
 9 knowledge in his field. I firmly believe that Trevor can be
 10 classed as a high-calibre employee, the type that cannot be
 11 dispensed with. Consequently, I truly recommend that Trevor be
 12 promoted to executive management, and a proposal will be
 13 executed as soon as possible.

Addendum.....

The idiot was standing over my shoulder while I wrote this report.
 Kindly re-read only the odd numbered lines and act accordingly.

Medic becomes first woman in Royal Navy to be awarded the Military Cross after tending to soldier under Taliban fire

Kate, a medical assistant serving as an Able Seaman with the Royal Navy, raced 70 yards to the stricken soldier's side as he nearly choked to death from a gunshot wound to the mouth. She cut open a temporary airway and treated him for 45 minutes as rockets whizzed overhead and bullets thudded into the ground nearby.

Yesterday her 'inspirational' bravery was rewarded at Buckingham Palace when she became the Navy's first woman to be invested with the Military Cross.

Then, with a few modest words, she underlined the remarkable spirit of loyalty that bonds Britain's servicemen and women on the front line. 'I promised my friends and comrades I'd be their medic,' she said. 'I promised I'd be there if they ever needed me. They needed me that day - so when the call came, that's just what I did.'

Kate, from Whiteleigh, Plymouth, stepped into the history books as only the second woman to be awarded the MC, one of Britain's highest gallantry awards, as well as becoming the only female MC Wren. Presenting her award, the Prince of Wales bowed to what he called her 'extraordinary' heroism.

Her citation read: 'Under fire and under pressure her commitment and courage were inspirational and made the difference between life and death.'





Some sort of a record

The following photo was recently taken at a reunion a couple of weeks ago at Huskisson; it shows a bunch of beauties. Special point about the group is that most have been married over fifty years and are still with original partners. The odd two out are Marg Rohrsheim and Les Powell. Marg is still married to Zork (who was absent) and Les lost his wife sometime ago.



Back Row L – R:

Graham Stevens, Mal Barrett, Marg Rohrsheim, John DaCosta, Dick Lea, Bill Callan, Les Powell, Elaine Waddell-Wood, Rolly Waddell-Wood, Gwen Dadswell, Bob Whitten, Ken Douglas, Brenda Douglas, Jerry O'Day

Front Row L – R:

Jan Stevens, Marg Barrett, Cynthia O'Day, Pam DaCosta, Rosalie Callan, Marg Astbury, Angie Lea, Mike Astbury, Bev Whitten, Toz Dadswell

Down Memory Lane

During the recent proceedings at Albatross, the question was asked of Neil Ralph as to when he last flew . To the surprise of all present his reply was

' Not since Vietnam'.

Arrangements were formalised to change this and the following weekend On a regular flight from Historic Flight they had a very keen passenger. As you can see he was like a 'kid with a new toy'.

BZ Albatross for the effort.



A SUMMARY OF SERVICE HISTORY

Robert Edward Norman Geale MBE - 'Windy' to all

Born at Welland, Ontario on 19th March 1929, passed away at Nowra, NSW, Australia 6th December 2009.

Naval Airman RNVR 28 May 1943
 HMS CANADA 28 May 1943
 RNAS LEE-ON-SOLENT for training 1943
 HMS ST VINCENT for TAG Course 1943
 RNAS YARMOUTH for TAG Training 1944
 RNAS RONALDSWAY for Barracuda OTU 1945
 HMS FORMIDABLE aircraft carrier 1946
 Petty Officer TAG HMS SURUWA (Ratmalana, Ceylon) 1946
 HMS UKUSSA (Ceylon) 1946
 RNAS KATUKURUNDA (Ceylon) for 827 RN Barracuda Squadron 1946
 HMS COLOSSUS aircraft carrier for 827 RN Squadron 1946
 HMS GANNET, RNAS EGLINTON, Northern Ireland for 827 RN Firefly Squadron 1946
 HMS TRIUMPH aircraft carrier and RNAS HALFAR for 827 RN Squadron 1947
 RNAS LEE-ON-SOLENT for 781 RN Squadron 1948
 HMS VICTORIOUS aircraft carrier 1949
 RNAS SEAFIELD PARK for Radar Course 1949
 RNAS ST MERRYIN for Observer Training Course 1950
 Awarded Observer Wings 17 February 1950
 RNAS FORD for 771 RN Mosquito Squadron 1950

Transferred to Royal Canadian Navy 31 May 1950

Petty Officer 1st Class Royal Canadian Navy - 31 May 1950
 HMCS SHEARWATER for Observer School as Instructor 1950
 Chief Petty Officer 2nd Class RCN 18 Aug 1951
 HMCN SHEARWATER and HMCS MAGNIFICENT (aircraft carrier) for VS881 Squadron, Grumman ASW Avengers as Observer and Avenger AEW Flight as airborne controller 1953
 HMCS SHEARWATER for VX-10 Squadron 1955
 Chief Petty Officer 1st Class RCN 01 April 1956
 HMCN SHEARWATER for Observer School as Instructor 1956
 USNAS QUONSET POINT for Tracker Instructor Course 1956
 A/Commissioned Observer RCN 06 December 1956
 HMCS SHEARWATER and HMCS BONAVENTURE (aircraft carrier) for VS 881 CS2F Tracker Squadron 1957
 Commissioned Observer RCN (seniority dated 06 December 1956)
 HMCS SHEARWATER on Staff of Observer School 1958
 HMCS TERRA NOVA for Watch-keeper Training 1959
 LT(O), CD, RCN 01 October 1960 (with seniority 19 June 1958)
 HMCS STADACONA for Junior Officer Technical and Leadership Courses 1960
 HMCS CORNWALLIS as UNTD Navigation Instructor 1961

HMCS STETTLER on Staff of Commander Fourth Canadian Escort Squadron as NBCD Officer and later as Cadet Training Officer 1962
 HMCS VENTURE (Officer Training Establishment) and HMCS STETTLER as Navigation Training Instructor 1964
 HMCS SHEARWATER and HMCS BONAVENTURE aircraft carrier for HS 50 Squadron 1965
 LTCDR, CD RCN 18 July 1966
 HMCS SHEARWATER for SEAKING Flight Simulator 1966

Transferred to Royal Australian Navy 1969
 LCDR RAN 1969
 RANAS NOWRA for VC-851 RAN Squadron as Tactical Co-ordinator 1970
 RANAS NOWRA for VC-851 RAN Squadron as Senior Observer 1970
 RANAS NOWRA for VC-851 RAN Squadron as Officer-in-Charge Tracker Weapons Systems Trainer 1972
 HMAS MELBOURNE aircraft carrier and RANAS NOWRA for VS-816 Squadron as Senior Observer 1973
 HMAS ALBATROSS as Officer-in-Charge Weapons Systems Trainer and Project Officer SEAKING Simulator 1974
 RANAS NOWRA for VC-851 Squadron as Commanding Officer 1978
 Gazetted as Member of the British Empire Medal (Military) 31 December 1979
 HMAS ALBATROSS as Lieutenant Commander (Flying) 1980
 On Staff of Naval Officer Commanding Queensland 1982
 HMAS ALBATROSS as RAN Fleet Air Arm Museum Officer 1984
 Retired 19 March 1985



VALE: BOB (WINDY) GEALE

This details an abridged history of the service career of a very special man. As can be seen he spanned the Navies of three countries and then even after retirement he continued on in the Fleet Air Arm Museum to his death as the Official Fleet Air Arm Association Historian of the NSW Branch. This gives a total service to Commonwealth Navies and associated organisations of 66 years—no wonder we called him “ A legend”. He was awarded both a Navy Certificate of Appreciation and a Life Membership of the Fleet Air Arm Association in the months prior to his death.

Fittingly his Burial Service was conducted within the confines of his beloved Fleet Air Arm Museum, and in recognition of his contributions to it, the 'Archival Section' is to be named after him.

He leaves behind a wife and family who can certainly be proud of the achievements of this man.

Greg Wise
 FAAAA NSW Division President



Titbit of Naval History ...



The USS Constitution (Old Ironsides), as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last 6 months of sustained operations at sea. She carried no evaporators. Fresh water distillers).

However let it be noted that according to her ship's log: "On July 27, 1798, the USS Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum".

Her mission:

"To destroy and harass English shipping"

Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum.

She then headed for the Azores, arriving there 12 November. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.

On 18 November, she set sail for England... In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchants ships, salvaging only the rum onboard each.

By 26 January, her powder and shot were exhausted. Never the less, and although unarmed she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred 40,000 gallons of single malt scotch whisky aboard by dawn. She then proceeded to sail home.

The USS Constitution arrived in Boston on 20 February 1799, with no cannon shot, no food, no powder, no rum, no whisky and 38,600 gallons of water.

GO NAVY

(thanks Wolfman)

Ed,

A couple of items in the last Slipstream prompt me to write. I have not contributed for some time; I am still burdened in the Red Centre with my wife of 57 years (Lee0, living at a place called 'Old Timers' doing exactly what the Navy taught me to do; the impossible, growing vegetables and flowers in an arid desert zone.

Dinsley Cooper, who publishes the SA Division Newsletter keeps me up to date on their socialising and of course Slipstream gives me the big picture.

However the main reason for writing was the touching story about Dick Sinclair and his wife Naomi.

At the time of this drama unfolding, I was busy doing my observer training in Cornwall.

The story is not an isolated one, I recall my eldest daughter Melanie was born 1/6/65 at Nowra and there was a boy born the same day, his name was John. I have forgotten the father's name, I think it was Ron and the surname escapes me; I should remember it for we were both being interviewed for pilot training I 948. The intake could have been about number 3 course. I was considered 'not suitable' at the time but found my way into aircrew through the back door as an observer.

On that day he was killed in a Sea Fury at Beecroft Head whilst on exercise.

Another sad incident of a similar nature was the death of Dave Pageat. He was an observer I 817 Squadron in 55/56 when we were working up Gannet aircraft stationed at Culdrose Cornwall. I was a member of 816. He was flying with Jim van Gelder (his cousin John recently passed away who was a well known pilot in the FAA in the 50's) and I think also onboard was Aircrewman Self. They disappeared somewhere in the English Channel and were never found. On that day Dave's wife gave birth to I think a daughter. I vaguely recall 'Slug' Whitton telling me he attempted to contact Dave's wife much later but had no success.

This brings me to the real point. I endorse strongly Dave Farthing's (I rubbed shoulders with his brother 'Penny' during those early Gannet days) proposal to have a Naval Aviation Roll of Honour co-located in the Wall of Service.

These people should not be forgotten. All would be surprised at the length of the list that Toz and Greg have compiled ; they have probably missed some out even the fellow who walked into a moving propeller whilst changing aircraft in Korea or the odd one killed whilst on training before being awarded their wings. There were also some RN personnel killed whilst serving in the RAN (sorry we got all of them 'Dooley').

There were also a few killed flying civil aircraft but that of course would not qualify for inclusion in the Honour Roll; one that comes to mind 'Blue McMillan of Korean fame who was killed in a helicopter over Eildon Weir in Victoria about 1960.

Another was Alex Ignatiaf killed at Mt Hagen in PNG in the 70's.

I see no reason why this project could not be completed , the only risk is someone being overlooked.

I have often reflected about the demise of many in the 50's, and , how little attention they received compared to what acknowledgement is given to those who have sacrificed their lives today.

Barry (Dooley) Lord

Alzheimer's Disease

What is Alzheimer's Disease?

Alzheimer's disease is a physical condition which attacks the brain resulting in impaired memory, thinking and behaviour. It is named after Alois Alzheimer, the German physician who, in 1907, first described it. Alzheimer's disease is the most common form of dementia accounting for between 50% and 70% of all cases.

As the brain cells shrink or disappear abnormal material builds up as "tangles" in the centre of the brain cell, and "plaques" outside the brain cell. These disrupt messages within the brain, damaging connections between brain cells. The brain cells eventually die and this means that information cannot be recalled. As Alzheimer's disease affects each area of the brain, certain functions or abilities are lost. Memory of recent events is the first to be affected, but as the disease progresses, long-term memory is also lost. The disease also affects many of the brain's other functions and consequently many other aspects of behaviour are effected. Once an ability is lost it can be rarely regained or relearned.

What are the Symptoms?

In the early stages, the symptoms of Alzheimer's disease can be very subtle. However, it often begins with lapses in memory and difficulty in finding the right words for everyday objects. Other symptoms may include:

- Persistent and frequent memory difficulties, especially of recent events.

- Vagueness in everyday conversation.

- Apparent loss of enthusiasm for previously enjoyed activities.

- Taking longer to do routine tasks.

- Forgetting well-known people or places.

- Inability to process questions and instructions.

- Deterioration of social skills.

- Emotional unpredictability.

Is there Treatment Available?

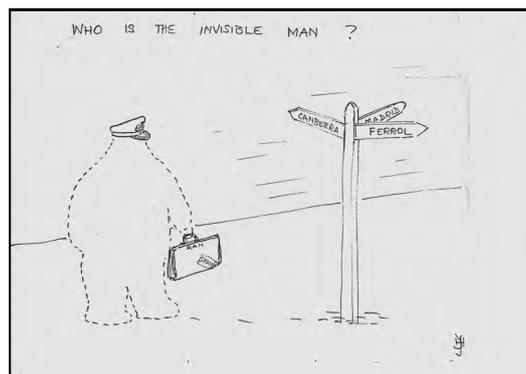
At present there is no cure for Alzheimer's disease. However, some drugs appear to be providing some stabilisation in cognitive functioning for some people with mild to moderate Alzheimer's disease. Drugs may also be prescribed for secondary symptoms such as restlessness or depression, or to help a person with Alzheimer's disease sleep better.

Support is available for a person with Alzheimer's disease, their families and carers. This support can make a positive difference to managing the condition. Alzheimer's Australia provides support, information, education and counselling for people affected by Alzheimer's. Further information, contact the National Dementia Helpline on **1800 100 500** or visit the web site

www.alzheimers.org.au

John Macartney Men's Health

Coincidence or Not ? (Spain then and now)



The following article was written by *Frank Cranston* for the *Canberra Times* in 1980.

RAN man to study Spanish Navy carrier

A very senior Royal Australian Naval officer left Sydney last night with the instructions among the most unusual ever issued to a serviceman.

He has to be prepared to become "invisible" immediately if so ordered to from Canberra.

His job is to study the Spanish Navy's new 195 metre long aircraft carrier now being built by the Bazan shipyards at Ferrol and in which the RAN has expressed interest.

He will also have to explain to the Spanish authorities that his sole presence, when compared with the team of 10 naval technical experts due to go to Virginia, USA, next month to study a new US carrier design, does not indicate any preference for the American vessel.

The team going to the US will be away for about a year as part of the permission given by the Government to the RAN to go ahead with investigation of a replacement for HMAS Melbourne.

But explaining the disparity between the Australian presence in Spain and the US will be a comparatively minor worry for the RAN's man in Madrid.

As a direct intervention in defence procurement projects by the Deputy Prime Minister and Minister for Trade and Resources, Mr. Anthony, the Department of Defense has been ordered not to negotiate any defence deals with member countries of the European Community.

The problem is that during the RAN man's presence in Spain, that country is likely to be accepted as a full member of the community and thus bound to the policies over the import of Australian meat which has aroused the anger of Mr. Anthony.

Complement of the 'Patron'



Gliding style

Navy-

On weekends and holidays during the 1950s, 60s and beyond, a typical afternoon on the runways of HMAS *Albatross* would be a scene consisting of a tow-truck, a gathering of gliding enthusiasts, with several gliders preparing to take to the air. Gliding as a sport was encouraged at RANAS Nowra and open to all ranks, and often included wives and girlfriends. But, because of changing circumstances, the gliding association (RANGA) finally closed in 2004.

The gliding club got started in 1954 with RN officer Tony Goodhart. During the early days a high-speed winch, with a powerful V8 engine and a large drum of wire, positioned at one end of the runway, was used to launch gliders. However, for many years the most popular way of launching was for a (3-ton International) truck, to speed down the runway towing the glider into the air.

With the pilot strapped in, the tow wire stretched along the runway and the truck in place, a signal would be given for the tow-truck to gently take-up the slack. When the right amount of tension in the wire was reached, the signal was given for the driver to 'go'.

At that moment the glider would jolt forward then, with somebody steadying the wing for a few paces, the glider would quickly gather speed and within seconds be airborne. What amazed onlookers was the steep angle at which the glider would climb into the sky.

With the tow-truck speeding down the runway and the wire whistling in the wind the glider would rapidly gain height. Upon reaching launch height the pilot would disconnect the tow wire, leaving it to drift down - aided by a small parachute. Having reached several hundred feet and riding a breeze, the pilot would seek a thermal to gain altitude - then hopefully to soar for an hour or more.

Yet, often as not, especially when there was a busy schedule, flights were restricted to making a few lazy circles in the sky, followed by a circuit across the airfield, then a return to the runway. Landings, despite the use of spoilers and air-brakes, were often at surprising high airspeeds. Touch-down would be accompanied by loud thumping from the wheel or skid then, with a wing-tip settling onto the runway, the glider would come to rest.

For a time a two-seater 'open-air' glider was used for training. Seating was one-behind-the-other with the occupants fully exposed to the elements. With a student in the front and instructor in the rear, the glider would fly around with the instructor giving advice. For those near the airfield and unaware of the glider overhead it was somewhat unnerving to hear a loud voice saying: LEFT RUDDER, STEADY, RIGHT. This was disturbing, because looking around there was nobody in sight, until a whistling noise directed the eyes upwards; a great demonstration of how far a voice travels from above.

The glider pictured here is a ES-52 'Kookaburra' designed by Edmund Schneider, who migrated after WW11 and started making gliders at Gawler S.A. The two-seater 'Kookaburra' was easy to maintain, with excellent performance, and ideal for training. A total of 35 Kookaburras were built and today 11 remain airworthy, lovingly maintained by vintage glider enthusiasts.



Many significant and memorable events have occurred over the past few months at the Fleet Air Arm Museum and we have experienced the loss of one of our greatest supporters in Bob 'Windy' Geale. The following articles, taken from various sources, describe those events.

Windy's funeral was held at the Museum on Wednesday 9th December and was attended by over 250 mourners. He was honoured by a Funeral Firing Party from HMAS ALBATROSS and by a flypast of Fleet Air Arm helicopters. The Museum archive will be named "The Bob 'Windy' Geale Memorial Library". Lest We Forget.

PRESS RELEASE

FAA HISTORIAN HONOURED AT ALBATROSS DIVISIONS

An era has passed in the history of the Fleet Air Arm, and at the HMAS ALBATROSS (CAPT M. Sackley) Ceremonial Divisions held on Friday 13th November, one of the Navy's living legends was appropriately recognised. LCDR Bob 'Windy' Geale MBE, RAN (Rtd) was presented with a Commander Fleet Air Arm Commendation by the Reviewing Officer, RADM Neil Ralph AO, DSC, RAN (Rtd).

Commodore Tony Dalton CSC, RAN commended Windy's "tireless and exemplary performance in his role as the Honorary Historian to the Fleet Air Arm Museum between 1985 and 2009."

Through his foresight and perseverance, Windy ensured that invaluable research material remained available for historians, individuals and institutions who are seeking detailed information about the history of the Fleet Air Arm. As a result, future generations of Australians will more fully understand the role played by the Fleet Air Arm in its service to the nation.

As a young Canadian Naval Airman 2nd Class, who had joined the Royal Navy Volunteer Reserve, Windy Geale graduated in 1944 from Number 59 Royal Navy Telegraph/Air Gunners' Course at HMS St Vincent.

He flew the Fairey Barracuda torpedo-bomber from the carrier HMS Formidable in 1946 and over the next 4 years, he flew the Firefly and the Mosquito, serving in Ceylon and Northern Ireland and flying from the RN carriers Colossus, Triumph and Victorious. He transferred to the Royal Canadian Navy in 1950 and opened the second chapter of his flying career, qualifying as an

observer and being promoted through to Lieutenant Commander. The Royal Canadian Navy carriers HMCS Magnificent and HMCS Bonaventure were two of Windy's ships, as was HMCS Terra Nova for his Bridge Watchkeeping training upon being commissioned.

The final chapter in Windy's flying career was written here in Australia after he joined our Navy as a Tracker TACCO (Tactical Coordinator) in 1969. He went on to be the Senior Observer on both 851 and 816 Squadrons (HMAS Melbourne II) and in 1978 served as the Commanding Officer of 851 Squadron. He retired in 1985 after nearly forty-three years continuous service in three Navies, only to commence his voluntary role with the Fleet Air Arm Museum with barely a break in service.

Windy Geale is held in the highest regard by everyone with whom he has been associated and his reputation is without peer.

NARRATIVE FOR 'COMMANDER FLEET AIR ARM' COMMENDATION

LCDR ROBERT EDWARD NORMAN GEALE MBE, RAN (Rtd).

LCDR Geale held the position of Honorary Historian to the Fleet Air Arm Museum (FAAM) from the time of its re-establishment as a unit of the RAN Heritage Collection in 2006 until October 2009. Since his retirement from the Royal Australian Navy in 1985, LCDR Geale has been associated in a voluntary and honorary capacity with this Museum and its predecessors, namely the Australian Naval Aviation Museum and Australia's Museum of Flight.

During that period of almost twenty-five years, LCDR Geale has made an unparalleled contribution to the preservation and recording of the heritage of the Fleet Air Arm. Through his efforts, many valuable documents and artefacts have been saved from disposal or destruction; and retained in less than ideal situations until the establishment and erection of the existing Museum and its archival facilities. LCDR Geale participated in the conceptual design phases and eventual construction of the Museum by ensuring that proper consideration was given to the archival and conservation needs of the Collection's documentary, photographic and personal history material.

Undoubtedly the most significant achievement by LCDR Geale during his tenure as Honorary Historian is the production of over 500 compendiums of historical material relating to the complete spectrum of Australian Naval Aviation and Fleet Air Arm history, RAN aircraft-type histories, personal histories of significant FAA members, ship histories and five-year diaries of activities and events at HMAS ALBATROSS. The compendiums contain photographs, copied articles, original material and typewritten summaries that provide an easy, effective and very useful ready-reference, which guides the reader to more detailed and

in-depth material contained in documents and publications held elsewhere in the archive.

Through his foresight and perseverance, LCDR Geale has steadfastly produced research material that has proved invaluable for historians, private individuals, Government institutions and indeed contemporary FAA members who are seeking more information about their Service heritage. Without his efforts over many years, the ability of the existing FAAM curatorial staff to readily access historical detail and research material would have been greatly hindered. LCDR Geale has been ably assisted by numerous volunteers, and his wise guidance and encouragement have inspired all those people to appreciate and value the work in which they have been involved.

The evolution of the Fleet Air Arm Museum, and the place that it holds in the protection and preservation of Naval Aviation heritage is a testament to the dedication and doggedness of LCDR Geale in the quarter century of his involvement with the institution. He is held in very high regard by everyone with whom he has had dealings and his reputation is legendary.

A very welcome guest to the Museum after Divisions this year was Lady Nannette Smith and her son. They were very pleased with the configuration and extremely happy to renew some old acquaintances whilst partaking of morning tea in the cafeteria. A stroll through the Museum brought home to them



Jim Lee, Lady Smith, Mark Smith and Terry Hetherington outside the Museum

just how much has been done in recent times to ensure the heritage that Sir Victor started would remain forever.

Terry Hetherington

Museum Manager

Changes to DVA Cards

All Department of Veterans' Affairs (DVA) Repatriation Health Cards (DVA Cards) are due to expire during 2010. From March 2010 DVA will begin reissuing all cards. As part of this reissue there will be some improvements made to DVA cards. All eligible veterans, war widows/widowers and dependants will be issued with a new card.

Changes to DVA Cards will not reduce or change current eligibility to hold a DVA Card.

The changes being made to the cards are to increase:
veteran access to services;
provider satisfaction; and
security of the cards.

Veteran Access to Services

The magnetic stripe on the cards will contain the following information:

full name;
file number;
card Type; and
expiry date.

This change is expected to improve provider satisfaction, as this will enable providers to swipe DVA cards in the same way Medicare or Private Health Fund Cards are currently utilised. By improving the claiming experience for the providers it will increase the likelihood of providers accepting DVA cards.

All eligible clients living overseas will, for the first time, be issued with a DVA card. This will remove the need for veterans to contact DVA to receive a "letter of authority" when receiving medical treatment within Australia.

Entitlement to treatment overseas is limited to veterans that have an accepted disability/disabilities and DVA funds treatment of those accepted disabilities only. This process for receiving treatment while overseas will not change.

Security Upgrade

All DVA cards will have micro printing and a DVA registered hologram added as security features. The micro printing and hologram are added security features to ensure non entitled persons cannot reproduce a card.

Expected Arrival Date

The reissue of all cards is due to commence in March 2010, this process is expected to take 6 weeks to complete.

For further information please check DVA's web site

www.dva.gov.au

My mother taught me:

TO APPRECIATE A JOB WELL DONE :

"If you're going to kill each other, do it outside. I just *finished* cleaning."

ABOUT TIME TRAVEL .

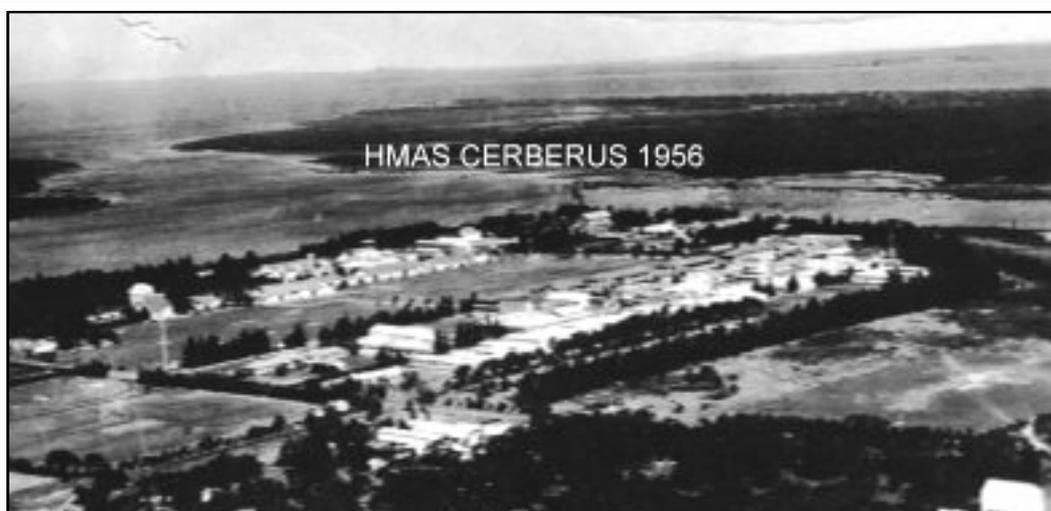
"If you don't straighten up, I'm going to knock you into the middle of next week!"



MOMENTS IN TIME

**Early days in the life of a young 'Birdie'**

Recruit School re-visited for a lot of our members. Remember the first time you had to sling a hammock onboard a Navy ship. It may not have been a six month cruise in the tropics but this old girl managed to initiate a heck of a lot of young OD's to that ailment "Mal de Mer". I sailed out of the 'Rip' into a frightful gale supposedly on our way to Devonport, only to find ourselves, 12 hours later back inside Port Phillip Bay with most of the new 'sailors' aboard only too happy to die.

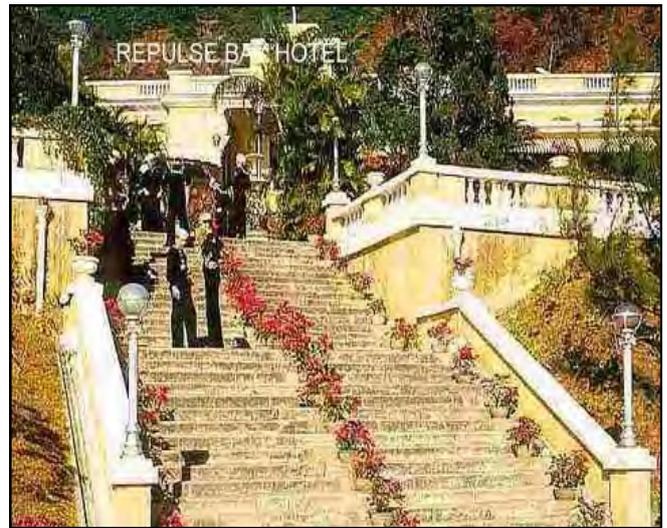




MOMENTS IN TIME



| | |
|------------------------|----------------|
| Venue: | Aim: |
| The indoor heated pool | Swimming tests |



The final justification of all that parade drill and kit musters - **'A BABE IN HONKERS'**

NAVAL AVIATION ROLL of HONOUR

The Honour roll now displayed in bronze plaques on the inner wall of the 'Wall of Service' has been very well accepted by members, NOK and serving members of the Navy. A photograph of the actual layout and positioning is on the back page of this edition.



David Farthing and Chaplin Booker

The Dedication and Opening Ceremony which was carried out on Remembrance Day were a combined effort of Fleet Air Arm Association and Fleet Air Arm serving members. Our President (David Farthing) looked after our part in the event and Navy (Cmdre Dalton) covered the serving members.



Dias and Catafault party

A large contingent was present, made up of serving members, association members, civilians and NOK of some of those that have plaques on the Wall.

Navy was very co-operative and enthusiastic about being involved in this ceremony as it depicts a substantial record of Fleet Air Arm history that up until this time had not been recorded

exactly. It is anticipated that future Remembrance Day Services will be centred on this area and as the Wall of Service grows so will the interest of the local and ex service community.



Cmdre Tony Dalton



Captain Mark Sackley—laying a wreath



David Farthing, Greg Wise, Dick Martin and Neil Ralph

Photos by South Coast Register and Photographic Section HMAS Albatross.



This photograph was taken in December 1953. It represents to some extent changes that were taking place in the Fleet Air Arm. The closing time of the Firefly as a front line aircraft were at hand. They had barely two years left to run before they were due for replacement. One of the other pieces of evidence is the thinning out of the RN domination that was entrenched in our fledgling Fleet Air Arm service.

This photograph was of 817 Squadron commanded by J.D.Goble, 7th from the left. He would have been a cadet midshipman in the mid thirties and was the only college man in the group. Another college man may have joined us later, John Mathew, who later became the Administrator of Norfolk Island. My memory may be a bit amiss here, which is excusable as it was 60 years ago.

From the left there is John Sutcliffe, who after his naval life flew extensively in the PNG with Gibbs Sepik Mandates Airlines who later became Ansett. He finished his life as an aviator with East West. Next is John Burrs Dudley, a contemporary of mine by being on the same observers course in Cornwall. We were awarded our wings in earlier in 1953. Kevin Roberts is next. I do not know much about Kevin except that he loved fish and chips. Darcy Kimber is the next in line, he was a remnant of the RN. We had one other RN pilot join us later, Benson Hayward who like Darcy was a S/Lt. Years later I came across him in the crew of a Britannia. Len Anderson is 5th from the left. He made the Navy his career and upon retirement got 'lost' on the Gold Coast near Tewatin. Dave (Robby) Robinson was the SP, soon to be

promoted to 2 and 1/2 stripes. I think Dave was not a pure bred Navy man but came from RAAF stock. Last heard of in Bowral, NSW. His last job in the Navy was Secretary to the Governor of Queensland. Only a gentleman could get that job. A little while later he was also given command of 816 Fireflies and I can say I was pleased to be a member of that group although it was short lived as it reformed as 816 Gannet squadron. John Goble (previously mentioned) was also promoted to Captain. Next in the group is Des 'Blue' Harvey, who was larger than life. Des was SO and had a RAAF background. Next is Norm Lee, who had also made the Navy his life. Norm had not long returned from the Korean campaign and to us junior officers was a role model. Also Fred Lane (on the far right) was in the same mould. Beside Norm are the two squadron engineers, alas my memory has faded. The first I believe was drowned in an accident, Next to them is 'Teddy' Brown, who must have had a first name but that got lost in the memory bank as well.

Three more observers turned up to swell our numbers, Neil Ralph, 'Slug' Whitton and Rick Broughton. For some reason 'Slug' and Rick were overlooked for promotion to commissioned rank on the award of their wings but got it within 12 months. Unconscious that we were seeing out the Firefly, in 1955 Len A, Norn L and John S joined others to form 816 Gannets.

We were soon to have Venoms and Gannets, a new carrier, that had an angle deck, steam catapult, 6 wires, mirror landing light and a host of other changes.

Dooley Lord

Fleet Air Arm Association of Australia Blazer Alteration Form

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

Tel 1300 700 000
Fax (03) 9484 2212

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

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

Date of purchase __ / __ / __

Date of blazer return __ / __ / __

Your Full Name _____

Postal Address _____

Contact Details (Home) _____

(Mob) _____

Size of initial blazer supplied _____

In comparison to this fitting blazer:-

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

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

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

Height _____ (inches or centimeters)

Waist _____ (inches or centimeters)

send this completed form along with the blazer to:

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

Please note this service is FREE to you

Order form for blazers is on page 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

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.

ASBESTOSIS This may effect you !!!

The Defence Asbestos Exposure Evaluation Scheme (DAEES) was developed as a result of the *Report of the Independent Review of Asbestos in Defence* (Enfield Report) in 1991. The report recommended that Defence develop a unified asbestos management policy, which would allow specified individuals to take part in medical consultations and counselling and to apply for compensation claims.

The DAEES is open to current and former employees of the Department of Defence (DoD), Australian Defence Force (ADF) cadets, and former ADF employees who suspect that they have been exposed to asbestos as a result of their employment with Defence.

Current employees of the DoD who think that they have been exposed to asbestos should complete Form AC 563—*Defence OHS Incident Report*. The scheme also consists of an DAEES questionnaire, medical counselling, which includes immediate family and preliminary medical examinations by Health Services Australia (HSA) if deemed necessary.

Serving ADF employees who have been or think that they may have been exposed to asbestos are encouraged to contact their local ADF Health Services. They will receive asbestos exposure evaluation and counselling accordingly.

Persons wishing to take part in the DAEES are to contact the 'Defence Asbestos Information Line' on **1800 000 655**. Some more information can be had at the following website (if you have a computer) if not the letter they send you after you register has everything you need.

<http://www.defence.gov.au/dpe/ohsc/programs/asbestos>

A man, wanting to rob a Bank of Queensland, walked into the Branch and wrote 'Put all your munny in this bag.'

While standing in line, waiting to give his note to the teller, he began to worry that someone had seen him write the note and might call the police before he reached the teller's window. So he left the Bank and crossed the street to the NAB Bank. After waiting a few minutes in line, he handed his note to the teller. She read it and, surmising from his spelling errors that he wasn't the brightest light in the harbour, told him that she could not accept his stickup note because it was written on a Bank of Queensland deposit slip and that he would either have to fill out a NAB deposit slip or go back to Bank of Queensland..

Looking somewhat defeated, the man said, 'OK' and left. He was arrested a few minutes later, as he was waiting in line back at the Bank of Queensland. Happened in Noosa!

VALE

KEVIN JAMES ROBERTS LAM A/E R52808

9/12/1939 – 7/10/2009

Kevin was born in Leeton. He joined the Navy in February 1957. Fifteen years later he was medically discharged on 18/06/1971. He had served at Cerberus, Albatross, Penguin, Watson and on Ships Melbourne and Sydney.

Although his Naval career was cut short, his civilian achievements were many.

Parks and Gardens at Jervis Bay started him on his way to Ranger, Head Ranger, Fire Control Officer and a member of the Federal Police Cliff Rescue Squad. He was a founding member of the Wreck Bay Community Fire Brigade, 40 years with Erowal Bay Progress Association, (nicknamed Mayor of Erowal Bay). He started the Tennis Complex and 45 years with Erowal Bay Bush Fire Brigade, as Captain, Group Captain and a Life Member. Also a Life Member of St Johns Ambulance and a Life Member of Lions Clubs NSW-ACT.

A member of Jervis Bay Lions for 30 years, being President on four occasions, Cabinet Officer with positions of Zone Chairman, Region Chairman, Convention Chairman, Development and Environment Chairman and Candidate for District Governor.

His Lions awards were a James McLardie Award and their highest award, a "Melvin Jones Fellow", for humanitarian services.

He received an Australia Day Award from Shoalhaven City. He was awarded an OAM for his service to the community.

He was an active member of Huskisson RSL Sub-Branch, FAA Assoc, TPI Assoc, Korea and South East Asia Assoc and Vietnam Veterans Assoc.

He was a tireless worker for White Sands Carnival, Kids Day Out, Linear Accelerator Fund Raising Committee, Drought Relief and Bush Fire Appeals.

In his spare time, you would find him cooking in a Lions van somewhere in Shoalhaven. He was a devout family man. He loved his family. He is survived by his wife of 48 years, Wendy, his three daughters and five grandchildren.

Kevin was diagnosed with cancer early 2009. What with treatment, love and care, he eventually succumbed and passed away 7/10/2009.

He was a passionate "Rabbitoh" fan. He was laid to rest wearing his South's jumper, inside a red and green casket adorned with a South's football, jumper and "Rabbitoh" mascot. His pall bearers carried him out to a rousing rendition of "Glory, Glory to South Sydney". A fitting finale.

His service was the first to be held in the Shoalhaven Entertainment Centre because of the large number attending.

Kevin was a great shipmate, an outstanding citizen and a cherished family man.

He will be sadly missed by all.

Kevin Camm



NATIONAL PRESIDENT



Well another year has passed at break-neck speed – I wonder where they all go! This has been a year of consolidation, without the excitement of Reunions, Air Days and the like, but, the Association has made steady progress and continues as a healthy organization.

The dedication of the Roll of Honour, remembering all those who have lost their lives in Australian Naval Aviation accidents, was a major success and the ceremony, attended by several hundred past and present Navy personnel and their families, was a moving experience.

Our efforts to keep the Historic Flight at Albatross seem to be approaching success and this will be a major concern in 2010.

As always the year has seen the passing of many of our old friends and comrades; we mourn their loss and honour their memory. On 9th December we farewelled one of our real stalwarts, Bob “Windy” Geale, with a funeral service in the Museum. Windy served in the RN, RCN and RAN and in retirement made a great contribution to the Fleet Air Arm Association and the Museum by becoming our honorary historian. The Museum will honour his memory by naming its archives after him. He was, of course, recently made a Life Member of the FAAA.

At the end of the year, I again thank everyone who made a contribution to the affairs of the Association. Some are properly recognized by the award of Life Membership, but, the vast majority labour away, year after year, rewarded only by the satisfaction of a job well done – Bravo Zulu to you all!! I particularly thank the members of the National Executive, Peter Welsh, Denis Mulvihill and Dick Martin, who are hard-working, supportive and good-humoured in the face of many provocations. It has been a pleasure to serve with them!

I must also thank Captain Mark Sackley and HMAS Albatross for their invaluable help throughout the year. Their enthusiastic support for the Association’s aims has often been the difference between success and failure.

My sincere best wishes for a Merry Christmas and a Happy and Healthy New Year.

David Farthing

NATIONAL SECRETARY



National Secretary’s Report December 2009

Another year almost gone and our membership shipmates are getting older with quite a few being lost over the past year, our condolences go out to all their families.

I would be remiss if I did not remark on the passing of Robert (Windy) Geale at his home in North Nowra at the beginning of this month. Windy gave invaluable service to both the Association and the Fleet Air Arm Museum over many years as well as to the general community. “He will be sorely missed”

The Fleet Air Arm Wall of Honour is now in place and was opened at a ceremony at the Fleet Air Arm Museum on Remembrance Day the 11th of November 2009.

Slipstream still manages to take up a considerable amount of time and resources to both publish and Post Out although it is pleasing to see less returns coming through most are now no longer at this address. Folks if you do not tell either your state secretary or my self of a change of address it is conceivable that your magazine will not arrived.

Newsletters are received from various organisations including our own state divisions, these are perused and from now on I will be adding interesting points etc from them to this report for your information. In addition most are also published on our web site at www.faaaa.asn.au.

Well the editor is again demanding this report ASAP so that he and I may take to the water.
So wishing all of you a Happy Festive Season

Yours Aye

Pincher

ACT DIVISION



Time has flown and another year comes to an end. By the time this goes to print we will have had our Christmas Dinner function which was held at the Southern Cross Yacht Club. We had 24 starters and it would be great to get a few more to these functions. The get together at the Canberra Services Club in October was a fairly good turn out with about 30 people attending.

Bruce Tunnah has indicated due to his work commitments he will stand down as Secretary in the new year, so we are looking for a new Secretary. If you have a desire to be part of the ACT Division committee please let Bruce or I know. The committee would like to thank Bruce for all his efforts since the Division was reformed. He has been instrumental in getting the ACT Division stood up and has organised the committee and Division events with great results.

I have included our social calendar again for information. We are also looking at having a golf afternoon so once a date is known I will email details to members. I encourage all members to come along to these functions and enjoy a drink and spin a 'warrie' or two with fellow shipmates.

| Date | Activity | Venue |
|-------------|-----------------|---------------------------|
| 11 Dec 2009 | Xmas Function | Southern Cross Yacht Club |
| 26 Feb 2010 | Social Function | Canberra Services Club |
| 25 Apr 2010 | ANZAC Day | Canberra Services Club |
| 25 Jun 2010 | Social Function | Canberra Services Club |
| 27 Aug 2010 | Social Function | Canberra Services Club |
| 29 Oct 2010 | Social Function | Canberra Services Club |

The ACT Division was saddened to learn of the passing of LCDR Robert 'Windy' Geale MBE, RAN (Rtd) on 6 Dec 09. 'Windy' was well respected amongst the FAA community and his commitment to the NSW Association and the FAA Museum over many years was recently recognized with the award of Life Membership. Our sincere condolences go to his family and friends.

The Division has again donated a prize to a student at 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
 ACT Division

Few memories from days gone by:

A Gannet you say ! What about the third cockpit ?



HMAS Melbourne in all her 'new' splendour—off the Irish Coast 31st October 1955



Lady White, wife of the Australian High Commissioner to the UK unveils the crest of HMAS Melbourne. Assisting her is Captain Gattacre, CO of Melbourne.

Frank Larter



QUEENSLAND DIVISION

On the 31st October, 816 Squadron marched in Caloundra and, with swords drawn and bayonets fixed, demanded and were granted the Freedom of Caloundra City. Now, because of our local government amalgamation, they have Freedom throughout the Sunshine Coast Region! The Ceremony was impressive with about 120 Squadron personnel marching, led by the CO., Commander Chris Smallhorn. About 30 or so of our QLD Division members marched as well as members of the Naval Association. I led our FAA division and Dick Allchin led the Naval Association so we had all bets covered! The Squadron had 2 Helicopters here and the locals loved climbing in and out of them as well as the winching and flypast display. There was a Civic reception earlier where the Scroll was presented to CDR. Chris Smallhorn. The event was well attended and it was good to see Paul Hamon, Brian Dutch, Ray Godfrey, Ian Lawson, John Blair, Ron McIvor, Richard Scott and a host of others. Bob McBride spoke to some of the young Squadron blokes and was dismayed at their lack of knowledge of our past aircraft and operations.

We will be unveiling the plaque, dedicated to the Fleet Air Arm, at the QLD Air Museum, Caloundra, on Saturday, 19th December. I will be conducting the dedication and then we will combine with the Museum guys for a joint Christmas function. Meals-on-Wheels will be catering finger food-dinks-except for coffee/tea-are BYO. We are expecting a good rollup for the event. We are sad to say that Jim Ryan-of the Ryan twins-passed on recently. Dave and Joan Randall attended his funeral on the Gold Coast. Also passed away recently are Barrie Lovett, Claude Matthews and Kev Bolger. Kev was a good mate of Len Zuch. Our condolences to their families from us all. Joe Gaston has had an op. to remove a tumour from his brain and is recovering well I believe.

Our trip to Vietnam was terrific, livened up by sleeping on the floor of our bathroom in Jungle Beach one night for protection against Typhoon Ketsana. We had 4 concrete walls around us and were in a bamboo hut. The wind was heading heavenward at ever increasing speed! We left next morning and headed south to get away from the breezes. We met up with Rob Frearson in Nha Trang. He sends regards to those who know him.

I've heard about a large weather vane in the shape of a Wesssex bolted onto the crane on the port side of HMAS Sydney on the '68 run to Vietnam. Does anyone have a photo of same and know anything about it? Let me know.

the Federal Council meeting this year. A memorable occasion! Our thanks to our committee member, John Stewart, for representing Queensland at the meeting.

We have just been to Melbourne to attend eldest son & his wife's joint 40th Birthday bash. What a night –apart from the torrential, wonderful rain. We had to go to Avalon with Jetstar-when I told the girl at the car hire office that I'd last been there in '65 she exclaimed that she wasn't born then! I told her how busy it used to be when the Mirage was being built there and we had odd trips there with the Venom on the test program. I can't say what the tests were or we'd all have to be shot!

I've been talking to Arthur Johnson recently-I always phone him to tell him that we are standing on the corner of Swanston and Collins Street, so can't put them up in Caloundra! There's a possibility that both of us might be in Europe for a while next year. He's been having fun flying his Cessna 170 and landing on the banks of the Burdekin Dam, it being a bit dry like here. Every time I go out of our front gate, I look for the camel tracks. It's so dry you could flog a flea with a whip & he wouldn't get away from you! Plus the fact that our wonderful leader, Mme. Le Blight, has hit us on the coast here with water restrictions for the first time in our history while she sucks our water from the Baroon Pocket dam to go to the Pine Rivers dam-or somewhere. Her mob are definitely not getting an invite to the QLD Air Museum on the 19th.

I've had a mob of Trojan virus hit my computer on Monday & it's cost \$115 to get them removed. My virus protection grabbed them but I was unable to get rid of them. I think I'll install a new protection. AVG Free has been good on my old computer (which I'm using at present) so I might go back to that one.

Our rollup for 816 Squadron was good. John Bray made it –with walking stick-and marched. Colleen Hawkins fell over & broke her wrist for the 2nd time-she put up with the pain for a while, as it was a Saturday afternoon. Peter MacDonald brought Flossie Nugent up-she's a cracker & very supportive of all we do. It was good to have the Navy Band there so that everyone could be in step with ME!

Commodore Geoff Morton,AM, and Commander Geoff Booker will say a few words at the unveiling ceremony on the 19th. CDRE Geoff Morton was C.O. of HMAS Albatross during the early '90's and did a wonderful job of getting our Historic Flight DC3 up to Bundaberg for our reunion there.

Well, I'm just about out of juice now, so will close and wish all a tremendous Christmas and New Year. 2010! Who'd have thought it!

Barry Lister
President



FREEDOM of the CITY - 816 SQUADRON—CALOUNDRA



VICTORIA DIVISION



Firstly may I take this opportunity to wish all members and their families a very Merry Christmas and a Happy, Healthy and Prosperous New year.

On behalf of the Victoria Division, congratulations to Clem Conlan on his award of Life Membership. Clem was a foundation member of the Victoria and Tasmanian Divisions, which were formed in 1984 and has been a very loyal and dedicated member of the FAAAA since. He held the positions of President, Secretary, original Editor of Flight Deck News (The Vic Div newsletter) and is still a current Committeeman. Clem was presented with his award by the National President David Farthing at the Federal Council Meeting in Nowra in October. "Once again" Congratulations, Clem "Well Done"

The next Meeting, / come Christmas Breakup will be convened on Sunday 13th December at our usual meeting venue the Melbourne Naval Centre, situated at 146 Toorak Road (West) South Yarra, naturally the last official function for 2009. We are hoping for a good turn up to wind up a memorable year.

The next important event for the Division will be the Annual General Meeting to be held on Sunday 7th February 2010 commencing at 1100 hrs at the afore mentioned venue, official notification will be forth-coming in the near future.

FAAAA (Vic) Inc Calendar of Events 2010

Sunday 7th February - Annual General Meeting
 Sunday 21st March - Committee & General Meeting
 Sunday 25th April - Anzac Day March & Reunion
 Sunday 20th June - Committee & General Meeting
 Saturday 28th August - FAA Annual Dinner - Hastings
 Sunday 29th August - FAA Memorial Service HMAS CERBERUS
 Sunday 19th September - Committee & General Meeting
 Saturday 30th October - Federal Council Meeting - Nowra
 Sunday 12th December - Committee & General Meeting / Christmas Breakup.

Sick Bay:

Our best wishes for a speedy recovery to Bryan Roberts and Ivor Jansz and to any other members that we are unaware of, that may not be in the best of health at the moment.

*Extra Just seen Ian (Jock) Stanfield at the local shopping centre, he informed me that his wife Di was due to go into hospital f

or a hip replacement operation, but had a fall resulting in a broken wrist, so hip replacement has now been cancelled until wrist has healed, all the best Di get well soon

So once again a very Merry Christmas to all, and a Happy, Healthy and Prosperous New Year

Yours Aye
 Ron Christie

TASMANIAN DIVISION



As it is that time of the year again let us start by wishing everyone a Merry Xmas and a bright, Happy and Prosperous New Year.

We held our quarterly meeting at our usual venue and were pleased with a very good attendance, probably the best 'rollup' we have had for quite some time. (Perhaps they thought the President was going to put on free grog and eats).

There was a lot of raffle prizes to tempt the ticket purchasers and in due course a lot of winners, which in turns helps the 'coffers'.

It was good to see Bill Lowe again, although confined to a wheelchair he is till the same bright and cheery Bill that we knew from past years.

Whilst in earnest conversation with an 'aged , intrepid aviator', one Alan "Apples" Cordell at the meeting , it came to light that when he was learning to fly (in a Tiger Moth no less) back in England in 1948, his instructor was none other than 'Nat Gould'. (What else will come up in relation to this 'Legend's career) Later he went on to fly Sea Furies and Sea Venoms as an operational pilot and enjoyed every minute of it.

News from all sources down here of late (written or spoken) is like water in the desert so I will get this onto the back of a fast travelling snail and get it to the editor before he has cause to ring me,

Cheers,

Matt 'Jake' Jacobs



SOUTH AUSTRALIA

A bit slack as I am extremely busy with my worldwide businesses of product testing and approvals and on the Board of the Council for International Trade & Commerce SA which involves 40 countries...

Regular meetings continue at the O G Hotel in Adelaide and are well attended, I think this can be attributed to being held at lunchtime.

Since the last report, we attended the Navy Week celebrations including the Service in the RAN Memorial Garden and the Navy Week Service at Christ Church at North Adelaide.

The Service at the Memorial Garden was followed by a BBQ hosted by Cmdr Craig Pritchard and organised by his PA Ms Valerie Hogsdon and crew ...well done Val !!!!

To events...

Navy Week came and went. HMAS Parramatta visited Techport SA and did a 'Sea Ride', followed by a visit to Port Adelaide, which was very popular with the public..

The Fly-in at Jamestown was very well attended, complete with the RAN Band which was very busy during the whole of Navy week.

John Saywell laid the wreath at the Ceremony of Remembrance, on a very hot day in Adelaide... less people attended due to the heat.

Ian Laidler attended at the Repat General Hospital and presented a book on our behalf.

In October, I attended the opening of the Vietnam Veterans and Post World War Veterans Association memorial at Berri in the Riverland. It is a very striking memorial and well worth the visit if any of you are visiting the area.

John Siebert represented us at the National Council meeting at Nowra..

Minister Kate Ellis, continues to support our organisation by providing some print services from her Adelaide office.

Dinsley Cooper has been out and about as usual, organising events and keeping me up to date on happenings. We had our Christmas Dinner last week. It was well attended and a good night was had by all. It was a very successful function and we look forward to many more in the future.

I managed, with Dinsley, the cutting of the Christmas cake, which he baked !! Well done Dinsley.... no room in the kitchen for both he and Junice, at the same time.

Our next function is on Sunday 17th January 2010 at the Blackwood RSL at 1200. It is a BBQ which will be hosted by our Member Ken Hyde, who is President of the Club. It will be a very important function as Certificates will be presented on that day.

Vale. John (Jack) Albert Kreig passed away on the 10th December 2009, aged 81 years.



Leon, Dinsley and the cake



Vietnam Veterans and Post World War Veterans Association memorial at Berri in the Riverland

Cheers
Leon Coppins

WESTERN AUSTRALIAN DIVISION



These reports are sneaking up quicker and quicker , it only feels like last month that I was struggling to find something, things haven't changed.

We will be having our Christmas Lunch on the 13th December, a great price per head from Rosie O'Grady's management will make it another memorable day.

The raffle items have been rolling in over the past few months so there will be a lot of happy punters with their winnings at the end of the day.

We have not had any BBQ's or get-togethers this past few months just a few ceremonies to attend and a couple more for the Navy Cadets to come.

By the time this goes to press we will have made our presentations of Life Membership to Brian (Jo) Jost and Colin Bushe-Jones, two well deserved Life Memberships and we congratulate them along with all other elected Life Members and award of Merit, unfortunately as I write this we have been informed of the passing of Bob Geale one of the Members honoured with Life Membership (R.I.P. Windy)

It was drawn to our attention at ANZAC Day that the Honour Roll Board which hangs in Rosie O'Grady's had some errors with name spelling and rank.

John Brown took up the challenge and along with Toz Dadsell and the Federal Council who were proposing a Roll of Honour at Nowra, updated the names and circulated the correct listings. John with the blessing of the Membership obtained quotes for upgrading or replacing the board ,and ,we have settled on replacement . The proposed new concept will be presented at this weekend's meeting and we hope for it to be accepted so we can have completion and unveiling next year.

The photo at the top is me on the South Perth foreshore, 40kms into the 53km Great Bike Ride around both sides of the river. I completed it in 2hrs 44 mins at an average speed of 19.9 kph, had hoped for a quicker average maybe next year. All in WA extend best wishes for the Christmas New Year period to you and yours, have a Happy and safe holiday.

Yours aye
Keith (Squizzy) Taylor

NSW DIVISION



Xmas is upon us again and the New Year almost as close. This one like the last few just seems to have disappeared. Sadly I seem to have been to more funerals than usual this year and the same news appears in emails and phone calls every week. As late as yesterday I received notice that an 'original' from my branch (Jack Kreig) passed away.

On a somewhat brighter note (still dealing with death), the new Naval Aviation Roll of Honour has seen its dedication and I am very pleased to note that it has been very well received by all, especially the current serving members. The turnout to the dedication ceremony was great and the majority of those present were 'uniformed'; also a surprising number of NOK of personnel with plaques on the Wall attended.

You will find include in this issue, membership renewals and raffle books. Please return these at your earliest convenience.

A discussion among the Committee regarding a social venue for the 'City' members has again come up and we need to do a numbers check on who are interested in a function for all those that live in the Sydney area (other also note as we may make up enough from all over that way). If you could note on your membership renewal form your ideas we will try and convene a function to cater for you. The last time we attempted this we got about three answers but if you can remember back to the Campbelltown functions, they were a great success and an outing along these lines is what we are looking towards. Attendance would certainly not be restricted to anyone and for those from South or North we would (as long as numbers were there) provide some form of transport. Probably along the lines of a coach from both Nowra and Newcastle.

If you don't let us know then we cannot act, numbers are essential. We will give you a reminder in the next issue with the aim to hold an afternoon event after the end of the football season. This was considered the best time of the year and an evening event would not be the best for those who do not travel too well after dark.

Thanks again go out to John Downton for his provision of two of the prizes and they are on display at the Museum. Quite a change this time and the 'pirate' theme in first prize is getting plenty of comments. Second prize of the 'Fury' is always a popular theme. John has just released a book on his life, endorsed by his well known painter friend Leonard Long and it is a very good read. If you are in the Eden area over the New Year I am

sure you can pick up a copy from him at the exhibition he holds there every year.

The White Ensign Club continues to improve all the time,. Someone has always got a bit more memorabilia to add to the display. Just recently a 'Gallipoli Lone Pine' which was originally donated to the Chapel onboard was transplanted into the grounds in front of the club and a dedication service was put on by Navy to commemorate the event. That now makes two of them sited in front of the club and a suitable plaque will be sited to mark the event. If donations keep up at the rate they are coming the next thing we will need to do is expand the club rooms themselves. Another demountable across the end would not be out of place and would certainly make a lot more room available for functions. The original aim of the club (to provide a social gathering site for locals) has certainly come to fruition and as most members of local service clubs that avail themselves of the club rooms are also members of the association it suits everyone.

Access to the club is now easy for all with the addition of the concrete foot path, and a ramp to give unhindered entry to the main door for wheel chairs. The Committee have even gone to the trouble of putting on locks to the entry gate that are easily operated by someone in a chair or on a scooter.

Membership for our Division seems to be slowly growing and that is taking in to consideration the decay rate through natural attrition but it could be better. If you have any mates who try and borrow your Slipstream to read (not members themselves) remind them that it only costs about the price of a 'middy' a month to belong to one of the best groups around. Forms are available from the web site, Museum or any other member can organise one from the Secretary.

All the very best for the festive season and the New Year,

Greg Wise

To all associations whose members saw service with the victorious FESR Force.

Today, Remembrance Day 2009, after many long years of making representations to Navy Office etc we have finally achieved our goal.

From today we have official recognition of our service with the FESR force 1955 - 1971 and have been awarded the Battle Honours Malaya and Malaysia and it feels bloody good.

On behalf of all the members of the FESR Navy Association I offer our congratulations to all other ships, squadrons, teams and associations who undoubtedly feel as good as we do tonight.

Sincerely yours
Les Bailey
National President
FESR Navy Association



Vale: - Frank McPherson



Frank Gustave McPherson was born in Gunning, New South Wales on the 10th of January 1929, becoming the second eldest of Daisy and William McPherson's children. For all families, the 1930s and 1940s were tough years – with a world depression, and then the country was at war with Germany and Japan. That period of time saw Daisy McPherson rearing eight children in a small house in Saxby Street – near the Gunning railway station. William McPherson's job as a PMG linesman took him away from home for long periods. Then he was enlisted in the army for the duration of the war.

Let me tell you about Frank's early days, as told to me by Frank on a visit to Gunning about 10 years ago – being my first visit to this country town, I asked Frank to give me the guided tour.

The very first place we drive to is the house in Saxby Street – he tells me the house has not changed in 50 years. Though very rusty, the water tank was in the same position, and how as a child he had to chop the wood for mum's fuel stove, they all had to pull their weight in those days. He then shows me the way to the school on top of the hill which he attended until 15 years of age.

Then I am directed to Bailey's Garage situated in the main street of Gunning (the old Hume Highway). At fifteen, Frank's job was pulling petrol and checking the oil. At the Gunning Railway Hotel having a few beers I could see Frank was overwhelmed by revisiting Gunning and his "youth", some 50 years later.

Frank told me about the years he played district rugby league for Gunning. (I have been advised by Frank's cousin that he played a hard, mean game as the half back.) Frank's practise and cry was, "tackle him around the legs – you can't run without your legs".

After a few years at Bailey's Garage, Frank was doing mechanical work and bought his first motorbike. On leaving the Telegraph Hotel, and Gunning on the Sunday morning, Frank requested a visit to the cemetery just out of town. Frank paid his respects to his mother who passed away in 1949, when Frank was twenty. I know that Daisy would say that my son Frank "pulled his weight!"

On the 18th of January 1950, Frank started a new adventurous chapter in his life when he joined the Royal Australian Navy – Fleet Air Arm. Frank was trained for aircraft maintenance duties. It was in 1951 when I first met Frank, when we were billeted in the same mess at the Naval Air station HMAS Albatross. We had been good mates for 58 years. Frank's navy career spanned 27 years. He served on the three aircraft carriers, Her Majesty's Australian ships, the "Sydney", the "Vengeance" and the "Melbourne".

Frank's numerous squadron drafts saw him maintaining Sea Fury's, Firefly's, Sea Venoms, and other types including helicopters. His favourite squadron was 808 working on Sea Fury's, he maintained the C/Os Sea Fury, with Frank's name proudly painted on that aircraft. As a Petty Officer and then as Chief, Frank is posted (with the family) to HMAS Harman – Canberra, HMAS Melville – Darwin, and HMAS Creswell – Jervis Bay. As the Engineering Officer at those bases, he was responsible for the maintenance of motor transport, diesel/electricity equipment, boats and slipways. (Not bad for a lad who started pulling petrol at Bailey's Garage).

In 1973 Frank was promoted to Warrant Officer, and for the next four years is posted to HMAS Kuttabul – Sydney, as the Naval Air Stores Liaison Officer. He left the Navy in 1977. I know that over his 27 years in Navy service, all assessments on Frank would state:- "Reliable and dependable".

Back in civvy street, Frank soon found a job driving a large crane, and for three years helped to build the new Nowra Bridge over the Shoalhaven River. The Bridge's official opening was on the 19th of September 1980. For the next 13 years Frank was one of the many civilians employed at the Nowra Naval Base. He was also the Civilian Workers Union Representative, and Frank in this role was "a no nonsense man". If a worker had a legitimate beef he would make sure it was dealt with. And if it was a frivolous complaint – he would say so – and if the person persisted – they were very quickly directed to the Base Padre's office – that was Frank's navy training kicking in!

Frank had many activities in the district:- he held office in the Nowra Masonic Lodge, a Bombaderry RSL Club director and Sub Branch member, was an active member of the Fleet Air Arm, and the Naval Associations. Also a member of the Shoalhaven Probuss.

Frank doted on his eight grandchildren and one great-grandchild, his eyes always lit up in their presence. Now when you travel across the "Shoalhaven Bridge", you can all proudly say, "my grandfather built this bridge".

For the last few years Frank had been in stormy waters with bad health. In summary, we can now reflect back and remember:- Daisy said, "he pulled his weight".

Senior Naval Officers stated, "reliable and dependable".

And with the love he showed for his family – all his attributes add up to:-

"Frank was a good bloke" and I was privileged to be his mate.

In conclusion, I wish to say from his wife Alice and all his loving family:-

Frank,
The storm is over,
The guns are silent,
Forever rest in peace.

Kanga Bounds

FLEET AIR ARM**WALL of SERVICE**

These are the latest plaques fitted to the wall and as each order is processed and plaques fitted they will be acknowledged in this column. Orders are placed with the foundry in groups so as to keep the price structure within reason and the paperwork under control and thus there will be some delay between you placing an order and the final end result (the plaque mounted on the Wall).

If anyone requires a copy of their plaque an electronic reproduction of the proof from the foundry can be obtained by contacting the NSW Division Administrator of the project and he will organize it for you or your family.

Please ensure that your details are **PRINTED CLEARLY** on your application form. It is very hard and expensive (a complete remake) to correct an error once the bronze has been cast.

Application forms are available from the Administrator, on the front desk at the Fleet Air Arm Museum, The Fleet Air Arm Web site (<http://www.faaaa.asn.au>) or, if you contact your State Secretary he will be able to organize one for you or any other ex FAA personnel . Suppliers of the forms, when you give them the application form you might suggest membership for this association as well. All states can accommodate new members and then they would only have to write out one cheque.

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

You will see by the number of plaques fitted since the last magazine that progress is good, there will always be a pause or two over the Xmas period as logistics(holidays that we all have to have) will govern the production. The back page of this issue has a photographic record of the actual plaques recently affixed to the Wall . If a group (old class or similar) wish to have their plaques fitted alongside each other get together And submit the group as a 'parcel' and they will be kept together otherwise all plaques are placed on the Wall in the order that the application is received. There are quite a few smaller groups and family members already together on the Wall.

The Administrator
WO Warren
PO Box 7115
Naval Post Office
Nowra Hill 2540
lan.warren@defence.gov.au

NAVAL AVIATION ROLL of HONOUR NOMINAL LIST

| | | | |
|----------------|-------------|------------------|------------|
| McGOWAN D.O | LTAG | HOWE B.J | ASLT(P) |
| FOGARTY F.K | LCDR(O) | DUNLOP W.E | LCDR(P) |
| CLARKE G.J.I | FLTLT | THOMPSON B.Y | LEUT(P) |
| BUNNETT C.K | POTAG | POTTS K.C.M | LEUT(O) |
| HOATH J.J | LEUT(A) | BUCHANAN D | CMDR(P) |
| ROWAN E.J | FLOFF | ARUNDEL A | ASLT(P) |
| GORDON F.G | LEUT(O) | FOGARTY N.F | MIDN |
| NORTON L.J | SBLT(A) | BROWNE W.J | SBLT(P) |
| FAULKS N.S | SBLT(A) | CAIRD I.T | MIDN |
| SHERIDAN K.J.B | P/PILOT | ARNOLD P.J | LEUT(E)(P) |
| FERRIS N.S | LEUT(P) | CARMICHAEL S.R | LEUT(P) |
| ELDERING G.K | PILOT 4 | WILLIAMS M.C | ASLT(O) |
| WILSON K.F | LEUT(P) | MAURITZ L.A | ASLT(P) |
| SMITH R.E | LEUT(P) | HODGSON F.G | ASLT(P) |
| BARNETT R.W | LEUT(P) | HOLLOWAY M.W | EM(A) |
| BROWN M.B.A | LEUT(P) | GEERLINGS G.J | ASLT(P) |
| SLATER D.J | PILOT 4 | HUTCHISON J.M | ASLT(P) |
| EDMONDS E.J | OBS 4 | HAMMOND A.H | MIDN |
| SWEENEY N.F | PNA | KENNEL E.G | LEUT(O) |
| WILLIAMS R.W | SBLT(P) | LYNCH M.D | SBLT(P) |
| CLARKSON K.E | DFM LEUT(P) | BARKLEY S.R | FLOFF |
| SINCLAIR R.R | SBLT(P) | VICKERS P.J | LCDR(P) |
| COLEMAN R.J | SBLT(P) | WARD P.C | LEUT(P) |
| STRUGESS F.A | LEUT(E)(P) | SANDERSON D.J | POACM |
| WALL B.H.F | LEUT(O) | SMITH R.K | NAMA/E |
| SAUNDERS D.H | SBLT(P) | CASADIO A.A | LEUT(P) |
| SMALL D.P.E | SBLT(P) | PHILLIPS O'B.C.I | POACM |
| SHARP J.G | OBS 1 | HUELIN A.J | ASLT(P) |
| HARE D.R | LCDR(P) | SHIPP N.E | LACM |
| WREN B.D.A | ASLT(P) | McMILLAN R | LEUT(P) |
| WILD R.A | DFC | McCOY M.K | ASLT(P) |
| ROBERTS R | ASLT(P) | MACEY G | LSA |
| BODEN N | ASLT(P) | CAMPBELL G | CPL |
| BEARDSALL M.J | ASLT(P) | BROOKS G.M | LEUT(P) |
| McCLINTON J.H | ASLT(P) | NEILSEN M | SQNLDR |
| GRAY E.C | LEUT(P) | KIMLIN P.J | LEUT(P) |
| OWEN R.G | LEUT(P) | KING J.C | LEUT(P) |
| ROBERTS K.B | PNA | GOODALL M.P | LEUT(O) |
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| HENRY K.C.W | ASLT(P) | McCARTHY P.S | SQNLDR |
| VAN GELDER J.P | SBLT(P) | DAVEY M.P | LEUT MD |
| PADGETT D.P | LEUT(O) | ROWBOTTOM L.E | FLTLT |
| SELF N.J | ACM(T) | SLATTERY S.C | POMED |
| WYATT P.H | LEUT(P) | JONES W.E | SGT |
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Vale: Henry Edmund [Ted] Hundley

LAPM 35739

Ted joined the RAN in Jan 1948 and paid off in Jan 1960. He served on HMAS Sydney & HMAS Melbourne doing 2 tours of duty on the Sydney to the conflict in Korea in 1952.

Ted passed away 18th March 2009 and is very sadly missed by his wife Marg and their 3 children Pat, Paul, Shelley Anne and their children and all who knew him.

Rest in peace my love

Marg Hundley

A LAST FAREWELL

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

Ted Hundley : 18th March 2009

Gordon Birch : September 2009

Raymond (Barrie) Lovett : 16th October 2009

Frank McPherson : 24th October 2009

Murray Edgar : October 2009

CPOAW Graham (Di) Jones : 12th November 2009

CMDR H.K. (Kel) Duncan : 30th November 2009

NAM (A) William Robertson : November 2009

John (Burberry) Cheal : November 2009

Robert (Windy) Geale : 6th December 2009

CPOSE Jack Kreig : 10th December 2009



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