

FLEET AIR ARM WALL of SERVICE

 R.J. GRIFFITHS R42834 CPOATA4 JAN 64 TO JUL 84	 E.J. HAYES R30765 CAM (W) SEP 48 TO OCT 69	 D.J. RAMSAY 02143 CAPT GLEX (P) JAN 63 TO OCT 01
--	--	--

 M.N. MAHNKOPH R52106 POAH JUN 56 TO MAY 72	 A.S. JONES R42843 CPOATA4 JAN 64 TO JAN 84	 G.E. MacKENZIE 095005 LCDR JUL 65 TO NOV 02
--	--	---

 P.J. ROACH S132659 CPOATA OCT 86 TO OCT 06	 A.W. ROACH S131448 WOATA APR 81 TO APR 10	 G.R. ROACH E111281 LEUT SLEN(AL) JUL 74 TO FEB 76
--	---	---

 S.W. COOK 057844 LCDR SDEX(AV) APR 61 TO JUL 84	 J.E. LECK 0671 LCDR OCT 48 TO AUG 72	 B.M. TUNNAH OAM S116062 WOATA MAR 74 TO JUL 03
---	--	--



FOREWORD



I am delighted to write the foreword for this edition of *Slipstream*.

As an aviator, member of the FAA and a reader of *Slipstream* I note the community and spirit that unites the *Slipstream* audience – the camaraderie and promotion of naval aviation.

As 2013 approaches I near six months in the position of FAA Chief of Staff. Though 2012 has been very busy and challenging period, 2013 in particular heralds the start of a sustained period of change for the FAA. By 2020 the FAA will have changed all its platforms, adjusted its workforce structures, redefined the layout and skyline of HMAS *Albatross*, and reintroduced big deck aviation to Navy.

In early 2013 the first tranche of aircrew and maintenance personnel to undergo MH-60R *Romeo* helicopter training, will deploy to Jacksonville, Florida, returning to Nowra in late 2014 with the aircraft. 725 SQN has been named as the MH-60R Training Squadron, will initially form in the United States as NUSQN 725, and will commission in Australia in 2015. The MH-60R's sophisticated sensors including dipping sonar, Mk 54 torpedoes and AGM-114 Hellfire missile will certainly provide a formidable capability. Additionally, construction of the impressive new MH-60R training, maintenance and operations complex on the western pad of the airfield will commence. Delivery of new single members' accommodation has already begun, while the *Albatross* redevelopment project will continue. Activities to introduce the MRH90 *Taipan* will continue with NUSQN 808 well positioned to achieve key capability milestones.

Considerable efforts are also being applied to Unmanned Aerial System experimentation. Finally, the recently re-introduced Aviation Handler category will continue to expand ahead of the introduction of HMAS *Canberra* (the first Landing Helicopter Dock_ - LHD).

A highlight of 2013 Navy will be the International Fleet Review in October. The Review is being held to commemorate the centenary of the first entry of the Royal Australian Navy's Fleet into Sydney. The IFR is Navy's signature commemorative event for 2013 and should feature approximately 40 visiting warships and 12 tall ships. While the review itself is in October, throughout 2013 an array of events will support the IFR and celebrate the contribution of Naval Aviation; including the Avalon International Airshow, *Wings Over the Illawarra* and a range of other airshows and displays.

The FAAAA has an important role to play in commemorating the history of the FAA and in supporting its future. I look forward to the outcomes of our collective efforts and activities.

Without a doubt the future of Naval Aviation looks bright!

FLY NAVY

Don DEZENTJE

Captain RAN

Chief of Staff FAA



CAPTAIN D.L. DEZENTJE, CSM, RAN 8090176

Captain Don Dezentje, CSM, RAN was born in Murwillumbah NSW and joined the Royal Australian Naval College in 1989. Following graduation of Observers Course in 1991, he was posted to 723 Squadron for Flight Observer duties on AS350 Squirrel helicopters in HMA Ships *Sydney*, *Darwin*, *Tobruk* and *Canberra*. The latter of which included multi-national maritime enforcement operations in the Middle East as part of Operation DAMASK.

In 1994 he was posted to 817 Squadron for Sea King helicopter Anti-Submarine Warfare conversion. Promoted to Lieutenant in 1995 his tenure at 817 Squadron included shore based Anti-Submarine Warfare support and deployments as part of Operation LAGOON and BARITONE. For his performance he was awarded a Commanding Officer 817 Squadron Commendation. In late 1995, he was loaned to the United Nations Special Commission in Iraq as the Chief Aerial Inspector, and as Commander Australian Services Contingent, for verification and monitoring of Iraq's Weapons of Mass Destruction Program; for which he was awarded a Land Commander Australia Commendation.

Following a return to 817 Squadron, he was posted to the School of Air Navigation for Instructor's Course in 1997 (for which he was awarded Dux), followed by subsequent duties as an instructor. During this posting he was awarded Officer Commanding Air Training Wing and Commander Australian Navy Aviation Commendations.

In 1999 he was selected to undertake the Royal Navy Helicopter Warfare Instructors (HWI) Course for which he was awarded the Sea Skua Trophy for Dux. A two year exchange followed on HAS Mk 6 Sea King helicopters in 814 and 820 Squadrons as part of the Carrier Air Groups of HM Ships *Illustrious* and *Invincible*. In the Queens Birthday 2000 Honours List, he was awarded a Conspicuous Service Medal.

In 2002, on promotion to Lieutenant Commander, he returned to Australia to attend the Australian Command and Staff College, where he was awarded the G.R. Griffiths Prize for Management Studies. On completion of Staff Course he was posted to 805 Squadron as cadre crew for the introduction of the SH-2G(A) Super Seasprite. In 2006 he was posted as the Staff Officer (Administration) to the Chief of Defence Force, where he was awarded a Chief of Defence Force Commendation. Following a short stint in Capability Development Group, he was promoted to Commander in mid 2007 and posted to Navy Headquarters as the Deputy Director Naval Aviation. In mid 2009 he assumed Command of 723 Squadron. In late 2011 he was posted to Combined Maritime Forces in USNAVCENT Bahrain as Deputy Director Operations and Chief of Joint Operations Liaison Officer. In July 2012 he was promoted to Captain and appointed as Chief of Staff Fleet Air Arm.

Captain Dezentje has a Masters of Management in Defence Studies and a Masters of Maritime Studies. He is married to Jodie, has three young daughters Alexandra, Abigail and Amelia and enjoys cycling, fishing and reading.

Front cover :

Alan ('Happy to most) Clark receiving his Life membership Certificate from The Victorian Division President Ron Christie.

Deadline for articles for next edition is 18th March 2013.

LETTERS

Dear Ed

For those who have forgotten and those who are too young to have known; night flying before jet aircraft was a rarity and when it did occur created a few dramas

First there was no airfield lighting so the runways and taxi tracks were illuminated with goose neck flares what ever they were. These had to be placed and recovered by hand. And it was considered essential that aircrew night vision was not impaired and so station lighting was reduced to absolute minimums. This created dramas of its own..

NIGHT FLYING EVENT !:

It was winter and the squadron was night flying, the only warmth was a cup of stewed tea from the faithful "brew boat" and the dubious heat from the pot bellied stove. This stove was of very ancient vintage with a chimney flu that went through the side wall and up on the out side.

The stove had been fed its usual diet of scrounged bits and pieces of wood, oily rags old, Picaninny floor polish all augmented with mechanite from misfired starter cartridges but still smouldered adding to the usual crew room 'fug' of tobacco smoke, oily overalls, stale farts and unwashed bodies

The aircrew had just wandered out of AMCO having signed the A700's, when the stove leapt in to the air, the flue elbow exploded off sending a huge fire ball that made Monte Bello look tame across the hard standing; there was much confusion for a few minutes.

The aircrew groped their way back to the crew room their night vision and just about any other sort of vision completely stuffed up; the CO had to explain to the tower why we weren't manning cockpits.

NIGHT FLYING EVENT 2

Back in the early history of Albatross the dhobying facilities for the sailors laundry were pretty primitive; there were two sheds open at one end with a bench running down the centre and two sets of concrete wash tubs down each side. Two bricked- in coppers were located in front of the opening, and of course no wood. So, Jim Parsons and I, once a week foregathered at the Works and Housing Depot and selected what we chose to decide was an unrepairable fly screen door piled on all the wood we could carry and carted it back stretcher wise to the laundry.

Managing to get the copper with the fewest leaks we soon had a hearty fire going It was of course necessary to have a good fire going to overcome the constant dripping from the leaks. We

had such a good fire going that the soot in the chimney caught fire and we soon had flames roaring some five to ten feet from the

chimney top.

We were quite happy with our efforts until the Bosun's Mate (does such a creature still exist) arrived on his bike in a manner not unlike Paul Revere but instead of bellowing "the Poms are coming" he informed us that the Officer of the Watch was distressed, we did not think that unusual in our dealings with officers-they were often distressed.

The BM further informed us that the OOW desired us to extinguish our fire forthwith .

I regret that we used bad language to the BM; it doesn't pay to be the bearer of bad tidings. Apparently the tower had rung the OOW and told him our lovely fire was causing orientation and night vision problems with the pilots and that he should deal with the matter forthwith.

So you see we had a lot to overcome with both dhobying and night flying at Albatross in the days of the Old Kings Navy

Colonel Coombe

Dear Ed,

To clarify a few things, I am registered with the Naval Historical Society as a Naval Historian/ researcher/writer of naval matters and a part of that is researching the Sunda Strait incident/s of March 62 and May 63.

I have sourced files from both the Aust. Archives as well as the UK archives, both do reveal detail that changes a lot of what has been taken for granted previously.

I have found several documents that gives reason for the "Action Stations" taken in both 62 and 63.

The Indonesians had a 12 mile territorial zone as well as a 100 mile control passage for ships within the Archipelago.

Also the UK did not exclude the possibility of the shooting down of a British Aircraft or an attack on a British Aircraft in Indonesian claimed waters or its air space.

Covert and or overt action was not discounted.

Another aspect that was also a hidden part of the equation was the inclusion of Nuclear Weapons, they were stored at RAF Tengah Singapore as well as in several of their carriers. These weapons were in place in late 1962 and they would be used given that Indonesia 'upped the ante'

Getting back to the Sunda Strait, I would be interested in receiving information in regards to what was written up in the A700's when Venoms of 805 Squadron were on the catapult



during the Action stations process, in fact any info is appreciated that may shed some light on the subject.

Any help and or advice is very much appreciated
kind regards

Tas
Browning tasarb10@bigpond.com

Ed,

As previously mentioned, I was at the Long Tan Cross for Vietnam Veteran's Day, (18 August).

It was a simple ceremony, very much like an ANZAC Day service. The best part was that it was an all Australian affair. The only odd part was, no medals and no military memorabilia to be worn, even t-shirts with RSL type logos were banned.

The night before there was an all Australian Reunion at a "Little Pattie" Concert. She was at the Cross and laid a wreath and was visibly moved by the event. I believe she was in Vietnam entertaining the troops on the day of the battle.

About the tour! I was quite unimpressed and not likely to return. The food was good, the beer was good and the company was good, but I just couldn't adjust to the communist flags flying everywhere, especially in South Vietnam. But, "thanks to the glorious North Vietnam soldiers who won the war and sent the Americans back home", North and South were reunified as one Vietnam. We went to museums, memorials and monuments glorifying their soldiers. To me we were lauding the enemy! Not praising the winners which I guess people did.

When I was in Vietnam, (1966-69), the Vietnamese Dong was 100 to the US Dollar. At the moment, it is 20,000 VD to the US Dollar. Price of beer 1-2 Australian dollars. I was a millionaire, cashed 100USD and got over 2,000,000VD.

The premise that Australia got involved in the Vietnam War was, that it is better to fight them over there than in Australia. The war ended in 1972, the communists won, but we haven't been invaded yet!! Maybe it is because Ho Chi Min died in 1969.

Next ANZAC Day, Queenstown NZ.

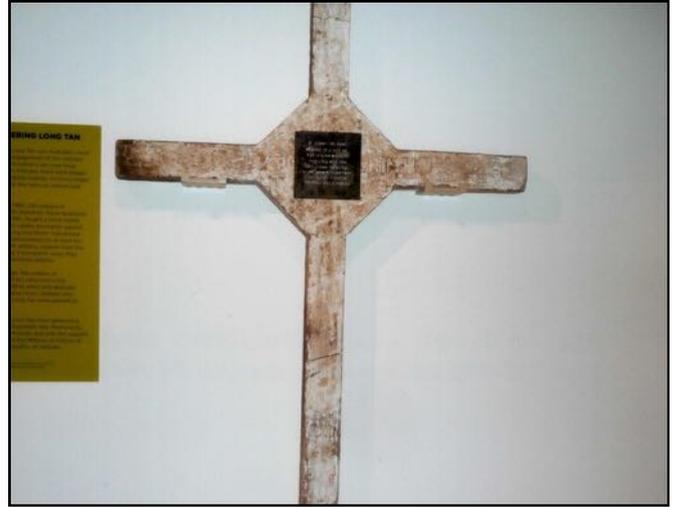
About the Long Tan Cross

The Long Tan Cross marks the site of the Battle of Long Tan, which took place on 18 August 1966. The Battle was Australia's single most costly engagement of the Vietnam War, with the loss of 18 Australian soldiers.

A Cross was first erected on the site in 1969 when the 6th

Battle, was on its second tour of duty. The original Cross disappeared after the war.

The Cross now standing at Long Tan is a replica, which was erected in 2002 by representatives of the Australian Veterans Vietnam Reconstruction Group, with the consent of the local



The original Long Tan Cross hanging in Canberra Australian War Memorial



Kevin Camm laying a poppy at the Long Tan Cross

authorities. In 2005 the Department of Veterans' Affairs provided funds to upgrade the Cross site. The original cross is part of the Dong Nai Museum's collection (30km from HCMC), and is currently on loan to the Australian War Memorial in Canberra where it will be on display until June 2013.

The Long Tan Cross has become an important site for veterans and others who seek to recognise Australians who served in Vietnam.

Kevin Camm

Hello Greg

I wish to convey my thanks to the members of the Fleet Air Arm Association of Australia.

Who either sent messages or phone calls of condolences on the death of Dinsley.

Could you print this message in Slipstream for me

Thank you

Junice Cooper

Hi Greg,

If you are still in charge of Slipstream at this stage I have an alteration for you.

I have been talking to Roger Harrison, FAAA SA Secretary, today, and he brought to my attention that his email address in Slipstream, under contact details, is incorrect.

Could this please be amended as follows,
coroman@adam.com.au.

Might I congratulate you on all the work and effort put in by you to make this a sensational magazine over the years! May the magazine continue to prosper.

Regards

Ian Laidler

SPO

Ian,
 Still going but not for much longer, will amend the page to suit.

Hi Greg

I have again been asked if I could find any RAN personnel who remember when a group of 2 RAR troops flew as door gunners with the EMU's out of Blackhorse. If anyone has their names listed in their logbooks or can furnish any info on their participation in flights could you please forward to me :
beachball@hotmail.net.au

Below is a list of names of the troops who were attached to the 135th.

Privates :

Ralf Hoger, Rolly Lee, Bill Werne, Geoff Kinson, Stan Jaruga, Rob Charmichael.

Their main reason for this request is because the attachment was unofficial there is no mention of it in the Battalion record and they would like to put the record straight.

The main thing that I remember about the trooper that I carried was that I had to convince him that it was OK to fire the M60 in bursts longer then five rounds.

They would also appreciate any reminiscences that you may have of their time with the 135th.

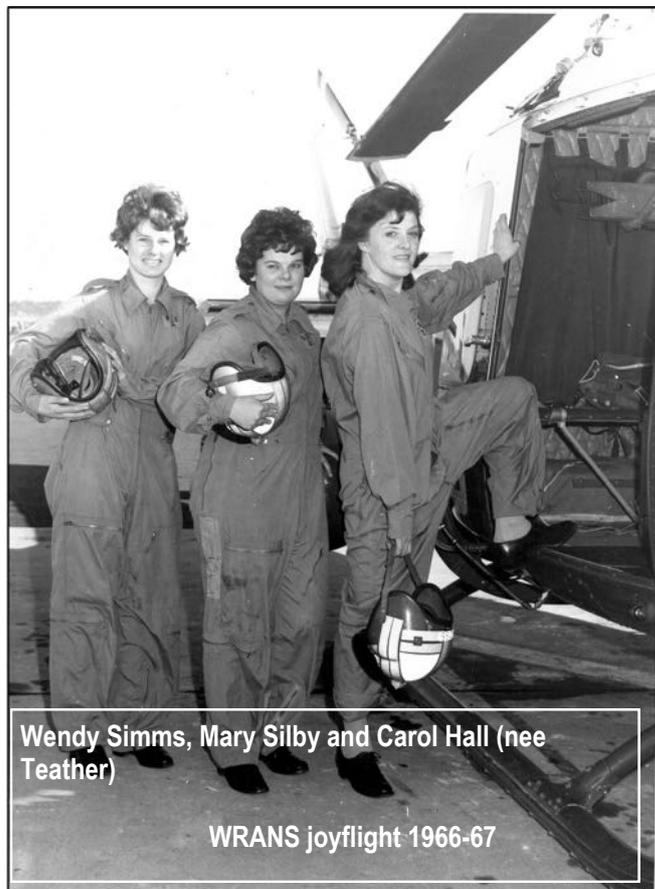
Thanks
 Ray Godfrey

Ps Sorry to see you go Greg but totally understand why!!!
 Thanks for the great effort put in on a tempory basis.

Ball

Ed,

An oldie, not a lot to go on but I think one of these may be associated with someone in a photo elsewhere in this edition.
 (Try NSW Dinner's speaker)



The lady on the left, Wendy Sims, now Wendy Hanley is Dave Frost's mother-in-law.
 Terry H



The first 'Air' Warrant Officers promoted at HMAS Albatross, 101 were promoted throughout the Navy but only 6 at Albatross in 1971.

L to R: Bob Brown, 'Rusty' Marquis, Don Simpson, Captain John Gobles, Doug Eastgate, Geoff Beardsley and 'Paddy' Linton

Garden Island -

Did you know this ?



Garden Island is so-called because it was the colony's first food source when gardens were established on the island to feed the colony on 27 January 1788.

Graffiti there by First Fleeters is believed to be the oldest colonial graffiti in Australia. One carved *FM 1788*, another wrote *IR 1788*, while the third scrawled *WB 1788*. It is believed that *FM* was Frederick Meridith, who served as steward to Captain John Marshall of HMS *Sirius*, and the other men from *Sirius*, who tended the gardens.

Sandstone fortifications, built on the island during the 1820s to protect Sydney from a much-feared Russian attack, also survive. Garden Island also boasts what is claimed to be Australia's first lawn tennis court. Built in 1880, it is still in use, although the lawn was replaced in 1960.



New Carrier takes shape



All four blocks have been lifted onto the LHD01 hull at the BAE Systems Williamstown Dockyard.

Consolidation of the Superstructure and the Landing Helicopter Dock (LHD) 01 Hull is well underway, All four blocks (811, 820, 830 and 841) have now been lifted onto the Hull.

This is the first of two new amphibious ships that will be delivered to the Royal Australian Navy (RAN) in the coming years.

The Canberra class vessels are 230.8 metres long overall, with a maximum beam of 32 metres, and a maximum draught of 7.18 metres.

At full load, Canberra will displace 27,851 tonnes, making the new LHDs the largest ships to serve in the RAN.

LHD01 to be known as 'Canberra' will be accepted into service in 2014, followed by her sister ship to be known as 'Adelaide' (LHD02) the year after.



Another 'Ark Royal' Tale :

Taking off from the carrier Ark Royal, 140 miles off the Norwegian coast, the Skua intercepted an enemy Heinkel 60 miles South of the Arctic Circle but then, 3,000 feet above sea-level, had to force land on a frozen lake because of engine trouble.

The two man crew set the aircraft alight, battled through the blizzard until they found a lonely hut with a primus stove and oatmeal, melted some snow, made porridge—all good babes in the woods stuff—and were thus somewhat surprised to hear a whistle outside.

It was the three man crew of the aircraft they had just shot down, one bleeding profusely from an arm injury. Ever hospitable, the English invited them in.

Having made their guests comfortable, Royal Marine pilot Richard "Birdy" Partridge and his observer found an abandoned hotel nearby, spent the night in the best room- "good Royal Navy tradition", says Andrew— and returned with biscuits and cigarettes for the late arrivals.

That the Germans had revolvers and our lads had nothing more than a pocket knife , side-arms forgetfully having been left on Ark Royal—may also have been relevant. " They had to be a bit careful" says Andrew.

An Englishman and a German then set off together , escaped strafing by another Heinkel but the German was shot by a Norwegian ski patrol, the Englishman being able to prove his nationality by the King George florin hidden in his trouser pocket.

An drew Linsley, a diver, led in 1974 a six week operation to salvage the Skua from the lake where it rested. It now stands—"a time capsule" - at the Fleet Air Arm Museum at Yeovilton, Somerset.

The salvage crew even discovered that the tyre pressure of one of the inner tubes was exactly as it had been 34 years Earlier. " We tried to interest Dunlop, they said it was just a typical Dunlop product" says Andrew.

Realising that he had only one side of the story, however, he also located Horst Schopis, the German pilot,. "I was brought up in an area when the only good German was a dead 'un but I'd make a huge exception for this bloke" he says.

Schopis had been a Prussian cavalry officer until the Wehrmacht took away his horse, became a pilot, but at 91 still rides out every morning in the English Garden in Munich.

In August this year, he and Andrew Linsley will again renew

friendships in Norway to mark the 30th anniversary of the salvage operation.

Andrew lives in Straithes, near Whitby. His family ran the Eaton's furniture stores in Middlesborough ("half a crown down and sixpence a week") between the wars.

Proud naval flier, he also has the silver cigarette case given to Bruce McEwan, the pilot who on September 23, 1939, shot down the first enemy aircraft (a Dornier flying boat) of the war.

"The RAF was nowhere near", he insists. " If anyone says it's just the Royal Navy trying to get one over the RAF, I have the proof"

Gordon Cansdale

Four worms and a lesson to be learned !!!!

A minister decided that a visual demonstration would add emphasis to his Sunday sermon.

Four worms were placed into four separate jars.

- * The first worm was put into a container of alcohol.
- * The second worm was put into a container of cigarette smoke
- * The third worm was put into a container of chocolate syrup.
- * The fourth worm was put into a container of good clean soil.

At the conclusion of the sermon, the Minister reported the following results:

- * The first worm in alcohol **Dead** .
- * The second worm in cigarette smoke . . . **Dead** .
- * Third worm in chocolate syrup **Dead**.
- * Fourth worm in good clean soil . . . **Alive** ...

So the Minister asked the congregation,:

"What did you learn from this demonstration?"

Maxine was sitting in the back, quickly raised her hand and said . . .

"As long as you drink, smoke and eat chocolate, you won't have worms!"

That pretty much ended the service!

FEDERAL COUNCIL MEETING 2012

Saturday the 27th October saw the gathering of the delegates and visitors at the Fleet Air Arm Museum for the annual Federal Council Meeting. Several states had appointed 'Proxy' delegates as members could not attend.

The meeting was opened by the President and after welcoming all he introduced the Guest Speaker.

The Guest speaker on the day was Gordon Andrew, the current Commanding Officer at HMAS Albatross. He spoke on his rather different background in the service as he came up through the 'Intelligence' arm of the Navy and portrayed a very interesting and unusual career path. His previous posting was Director of Sea Power Centre.

He outlined the many changes that are currently happening at 'Albatross' along with those in the pipeline for the near future. The siting of the new squadrons of Seahawk helicopters on the Control Tower side of 03 runway will be a major expansion to the depot. The new singles accommodation that is currently being built on the old Senior Sailors accommodation and PO's car park site is well under way and looking at it seems to be usable early in the New Year.



Vice President Paul Folkes, SA President Leon Coppins and National President Geoff Ledger

The meeting had before it several resolutions and these were debated and voted on, all being passed with the exception of the WA motion regarding 'Foundation Member Badges' which was debated but lapsed as it failed to get a seconder.

The National Executive now has the right to put forward items to be included on the agenda for discussion and voting, beforehand if they wanted something brought up they had to get one of the Divisions to submit it for them.

Registration and capitation fees were discussed and because of financial position the fees are to stay at the same level for the ensuing year.

There were several changes to the Associations Incorporation Act and these were presented and approved, discussion was not an option on these matters as they were enacted into law and we had to amend our Constitution accordingly.



Gordon Andrew, Michael Hough, Ian Ferguson, Kevin Camm and Geoff Ledger

Michael Hough gave an address on the current position of HARS, the Historic Flight, DSG and the Navy and costings regarding insurance for the aircraft from Historic Flight when they are transferred to HARS on the CASA Register. This insurance premium is a requirement listed by Navy for the aircraft.

After his presentation he left the gathering to hold an open discussion about the funding for the insurance.

After quite a lengthy debate it was agreed that the Association would provide the necessary funding to cover the insurance for the first year when the aircraft were transferred from Navy to HARS.

From the presentation by Michael Hough it was also noted that there was a slightly different configuration for the hangar proposals for the new complex due to boundary lines by DSG (safety aspects) and only one Dakota not two being retained (second aircraft beyond economic restoration).

It was agreed by the majority that we should look after the Heritage Aircraft up to a point that was sustainable but under no circumstances was there to be an open cheque. It was also noted that one of our main aims as an association was to do what we can towards the heritage of the Fleet Air Arm.

The reunion for 2013 was discussed by all and the dates determined are as follows.

October 23rd to October 27th

The NSW Division was designated to run the reunion and all pertinent information will be included in the next Slipstream and on the website (as soon as it is up and running again) Payment of fees is hoped to be available by Direct Deposit (see article by Ron Batchelor over page).



Mike Heneghan, Ron Batchelor, John Arnold , Barry Heron and Geoff Ledger



Leon Coppins, Paul Folkes and Neil Ralph



Leon Coppins, Ron Christie, and Mal Smith



Ron Batchelor and Mal Smith

PAYMENTS TO NSW DIVISION FOR MEMBERSHIP & RAFFLE DIRECT DEPOSITS AND FEES FOR UPCOMING 2013 REUNION.

As per the National Body request the NSW Association have decided to trial the direct deposit approach for the payment of membership, raffles and etc.

This will commence as from 1/1/2013 but I would appreciate, if when you make your direct deposit that you **Email me the Bank's Lodgement Receipt**, (this is very important) to enable me to keep my financial reports up to date instead of one month behind.

As long as you do this, it will mean that I will be able to file these copies as backup if any problem arises and also check them off against the bank's end of month statements. I am sure by your cooperation this it will save me lots of problems and make the system operate functionally. All going to plan this will enable it to become the permanent method of payment for those who wish to use electronic transfer instead of cheques.

For the upcoming reunion in 2013 I will be adopting the same payment method for those who wish to use the system, again **you must ensure that you forward me a copy of the Bank's Lodgement Receipt by email** otherwise I will not be able to trace your payment.

Bank St George Nowra BSB 112879 Account No 049612462

Email Address : ronbatchelor64@gmail.com

Yours Ron Batchelor
NSW and 2013 Reunion Treasurer

'SNAIL MAIL' IS STILL OKAY TO USE !!

RAN MESS AND FORMAL DINNER TOASTS

1. IN 2009 THE NGN STRATEGY IDENTIFIED NAVY'S NEED TO REVIEW OUR EXISTING CUSTOMS AND TRADITIONS TO ENSURE THEY APPROPRIATELY REFLECT WHAT IT MEANS TO SERVE IN TODAY'S DIVERSE NAVY. UNDER THE AUSPICES OF NGN CULTURE PROJECT - MODERNISE OUR CUSTOMS AND STRENGTHEN NAVY HERITAGE, A BROAD REVIEW WAS CONDUCTED.
2. THE RAN TOAST OF THE DAY IS USED AT MESS AND FORMAL MESS DINNERS. THE CURRENT TOASTS WERE ANALYSED IN SOME DEPTH AND WERE CONSIDERED BY THE NGN STEERING GROUP. OUR TOASTS ORIGINATE FROM THE DAYS OF SAIL, WERE INHERITED FROM THE ROYAL NAVY AND HAVE BEEN USED THROUGHOUT THE RAN'S HISTORY.
3. I AM ACUTELY AWARE OF THE LONG HERITAGE OF THESE TOASTS AND HAVE APPROACHED A REVIEW OF THEM IN TRYING TO MAINTAIN THE ORIGINAL HISTORICAL INTENT OF EACH TOAST. I BELIEVE THE CHANGES THAT ARE BEING MADE MAINTAIN THAT INTENT AND PRESERVE THE WARFIGHTING ORIGIN OF THE TOASTS AS A COLLECTIVE WHOLE.
4. THE TOASTS TO BE ALTERED ARE:
 - a. 'OUR SHIPS' REPLACES 'OUR SHIPS AT SEA' AND MORE ACCURATELY ACKNOWLEDGES OUR FLEET BOTH AT SEA, SHIPS ALONGSIDE AND THOSE WHO SUPPORT THEM, INCLUDING OUR ESTABLISHMENTS.
 - b. 'OUR SAILORS' REPLACES 'OUR MEN' AND ACKNOWLEDGES ALL SAILORS REGARDLESS OF GENDER.
 - c. 'OUR PARTNERS' REPLACES 'WIVES AND SWEETHEARTS' AND BETTER REFLECTS CURRENT RELATIONSHIPS WHILE REMAINING TRUE TO THE ORIGINAL INTENT OF ACKNOWLEDGING THOSE CLOSEST TO US.
5. THE REVISED RAN TOASTS OF THE DAY ARE AS FOLLOWS:

MONDAY - OUR SHIPS
TUESDAY - OUR SAILORS
WEDNESDAY - OURSELVES (NO CHANGE)
THURSDAY - A BLOODY WAR OR A SICKLY SEASON (NO CHANGE)
FRIDAY - A WILLING FOE AND SEA ROOM (NO CHANGE)
SATURDAY - OUR PARTNERS
SUNDAY - ABSENT FRIENDS (NO CHANGE)
6. THESE CHANGES ARE MANDATORY AND EFFECTIVE IMMEDIATELY. UNITS AND DIRECTORATES ARE TO REVIEW ANY DOCUMENTATION THAT INCLUDES OUR TOASTS AND AMEND THEM ACCORDINGLY.
7. THERE WILL BE SOME WHO WILL NO DOUBT OBJECT TO SUCH A CHANGE AND LINK IT TO SOME FORM OF POLITICAL CORRECTNESS. I HAVE DELIBERATELY TAKEN AN APPROACH WHICH PRESERVES THE ESSENCE OF THE TOASTS – HOWEVER IT IS NOT DEFENSIBLE TO EXCLUDE SERVING WOMEN OR SOME PARTNERS OF OUR MESSMATES. WE CANNOT BE VIEWED AS A RELEVANT AND CONTEMPORARY SERVICE IF WE DO NOT INSTITUTE SENSIBLE, APPROPRIATE AND CONSIDERED REFORM.
8. COMMANDS ARE TO GIVE THIS MESSAGE WIDEST INTERNAL DISSEMINATION, PARTICULARLY IN THE SENIOR SAILOR AND OFFICER COMMUNITY

CN AUSTRALIA



LATEST ADDITION



It is with pleasure to at long last view the anchor from HMAS Sydney, in all its glory adjacent to the entrance to the Fleet Air Arm Museum. Mounted in an upright configuration no doubt the 'shutterbugs' will gratify its existence with many 'been there' shots of groups of visitors to the Museum. Kodak would have made heaps if the old format for photographs still existed.

It was destined to grace the entrance to Bungendore but sanity ruled and now it depicts (and hopefully soon her anchor mounted nearby) the memory of the only aircraft carrier the RAN has owned that saw actual war combat action. This memory as far as the Fleet Air Arm is concerned is very important in their history as they lost aviators in those actions.

It looks a little tatty but with a small amount of TLC I have no doubt it will markedly enhance the entrance to the Museum. A VG goes to all involved.

Perhaps this would be a project for the Association to take on during the New Year!

Employer :

We need some one for this Job, who is Responsible.

Applicant :

Sir, your search ends here, in my previous job, whenever anything went wrong, they said I am Responsible....

Once A police officer attempts to stop a car for speeding. The police catch him and says , "It's been a long day and if you can give me a good excuse for this behaviour, I'll let you go." The smart boy thinks for a few seconds and shortly replies, "sir, My wife ran away with a cop about a month ago. I thought you might be that officer trying to give her back!"

Son asked to father: Why was the math book sad but not short?
Father replied: Because it had too many problems..

Fleet Air Arm Association 2013 Reunion

Our regular 5 year reunion is almost upon us again.

The National Executive has fixed the dates and the paperwork is almost ready to be made available. The necessary forms will be included in the next edition of Slipstream and this is a reminder to get you in the mood.

The dates for the reunion will be as follows:

Wednesday 23rd October : Registrations

Thursday 24th October : Registrations continue and mini reunions (organisers will be listed in the next edition)

Friday 25th October: General get together, bowls, golf, and mini reunions. A sit down dinner will be held PM (seating will probably be limited to 'first in best dressed' until the available seating is taken up). The venue and numbers for this are still not finalised.

Saturday 26th: Federal Council Meeting in the Museum followed by an afternoon BBQ lunch in the WEC grounds. Probably some mini reunions continuing.
1830: NSW Annual Dinner to be held in the Museum Function Room.

Sunday 27th : 1200 Association BBQ to be held at the WEC grounds. A flying display will be given by the Model Aircraft Club.

Branches are requested to let the Editor know the names and contact details of the organisers for the mini reunions before the closing date for the next magazine **18th March 2013** also the venue and times should be included.

Thought should be given to the other events taking place next year in relation to the Navy's Centenary . There will be quite a few events taking place not least of all the entry into Sydney of about 40 ships which I think will be early in October.

The NSW Division has once again been 'volunteered' by the National Executive to arrange the reunion and the organisers will be as follows:

Greg Wise Dick Martin Denis Mulvihill

Ron Batchelor Jim Lee and any others that can assist.

VALE:

Rex Earnest Smith 5.3.1932 - 11.11.2012

Born in Hobart Tasmania on the 5th March 1932, Rex moved to the mainland and completed an apprenticeship as a 'fitter and turner' at BHP Newcastle.

He joined the Fleet Air Arm in 1950 for a term of six years and qualified as a Naval Air Mechanic (Airframes). He served on 723 and 816 Squadrons and did both tours of duty on HMAS Sydney to Korea. He was a foundation member of the 'Blue jacket Band' basically as a trombone player but was equally proficient on the euphonium, baritone, tenor horn and trumpet. On his discharge he joined the Commonwealth Police Force and served with honour in Cyprus as a member of the United Nations' Peace Keeping Force. Always a firearms enthusiast he did an advanced course in military small arms and amassed a private collection that was the envy of many. Sadly when the firearm buyback laws came into force he was compelled to surrender all of his weapons. He retired from the Commonwealth Police after serving 22years and started touring the country, collecting an amazing amount of both military and civilian paraphernalia.

Of late his health declined and he passed away on Remembrance Day – what a fitting time for a good mate and close friend

He is survived by his wife Lillian and three children.

At his funeral a representative from the Victorian Division of the Fleet Air Arm Association attended and draped the FAAA Banner over the table which was much appreciated by family and friends

RIP old mate!

Ron Pink

2013 RAN - AH, AVN, FF, MTD and Wran HTD

Reunion will be held at the Rockingham RSL club on Saturday 2nd March 2013 from 1000.

Admission will be free but it will cost you to get out. Lunch will be available.

Please phone 'Tubby' Gilmore (08 95924216) if you are coming or need further information.

Thank you in advance,
Seasons greetings

Tubby

ANALYSIS OF A SAILOR

Between the security of childhood and the insecurity of second childhood, we find a fascinating group of humanity called "Sailors".

They can be found anywhere: on shore, on leave, in bars, in love, in strife and in debt.

Girls love them, some parents hate them, and the government supports them.

A "Sailor" is: laziness, with a deck of cards in his hands, bravery with a tattooed arm, and the 'protector of the sea lanes' with a copy of 'Playboy'

He has the energy of a turtle, the slyness of a fox, and when he wants to, the brains of an idiot, the stories of a sea captain, the sincerity of a lion, the aspirations of a Casanova and when he wants something, it is generally connected with a 'Leave Pass'.

He likes members of the opposite sex.

He dislikes answering letters, wearing uniforms, superior officers, the food offered, obeying orders, the wages and getting up on time.

No one except a Sailor can cram into one pocket a little black book, a crushed packet of smokes, a photo of his squarie, a bottle opener and the remnants of his last pay.

He spends his pay on females, booze, horses, cards, but sometimes he may spend it foolishly too.

A "Sailor" is a magnificent creature.

You can lock him out of your house, but not out of your heart.

You can scratch him off your mailing list but not off your mind....you might as well give up!

He is your long-time-away-from-home-lover, your one-and-only-beary-eyed, good -for-nothing bundle of worry. . .

.But all of your horrible dreams sink into insignificance when his ship finally docks and he looks at you with those two big bloodshot eyes and says-

"Hiya honey, gee I missed ya".

THIS SUMS IT UP WELL!

Senior citizens are constantly being criticized for every conceivable deficiency of the modern world, real or imaginary. We know we take responsibility for all we have done and do not blame others. HOWEVER, upon reflection, we would like to point out that it was NOT the senior citizens who took:

The melody out of music,
The pride out of appearance,
The courtesy out of driving,
The romance out of love,
The responsibility out of parenthood,
The togetherness out of the family,
The learning out of education,
The service out of patriotism,
The Golden Rule from rulers,
The nativity scene out of cities,
The civility out of behaviour,
The refinement out of language,
The dedication out of employment,
The prudence out of spending,
The ambition out of achievement or
God out of government and school.

And we certainly are NOT the ones who eliminated patience and tolerance from personal relationships and interactions with others!

And, we do understand the meaning of patriotism, and remember those who have fought and died for our country.

Just look at the seniors with tears in their eyes and pride in their hearts as they stand at attention with their hand over their hearts!

YES, I'M A SENIOR CITIZEN!

I'm the life of the party ... Even if it lasts until 8 p.m.

I'm very good at opening childproof caps ... With a hammer.

I'm awake many hours before my body allows me to get up.
I'm smiling all the time because I can't hear a thing you're saying.

I'm sure everything I can't find is in a safe secure place, somewhere.

I'm wrinkled, saggy, lumpy, and that's just my left leg.

I'm beginning to realize that aging is not for wimps.

Yes, I'm a SENIOR CITIZEN and I think I am having the time of my life!



During the last three months of 2012 the tempo of activities and visitors to the Museum has been steady, culminating in numerous events to celebrate the Festive Season.

FUNCTIONS & EVENTS

Throughout October and November HMAS *Albatross* conducted several events including their charity airfield fun run and walk known as "Tour the T" (imagine the shape of the two runways forming the letter 'T'); and Annual Divisions. RADM Tim Barrett was the reviewing officer who joined us afterwards at a reception for VIP's and special guests in the FAAM Function Centre.

Remembrance Day was recognised in the usual way on 11 November, with a somewhat smaller gathering for this year's service at the Museum.

Of special significance a week later was the graduation ceremony of the revived Aviation Support category, aka Handlers or AVN's, who will form the nucleus of the Flight Deck teams on Navy's LHD's *Adelaide* and *Canberra* when they come into commission.

The course included new entries, transfer of category sailors at a range of different ranks, and two female members – dispelling the long held paradigm of 'Deck Apes' once and for all.

Naturally December consisted of a sequence of Christmas and end-of-year celebrations hosted by groups such as the Naval Association – Shoalhaven branch, Aerospace Training Services, the *Albatross* Aero Club, the Berry Historical Society and the Bundanon Trust.

I enjoyed representing the Museum at each of the functions, maintaining our strong relationships with the wide variety of organisations that either use the Museum or have professional links with us.

To cap the year off *Albatross* conducted a very successful charity 'Show and Shine' car exhibition at the Museum on 09 December with 160 cars and motorcycles on display. The two supported charities benefitted to the tune of \$6,500.

Ailsa Chittick, our Collections Curator, was determined to

see the completion of a special project before the year's end; and she achieved her goal. The four-bladed bronze propeller of HMAS Sydney III that sat on the concrete entrance to the Museum has been mounted on a steel support in a semi-upright position. The 9.5 tonne, 14 foot diameter screw makes a very imposing 'first impression' for visitors entering the Museum. (See article on page 13 of this edition).

VISITORS AND DONATIONS

The donation of a major book collection by ex-RN FAA veteran Mr Joe Barr has delighted the curators and archive staff. In October I made two trips to Mr Barr's Canberra residence to pack and transport the books. Many unique and rare volumes are included in the donation and we are greatly indebted to Joe for his generous gift.

A volunteer working party from the National Vietnam Veterans' Museum at Phillip Island, Victoria was on site in the first week of November to assist in the identification and sorting of over 5,000 items of aircraft spares, principally Wessex helicopter components. These surplus items will go up for disposal in 2013 and their removal has enabled the Technical Curator and his team to make better use of the restoration hangar where they are working on the Gannet trainer and the Dragonfly helicopter.

Mr Charles Cavanagh, son of the late LCDR Julian Cavanagh RAN (Rtd) also visited in November to make a generous donation of some of his father's Navy, RAF and RAAF memorabilia. Julian Cavanagh, an Englishman, joined the RAF during WW II, served on exchange with the RAAF flying Spitfires in SQNLDR Bobby Gibbs's 54 Squadron in the defence of Darwin, was an RAN Korean War Sea Fury pilot and commanded 808 Sqn in 1954. Some material such as his Log Books will be returned to the family after copying, but the overall collection is outstanding it will form the centrepiece of a display at 808 Squadron's new hangar and administration centre on board *Albatross*.

Of equal interest and intrinsic value is the collection of SBLT Neville Faulks RANVR, who lost his life in March 1946 in a Seafire XV off HMS *Implacable*. His nephew John Faulks visited the Museum in early January and has also allowed me to copy Log Books and other documents from his uncle's collection. Neville Faulks was one of the group of RAAF fighter pilots who made the transition to the RAN at the end of World War Two and was a colleague of Nat Gould and others who helped create a nucleus of experienced pilots to give the RAN FAA a kick-start from 1945 onwards.

COMING EVENTS FOR 2013

The RAN Historic Flight was issued with Certificate of



Airworthiness for the Grumman 'Tracker' in December, following over a decade of untiring work by the maintenance team.

This major milestone should lead to approval to return the aircraft to flight status in the very near future and resumption of appearances at events and air displays.

Exhibitions and events that are programmed for the coming year include the following activities, and we look forward to seeing FAA Association members at many of these functions:

- * "The Navy in Black and White", a cartoon exhibition featuring the works of 'Prof' Edward and Roy Richards at the FAAM from 13 February;
- * The Australian International Air Show at Avalon, Victoria from 26 Feb – 03 March;
- * The Sydney Caravan and Travel Supershow at Rosehill Racecourse from 20 – 28 April;
- * "Wings Over Illawarra" - Navy Centenary Theme Airshow at Albion Park (Illawarra Regional Airport) on 05 May.
- * International Fleet Review on Sydney Harbour on 04 October celebrating the centenary of the arrival of the RAN fleet in 1913.

In closing this report I would like to make a special mention for Greg Wise and the contribution he has made in his editorial role with "Slipstream". Greg is a regular visitor to my office and we generally sit together on a Wednesday morning to solve the problems of the world in thirty minutes.

Well done retiring editor and welcome to Ron Batchelor in his new role.

I look forward to renewing acquaintances with all my FAAA colleagues in 2013.

TERRY HETHERINGTON

A LITTLE POEM FOR YOU ALL

What can I say, men will relate to this little poem.

I have a little Satnav
It sits there in my car
A Satnav is a driver's friend
It tells you where you are

I have a little Satnav
I've had it all my life
It's better than the normal ones
My Satnav is my wife

It gives me full instructions
Especially how to drive
"It's sixty clicks an hour", it says
"You're doing sixty five"

It tells me when to stop and start
And when to use the brake
And tells me that it's never ever
Safe to overtake

It tells me when a light is red
And when it goes to green
It seems to know instinctively
Just when to intervene

It lists the vehicles just in front
And all those to the rear
And taking this into account
It specifies my gear.

I'm sure no other driver
Has so helpful a device
For when we leave and lock the car
It still gives its advice

It fills me up with counseling
Each journey's pretty fraught
So why don't I exchange it
And get a quieter sort?

Ah well, you see, it cleans the house,
Makes sure I'm properly fed,
It washes all my shirts and things
And - keeps me warm in bed!

Despite all these advantages
And my tendency to scoff,
I do wish that once'n a while
I could turn the damned thing off.

W Walters

He who demands everything that his aircraft can give him is a pilot;

he who demands one iota more is a fool !

In the Alaskan bush I'd rather have a two-hour bladder and three hours of gas than vice versa.



MOMENTS IN TIME



**HMAS Moresby 1973 Pilot -Brian Abrahams, Aircrewman - "Blue" Quinn, PO Electrician - "Bogey" Knight,
CAA—?, PO Radio - "Kim" Novak**

photo provided by Len Connell



MOMENTS IN TIME



An interesting shot for the 'newer' readers. Hope you can recognise the new Dummy Deck as it used to be— no FOD around here!



723 Squadron 1966

VALE : Geoffrey Paul Allen

When I first learnt that Geoff was terminally ill I spent some time in denial. I could not bring myself to accept that someone so near and dear had a limited time left on this earth. It brought home to me, like a slap in the face, the mortality of mankind-how we tend to accept that we are going to be around for at least the foreseeable future but of course the reality is that there are no guarantees in life and that may not be so.

I write this in the knowledge that although Geoff is alive as I write he is soon to pass, My reason for writing this is twofold. Firstly, in a sort of selfish way, I hope that in doing so it will help me come to terms with the great sadness that I have weighing on my heart. Secondly, I do not want Geoff's passing to occur and me be in a situation where I am not prepared and not able to do it justice by recording my thoughts and feelings inadequately. I will not be able to attend Geoff's funeral but I would hope that I can participate in the celebration of his life by having these words read either in part or in full at his funeral. In addition, it is my hope that these words will in some way bring comfort to you Cyndy, Christopher, Nicole and the grandchildren and serve as a record, albeit a brief one, of a great friend.

Throughout our lives most of us make many acquaintances, if we are lucky a lot of friends, and if we are really lucky a few \ really special friends. For me Geoff falls into that latter category.

I joined the Royal Australian Navy (RAN) as a Junior Recruit 2nd Class (JR2) in July 1963 at the tender age of 16 at HMAS LEEUWIN located in Fremantle Western Australia. This was a relatively new method of entry into the RAN and had only been running since 1960. Nonetheless, it had links back to the days of Nelson and the Royal Navy (RN). It was a very popular entry method to the extent that additional intakes were required through HMAS CERBERUS located at Crib Point on Westernport Bay in Victoria to keep up with demand. Only two entries were conducted through Cerberus and Geoff was part of one of them.

The JR program had as its main objective to train young men so that:

- They regarded the Navy as their vocation;
- They developed a high standard of discipline, trustworthiness, initiative, courage and endurance;
- Their educational standard would be such that they could assimilate their subsequent professional training; and

In due course they would be an important source of supply of Petty Officers, Chief Petty Officers and Special Duties List Officers.

Geoff and I were both selected for Topman (or pre officer) training on graduation from JR School. This was conducted at HMAS LEEUWIN – it was 1964 and that was where our friendship began. Topman training was scheduled to last for 12 months. It was early days and our small course was combined with a later larger course and a group of “grown-ups”, an Upper Yardman class. As a consequence our course lasted for 18 months. The aim was to gain the WA Matriculation and a number of “military” skills. Then, if we were lucky we would be selected for officer training at either HMAS CRESWELL, the RAN Officers Training College or at HMAS CERBERUS where this newfangled breed called Supplementary List Officers (SL) were to be trained. Geoff and I became part of the new breed. Ours was a huge class initially – just the two of us. We took great delight in taking turns on alternate days being the class leader – shouting orders at each other and forming a group of two on the parade ground. Our size doubled about a month later when we were joined by Geoff Vidal and Charlie Rex who hadn't quite done well enough at CRESWELL. A fine body of young men just the same. It seemed funny years later when the two lists (Supplementary and General) were combined and we all had the same status.

I can't recall it being a conscious decision at the time but we all ended up nominating to train as aircrew. Geoff Vidal and Charlie went off to be pilots and Geoff and I were sent to HMS FULMAR in Scotland to undertake our training with the Royal Navy as Observers. What an adventure – me just 19 and Geoff 18, two young colonial boys in the land of the Scots and POMS. I have many fond memories of those days but they will wait to another day over a tawny port or two in a quiet moment of reflection.

I didn't complete the training and returned to Australia to embark on a career as an Air Traffic Controller. Geoff remained in Scotland and completed the Observers course before going to Canada to train on S2E Grumman Tracker ASW aircraft in preparation for introducing this aircraft into service with the RAN as a replacement for the Fairy Gannet. One might be forgiven for thinking that, except from a professional standpoint our lives might drift apart but no. During my ATC training with Air Force at RAAF Base East Sale I met and, on completion of training married my bride of now 45 years – Christine. Geoff whilst in Canada met and married his lasting love Cyndy.

On completion of my ATC training Chris and I moved back to HMAS Albatross located at Nowra in NSW and set up house in a downstairs flat of a brand new block of four flats (two upstairs, two downstairs) just outside the main gate in the married quarters. Well blow me down if within something like 12 months we had new neighbors – Geoff and Cyndy! The flats were designed



as a mirror image of the other with a common shared laundry connecting them. In our case the two flats more or less became one and the doors into the laundry were seldom closed.

But wait there is more! Our first borne was Pamela – about 12 months later Christopher was borne. A few years later we were blessed with Phillip and yes you guessed it 12 months later Nicole entered the world. Our families enjoyed many wonderful times together but as I recall we didn't live in each other's pockets but were with each other when it mattered. I vividly recall when Geoff returned from Vietnam. Cyndy had returned to Canada while Geoff was away and had planned to be back for his return. Geoff actually returned a little early. We heard a knock on the door. Chris opened the door and there was Geoff. He walked in, threw his arms around her and wept – a special moment.

The military being what it is Geoff and I moved around in the same sort of circles but often in different places at the same time. Nonetheless, our families were never further than a phone call or in later years an email away.

Geoff was the consummate professional as an aviator and a naval officer. He was recognized as an excellent staff officer who, during his time within the Directorate of Naval Aviation Policy (DNAP), became the "go to" person when timely, accurate and well written staff work was required. His outstanding work was rewarded with postings to the Naval Attaché Washington staff and to the Naval College at Newport – postings reserved for only the best. The award of a Member of the British Empire (MBE) provided additional recognition of his outstanding service. As an aviator and leader many benefited from his mentoring, guidance and oversight.

In 1983 the Australian Government of the day took the decision to pay off HMAS MELBOURNE, our only aircraft carrier and to reduce the Fleet Air Arm (FAA) to helicopters only. Navy fought long and hard against this decision and Geoff was at the forefront of that (unfortunately unsuccessful) battle. Many became disillusioned when the government would not be swayed including Geoff and I. We left the RAN at about the same time after about 21 years service in 1984.

Geoff and Cyndy returned to Canada whilst Chris and I set up home and business in YASS. They were rocky years for us all but we managed to survive. To his great credit and ability Geoff built a new career in the corporate world and life in a 'foreign' land. Life has moved on for us all, we have both been blessed with a crop of beautiful grandchildren. Geoff often spoke of his deep love for his family. Each family has had it's highs and lows and throughout it all we stayed in touch and remained firm friends. Whilst we have only managed to meet up infrequently over the last years for limited periods of time, on each occasion the years seem to melt away and it is like the years have never

happened – a true test of friendship. This is a friendship formed in youth, matured over a lifetime which will last forever.

Geoff, Cyndy and I were able to meet up early this year in Maroochydore. We all knew that was the last time that I would see Geoff in this life and we were blessed with some open and frank discussions only possible through true friendship. I am so grateful that we had that opportunity.

Regardless of whatever time it is and wherever we are Cyndy we will remain friends and you are in our thoughts and prayers. Geoff, rest in peace my dear friend and be assured that your memory will never be forgotten. It is an honour to have known you and to be blessed with your friendship. The RAN and more particularly the FAA is a close knit family and you have many friends back here in Australia. Keep some space reserved up there and hopefully one day we will all be able to share a beer and swap a few yarns again. Line 'em up mate – your 1st shout!!

GOD BLESS YOU MY FRIEND.

David Staines Your Lifelong Friend

Of course it would be true

A hooded robber burst into a bank and forced the tellers to load a sack full of cash.

On his way out the door, a brave customer grabbed the hood and pulled it off, revealing the robbers face.

The robber shot the customer without a moment's hesitation.

He then looked around the bank and noticed one of the tellers looking straight at him.

The robber instantly shot him also.

Everyone in the bank, by now very scared, looked intently down at the floor in silence.

The robber yelled, " Well, did anyone else see my face?"

There are a few moments of utter silence in which everyone was plainly too afraid to speak.

Then, an old man named Bill tentatively raised his hand and said,

"My wife got a pretty good look at you..."

Fleet Air Arm Association of Australia

Blazer Order Form

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

Tel 1300 700 000

Fax (03) 9484 2212

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

Email: sales@cewise.com.au

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

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

How To Order?

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

Full Name _____

Postal Address _____

Contact Details (Home) _____

(Mob) _____

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

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

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

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

Click on “Online Uniform Shops”

Click on “Fleet Air Arm Association of Australia” and follow the prompts.

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.



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 centimetres)

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

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

Height _____ (inches or centimetres)

Waist _____ (inches or centimetres)

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 23

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 - note 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.

NATIONAL PRESIDENT



A warm welcome to all current members and a message of support to any of our serving naval aviation members at Albatross, ship's flights or other locations in Australia or overseas. By the time you get this Slipstream it will be 2013, so Happy New Year!

The National Council meeting went well and I was pleased to catch up with most of the Divisions. Congratulations to all our new life members.

As reported in my last message, there are ongoing discussions with HARS on their proposal to look after Historic Flight assets. I will be writing to all Divisions seeking a donation from members as part of the FAAA commitment to ensure the Historic Flight assets are insured whether flying or stored in a hangar. This proposal was passed by all Divisions at the NCM. The Chief of Navy is yet to sign off on the MOU with HARS, however this should occur in the first quarter of 2013.

The National Executive apologises for any inconvenience with the FAAA website being under construction. It was time to have a major service on the website, and our webmaster Peter Davis has it in hand, and by the time you read Slipstream, it should be back up better than ever.

We still need new members, or old members that have forgotten to renew their membership to come back. If anyone runs into an old or new shipmate that have ever been associated with Naval Aviation, please ask them to contact Dick Martin our Secretary and come on board.

I recently represented the Association at the Veteran Affairs Christmas function. This is a good opportunity to catch up with members of other ex-service organisations. The Department Secretary thanked all clubs and associations for their hard work in informing and caring for retired members and their families. I also attended Surgeon Rear Admiral Brian Treloar's funeral today. It was a fitting farewell to a doctor that had many years involved with the FAA and Albatross.

We recently had a National committee meeting at the half way house, the Nerriga pub where we discussed the 2013 reunion, HARS, Slipstream, website development and IT upgrade.

I also want to express my thanks and gratitude to Greg for his tireless effort as editor of the Slipstream for many years, and

welcome Ron Batchelor and trust we give him plenty of support in the job.

Merry Christmas, and Happy New Year to all FAAA members and their families. Drive carefully and don't overdo the Christmas fare.

Yours sincerely
Geoff Ledger DSC, AM
National President

NATIONAL SECRETARY



Well another year is coming to an end and the editor will soon be screaming for reports so thought I would get in ahead of him and thank him for the past decade as Editor of our quarterly magazine. It is a never ending task and one that he has carried with flair and aplomb. Best wishes go out to Ron Bachelor for volunteering to become the new Editor

As you are all probably aware our Annual Federal Council Meeting was held in the Fleet Air Arm Museum adjacent to HMAS Albatross on Saturday 28th of October. Our guest speaker was Captain Gordon Andrew (Captain of HMAS Albatross) who gave members an insight into the changes that are happen at the home of the Fleet Air arm

Congratulations also go to our new Life Members, Des Kelly from the Queensland Division Alan Clark and Ralph Mayer from the Victorian Division
A Diploma of Merit Award was also presented to Jim Caldwell from the Western Australian Division.

It was also decided to hold the 2013 Reunion of the Association at Nowra probably at the same time as next year's FCM (October 25-27th 2013) details will be published as they come to hand.

Many of you have probably noted that the Website has not been function for quite some time; hopefully this will be rectified by the New Year with Peter Davis taken on the task.

Membership still is a problem as due to age and health we are losing more than we are gaining
With time running short here's hoping that you all had a good Christmas and wishing all members a Happy New Year
Yours Aye

Pincher (Dick) Martin



ACT DIVISION



I must apologise to the Editor for my tardiness as I am a bit late with this editions submission as I was on leave and it had slipped my mind.

The ACT Division has held a couple of get togethers at ACT Italo-Australian Club, one on 26 Sep and one on 21 December with a reasonable attendance at both functions. Rowley Rowsell who was visiting from Queensland also dropped in for a drink at the pre-Xmas get together and was glad to have caught up with a few old shipmates. Don Roach also organised our Division Christmas Party lunch at Olims Hotel on 15 November which was attended by about 20 members and their partners. Members have said they really enjoyed the lunch and venue. I must thank Don for his efforts in organising our social events and would encourage all member and other interested FAA personnel to come along if you can as it is always good to catch up for a drink and a chat.

I attended the ADFA /UNSW Academic awards ceremony on 12 December as our Division has sponsored prizes for the best academic performance by a Naval Aviator and Navy Aerospace Engineer for some years now. There was some confusion on the night with the best Aviator award being awarded to an Air Force Pilot cadet and I have questioned this situation which is currently being investigated by the ADFA Awards committee.

We received the sad news regarding the passing of RADM Brian Treloar (Rtd) in December. Brian was very actively involved with the FAA Association particularly in the ACT Division for many years. A number of ACT members attended his funeral at RMC Duntroon Chapel and our condolences and thoughts are with his family and friends during this difficult time.

If anyone has any stories they would like to contribute to Slipstream, please pass them to me and I will include them in my next article.

I hope all members have a very Merry Christmas, a Happy New Year and enjoy the holiday break. I look forward to catching up with you in 2013.

Regards,
John (*Schonners*) Schonberger

The year has been quite busy including our regular meetings and other events, all by the good efforts of our Secretary Roger Harrison and special Projects Officer Ian Laidler.

Our Honorary Treasurer, Gordon Gray, is back from an extended tour the East Coast .

Navy Week Service in October in Adelaide was a bit of a fizzer as the officials forgot to mention that we were there. I was at the FAAAA AGM in Albatross so did not catch up with the details of the event until later. Commander Williams , HQ SA , apologized on behalf of the team and I will catch up with him early in the new year.

John Saywell continues our participation in The Council of Ex-Service Associations, even though he has plenty on his plate.

I represented our Division at the Remembrance Day Service at the RGH in Daw Park.

The Chapel is a lovely setting for any service and the crowd overflowed outside into the gardens etc. The event was followed by very good finger food and drinks etc.

Dinsley Cooper. Sadly, one of our Life Members, Dinsley, passed away at 10.30 on Friday 2nd November. It was a blessing as he had had a very bad year with health.

I had a very good meeting with him in the hospital a few days before he passed over and will remember him that way. His funeral was well attended by our members and his family and friends so it was an ideal send off for him. Junice is holding up well after a long year of attending to Dinsley and will keep up attendances at our meetings etc.

Our Christmas Dinner at the Windsor Hotel was attended by less numbers as we had Bob Scobie down with a knee operation and several others missing.

Since the 9th December I have been in hospital with a right lung fluid problem.

I had a bad case of the flu etc but it turned out to be the fluid. They drained off 8 litres in one operation then a further 4 litres in a second operation.

So I spent all of December in Hospital and only just escaped a few days ago.

Because of the above Vice President Mike Stubbington has been appointed Acting president until the end of January 2013, ably assisted by Roger Harrison..

Our next meeting will be in Bonython Park on the 20th January 2013. It is a lovely Picnic in the Park and we look forward to seeing as many of our members as possible.

Leon V Coppins

Sorry to hear you are not 100% Leon - get well soon ! Ed

SOUTH AUSTRALIA





QUEENSLAND DIVISION



Oops! I was early with the newsletter last edition and blow me if I'm late for this one. Blame it on the travel bug! We spent 6 weeks in UK and took the good weather with us—even got sunburnt at Whitstable. We hired a car there in Whitstable, for convenience, but, because I am 75, their insurance Co. wouldn't cover me! So, Dee had to do all the driving. She reckoned I was a bit of a back seat driver but all I said occasionally was "Slow Down". The speed on the m/ways took some getting used to again.

I had an email from Trevor Tite telling me that Geoff Beardsley had passed away. I felt very sad about it. Geoff always brought a small flask of rum for me on Anzac Day! Mick Blair and others attended his funeral at Rosewood.

Dee and I were back in Bundaberg recently, to help one of my sisters celebrate her 70th. We drove north to Avondale to visit Nev and Jan Hall. Nev has recently had an operation due to Bowel cancer and that was successful in getting rid of the beast. He has to go to Brisbane for a check on a spot on his liver. We didn't stay long, as he had only been out of hospital a few days before They live in a nice quiet area. enroute to 1770 and Agnes Waters. A while back, he had the prostate cancer op. Having a rough time!

We had 3 days in Dubai on the way home and celebrated Dee's birthday by having a drink and a meal in the Atmospheric lounge on the 123rd floor of Burj Khalifa, currently the highest building in the world. They brought out a nice small cake with candle and specially wrapped small box of their chocolates. It was tricky drinking through the oxygen mask!

On the 15th December, we held our Christmas party/BBQ at La Balsa park, on the south bank of the Moolooloa River. The weather was perfect and Dee & I got there around 9.30 and were able to secure a long table in the shade, a clean BBQ and we were adjacent to the rotunda and toilet block. 26 attended and Phil Blakemore and family had driven down from Toowoomba for the event. Thanks, Phil. We put on a free sausage sizzle with the usual fried onions-that went well as I finished up with 3 left. I was able to take the opportunity to congratulate Des Kelly on his being made up to Life Membership.

The raffle was very successful—Trevor & Lorraine Tite (who couldn't make the day) had put up 7 prizes. I thought I might

have a win here! But no. Some won a couple or more prizes but put the extra prizes back in for redraw. I think Bob McBride had 3 or 4 tickets drawn to him! Their gestures were muchly appreciated! The Christmas Hamper was a firm favourite closely followed by the Bundaberg Rum. Our thanks to Trev.& Lorraine and to Des & Ray Murrell for ticket sales.

Bill Bryant arrived close to finish time and it was good to see him again. He'd had to go & help a friend working on restoration of a 1930 Chev. Bill has restored a Porsche 914(?) which I'll have to go and see.

Warren Walters has just arrived in Jacksonville, Florida, to spend Christmas with Gail & family. I think he was lucky to avoid the nasty weather! He reckons he drove at around 80mph and wasn't sure if he'd been booked or not! He sends his best wishes to all.



Des & Aileen



Shady table, Barbara looks on with Val Strahan & Betty Barnes



Mick, Gwen, Aileen and Florence



Ron Powell, Bill Strahan, Bob McBride



Judy Arnell & Dot Herman



Ian H., B L and Alan



Mick & Mal Barnes

Nearly everyone I talk to lately has been or is going cruising. Sure seems the way to go. Unfortunately, Dee is not a cruiser as she gets sea sick and doesn't want to try again. Maybe one day. I tell her that the ships are so big you wouldn't know you're at sea! She doesn't believe me! Probably because I've spoken about experiencing a couple of nasties where the weather went off the clock-in excess of Storm Force 12-in the Irish Sea.

OK-I've run out of puff for now, so all the best for the New Year. It'll be real good once we're past the 21st of this month!!

Barry Lister
President



TASMANIAN DIVISION

This being my first foray into the role of our scribe, first I wish to thank my predecessor Matt Jacobs, for the work he has done in this job, well done mate.

At our meeting on the 25th November we had a good roll up, but without the women behind our members it would be a very difficult task for all, our members are most thankful for the very great support role the women of the Tas. Division undertake, many thanks.



Ladies to the fore

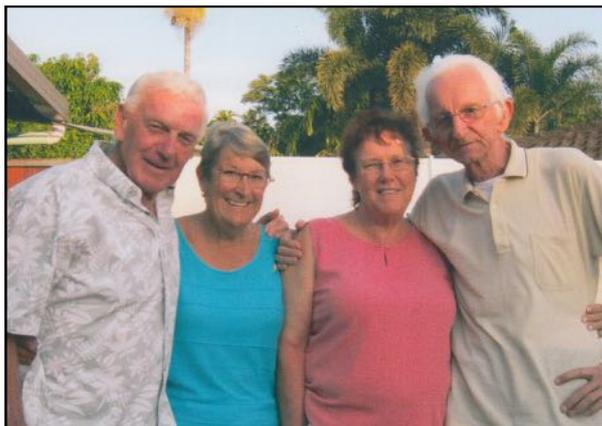
I continue to find new documentation of the service of RAN Ships in the "Confrontation" though not a lot of support from the pollies on either side, in the main because of a lack of knowledge and not forgetting the political nous.

Our membership has increased by some three which goes a long way to keep the division going,

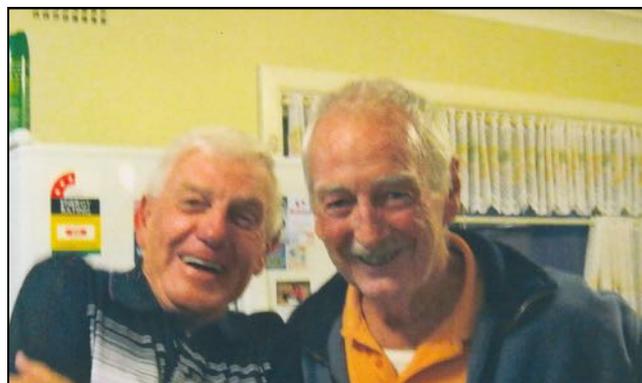
So, we still have a few intrepid travellers, not the least be our hard working secretary, Maureen, who roughed it in Hawaii for a couple of weeks, well done.

Les & Fiona Kube took their caravan almost to the top of the North Island, up near Cooktown then went on safari to Cape York, the tent life did not impress.

The Members of the Tasmanian division extend an invitation to



Travellers Les and Fiona Kube meet up with Eileen and Fred Husband



Les Kube and Peter Penny

call in to the South Island, we also extend to all a very Happy Xmas and a very great New Year.

Keep well
Kind regards

Tas Browning

As a pilot only two bad things can happen to you and one of them will be:

- a. One day you will walk out to the aircraft knowing that it is your last flight.
- b. One day you will walk out to the aircraft *not* knowing that it is your last flight.



VICTORIA DIVISION



On behalf of the Victoria Division ,greetings and best wishes to one and all, the past couple of months have been very busy, I look back and wonder how I ever had time to go to work . Prior to the Federal Council Meeting in Nowra, I attended the Korea Veterans Reunion in Canberra, and during the service at the Korean War Memorial it was an honour and a privilege for me to lay a Wreath on behalf of the Fleet Air Arm Association

That evening my wife Val and I attended the Reunion Dinner and were seated at the official table with His Excellency Mr Taeyong Cho Ambassador for the Republic of South Korea and Colonel Dae-Hee Ahn. Defence Attaché of the Republic of South Korea and others, during the course of the evening a pleasant surprise awaited me, I was requested to come forward to the official dais and the Ambassador assisted by the Defence Attaché presented me with the Korean Ambassador for Peace Medal.

The following day we attended a ceremony at Queanbeyan for a Dedication and Unveiling of the Korean War MIA Plaque.

Then the following weekend it was back to Nowra for the Federal Council Meeting, another very pleasant and enjoyable few days.

Following Nowra it was off to Echuca for Remembrance Day and another MIA Memorial Plaque Dedication, following on from there it was down to Waurm Ponds on Sunday 25th November for a Dedication Service: Missing in Action Plaque Korean War 1950 - 1953 and again it was my privilege to lay a wreath on behalf of the Fleet Air Arm Association.

Our last major function of the year for the Division was held on Sunday 9th December, being the Committee and General Meeting where again it was my pleasure to present National Life Memberships to two very deserving foundation members of the Division for their efforts and contributions over the years, congratulations to Alan Clark and Ralph Mayer, "Well Done " Following from the meeting was the Divisions Christmas Breakup, with special mention of thanks to our Social Co-Coordinator Val Christie for her efforts throughout the year and help from Sylvia Ikin.

The day was well attended, pity we cannot get attendances like that at all our events, good food good company, a good time was had by all, and a grateful thanks to our BBQ Chefs on the day ,Peter Barnes and Bob Jordan .



'Birds' together



Ralph Mayer and Ron Christie



Ron Christie and Alan Clark

FAAAA (Vic) Calendar of Events 2013

- Sunday 3rd February - AGM
 - Sunday 24th March - Committee & General Meeting
 - Thursday 25th April - Anzac Day - March & Reunion
 - Sunday 2nd June - Committee & General meeting
 - Sunday 4th August - Committee & General Meeting
 - Saturday 24th August - FAA Annual Dinner
 - Sunday 25th August - FAA Memorial Service HMAS CERBERUS
 - Sunday 6th October - Committee & General Meeting
 - Wednesday 23rd / 27th October Reunion Nowra (Subject to Confirmation)
 - Saturday 26th October - Federal Council Meeting - Nowra
 - Sunday 8th December - Committee & General Meeting & Christmas Breakup
- * Please keep these dates in your diary

On behalf of the Victoria Division Our gratitude to Greg Wise for the excellent effort he has done over the years in producing Slipstream, it is greatly appreciated, "Thank You "

On Closing Best wishes for you and yours, A very Merry Christmas and a Happy ,Healthy and Prosperous New Year.

Ron Christie

President Winston James made presentations of gift baskets to the staff of Rosie O'Gradys Hotel for looking after us so well during the year (if you are visiting Perth several members are to be found on a Wednesday at "Rosie's" from 1200— excepting Melbourne Cup Day so drop in and say hello.)



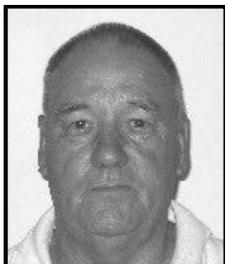
Serious business



Goodies for the Staff



WESTERN AUSTRALIAN DIVISION



Congratulations are extended to those members who have received Life Membership of the Association at the Federal Council Meeting.
To our member Jim Caldwell, a foundation member we extend our congratulations on the award of a Diploma of Merit, it is well deserved.

We as a Division were disappointed with certain outcomes of the Federal Council Meeting but that's life, it was decided that we would honour the Foundation Members ourselves

Christmas is upon us again, after our December General Meeting we held our Christmas Lunch at Rosie O'Gradys Hotel, another really great day. We entertained several other guests from other ex-service groups and from DVA, all joined in our Xmas Hamper raffles. plus the ham and bourbon.

Thanks go to Clive and Margaret Mayo and Barbara and Bill Atthowe, they put it all together and they were great.



Greg Kelson, Barbara Burns, Lou Burns and Anne Kelson

Its been a hectic few weeks with all of the end of the year get togethers plus some ceremonies and presentations and there are still some more to come.

I presented a Perpetual Shield and trophies to the Navy Cadets from TS Tingara., Some really outstanding young boys and girls and it was good to see among them two former cadets attending the function as new Midshipmen in the RAN.



Most Consistent Cadet CDTPO Matt Parry

In our last report I mentioned that Lou Burns had been in hospital, unfortunately he had to go back in for further treatment which necessitated the amputation of his leg. He has gotten through the ordeal well and returned home after about ten days in hospital, much to Barbara's relief. He received plenty of calls and visits by the renowned 'Legend' Skinhead and his wife Anne.



Best Cadet CDTLS Kolbe Burgoyne



Christmas dinner at 'Rosies'

Our sick list is still active with both Bevan Daws (ex President) and Des Rogers (former pilot) on it. We are hoping for some improvements by the next report.

On behalf of President Winston James and myself we wish you and your families a very Merry Christmas and a great New Year., looking forward to making it across to the reunion next year.

Yours Aye,

Keith (Squizzy) Taylor



NSW DIVISION



Xmas is almost upon us again and in this edition you will find both your annual renewal subscription form and tickets for our annual raffle.

Subs for the year are the same as last year, the Committee after giving consideration to the cost increases decided that we did not need to increase subs for the ensuing year. Reasonable returns from our raffle and a government grant kept our figures in the black. Payment of these will probably be able to be made by direct deposit and to this end there is an article in the magazine from our Treasurer outlining how to use this facility.

Our raffle for this year has again almost completely been covered by the kind generosity of our Honorary Member John Downton who again has donated the painting for first prize and only charged us a token fee for the second prize. Both of these paintings are quite valuable and are certainly worth winning.

First prize is a painting of Kangaroo Valley, NSW and it is 16"x 20" before framing.

Second prize is of a pair of Sea Venoms in formation and it is 12" x 16" before framing.

Third prize is a sound system worth \$250.00 or if the winner is geographically a delivery problem a cheque for this amount will be provided instead.

We have over the last few years had quite a few books of tickets returned 'not wanted'. If you don't think it is worth assisting the Association by purchasing the tickets please don't bother spending your hard earned dollar by sending the tickets back. Please remember that the proceeds from this raffle helps top pay for our quarterly magazine and a lot of other Association costs, our membership fees do not go near covering the costs involved in maintain the Division.

The coming year finds us looking at another reunion and the National Executive have asked us to organise it again. Put the last week of October in your diary for two reasons, it is both the reunion and the Federal council meeting and will transpire over Wednesday the 23rd to Sunday the 27th. Our Annual Dinner will be held in the Museum Function Room on the Friday evening so also mark that in your book. The registration forms and the Itinerary will be in the next edition of Slipstream. It is hoped that we can organise direct deposit for payment for the function for those who are in the 'connected world' of finance.

This year's Remembrance Day Service was held at the

Memorial Garden area at the Fleet Air Arm Museum. The service was conducted by the Chaplin from Albatross and was attended by uniform personnel, members of the public and invited guests.

I was unable to attend as I had commitments in Tasmania for a family reunion, a long time organising and as only one member was adrift it was a pleasing result.

Our Annual Dinner went off well for those in attendance. This year we were besieged by late "Non attendance" apologies for all sorts of reasons beyond the control of those who had booked and found last minute problems with the date. We were entertained by the Commanding Officer of "New Squadron 851" Commander David Frost, who gave us all a run down on their up and coming trip to the States to work up the squadron and collect their new Romeo model Seahawk aircraft.

Their duration of stay is two years so they will probably have new accents by the time they get back here. Far cry from the trips a lot of us did years ago to get new aircraft.

They will be stationed at 'Jacksonville' and hopefully we will get some follow up stories whilst they are there.

Other guests at the dinner were Ann Sudmalis who is the heir apparent to Joanna Gash MP for this electorate, Neil Ralph (our Patron) Brian Collins (Ships' Warrant Officer) and Todd Glynn who is the new Executive Officer for 851.



Karen Glynn, Todd Glynn, Ann Sudmalis, Neil Ralph, Greg Wise, Diana Medcalf, David frost, Sonya Frost



George Sydney, Mal Smith, Ron Christie, Val Christie



Frankie Carroll, Brian Carroll, Robert Dunstan, Robin Dunstan



Kay Martin, Brenda Arnold, Eric Bruce, John Downton, Mike Heneghan



Brian Collins, Janelle Collins, Denis Mulvihill, Ian Ferguson



Greg Wise, Diana Medcalf, David Frost, Sonya Frost, Karen Glynn, Todd Glynn

I attended Divisions in November (as an invited guest) and it was good to see the current generation strut their stuff. I must admit the marching was well above average and the reviewing officer was a "birdie" even if he was Commander of the Australian Fleet. If you look carefully at the photo below you will just be able to make out the painted layout of the new 'Dummy Deck' for use in training the new Aircraft Handlers. It is situated between 'A' Hangar and the Museum.



HMAS Albatross Ceremonial Divisions formed up. Ships Company from HMAS Albatross, Squadrons and Lodger Units turned out summer ceremonial uniform when they paraded ceremonial divisions at the Navy Air Station, HMAS Albatross on 2 November 2012. Commander Australian Fleet (COMAUSFLT) Rear Admiral Tim Barrett, AM, CSC, RAN attended as the reviewing officer.

The year has well and truly gone and a new one is looming so I take this opportunity to wish you all the best for the festive season and may the next year be as good as you would wish for yourself.

Greg Wise

FLEET AIR ARM**WALL of SERVICE**

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

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

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

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

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

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

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

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

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

For the current serving members in the FAA who wish to have a plaque affixed to the Wall, the procedure is the same with one slight difference. In the time served information all you include is your start time and the other end (DEE) is left open. Remember this is a Wall of Service and not a memorial wall so there is no reason to not get a plaque whilst you are still serving - there are numerous plaques on the wall of this type.

Latest Plaques fitted to 'Wall'

RAMSAY	D.J.
HAYES	E.J.
GRIFFITHS	R.J.
MacKENZIE	G.E.
JONES	A.S.
MAHNKOPH	M.N.
ROACH	G.R.
ROACH	A.W.
ROACH	P.J.
TUNNAH OAM	B.M.
LECK	J.E.
COOK	S.W.

STOP PRESS

Due to the ever increasing pressures of costs in this world of ours we have to announce that the cost of plaques has increased as of this issue of Slipstream. The new cost will be \$135.00, we are sorry for the increase but there is nothing we can do about it. Our last increase was some years ago and from the inception in 2005 it is only the second one we have had to issue.

New or alterations of email addresses :

Roger Harrison : coroman@adam.com.au
Barry Lister : deehandblister@bigpond.com

FAA Association contact details**NATIONAL EXECUTIVE**

President : CDRE G Ledger DSC AM RAN (Ret'd) - 58 Wilkins St, Mawson, ACT. 2607

(02) 6286 1140 email : chadled@webone.com.au

Secretary : Mr Dick Martin - PO Box 7115, Naval PO, Nowra. 2540
(02) 44225860 email : rfmartin@tadaust.org.au

WESTERN AUSTRALIA

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

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

SOUTH AUSTRALIA

President : Mr Leon Coppins- email : amwild@intermode.on.net

Secretary: Mr Roger Harrison 2 Gwendoline Crt, Coromandel Valley, SA 5016
(08)82788307 email: coroman@adam.com.au.

VICTORIA

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

Secretary : Mr Malcolm Smith- 24 Invermay Grove, Hawthorn East, Vic. 3129
(03) 98130308 email : r59167@bigpond.com

TASMANIA

President :Mr Alan Dickie 18Natone Rd ,Stowport, Tas 7321
email : alanlibelle@hotmail.com

Secretary : Mrs Maureen Douglas- PO Box 88, Beaconsfield, Tas 7270
email : maureen.douglas@bigpond.com

QUEENSLAND

President : Mr Barry Lister - 3 Royal Close ,Regatta Pk, Wurtulla, Qld. 4575
(07) 54934386 email : deeandblister@bigpond.com

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

NEW SOUTH WALES

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

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

ACT

President : : Mr John Schonberger- 41 Noarlunga Crescent ,Bonython ACT 2905
0412 882 810 email : John.Schonberger@defence.gov.au

Secretary : Mr George Sydney- 12 Feakes place, Campbell, ACT. 2612
(02) 6247 9221 email : sydneys5@optusnet.com.au

Patron - RADM N Ralph OA,DSC,RAN (Ret'd)

DISCLAIMER

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

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

VALE : Cliff Winters

Steve Winters is my name and my father Cliff "Rocky" Winters was a member of the Naval and Fleet Air Arm Associations NSW. Sadly he passed away on 11/10/2012 and his funeral was in his hometown of Moruya NSW 19/10/2012.

Served RN flattops Illustrious, Formidable WW2, 1946 on loan to RAN for Fleet Air Arm establishment, joined RAN 1947, Penguin, Albatross, Sydney, Melbourne (weapons and electronics) - retired CPO in 1962 into successful private sector business.

He was staunchly proud of his Naval career and of his adopted homeland. He asked me to continue with the Naval Association and Fleet Air Arm Association memberships, if I could.

I have not served myself as I chose to indenture as a mechanical design and marine design draftsman and later followed into the transport industry management training in DG and security sensitive logistics for mining and Australian and SAF Defence Forces.

My association with RAN is employment 1980-1983 with NQEA in Cairns in marine design at Portsmouth shipyard on the design modifications for Fremantle class 40PTF's and the time also spent in Lowestoft UK at Brook Marine the original designers of the Fremantle Class PTF – my father revelled in travelling to NQ regularly to follow the project with me.

I have applied for Naval Association membership (Sandgate area) and would like to know if I am eligible to join the Fleet Air Arm Association (Qld as an associate member.

Kind Regards

Steve Winters

A LAST FAREWELL

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

Tom Kenny : 1st October 2012

Cliff (Rocky) Winters : 11th October 2012

Les Wilson : 1st November 2012

Dinsley Cooper : November 2012

Rex Earnest Smith : 11th November 2012

Rex (Tassie) Gaffney : 2012

George Roach : November 2012

Brian (Aspro's) Treloar : 14th December 2012

Bill Christopher : 25th December 2013



Back cover