

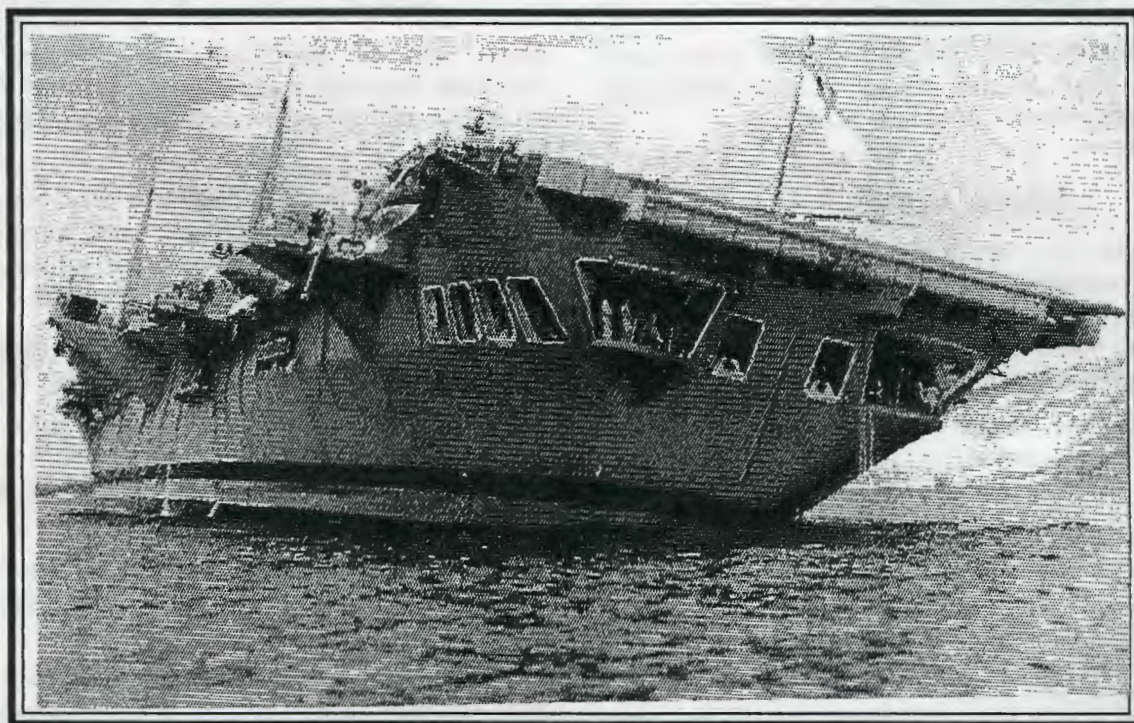
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SLIPSTREAM



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OFFICE BEARERS FOR 1991/92

PRESIDENT: R. CRONIN (044)214134

VICE-PRES. ADMIN: F. BIRTLES (044)214723

VICE-PRES. PR: A. PENNO (044)210621

SECRETARY: J. LEE (044)217579

TREASURER: R. LARSEN (044)214550

SOCIAL SEC: L. MATTERSON (044)217945

WELFARE OFF: I. GRAY (044)416006

ASSIST ED & PR: J. ARNOLD (044)232014

SOCIAL PROMOTIONS COMMITTEE

J. DUCRET, G. KELSON, J. DUNNER, I. FERGUSON.

SLIPSTREAM EDITOR:

A. PENNO, PO BOX 442, NOWRA, NSW, 2541

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

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*** *FRONT COVER PHOTOGRAPH- Kindly provided by Neil Keedle, shows HMAS Melbourne during heeling trials in Spencers Gulf.* ***

EDITORIAL

I surely don't know where the time has gone, it only seems like yesterday we were putting the last edition together. John and I (John mainly) have been pretty busy finding interesting stories for this edition and we think you will enjoy what we have for you.

Before I go any further we hope that all had an enjoyable festive season.

Because we have had to seek permission to publish quite a few of the reports and stories in this and future editions we have had to place a copyright on SLIPSTREAM. If any other state wishes to use any items, kindly write to me and I will furnish you with the necessary information.

We reported in October's Slipstream that 10 Trackers were being refurbished to fly to West Sale. Eight of them were to go to Brazil and eventually be modified to turbo engined S2T's and two were to stay here in Australia, probably also being modified to S2T's. Up to the time of writing this, three have been flown out of 'Albatross'. Since we received that report, there have been some rumblings about the aircraft not going to Brazil. We are still trying to get to the bottom

of the whole affair, but as usual we are getting the run around. Never fear, we will track it down sooner or later.

By all accounts, the Activities day held at RANAS on 3rd of November was quite a success. There were conflicting reports as to how many people were there, but I believe the official count was in the vicinity of 7500. The Committee would like to thank the dedicated band of regulars that turned up to help at the sausage and hot dog stalls. Bravo Zulu.

As all the locals will realise, there is now a Fleet Air Arm Association report in the local papers each week. I would like to thank Peregrine for his effort as I know how many hours go into researching some of the material he uses.

Now is a good opportunity for me to thank Charlie Grose for the excellent footage he gave us to copy of some of the latter stages of the Fury and Firefly era and the beginning of the Sea Venom and Gannet era.

Thanks also go to George Beasley for the time and effort put into capturing quite a few shelving racks for use at the Historic Flight hangars.

Till next time, *Ed.*

SECRETARY'S REPORT

Along with all the Committee, I hope all our members, financial and otherwise, had an enjoyable Christmas and we wish you a happy and prosperous new year.

Annual subscriptions for 1992 are due now and the subscription renewal form can be found on the enclosed 'Green Sheet'. If you are in arrears, include \$10.00 for 1991, as well as \$10.00 for 1992.

It is most important that any change of address should be forwarded as soon as possible.

The quarterly journal of the association, SLIPSTREAM, is available to non-members of the NSW Division of the FAAA at a cost of \$10.00 for 1992, plus postage if outside Australia.

Subscribers are requested to complete the enclosed Subscription Form and forward with cheque to Secretary, PO Box 28, Nowra, NSW, 2541.

A recent change to the constitution is the introduction of a 'Life Subscribed' category of membership, known as perpetual membership. Your copy of the constitution should be amended as follows:

Under the heading 'MEMBERSHIP'- add- (v) *Perpetual.*

After Para.(e) insert new para (f) '*Perpetual membership may be purchased by full or associate members by completing the appropriate application form and*

paying the prescribed fee'.

Change old para. (f) to (g) etc.

The prescribed fees are calculated actuarially for 1992 as follows:

Age 55-59 life expectancy 21 years	- fee \$200.00
Age 60-65 -	- 17.5 - fee \$160.00
Age 66-70 -	- 13.8 - fee \$120.00
Age 70 plus	- fee \$60.00

To date, two members have taken advantage of this category of membership, Dan Bowden and Jim Ivers.

The Annual General Meeting will be held on Sunday, 8th of March 1992, at the Senior Sailor's Mess, HMAS Albatross, commencing at 1100 sharp.

All Committee positions will be declared vacant. Only **FULL** members may nominate themselves for office. Before nominating, ensure that you have the time and inclination to be an active participant in furthering the aims of the association.

If in doubt about the duties of office bearers, your attention is drawn to 'Duties of officers' as listed in the constitution.

A nomination form is included with this copy of Slipstream.

Association name tallies and diaries are available by contacting the secretary. At six dollars apiece, they are good value. National Association lapel badges are also available to full members for five dollars. Postage of sixty-five cents should be included for any of the above.

Jim Lee - Hon..Secretary

WELFARE OFFICER'S REPORT

At a National level, the Regular Defence Force Welfare Association, together with the RSL, have been occupied in monitoring the proposed transfer of control of the Repatriation General Hospitals to State control. Whilst the RDFWA has an open mind on the transfer, the RSL has been strongly opposed. The ex-service organisations are jointly determined to ensure that if the transfer takes place, and it appears the Government is determined that it will, the veteran patients won't suffer. Transfer to State control and the greater use of private hospitals could be an advantage for country veterans, provided that the level of care is assured.

Also at National level, there has been considerable involvement in the new Military Superannuation and Benefits Scheme (MSBS) which is much more compatible with civilian super than the DFR&DB scheme which it will replace.

Serving members have about twelve months to decide which scheme is for them. Generally speaking, if you plan to stay in the service for twenty years, the DFRDB looks the winner. There is no doubt that the MSBS is more compatible with the Government policy of the 'Ready Reserve' with its accompanying periods of broken service.

There has been an important change to the DFRB and DFRDB Acts. This being the payment of the full rate to the eligible spouse for seven pay days after death. Previously the spouse received only five-eighths from date of death, with the inevitable over-payment occurring before the Authority received notification of the veteran's demise.

This leads to another point, some time ago the RDFWA produced a leaflet entitled 'Putting your house in order'.

There are similar documents available, HCF also supply them. You will save your next-of-kin and executor a lot of trouble if you fill out one of these with full details of insurance policies, DFRB/DB file numbers etc., and attach it to your will. RDFWA and RSL advocates are constantly surprised at how little the surviving spouse knows of these matters.

Copies of 'Putting your house in order', can be obtained by contacting the Shoalhaven Contact Group RDFWA secretary, John Arnold.

Allied veterans who were prisoners-of-war of the Japanese are to take their claims for compensation to the United Nations. The 200,000 survivors of the Japanese camps are claiming \$A5 billion. Perhaps the Voyager survivors now experiencing problems should also petition the United Nations, as regrettably, to this point in time, they have had little luck in having claims accepted, let alone considered. This is another cause that the RDFWA won't let the Australian Government or Opposition forget.

** Article kindly submitted by 'Chips' Gray.*

NOTE OF THANKS

Many thanks to the members who have submitted material, both written and photographic, for use by the editorial staff. If you don't see the material published, it could be for a number of reasons, the most prevalent being refusal of permission by the author to reprint. BUT, everything you send is recorded and stored in the archives for future use or reference and is greatly appreciated. Copies of all material are also forwarded to the curator of the Australian Naval Aviation Museum for the same purposes. So please, don't think your efforts are in vain. Thanks once again and keep up the good work. *Editorial Staff*

PROSPECTING FOR THE LOST SQUADRON

Climbing to gain altitude, the two US Army Air Force B-17 Flying Fortress bombers and six speedy P-38 Lightning fighters were heading west across the Greenland land mass.

With endless kilometres of ice stretching away into the distance below them, their destination was Reykjavik, Iceland.

It was July 15, 1942, and as war raged around the world, the eight US warplanes had just taken off from a secret Allied base on Greenland's rugged and isolated west coast.

Several hours later, leaving Greenland behind, the bombers - one nicknamed "Big Stoop" (a wartime cartoon character), the other "Dodo" - led their protective fighter screen out over the murky grey waters of the North Atlantic on a track that was taking them to the south-west.

They were about an hour from their destination when the pilots received an urgent message: Iceland was shrouded in bad weather and landing would be impossible. They would have to return to base.

What they did not know was that the message was not genuine. It had been broadcast from a German submarine, hidden beneath the waves below, on a mission to transmit false radio messages to confuse the enemy.

That radio message triggered events which are still being played out amid Greenland's frozen wasteland where a remarkable expedition, now nearing fruition, may make millions of dollars for a group of American Adventurers.

The story of the lost squadron is at this very moment reaching its climax at a lonely icebound location on Greenland's east coast.

Back in July 1942, the US Army Air Force flight turned 180 degrees when it received the decoy message, setting compasses on a course which would take it back to its temporary home.

That destination, too, was to prove elusive. Back over Greenland and once again within an hour of arrival, the squadron received more garbled radio communications about bad weather.

Confused and noting their fuel was running low, the pilots banked back towards the east, the 25 weary crew beginning a search for clear weather and an icecap on which to land.

Finally the fuel did run out and, one by one, the powerless aircraft crash-landed in an area on Greenland's east coast just south of the Arctic Circle.

No one was seriously injured and the crewmen camped in one of the B-17s for nine days before a dog sled team arrived to lead them to the coast and eventual rescue by a US Coast Guard cutter.

Behind them, sitting desolate and abandoned in the snow, their eight machines were written off as unavoidable casualties of war.

There the story might have ended except for the dedication of two men from Atlanta, Georgia, and the rising price of 'warbirds', aircraft from the past which have become very valuable among enthusiasts around the world. A single P-38 recently sold in the US for \$1.8 million and a B-17s value is estimated at between \$500,000 and \$1 million.

And so what is buried in Greenland's ice is no longer simply a wartime garbage tip; it is a modern day treasure chest which may be worth up to \$13 million.

* * * * *

In 1980, one of Atlanta's leading architects, 54 year-old Richard Taylor, and his close friend, Dave Epps, 55, who operates one of the area's biggest aviation companies, flew a single-engined Beechcraft Bonanza to the magnetic North Pole.

"We wanted to 'roll-the-pole' to see what a magnetic compass does when you fly inverted at zero gravity right over the top of the pole," explained Taylor from his Atlanta home.

They did find out, and believe they are the only people in the world who know. But they won't say what they discovered. On the way back from the trip, the two heard about Greenland's lost squadron.

Setting up a group they called the Greenland Expedition Society, they set out to find the missing planes, excavate them and bring them back to the US.

After almost 10 years of trying to reach aircraft covered by decades of snowfalls and undoubtedly now completely entombed in icy graves, they have finally succeeded.

On their sixth expedition to the area in nine years, Taylor and Epps struck pay-dirt last year. Using low frequency sub-surface radar, they located the aircraft buried an astounding 80 metres below the surface.

"They had actually moved about a mile (1.6k) from the location recorded in the military archives. That's how far the glacier had moved since the war," says Taylor.

"And we were amazed that they were so deep. We thought the tails at least would be sticking out above the surface."

Returning this year, the group set about confirming

the find. Sinking a bore, they retrieved a piece of one of the aircraft and discovered it was a part of the four-engined B-17 bomber 'Big Stoop'.

Finding the aircraft, however, was merely part of the problem. The major task was to retrieve them.

How that is being done is a marvel of inventiveness and determination. Using an array of equipment invented, converted and specially designed to meet the unique challenge of probing solid ice to a depth of 80 metres, Taylor and Epps have already sunk shafts to two of the planes - 'Big Stoop' and a P-38 codenamed 'Charlie'.

One piece of apparatus is called a 'Super-gopher'. It is about a metre in diameter and looks like a missile," says Taylor. "The nose cone is made from spiral copper tubing. We run water heated to a temperature of 175F (62 Celsius) through it and lower it down into the ice. This melts the ice at a rate of about half a metre an hour."

With an air compressor-generator on the surface sucking out blue ice, an ice house mounted on a sled has been positioned over the shaft and a hoist fitted to allow the team to move up and down and lower equipment to the underground site. Slowly the ice around the aircraft will be melted away creating a cavern around it.

"Our shaft to the B-17 reached the aircraft where the number-four engine meets the leading edge of the wing. I went down to have a look and, from my inspection, the plane looked to be in good shape,"

says Taylor.

Once the aircraft is free, freezing equipment will be used to shore up the walls and ensure they don't melt, and a monorail hoist will be bolted into the very hard, compressed ice in the roof of the cavern.

The aircraft will then be disassembled and the pieces lifted to the surface where the aircraft will be rebuilt.

Taylor, who returned from Greenland a few weeks ago and will be flying back to the site next month, says there have been some delays because of bad weather and broken equipment.

"But we plan to get two of the aircraft out this year. The rest will be on the surface next year." Incredibly, the two men plan to fly them back to the US. "If they are in good condition and if everything works to plan, we hope to fit new batteries, fill up the fuel tanks and fly them on home," Taylor says.

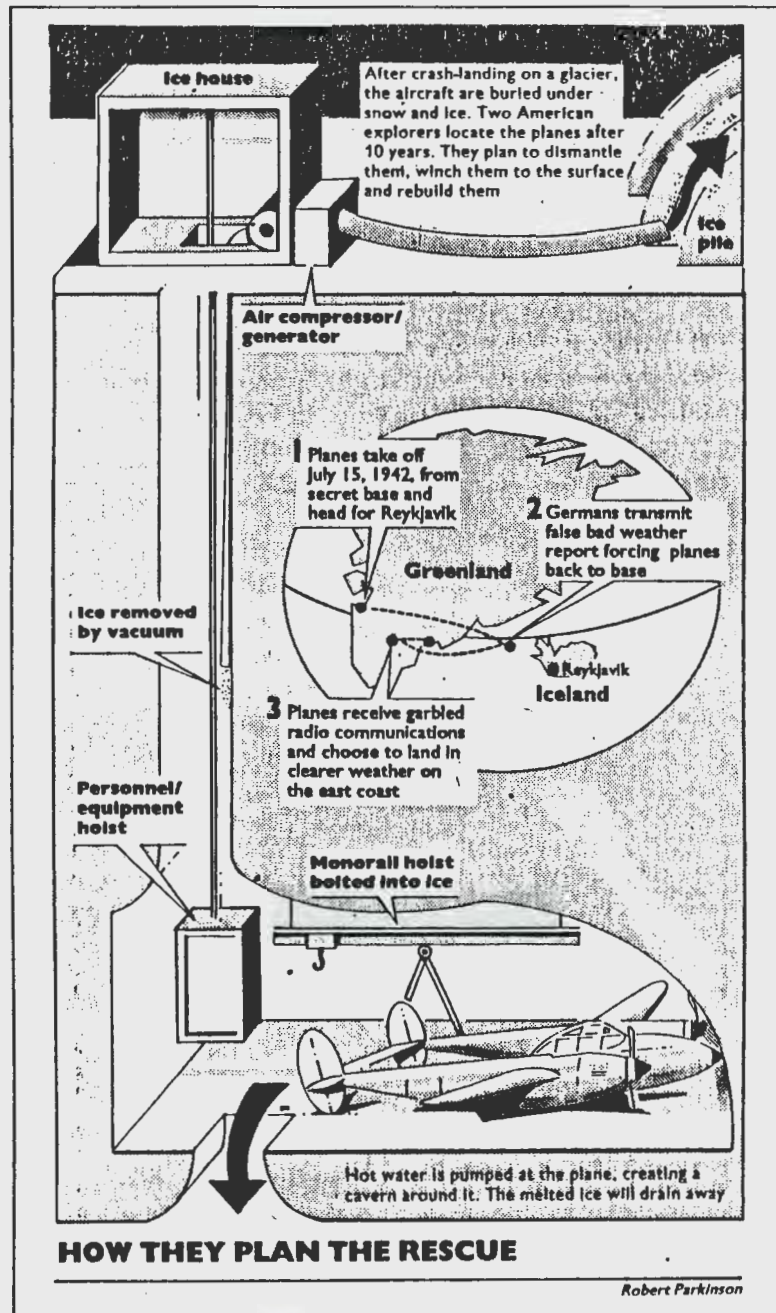
While recognising the aircraft may be worth millions, Taylor says he and Epps don't look upon the project as a treasure hunt.

"Up until now the whole thing has cost us about \$1.5 million

and if we can retrieve the planes, they will certainly pay for our expedition. But there is no guarantee of that. If we can come out of this with a couple of planes and break even, we will be more than happy."

** This article was written by Tom Ballantyne and appeared in the Sydney Morning Herald in July 1990. Our thanks for permission to reprint the article.*

If any reader knows the result of this 'treasure hunt', please write to the Editor with your story.



Ice house

After crash-landing on a glacier, the aircraft are buried under snow and ice. Two American explorers locate the planes after 10 years. They plan to dismantle them, winch them to the surface and rebuild them

Ice pit

Air compressor/generator

1 Planes take off July 15, 1942, from secret base and head for Reykjavik

2 Germans transmit false bad weather report forcing planes back to base

3 Planes receive garbled radio communications and choose to land in clearer weather on the east coast

Ice removed by vacuum

Personnel/equipment hoist

Monorail hoist bolted into ice

Hot water is pumped at the plane, creating a cavern around it. The melted ice will drain away

--THE AUSTRALIAN WAR MEMORIAL-- LEADER IN CONSERVATION RESEARCH

Conservation science proceeds slowly, building layer upon layer of knowledge spanning many fields of research and encompassing almost every material that humans have used.

Chemists may investigate the structure of metals, plastics or paper; physicists may study the effects of light, heat or microwaves and biologists the effects of moulds or the structure of animal hides; archaeologists and historians delve into the past to increase our understanding of how materials were made or used; geographers may examine the human use of areas of land or sea, engineers the construction of houses or ships and anthropologists the culture of different societies.

Many conservation research projects rely upon the collaboration of scientists from two, three or even more of these fields. Scientists from many countries may work together on one project, as research knows no boundaries of country or state.

Metals conservators from the Australian War Memorial have set up a research project that will use the ideas and skills from France and the Australian National University in Canberra, as well as their own. The project is truly international, being supported by Electricite de France, The International Group for Historic Aircraft Recovery (USA) and the AWM.

The project began in 1988, when the AWM metals conservator read about the work of French scientist Christian Degriigny. Dr. Degriigny had developed a process to stabilise small metal objects recovered from underwater. The AWM team saw immediately that here was a possible solution to many of their problems with World War Two aircraft and components recovered from the sea.

The problems are caused by the aircraft's long immersion. Chlorides in the water become incorporated in the aluminium of the plane. When an

apparently sound aircraft is recovered from sea, lake or swamp, it starts corroding as soon as it comes in contact with the air. The usual remedy is to replace damaged metal with new, leaving very little of the original plane - a remedy that is against the AWM's policy that conservation is preferable to restoration.

Dr. Degriigny is visiting Canberra to work with Dr. Graham Heath of the ANU and David Hallam and Chris Adams at the AWM on an experimental large-scale adaptation of his process. An engine from a Hudson aircraft will be used as a test piece - a large, complex object containing many parts and made of a number of metals.

If Degriigny's process can be successfully adapted to large metal objects, many hundreds of aircraft around the world can be taken from their underwater resting places for preservation and display.

Research at the AWM's conservation laboratories is not limited to metals.

Textile conservators have investigated the continuing problem of pest control, and have developed a method that even small, isolated museums can use.

Textiles are carefully placed in plastic bags, then frozen for at least four days, killing any clothes moths, carpet beetles or other insects that may be hiding in the fabric.

It is a solution to pest problems that does not need expensive, high-technology equipment - a

domestic freezer is suitable. In fact, many museums around the world are using this safe, easy and inexpensive method.

Current research projects include a joint investigation with CSIRO into the effects of anti-corrosion chemicals on textiles, an analysis of the metal and fabric of Victoria Crosses and the composition of pigments.

Their research benefits not only the War Memorial and its collections, not only Australia's heritage, but museums and galleries the world over.

**Article written by Ann Parkinson and reprinted with thanks from the Dept of Veteran Affairs newspaper, 'Vetaffairs'.*



Visiting French electrochemist Christian Degriigny and memorial conservation scientist Chris Adams taking small samples of the Hudson engine for analysis before treatment.



CONTACT COLUMN

FLEET AIR ARM ASSOCIATION of GREAT YARMOUTH

Dear Shipmate,

At the last meeting of this Branch which covers the County of Norfolk, England, I was asked to write to you, and this I have great pleasure in doing. The members would like to send you our very best wishes for your "FAA Reunion '92" in May.

At the same time we would like to say that some of us have very happy memories of service in your country and with your ships and squadrons. If any of your members would like to write to us they would be assured of a very friendly reply.

Please let your members know that they are not forgotten in the 'old country', and that the hand of comradeship is still offered half way around the world.

Sincerely yours, Basil Seymour. Secretary.

* * * *

THE PONAM ASSOCIATION

Dear Shipmate,

I have just read your advert in 'The Navy News' re- the FAA Reunion '92. I would like details of this for myself and also some of the members of our small association. I am a member of the FAA Association, Derbyshire branch, also a member of the RNA. Our association numbers 44, it is slowly growing.

PONAM was the most northerly and the most forward Royal Naval Air Base in the Pacific war, I was in MSR6 which was part of MONAB5, MONAB4 was HMS Nabaron. There was also 721 and 1701 squadrons, MATMU7 and MMHU5.

I was at RAAF Bankstown for a while in 1945, before I went up to the islands on HMS Arbiter, an escort carrier.

After the war's end, I again spent a while at Bankstown until the time came to travel home to the UK on the 'Andes'.

The PONAM Association has been established 2 years and invites anyone to join, this includes anyone in Australia.

Can I ask if you would circulate your branch for news of one, 'Pip' Puttuck, he was my oppo and was LRM Air Fitter, I believe after his demob in Sydney, he signed on with the RAN FAA. I would love to get in touch with him.

I look forward to receiving details of the reunion.

Yours sincerely, Harry Bannister.

* * * *

820/826 SQUADRONS

Dear Shipmate,

I have read your notice in 'RN Navy News' with interest.

I was with 820 Squadron in the Indefatigable with the British Pacific Forces. I have spent some effort in trying to trace lower deck chaps with the squadron and previously with 826, with not much success. I think some of my old mates may be in 'Aussie'

and wonder if you have any sort of membership roll available? I would be pleased to hear from you.

The period I have in mind is roughly Dec'43 - Dec'45. I was an LAM(L), FX 101608.

My memories of Nowra are quite pleasant and I recall the drumming of kangaroos around dawn and some enormous tree lizards. I suppose the place has changed a lot?

I would much appreciate a line from you and would obviously reimburse any costs that arise. Finally, I have been to a couple of 'Indefat' reunions, but 820 and 826 squadrons were mainly represented by aircrew.

Yours sincerely, Dick King.

* * * *

ST. HELENS BRANCH of the FAA ASSOCIATION

Dear Shipmate,

I read with great interest that there was to be a 'get-together' in May 1992. I joined the Royal Australian Naval Air Service in 1948, we came over on HMAS Sydney and finished up in Nowra for a while, living in married quarters when my wife arrived. The married quarters were Nissen huts in those days. They were great days and a good crowd.

I still remember Bert Webster, Jumper Cross, Ted Wearn and Keith Locke. I did send some newspaper cuttings of HMAS Sydney for the museum.

I was then drafted to HQ on the Sydney, and did quite a lot of travelling, we were present at the Coronation in 1953. Previous to that, we were at the Monte Bello Nuclear Test in 1952, from there we were sent to Korea as part of the Peace-keeping Force.

I eventually left the Aussie Navy in 1954, having served six years, I was recommended to sign on for another seven years as a commissioned Warrant Officer, but unfortunately, my wife had already returned home.

I have a sister-in-law who lives at Windsor, and it is my ambition to return for a visit some day. Who knows? If I win the football pools, I may be able to make it for May. Anyway, I wish you all the luck in 1992. Cheers, Harry Hout (ex-CPO)

STOP PRESS Harry will be here in May for Reunion '92, thanks to the generosity of his daughter.

* * * *

A LETTER FROM WHITLEY BAY, TYNE AND WEAR

Dear Shipmate,

On reading the RN Navy News for September last, I saw the notice for the FAA Association of Australia Reunion '92.

I was at Yeovil in 1948 when many Australian navy members were on training courses and made many friends amongst them. One was called Daisley and another with the surname McMahon, just to mention two. Time unfortunately, dims the memory so others have slipped out of recall, perhaps at your reunion someone will recall those days, perhaps even at one of the regular meetings of the Association.

I am 72 years old, and maybe living in my memories. I trust I am not imposing on you, and if so, apologise. I wish you well in your endeavours for the event. Good luck. All the best, and thank you.
- E.J.(Ted) Hindle.

*CONTACT J.ARNOLD FOR ADDRESSES OF WRITERS

GOODBYE JILL - HELLO JACK!

The 25th of April, 1941, saw the first women joining the Women's Royal Australian Naval Service. Between 1941 and 1945, three thousand WRANS had taken over shore base jobs such as telegraphists, writers, stewardesses and cooks, enabling the men to serve in the ships of the fleet.

They retained their identity as WRANS until January, 1985, when they ceased to exist as a separate Service within the RAN.

In an attempt to remove the distinctions in title between male and female members of the Service, several changes have occurred in the last decade.

The first major change being in December, 1979, with the deletion of separate ranks from the 'Navy List of Officers' for female commissioned officers.

As a result of the next change on September 1st, 1991, the acronym WRAN, disappeared entirely from the glossary of the Royal Australian Navy. From that date, all ranks became the same irrespective of sex.

In June, 1991, at the Garden Island Naval Chapel, ex-WRANS, their families and serving members, gathered for a special ceremony to commemorate the 50th Anniversary of the foundation of the WRANS.

During the church service, a page in the Garden Island Chapel Book was dedicated to the late Ruby Boye-Jones, who was made an honorary third officer of the WRANS during World War Two.

Ruby Boye-Jones was also one of seven naval heroes selected to have an Australian Defence Force Academy cadet accommodation block named after them.

Who was Ruby Boye-Jones?

The following article by Alan Zammit tells her story:

...Soon after the start of World War Two, the Navy installed a powerful AWA tele-radio for communication between Vanikoro and Tulagi in the Solomon Islands.

The Vanikoro radio was operated by a qualified telegraphist who indicated he wished to return to Australia to join the RAAF. Before leaving he taught a determined lady how to transmit weather reports and operate the radio while she learnt Morse Code from a book.

Eric Feldt, Commander-in-charge of the coastwatcher movement, had already appointed Skov Boye and his wife Ruby, as members of his organisation.

They lived at Vanikoro, a small tropical island in the Santa Cruz group where Skov managed a timber company.

After Japan entered the war and its armed forces thrust southward from December 1941, most civilian Europeans in the Santa Cruz group left for Australia. However, because Mr. Boye realised the importance of Vanikoro in relation to coastwatching, he volunteered with the island engineer, George, to remain.

When the evacuee ship arrived, Ruby refused to leave, announcing that she proposed to stay and operate the radio. As no replacement operator was available to relieve her, it was a courageous decision.

With the evacuation of the other Europeans from Vankiro, Ruby and Skov took on many extra tasks.

They had to act as doctors and treat the sick - sometimes a wasted effort as the natives would take off the bandages and re-wrap the wounds with banana leaves.

By April 1942, Japanese forces had captured Hong Kong, Malaya, Java, the Philippines and most islands to the north of the Solomons, as well as part of New Guinea.

On May 3, 1942, the Japanese landed at Tulagi (once the capital of the British Solomons) and held it until August 1942. The Boye family had lived at Tulagi from 1928 until 1940.

After the Japanese landed at Tulagi, Charles Bignell, a Solomon Islands plantation owner, called at Vanikoro and warned Ruby and her husband that a Japanese ship was in the Santa Anna area.

Between May 4 and 8, 1942, the Battle of the Coral Sea took place. Ruby, at Vanikoro, 700 miles away from the Coral Sea battle area, was sending out coded weather data and acted as an emergency relay station in communicating reports between coastwatching stations in the Solomons and Vila, the United States Navy base receiving station in the New Hebrides.

Ruby was on duty during the Battle of Savo Island in August 1942 when HMAS Canberra was lost, together with the US cruisers Astoria, Vincennes and Quincy.

Guadalcanal, where the Japanese fought until early 1943, was only 500 miles north-west of Vanikoro and during that critical period, Ruby was in easy range of Japanese aircraft that flew at low altitudes over the island on many occasions.

Ruby transmitted important weather data obtained from her own readings. She had to be ready to relay messages right on schedule as some coastwatchers were at about the limit of radio range to the naval base at Vila. She also sent information gained from natives.

The coastwatchers in the Santa Cruz area were

supplied from the Echo, a small US naval schooner under sail, which could come close to shore. The enemy apparently considered the ship to be harmless.

Ruby is the only recorded female coastwatcher of World War Two, and her radio voice became familiar to Japanese intelligence.

She recalls: "After sending the usual weather report, an English-speaking Japanese voice came crackling through. 'Calling Mrs.Boye, Japanese Commander say you get out.'" The message at this point was jammed by other coastwatchers and she was informed later that the rest of the message was unprintable.

Japanese aircraft dropped pamphlets to the Vanikoro natives telling them to work for the Japanese and report the whereabouts of Europeans.

As a result, it was considered desirable that Ruby should be in uniform for the sake of her own protection. Accordingly, at 51 years of age, she was appointed an honorary third officer in the WRANS and her uniform was parachuted in.

If the Japanese had landed, Ruby and her husband intended to head for the jungle and if it came to the worst to take their own lives rather than be interrogated.

One night a powerful motor was heard, followed by lights flashing just outside the reef. The motor noise may have come from a Japanese vessel looking for the only safe entrance along the coral reef. The reef entrance was not well charted and the Boyes hoped the Japanese would not try to invade Vanikoro by ship.

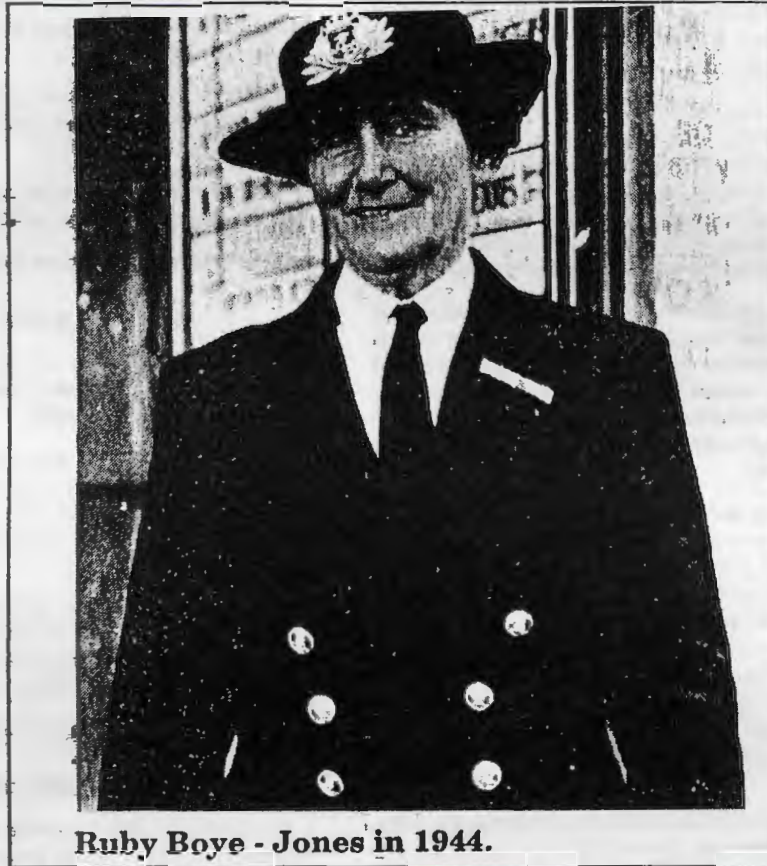
When a group of American naval officers landed, Mr.Boye was greeted by an admiral who said: "My name is Halsey. I'd like to meet that wonderful lady who operates the radio here." Admiral William F.'Bull' Halsey was the C-in-C of the area at that time and

was probably America's most popular World War Two admiral.

He had such a high regard for Ruby that he arranged for a US naval Catalina flyingboat to take her south for much needed medical treatment. While Ruby was on sick leave, she was replaced by no less than four US naval radio men.

Admiral Halsey said: The coastwatchers saved Guadalcanal and Guadalcanal saved the Pacific."

By late 1943 the Allies were on the offensive, heading north, leaving Vanikoro behind. The island, once again, was left to Mr and Mrs Boye and their 80-odd natives.



Ruby Boye - Jones in 1944.

At one period they went for ten months without fresh supplies. There was no flour for bread and they lived on fish, chicken, sweet potatoes, pineapples and bananas.

The crocodile's became active at dusk. Spotlights would sometimes reveal the evil eyes gleaming like two orange lights in the dark. In fact, a number of dogs and cats were killed, and fowls perched under Ruby's residence were often seized by crocodiles.

In 1944 Ruby was awarded the BEM for meritorious service as a coastwatcher in the Solomons. In addition she received the 1939-45 Star, the Pacific Star, the War Medal and the Australian Service Medal.

The letters of appreciation, the photos and autographs from Admirals Nimitz, Halsey and Fitch and an open invitation to Texas for the grand opening of the Admiral Nimitz Memorial meant a great deal. Ruby went to Sydney in 1947 with her husband when he became terminally ill. He died two weeks after his arrival and she later married Frank Jones.

Ruby died in 1990, aged 99.

** Alan Zammit's story reprinted with thanks from the Dept of Veterans Affairs's newspaper, 'Vetaffairs'.*

HISTORIC FLIGHT UPDATE

SEA VENOM WZ897 RESTORATION

Although the cosmetic side of the restoration on this particular aircraft has come to a stand still due to the positioning of the aircraft in the hangar, we are still experimenting with ways of starting the engine. At this time, cartridge starting cannot be utilised because the cartridges in question are long out of life. We initiated, or tried to, the refilling of said cartridges, but the big question then asked, was who was going to pay for it?

Meanwhile, we have attempted to start the aircraft using a GTC85. Unfortunately this method failed, in fact the engine didn't even turn over. The GTC85 puts out a lot of volume but hardly any pressure. We were a little awed at the response we got from the Fire Section when we rang and asked for a fire tender to be in attendance for the attempted start. We ended up with an Oshkosh, an early rescue tender and two other tenders. It looked like a bit of an over kill, but at least we felt pretty safe. This all happened on 14th September 1991.

Our next attempt was by using a 3000lb nitrogen bottle. A breech cap was modified with a fitting so that the nitrogen bottle through its regulator could be attached directly to the starter. This method also failed. By this time we were getting a little suspicious of the state of the starter although everything looked OK, the slip rings were free, there didn't seem to be any restrictions of airflow through the starter, we decided to pull it off and strip it down.

Before this happened though we decided on trying to turn one of the generators into a starter motor. After disconnecting all the electrics from the stbd generator we connected 28 volts to it and lo and behold the engine started to turn, but alas, it would only spin up to 400 RPM, 900 RPM short of what we needed. At least it was a start, we had the engine turning over, sounded pretty good to, no grinding or crunching.

Back to the starter, having removed it and stripped it down, we found the impeller seized and all the airways nearly blocked with carbon. Having soaked all parts in some de carbonizing agent, scrubbed and brushed, all parts came up like brand new. Putting it back together again was a breeze until we came to the two springs on the bottom of the cut out plate. Trying to get the two of them on their respective lugs was something else again. If there is anyone out there who used to work in the starter bay with these things, we would greatly appreciate some advice on how to buy service the starter. Naturally there are no books available.

After a lot of mind bending and consultation we eventually came up with the method for replacing the two springs on to the cut out plate, quite simple actually. Finally the starter was rebuilt and the big test came. The starter was fitted to the old engine and the nitrogen bottle was connected and turned on, lo and behold the engine started to turn, but unfortunately only got up to about 10 RPM. At least this was a beginning. We now know that air pressure will turn the engine, but at this stage there is still quite a bit of re-designing to do.

Not giving away the theory that maybe one of the generators can be utilised we again got hold of a fully charged 24 volt battery and connected that to the aircrafts starboard generator and switched on the power. The engine immediately started to spin up and this time reached 700 RPM, unfortunately still 500 RPM short of the minimum required. At least by doing this once a fortnight we alleviate the necessity of having to pre oil the rear bearing and bleed the fuel system all the time.

On November the 2nd we were given the go ahead to pull WZ895 out of its corner in 'D' hangar and move it over to 'E' hangar and set it up for full restoration. We now have plenty of room around

it. Meanwhile WZ937 has gone into 895's old spot so we can now get stuck into finishing it off so that it should be in all its old glory for the Reunion. One request, I am still looking for a photo of WZ895 and WZ937. Old side numbers for WZ937 were 211 with a 'Y' on the tail and possibly 862 and the only number I have for WZ895 is 870 with a 'M' on the tail.

* *Tony Penno, Team Manager Sea Venom restoration.*

SYCAMORE XD653 RESTORATION

Work on this aircraft is well ahead of schedule. The only major work to be done is the paint job external, however the spray bay is pre occupied with the mammoth task of painting all of the Squirrel helicopters. It looks like it might be March next year before we can get a go. Hopefully we will have it ready for presentation by May for the 92 FAA Reunion.

As I mentioned in a previous Slipstream, a nose panel (bubble) is being kindly manufactured by a Melbourne company, so this solves our main headache.

The Historic Flight are making a trip to Camden airport to pick up a truck load of Sycamore parts (panels etc) which should come in handy.

Do any of our readers know where we can lay our hands on an original (canvas) winch strop for a Sycamore?

* *Don Parkinson, Sycamore Team Manager.*

GANNET XA434 RESTORATION

The Gannet has taken up its final resting place in the new museum hangar. restoration work being almost complete except for a few fiddly bits internally.

Even though it is under cover it is still going to be very exposed to NAS Nowra's notorious westerly winds. I only hope this does not have any detrimental effect to the paint work while we are awaiting the installation of the hangar walls. It certainly looks a picture.

Thank you very much to all those dedicated souls who put so much of their own time in achieving this final result. Ray Larder, Ron Ross, Ken Day, Dave Mowat, Chris George, Commodore Rob Partington and A.B. Simon White from corrosion control.

* *Don Parkinson, Gannet Team Manager.*

SEA FURY RESTORATION

A very generous offer made by Guido Zuccoli of Aerotec, Darwin. He with his partner Nobby Bach have taken on the task of giving the Centaurus engine crankcase area a complete overhaul. Ken Lee and myself spent a week in their workshop assisting Nobby Bach and Jos Josling dismantling the crankcase assemble, which, at preliminary inspection appears to be in quite good condition.

Without the special tooling at Aerotec the task of dismantling and eventually assembling the crankcase would have been virtually impossible. This task taken over by Aerotec has shortened the refurbishing of the Sea Fury by about two years. From the Sea Fury team and the Historic flight we thank Aerotec from the bottom of our hearts.

While in Darwin Nobby Bach gave us answers to too many questions to mention and on our departure advised us to telephone him with any problems that he could be of assistance with. Many thanks Nobby.

On behalf of the team I wish you all a Happy New Year.

* *Oscar Harper, Sea Fury team Manager.*

SPIN US A DIT

PUT ON THE SPOT...

I am in the rattle again and this time it is on account of our Pusser's Duck.

"Able Seaman String," the Old Man said to me, "we have decided to make you temporary spotter until we get replacements for the officers and men that have been killed. And so I went and got drunk rather more than slightly, and I am in the rattle.

Landlubbers who are not shipmates, so to speak, with Pusser's Ducks and suchlike birds, will not know that this is the name we give our Walrus aircraft. It is not necessary to explain that a spotter is one what spots, so I will not bother.

If you think it is a great honour to be selected for spotter, you can have the job instead of Henry String, which is yours truly. Of course you will not take the job when you hear that the regular spotting officers have been killed and the temporary spotter is ashore wounded.

These are what is known as casualties, and they were caused because Mr.Watts, the Pilot, flies right into the flak as if it were cotton-wool, which it certainly looks like, but which it isn't. Hence and therefore I do not like being chosen even once for a spotter because a piece of flak can do me a lot of no good at all.

We are lined up at Hands Fall In one morning and the buffer says that a spotter is going to be necessary and experienced gunnery ratings can volunteer. However, the gunnery jacks, which include Henry String, prefer to be behind their guns instead of at the muzzle end, so to speak, and there is no queue waiting to apply for the job.

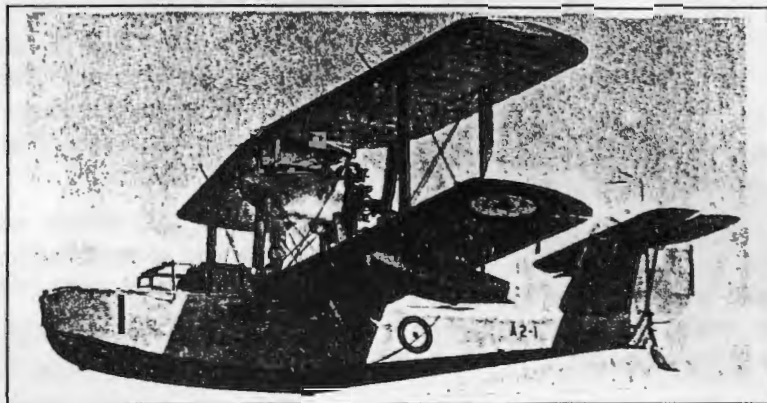
However, the buffer who is none other than Petty Officer Stymes, my favourite enemy, says "One volunteer-you'll do, String" - and before I know it or can say "Stow it Buff," I am a volunteer.

Today is going to be what is called a dummy run, which means there will be no flak for Mr.Watts to fly into and this suits me down to the ground and no error. Before I get into the Duck the gunnery officer tells me what to do and tells me this is a great honour

for a rating, but I wouldn't get it if all the qualified officers and petty officers hadn't been killed.

I still do not like the idea less than nothing at all, and when they tell me to get into the Duck, I suggest that maybe I do not know enough to do the job, and anyway, perhaps there is a real volunteer. This remark is greeted with a storm of silence, so I clamber over the side and soon I am tangled up with the Duck's gizzards.

When I untangle myself, Mr.Watts is also in the plane, and I begin to tell him that if he happens to see any flak, will he please dodge it, because I am Mrs.String's one and only, and I do not suppose he would like to see her with just a pension.



I suspect he does not care much though, because there is a crackle and a pop, and the engine starts and I cannot even hear my heart beating. The engine is very loud.

Pusser's Ducks are not like ordinary planes, because they have their propellers behind instead of in

front, and this makes me think I should be sitting round the other way.

Mr.Watts starts to rev the engine and wires begin to move on the sides of the Duck. I am just about to suggest that it is maybe a bad day for flying, when there is a 'Whoosh' and the same 'Whoosh' is us being catapulted off into space without even so much as "Here you go."

I fall out of my seat while this manoeuvre is being carried out, so that when I get back into my seat I tighten the straps a bit, but I think "It's just as well Lily can't see me, because I'm harnessed like a horse."

The ship is a long way down now, and I can see the tug towing the target that they are going to shoot at. I think to myself that I will have to spot very badly, because then, perhaps, they will detail another volunteer tomorrow, especially as tomorrow there will be a lot of flak.

While I am thinking this there is a certain amount of palaver over the 'phone and this is called 'Testing communications'. It is very dry because everything is said twice, so I wont bother about telling you about that.

When the shooting begins, I decide that maybe I will

spot on the tug instead of the target, and if the tug gets scuttled, everybody will decide to dispense with the services of Able Seaman String and same will not mind either.

"Boom" go the guns and I spot on the tug and the next salvo gets a bit closer. The next salvo is better still and I think that maybe I am too good a spotter to waste behind a gun. Then there is a large sized fuss and bustle and the tug disappears in the drink. This is called a direct hit, but it does not please me much, because perhaps someone is killed, so I think "Well, anyway, I have spotted my last spot, even if I get ninety days in jankers."

Mr.Watts is disappointed that there is no flak to fly around in, so he brings the Duck down quickly and they hoist us aboard. I look very penitent and sad when the buffer says the Captain wants to see me because I do not like this less than nothing at all.

When I go to the bridge the Old Man tells me it was a most satisfactory shoot, and he thinks maybe it would be a good idea if the replacement didn't arrive at all.

I do not understand this until they tell me that we sank the target. This is all because the Duck's propellers are at the stern instead of for'ard and I have got things round the wrong way and spotted on the target instead of the tug like I thought.

This is why I got drunk. Because tomorrow I am spotter again and Mr.Watts will be flying in the flak.

** This story appeared in Sea Digest and was written by Lt.J.F.Moyes, RANVR.*

* * * *

HOW SENIOR CITIZENS BEAT INFLATION

A couple in their late sixties went to the doctor's office and asked if he would observe them whilst they had sex.

The doctor, although thinking it unusual, agreed to the request.

When the couple had finished, he told them that everything he had observed appeared to be as it should be and charged them \$32.00.

The same incident happened the following week and the week after that.

The doctor, in desperation, asked them just what it was they were trying to find out. The old bloke said that they weren't trying to find out anything.

" You see doc, she's married and we can't go to her place, I'm married and we can't go to my place, the Travelodge charges \$60.00 for a room, and the Holiday Inn charges \$70.00, if we do it in your office you charge us \$32.00 and I get \$28.00 back on Medicare.

LIFE'S LIKE THAT

Last night on the bridge at 2335, the bridge messenger, ordinary seaman, *****, conscientiously turned to, twenty five minutes early for the middle watch. Instead of approaching the bridge from within the ship as normal, he came up the ladder from the flight deck. He first pushed the bridge door, then he pulled at it, he threw his shoulder against it, kicked it, swore, he tried sliding it to the right, and Bingo! - it opened.

Present on the bridge were the admiral, captain, officer of the watch, navigator, bridge watchkeeper, quartermaster, port and starboard lookout, who all looked in the direction of the commotion and the freezing cold draught.

What they saw, was a silhouette of a watchcoat peering into the gloom. The young lad, whose eyes had not yet accustomed to the darkness, said in a heavy Liverpool accent, " Is dere any ***** in dere or wha?"

Everyone on the bridge was shocked by the bad language and looked cautiously at the admiral, who, totally unperturbed, said, "Yes, what is it?"

The watchcoat replied, "Good, found ya, you can shove off to bed now mate, I'm your relief."

*** This story is taken from the HMS Bulwark newspaper, 'The Daily B'. Printed some time in 1967 during a NATO exercise.*

* * * *

CHECK...MATE

One foggy night at sea, the captain of an aircraft carrier saw the lights of another ship coming towards him, he ordered his signaller to contact the other ship by light.

The message was, "Change your course ten degrees south."

The reply came back, "Change your course ten degrees north."

The captain answered, "I am a captain, change your course ten degrees south."

The reply was, "I am a leading seaman, change your course ten degrees north."

As a last resort, the captain sent, "I am an aircraft carrier of the Royal Navy, change course now."

Reply, " I am a lighthouse, you change."

* * * *

***1992 MEMBERSHIP FEES ARE DUE NOW! ***

DEVELOPMENT OF BRITISH NAVAL AVIATION AND THE AUSTRALIAN FLEET AIR ARM

Part 1 IN THE BEGINNING Cont

The squadrons remained at Nowra until mid March, the fighters exercising on the ranges and with the ground controlled interception station belonging to MONAB 1 and erected on the coast nearby. A general shortage of ammunition and ordinance curtailed the practices but the Avengers were at least satisfied, for their torpedo attack practices in Jervis Bay the RAAF Torpedo unit made available 200 concrete dummy torpedoes and there were sufficient practice "runner" torpedoes for the six pilots selected from each squadron for torpedo training. Torpedo recovery vessels for the "runners" were provided by the RAAF and fleet Destroyers were used as targets until arrival of HMS Lewes, an old American "4 stacker" fitted out as a torpedo target vessel.

The intensive flying from the temporary runway, together with heavy rains and inefficient drainage resulted in the breaking up of the runway surface and thus most aircraft were operated from RAAF Jervis Bay airstrip after 7th March while the runways were resurfaced. Jervis Bay was manned by MONAB 1 personnel until 01 May, when MONAB 5 commissioned the airfield as HMS Nabswick. The need for these emergency repairs delayed work on the hardstanding and taxi tracks, the latter were not complete until October 1945.

By the beginning of May, Nowra was well established as an Air Station, with its component units functioning as efficiently as possible in view of the poor spares and equipment situation. Some repair work had been 'farmed out' locally to the RAAF and to industry, major repairs were undertaken by RNAS Bankstown, HMS Nabberly, and the remainder was well within the capability of the MONAB staff. Personnel accommodation was still primitive and the works programme commenced in December 1944 was still incomplete at the end of the war. Recreational facilities were poor, on leaving the United Kingdom it had been assumed that equipment would be available in Australia, but this had not been the case and apart from sport, there were few amenities at what was an isolated station.

Front line squadrons returned to Nowra in May. With the arrival of the Avengers of 854 Squadron, lately of HMS Illustrious, and Corsairs of 1845 Squadron, formed on 15 May. These two units were located to a reserve Air Group, No 3 CAG, formed to provide an entire spare Air Group intended for HMS Victorious, whose squadrons had already completed a full front line tour. The third squadron, 1843, had arrived at RNAS Schoefields, HMS Naethorpe, on 2nd May, having been ferried out aboard HMS Arbitrator, but did not join No 3 CAG at Nowra until 4th May 1945.

Squadrons returned from the combat area in early June. The availability of Jervis Bay and RNAS Maryborough, HMS Nabstock, reduced the load on Nowra on this occasion, so that although the Corsairs from Victorious and Formidable and the Hellcats from Indomitable returned, the only Avenger Squadron was from the last named ship. The Corsairs re embarked towards the end of the month, but Indomitable's Air Group remained as the ship was undergoing a short refit at Sydney during July.

723 Squadron was now fully equipped with 16 Martinets and 4 Corsairs, the former equipped with marking cameras and able to tow the 16 foot dart targets for air to air gunnery training. The Corsairs were used for gunnery tracking exercise and radar calibration. In the summer of 1945 agreement was reached with the RAAF that some surplus Beaufighters should be transferred to 723 Squadron for use as Radar calibration and throw off shoot

target aircraft. This plan did not come to fruition before VJ day and thereafter it was abandoned.

The Squadron did get twin engine aircraft (Twins) however, in the form of Ansons equipped with ash radar and intended as flying class rooms for the instruction of Observers and Telegraphist Air Gunners. These aircraft, also ex RAAF, were not received until early September 1945 due to the need to modify them, but six pilots underwent a twin conversion course at RAAF Point COOK in June that year. *Continued in next issue.....*

ANGELS SERENADE ALBATROSS

Albatross was serenaded by a group of Angels such as heaven has never heard. Nor has Albatross for that matter. The heavy rock band blasted their songs of love amidst a backdrop of historic aircraft and aircraft paraphernalia.

Initially, the rock group manager rang Albatross: 'because I heard there was a few old aircraft in a hangar down there'. He was somewhat taken aback when told there were also 1200 Naval personnel and the entire fleet of operational aircraft.

Undeterred, the band members, wives and kids in tow arrived for a 'recce' of the base and surrounds, and were delighted with what they saw.

After negotiating a fee for the use of the Naval Aviation Museum hangar, the band discovered the Navy a willing worker when it came to lending a hand for the novelty of a music video production. Unannounced Angel's fans came a flocking out of the woodwork and toiled happily for the reward of five autographs and, if they were very lucky, an Angel's compact disc.

The labour of relocating, positioning and repositioning aircraft along with many bits and pieces from the Historic Flight was begun at 0900 and completed by 1600. This was followed by all night filming, which involved much banging of drums, twanging of guitars and explosions of sound from the throat. The filming went on until 4am and the packing up which followed for the 'roadies' took another 2 hours. (The residents of married quarters were not, it appears, entirely enamoured of their compulsory all night concert.)

The following day the band donned flying suits (apparently the ultimate macho image) and strutted their stuff for the cameras, screaming words to songs beside the runways with A4 Skyhawks taking off behind them and Sea King helicopters hacking the air nearby.

Everybody involved was surprised to discover how nice these Angels were. We expected them to be long haired, foul mouthed, pot smoking anarchists silently sneering at the Establishment of Defence. As it turned out, the band and crew were friendly and courteous and obviously delighted with their reception at NAS.

It can truthfully be said that Angels descended upon Albatross and they smiled, for they were very happy with what they saw.

* *Article submitted by Lt Liz Waddell, Public Relations Officer, HMAS Albatross.*

A PAR WORTH REPEATING

...incidentally, when Tim was a CAA(O), he was asked by a First Officer WRNS, "what does the (O) stand for, Chief?"

He replied, "the (O) MA'AM, stands for 'orrible", and pointing at the buttons on his cuff added, "and these, are for being good at it".....

Extract from RIN FAA Armourer's Association Newsletter.

KEEP AUSTRALIA BEAUTIFUL

At the time of writing this article, a delegation of Aboriginal people have arrived in the United Kingdom, the purpose of their visit is to try and persuade the British Government to 'clean up' vast areas of Central Australia where atomic tests were implemented.

When the tests were being carried out, many Australians thought, that with the activity taking place out-in-the-sticks, that they were well away from any possible contamination. They may never know for sure.

The last 'major' atomic explosion was the Taranaki Atomic Test and took place at Maralinga on the 9th of October, 1957. The following article is a report of that event, published in 1987:

...The Taranaki atomic bomb test at Maralinga was suspended from balloons at a height of about 300 metres. After the explosion, the cloud was tracked by aircraft, towards the east coast. The last contact with the top of the mushroom cloud was 11.5 hours after firing, when the cloud was near Bourke, NSW. The lower part of the cloud would have crossed the coast near Port Macquarie, NSW.

The highest level of fallout was at Bourke on the 10th of October 1957. Fallout from this massive, 26.6 kiloton, balloon atomic test also fell on Adelaide, Melbourne, Sydney and thousands of other cities and towns around Australia. To our knowledge, only one major newspaper in Australia had the boldness and courage to report and print the photograph of the dangerous Taranaki atomic test mushroom cloud and its deadly travel path to the east coast.

It is believed that the Australian Prime Minister, Menzies, demanded a report from the Australian Safety Committee regarding Strontium-90 fallout from the Taranaki atomic test which had significance for the future of atmospheric testing in Australia.

The Strontium-90 fallout, whether taken into the body by either ingestion or inhalation is one of the radioactive products of atomic testing and is the principal fallout material which will present a potential health hazard and death.

A unique combination of qualities makes this substance especially critical and dangerous to humans and livestock. It is one of the more abundant fission products of the atomic test. Its half-life is 28 years and will thus remain active for many years. It is chemically very similar to Calcium, and so is taken up and concentrated by the bone tissue which has an affinity for calcium. In sufficient concentrations it is known to cause bone tumours through its emission of beta rays. One example of the Strontium-90 on bone

tissue, poses a most serious health problem for the Naval National Service Trainees involved with the exhumation of a corpse from the Monte Bello area. The trainees are now reporting tumours under and at the base of the spine.

The Taranaki atomic test was the last major explosion at Maralinga. Another series of tests had been projected for 1958, named Lighthouse, but the international discussions approached sufficiently close to a moratorium on testing, that the UK government decided not to hold major atomic tests in Australia. The minor trials were, however, continued through 1958 to 1963....

* *Published by kind permission of the Atomic Ex-Servicemen's Association..*

* * * * *

STOP AND THINK A MINUTE

The great historian Edward Gibbon spent twenty years writing *The Decline and Fall of the Roman Empire*. This was the story of the most powerful nation in the world. No nation could withstand the might of the Roman legions, yet the Roman Empire lost its power and its strength faded away.

What the enemy outside could not do, was achieved from within.

Edward Gibbon found that there were five main reasons:

*The pursuit of pleasure and the emphasis on sport.

*The breaking up of home life and the growth of divorce.

*Increases in taxation with unwise spending of public money.

*The loss of respect for religion and people with religious principles.

*The building up of huge armaments against the enemy outside and not the enemy within.

Is Australia following in the footsteps of the fun-loving, pleasure seeking citizens of ancient Rome? Are we seeking success, sunshine and satisfaction without the trouble of working for them? Do we expect discipline in others, even when we see no harm in bending the law, just a little ourselves?

The earlier residents of Australia built up a strong island nation. It cost them time and effort.

How are we making out by comparison?

THOUGHT: A generation ago when people finished a day's work they needed rest. Today they need exercise.....

* *Our thanks to the unknown author.*

THE EDITORIAL STAFF WISH ALL OUR READERS A VERY HAPPY NEW YEAR FOR 1992.. TO ENSURE THAT THE ASSOCIATION SECRETARY HAS AN EQUALLY ENJOYABLE NEW YEAR, PLEASE FORWARD YOUR SUBS WHICH ARE DUE **NOW!**

NAVAL AVIATION MUSEUM

STAGE 2 APPROVAL

The Naval Aviation Museum's Administrator, Mr Derek Whyte, announced on 12 December 1991, that the go-ahead for construction of Stage 2 had been given by the museum's Board of Directors.

As the museum does not receive any direct funding from the Federal Government, funds for this stage have been raised from the corporate sector, private donations and as a result of the White Ensign Club Board of Directors' decision to commit the proceeds from the Club's sale. Mr Whyte said that Stage 2 would consist of a 200 seat restaurant and function centre, elevated viewing platform, storage space, a souvenir shop and the exhibition and display centre. He said that this stage would cost almost \$1.3 million and commence as soon as possible.

Mr Whyte indicated that the Stage 2 construction contract had been awarded to A.C.H.Clifford Pty Ltd and he expected that a significant number of sub-contracts being let to the local area firms. He said that A.C.H.Clifford was one of 15 companies which submitted formal proposals as a result of the request for tender. Each company was required to undergo rigorous examination from the NSW Public Works Department who have been engaged by the museum for design, construction and supervision of the project.

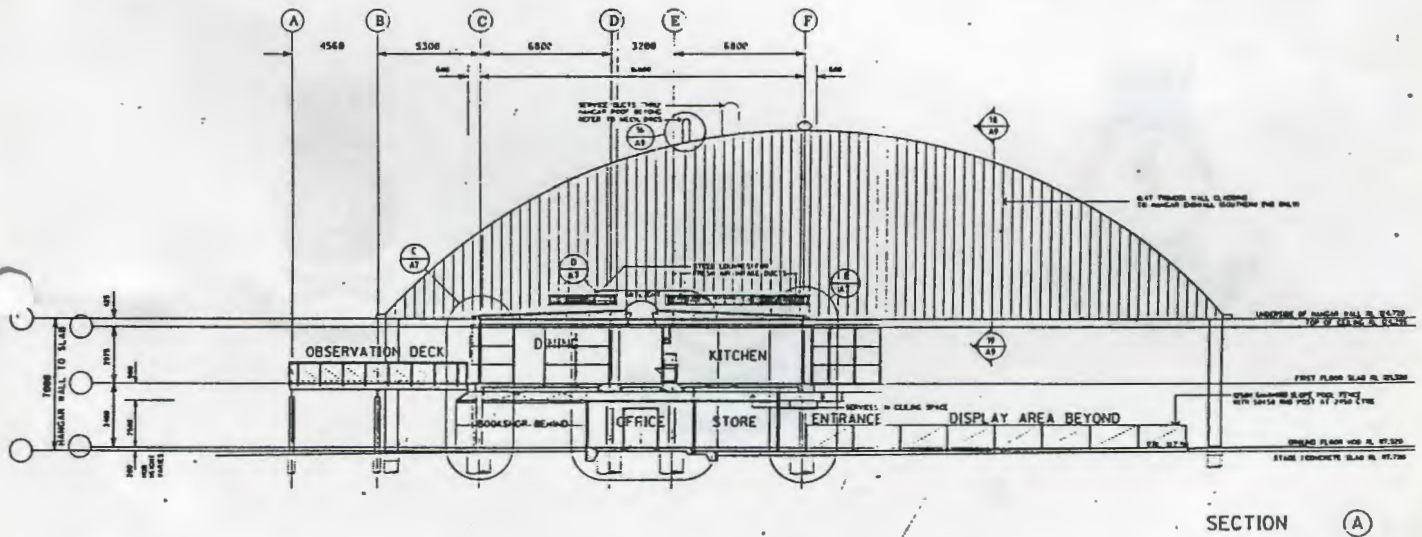
Construction is expected to take 36 weeks, with the Stage 2 building substantially complete in May 1992 prior to fitting out being completed later that year.

The restaurant and function centre will be available to the public to hire for various special events. During the museum's open hours, the restaurant will provide a food and drink service to the visiting public and will be called the White Ensign Club Restaurant. The initial catering rights have been awarded to P & O Catering who have indicated their support for the project.

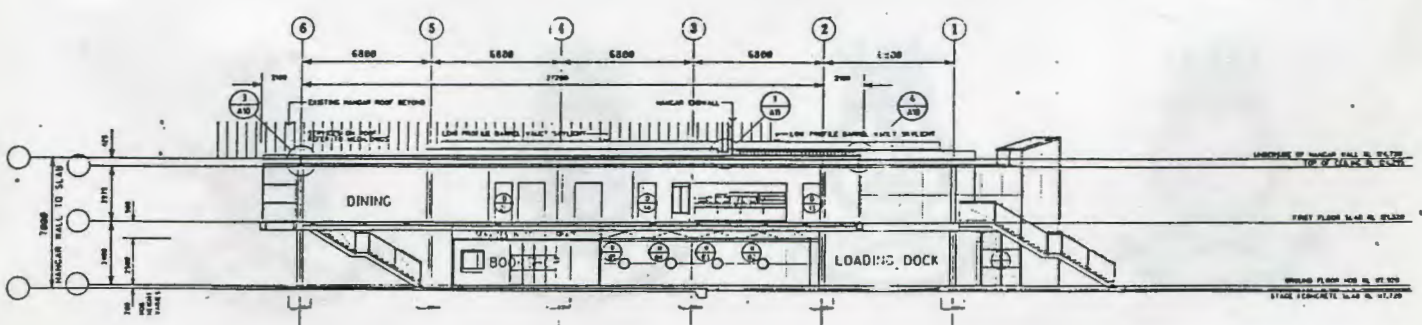
Further stages in the development program for the museum include construction of a workshop, theatre, special theme areas and further development of the displays.

The total project preliminary costs indicate that almost \$15 million will be required over a period of 15-20 years during which time the local community will be invited to assist in developing the Naval Aviation Museum into a major tourist attraction which contributes to the local economy.

* Media release submitted by Commander 'Spike' Campey, Museum Director.



SECTION (A)



SECTION (B)



OF AUSTRALIA
New South Wales

