



The Quarterly Journal
of the
Fleet Air Arm Association of Australia

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Slipstream



An early morning captured in time.....
'Flying Stations aboard HMAS Sydney'

Photo courtesy Ian Ferguson



FOREWORD

by **Vice Admiral R.G. Taylor AO RAN**
Chief of Naval Staff

I am delighted to have been asked to provide a Foreword to the April edition of *Slipstream*. Although not an aviator, I feel a great affinity for the Australian Fleet Air Arm having served as Navigating Officer in the carriers SYDNEY and MELBOURNE.

During that experience I witnessed many acts of courage and some superb demonstrations of technical support and flying skill but what impressed me most was the team spirit of the 'birdies'. The spirit lives on in the Fleet Air Arm where our young men and women are showing that they have the necessary technical skills and expertise and enthusiasm to keep some of the world's most advanced naval aircraft in the air and operating. While aviation is just one important part of our Navy, the Fleet Air Arm will always enjoy a special place within our community.

I commend the amalgamation of the previously separate Officer's Association with the general FAA Association. I believe the move can only enhance the hard work and efforts of the Association and its involvement with the Museum and historical flight.

I also commend *Slipstream* for the valuable contribution it makes in keeping the naval aviation spirit alive and well for both serving and retired members of the FAA. I know that FAAA members look forward to reading the journal to learn about upcoming events associated with the Naval Aviation Museum and to catch up with news of their former shipmates. It is a first rate publication of which the Association can be proud.

I would like to take this opportunity to thank all the staff and volunteers of the Naval Aviation Museum for the work they have put into the enterprise. I have been particularly impressed also with the aircraft restoration projects I have seen both in the Museum and the Historic Flight. These restored naval aircraft provide the visitor with a tangible and exciting link with our past.

I wish the Association the best of luck for the future. I look forward to a close association with the Museum and I hope to meet many serving and ex-serving members of the Fleet Air Arm.

EDITORIAL

This edition of *Slipstream* is brought to you through the sponsorship of British Aerospace Australia, to whom the Association offer their most sincere thanks.

I would like to take this opportunity to thank the stalwarts of the Association who send in the contributions that make the production of this journal possible.

As I have mentioned before, if your submission or photograph has not been published to date, it has not been disposed of. It is just sitting in the files awaiting the right moment, or for someone with a better memory than I have, to provide dates for the events and/or put names to faces.

Please keep those letters, articles and photographs rolling in, each in its own way goes to complete the jig-saw which is the Fleet Air Arm history.

HOSPITAL CALL

Kevin Raddatz wishes to inform old shipmates of Dick Coates (*the hypnotist*), that Dick is seriously ill in the Holy Spirit Hospital, 259 Wickham Terrace, Brisbane.

Dick has the telephone in his room and can be contacted by phoning (07) 834 6111 and asking for his room number, which is - CW Room 27.

Give him a call or send him a card please.

URGENTLY REQUIRED

Barry Simpson, Tasmanian Division President, has asked for the donation of an eye patch and a parrot.

This was his way of gently breaking the news that surgery to improve the circulation in his leg had not been successful and he has had the limb removed.

I'm sure that all members would wish Barry a speedy recovery and sincerely hope that his run of bad luck is now over.

CAN'T REMEMBER THE WORDS.....BUT THE MUSIC SOUNDS FAMILIAR!

A recent *Donahue* show on Channel 10 featured transsexuals. The climax being the crowning of someone called 'Sweet Savage' as Miss Gay America for 1993.

The regal music accompanying the 'coronation' was our National anthem, *Advance Australia Fair*.

When the National Anthem debate was ragingsome years ago, it was Phillip Adams who suggested that the following words might be applicable:

*'I love this ripper country
Of funnel webs and sharks
With blowies big as eagles
Where your car gets booked by narks;
Where your team gets booked each Saturday,
And the pub runs out of beer,
Where there's redbacks on the toilet seat
And you're nagged by Germaine Greer.'*

It would appear that anytime a contentious issue arises, many Australians have a great urge to burst into verse. This medium obviously being the best method for expressing their opinions.

As a result of the recent ethnic unrest in this country, the following cautionary tale by John Morris of Tweed Heads, was forwarded as an entry in the Sydney Morning Herald poetry competition:

*Hotheads of Australia,
Coves and coots and blokes.
Cool yer bloody tempers.
Shed your ethnic jokes.
Read yer C.J.Dennis,
Learn some bloody sense.
Learn the bloody art of
Mutual tolerance.
To chuck bombs cos
Of what yer called
It is in-bloody-sane.
Remember bloody Romeo!
What's in a bloody name!
Don't talk of Alexander,
Alex the bloody great!
He died in BC, mate!
Good on ya, watch yer footie!
But take no bloody flags!
Flag-waving's bloody bonkers,
They're only bloody rags.
Be like our micks and proddies.
Here most get on quite well.
While back in the old country
Their feuds cause bloody hell.
And Kennetts of Australia
Show some bloody sense.
To fan the flames to win the votes
Is very bloody dense.
Let other bloody nations
Have bloody racial strife.
Lets make Oz an oasis
Let's all be mates - for life.*

It sure makes yer think. Don't it ?

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Geoffrey Francis (Digger) Dunn
David H. Thomas (POE AC)



BRITISH AEROSPACE AUSTRALIA

The role of Australian Defence electronics organisations has changed considerably in the 40 years since British Aerospace Australia first entered the market.

The trials teams which frequented the Woomera rocket range in the early 1950s helped pave the way for the company which now designs, manufactures, manages and supports, multi-million dollar procurement contracts for the Australian Defence Force and a range of international customers.

The company has grown from what was a branch office supporting rocket and missile trials, to become one of Australia's leading defence contractors.

BAe Australia now employs more than 800 people and has operational facilities and offices throughout the country.

Engineering and manufacturing provided the essential foundations for the BAe Australia's development over the past 40 years. In more recent years, however, it has been in facilities management services, turn-key procurement contracts and systems integration, that BAeA has experienced the most substantial growth.

The company has been employed in almost every major Australian procurement contract since its inception - from Rapier surface-to-air guided missiles and F/A-18 fighter aircraft - through to the Australian New Construction Submarine project and up-coming purchase of a fleet of light armoured vehicles.

In 40 years, BAe Australia has become one of the country's pre-eminent defence companies and a recognised leader in project management, hardware and software engineering, and facilities management.

It is a company with its sights set firmly on the future and plans to continue to play a prominent role in the development and growth of the Australian Defence industry.

COMMERCIAL SUPPORT PROGRAM AT RANAS NOWRA

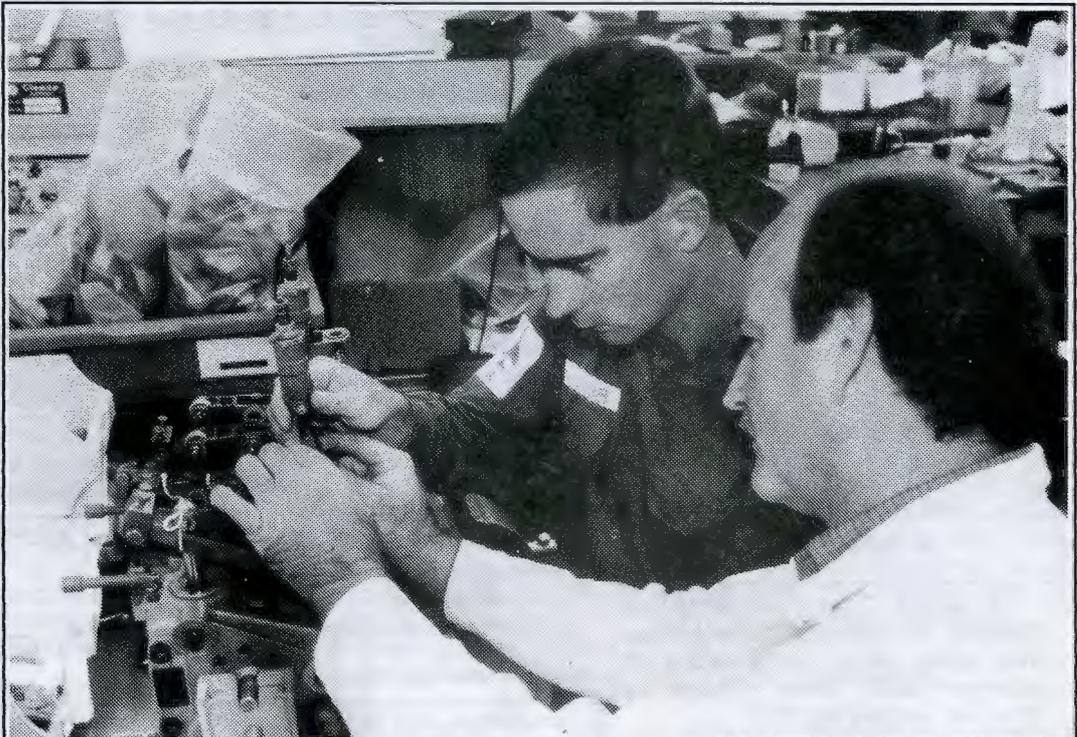
Australia's Commercial Support Program has made it possible for industry and the Defence Forces to work closely on some of the support services required to manage the country's Defence operations more effectively.

British Aerospace is one company which has carved a niche for itself in this support role. For more than 17 years BAe Australia has managed the Australian Army's Rapier Base Repair Facility in South Australia. The Base Repair Facility contract proved to be an excellent early example of 'commercialisation' in the Defence Forces. It has been described by senior Army officers as 'a model of co-operation between Industry and the Services'.

BAe Australia also provides operation and maintenance support services for the Royal Australian Navy's Sea King helicopter simulator complex in New South Wales. This contract encompasses maintenance services for the helicopter flight and anti-submarine warfare systems in support of RAN training missions. It also includes the data base modelling imagery to support both the RAN and the Royal Australian Air Force Image 11 Visual Systems.

Recently British Aerospace Australia was successful in winning the contract to provide aircraft component maintenance support for all Navy aircraft at the Nowra Naval Air Station. The contract which is part of the Commercial Support program, will save the Navy \$15m during the four year term.

Trained personnel, experience, and good working relationship with the customer, are just some of the requirements cited by BAeA as being vital to the successful management of a commercial support contract. These skills have been put to use in running the Army and Navy contracts already mentioned - in addition to managing the NASA Deep Space Communications Complex in Canberra; providing trained technicians and flying instructors to support the Royal Saudi Air Force; and carrying out Media Support Services for the Defence Science and Technology Organisation.



'Co-operation between Industry and the Services' - Hydraulics Workshop at RANAS Nowra



HMAS Albatross

What's been happening since the last update?

Visitor to RANAS

One of the world's most advanced helicopter types visited the base to give the Navy's Fleet Air Arm a potential sample of the things to come in the aviation industry of the future.



The McDonnell Douglas MD 520N is the first helicopter design to incorporate a radical concept known as NOTAR (No Tail Rotor). The tail rotor has been eliminated using the theory of the 'Coanda Effect', which basically states that air flowing over the curved tail boom of the helicopter follows the contour of its surface. The tailboom then acts like a wing, but instead of giving lift actually produces a sideways movement which is what the tail rotor is normally required for.

The helicopter first flew in July 1991 and its builders, the McDonnell Douglas Corporation, say that it is the quietest certified helicopter in the world being 50% less noisy than its rivals.

Retirement

Mr Allen (Tassie) Anning has retired from the Department of Defence after 43 years of loyal service, most of which were spent at HMAS Albatross.

'Tassie' joined the RAN back in 1950 and upon leaving in 1971 he applied for a position as an auto-

electrician at the Transport Compound for the remainder of his 22 years before finally putting on the overalls for the last time in December '93.

During his farewell speech, 'Tassie' commented on how well the Navy and the local community have joined together over the many years he has lived in the Nowra area.

Donation

Commodore Geoffrey Morton, RAN - Commanding Officer of HMAS Albatross, was presented with a cheque for \$50,000 from the Mayor of Shoalhaven.

The money was donated by the Shoalhaven Council for the continued restoration and enhancement of the Naval Aviation Museum. In return the Commodore presented the City of Shoalhaven with a bronze model of a Sea Fury aircraft.

NSW Bush Fire Emergency

January 1994 heralded the worst New South Wales bush fires for fifty years. Fires spread throughout the State at what appeared to be an exponential rate, engulfing the NSW North and South Coasts, Blue Mountains, Sutherland Shire and Sydney's Northern suburbs. Following the declaration of a state of emergency, personnel from HMAS Albatross were mustered and tasked to assist the State authorities in combating the fire storm. HS 816 (Cmdr B. Dowsing RAN), HS 817 (LCdr P.R. Lee RAN), and HC723 (Cmdr V.E.B. DiPietro RAN) squadrons, as well as Fire Fighters and Transport personnel aided in extinguishing the threat, whilst Operational Support, Medical Supply, Victualling and duty personnel supplied logistic assistance.

HS 817 Squadron was the first to deploy 3 Sea King aircraft, followed closely by 3 Squirrel aircraft from HC723. As the situation deteriorated, HS 816 Squadron deployed 4 - S-70B Seahawks as well as having 2 aircraft in reserve for detachment support, under the command of LCdr M. Ogden RAN.

This brought the total number of Naval aircraft to 10 Operational Units with 2 in reserve and a further Sea King acting as a relay aircraft between NAS Nowra and RAAF Richmond.

RANAS Background Information

HMAS Albatross is comprised of 650 buildings ranging from aircraft hangars, office and maintenance buildings to accommodation blocks and support facilities. Over the past 2 - 3 years, \$11.426 million has been spent on various projects such as:

- a. upgrading hangar hardstandings,
- b. upgrading the irrigation disposal of sewage effluent,
- c. building a new Fire Training facility,
- d. upgrade of electrical wiring and fittings in hangars,
- e. upgrading fire safety on three hangars,
- f. construction of a new administration building
- g. major upgrade to the high voltage reticulation power station,
- h. construction of a new Chapel, and
- i. construction of a new jet engine testing facility.

Future projects include:

- a. construction of a new hospital (\$2 million),
- b. construction of extensions to the naval stores complex (\$1.2 million),
- c. improvements to airfield lighting (\$1 million),
- d. construction of a new hangar (\$2.5 million),
- e. installation of an Instrument Landing System (\$1.5 million), and
- f. upgrading of fire protection in remaining hangars (\$2.5 million).

Total cost for future projects is \$10.7 million

PERSONNEL: There are 1600 service members and their families posted to the Nowra area with 1,000 serving at HMAS Albatross, with 850 families living in the area. Naval Married Quarters are provided for 593 families and approximately 350 families are living in their own homes. The total population influx to the area is approximately 3,000. The total wages earned annually by these service members is \$29.4 million and civilians \$4 million.

The Defence Housing Authority has built or purchased 141 new homes over the last five years at a cost of \$22.5 million. Maintenance and improvements to these homes over the last five years were all local contracts and cost \$7.5 million. An additional 96 new homes were leased in the area with approximately 60% local ownership. An estimated 120 new homes will be built or purchased over the next five years at a cost of about \$7 million.

CIVILIAN EMPLOYMENT: The RAN also employs a number of defence civilians and civilian contractors at the Naval Air Station and *HMAS Creswell*, including 96 Defence Civilians with an annual salary of \$1.43 million.

Civilian contractors are employed at NAS Nowra under the Commercial Support Programme (CSP) which was an Australian Defence Force initiative to ensure that industry was more involved in defence related services and stemmed from the Wrigley Report. The ADF determined activities that were not core to the Defence function. Commercial tenders were evaluated and the best value tenders accepted.

British Aerospace Australia received two contacts to:

- a. supply maintenance and support to Sea King flight simulator equipment, and
- b. aircraft component maintenance.

BAeA employs 63 civilians and 56 service personnel. The annual salary is \$3.6 million.

The 'In House Option' of CSP was given to Base Support functions such as gardeners, cleaners, security guards, dog handlers, fire fighters, airfield technical services and facilities. These services are performed by 105 civilian personnel with an annual salary of \$2.6 million.

Altogether, the annual wages earned by service and civilian personnel living locally is \$41 million.

PROVISIONING: At any one time up to 300 people may be accommodated at *Albatross* and the annual cost of provisioning the base with meals is \$1.2 million. Most foodstuffs are purchased in the region with milk, bread and meat purchased in Nowra. Many other items such as stationery, cleaning gear, fuel, hardware and general stores are also purchased locally at an annual cost of \$4 million.

The total cost for provisioning NAS Nowra is \$5.2 million.

WITHIN THE LOCAL COMMUNITY: Many service personnel are directly involved in the local community with members belonging to Church groups, Scouts, Guides, Boys Brigade, Girls Brigade, Toastmasters, Rotary, Rotoract, APEX, RSL Clubs, Bush Fire brigades and other such groups. Personnel are also involved in an enormous array of local sporting clubs and activities as well as fielding many teams for local competitions.

HMAS Albatross also provides

support to the local community in emergencies such as the recent bushfires in Sydney and Termeil, floods, and search and rescue operations.

JERVIS BAY: Jervis Bay is the gateway to the Eastern Australian Exercise Area for the Navy and all units of the Fleet use the bay for a variety of tasks including anchorage, equipment calibration, navigation and aircraft search and rescue training and recreation. *HMAS Creswell* is often utilised by visiting units and the bay is used regularly for these purposes.

Naval Cadet Units

HMAS Albatross was inundated with 132 Naval Reserve Cadets and 14 instructors for their period of Annual Continuous Training. Cadets ranging in age from 14 to 18 years, travelled from 18 units based in NSW, with the most northern unit being TS Vampire from Tweed Heads, and the southernmost unit from TS Albury from Albury/Wodonga.

LCdr E. Willis was Officer in Charge with cadet courses conducted in General Training, Gunnery, Band and PTI.

HMAS Voyager

To commemorate the 30th Anniversary of the *HMAS Voyager* disaster, a Remembrance March and ceremony was held in Huskisson. The Commanding Officer of *HMAS Albatross*, Cdre Geoff Morton, was the Reviewing Officer and presented a speech on behalf of the Chief of Naval Staff.

Clean Up Australia Day

The combined services of the Navy, Forestry Commission of NSW, NSW Police Service, Shoalhaven City Council, Jervis Bay Lions Club and the Ambulance Service of NSW were utilised to recover a number of stolen vehicles dumped in the Jerrawangla State Forest, as part of the Clean Up Australia Campaign.

Personnel from each of these organisations assisted in the recovery of the vehicles and *HMAS Albatross* provided a 25 tonne KATO crane and a Mack Heavy Salvage and Recovery Vehicle, the only one of its kind in the southern hemisphere, to lift the motor vehicles from the bottom of 180 metre high cliffs.

THE FORGOTTEN MECHANIC

Through the history of Naval Aviation many names have come to the fore; great deeds of the past in our memory will last as they're joined by more and more.

When man first started his labour in his quest to conquer the sky, he was designer, mechanic and pilot, and he built a machine that could fly.

But somehow the order got twisted, and then in the public eye, the only man that could be seen was the man who knew how to fly.

The pilot was everyone's hero, he was brave, he was bold, he was grand, as he stood by his battered old bi-plane with his goggles and helmet in hand.

To be sure these pilots all earned it, to fly you have to have guts, and they blazed their name in the hall of fame on wings with bailing wire struts.

But for each of these flying heroes there were thousands of little renown, and these were the men who worked on the plane but kept their feet on the ground.

We all know the name of Lindbergh and we read of his flight of fame, but think if you can of his maintenance man... Can you remember his name?

And think of our wartime heroes, Gabreski, Jabara and Scott. Can you tell me the names of their crew chiefs? A thousand to one you cannot.

Now pilots are highly trained people, and wings are not easily won, but without the work of the maintenance man our pilots would march with a gun.

So when you see a mighty jet aircraft as they make their way through the air, think of the man with the wrench in his hand, 'cos he's the one who put it there.

**Our thanks to the unknown author - source, RN FAA Armourer's Association newsletter.*

VIEWPOINT: People sometimes forget that a rat race can only be won by a rat.....

FROM THE ARCHIVES



808 Squadron Aircrew - RNAS Yeovilton - 1955 / 56

Standing on Sea Venom wing and visible through canopy, POEL (A) E.Cox, sailors refuelling not known.

BACK ROW: Lt. P. Wyatt, Lt. D. Hilliard, LCdr. P. Seed (Senior P), LCdr. G. Jude (CO), Lt. B. Thompson, Lt. R. Cordell, Lt. S. Wilson, Lt. G. Gratwick

FRONT ROW: Lt. R. McIver, Lt. S. Carmichael, Lt. K. Potts, Lt. N. Ralph, Lt. B. Brennan

NOT SHOWN: LCdr. G. Kable (Senior O), Lt. C. Champ, Lt. R. Green (AEO), Lt. D. Miller (ALO), Lt. C. Morbey

Photo courtesy D. Miller and NAVAV Museum



817 Squadron in 1952 - equipped with Fairey Fireflies. Can you identify the 'bods? Photo FAAA Collection

817 SQUADRON OMISSION FROM AWARDS LIST

Dear Ed,

Unlike Geoff Vickridge (*Slipstream* January), I have never cried for *Evans*, nor even for *Voyager* (having seen her sink too). I wish I could! Nor did I attend the memorial service on the flight deck, being unable to perceive the benevolent hand of God in the affairs of men.

I won't give you another account of the collision - Geoff's account is sufficient to resurrect the emotions of the night.

My purpose is to invite you to correct an important omission from the list of awards made after the collision:

that is, the award of the United States Navy Meritorious Unit Commendation to 817 Squadron.

Geoff heaps high praise on the helicopter people. But I think we, and I include more than just the squadron, did even better than that. It was our policy at the time to keep one winch-fitted aircraft on task at all times. (I always found it interesting that the air crews always wanted the winch-fitted machine, and not the other one!) So I believe that one winch-fitted machine (Des Rogers), was available immediately. Jim Firth was airborne in twenty minutes, but he wasn't the first.

When my crew arrived on the flight deck we found all sorts of people helping to push the aircraft and spread rotor blades. With people all over the deck operating aircraft was extremely dangerous indeed, but there was no panic, and I was very conscious that everybody was looking before he moved, and taking the time to check what he had done. Everybody was aware of the need to remain calm; it was perhaps easier for those of us who had something definite to do.

817 made two winch rescues that night. Des Rogers and his crew made one. My crew made the other.

Yours sincerely, *Albert Riley*
(817 Sqdn Senior Pilot at the time.)

[Your invitation has been cordially accepted, the following is a reduced copy of the original document. Ed.]



THE SECRETARY OF THE NAVY
WASHINGTON

The Secretary of the Navy takes pleasure in presenting the
MERITORIOUS UNIT COMMENDATION to

817 SQUADRON, ROYAL AUSTRALIAN NAVY

for service as set forth in the following

CITATION:

For meritorious achievement on 3 June 1969 while embarked in HMAS MELBOURNE. During the early morning hours, while engaged in a combined exercise in the South China Sea, MELBOURNE and USS FRANK E. EVANS were involved in a collision which resulted in the sinking of the forward half of the U. S. destroyer and the evacuation of the after portion. Thirty-eight of 111 men in the forward section of USS FRANK E. EVANS were able to escape or were thrown into the water. Within twenty-five minutes of the collision, all of these men had been returned to MELBOURNE. The helicopters and men of 817 Squadron were called upon for maximum effort, not only during these first critical minutes when survivors were being illuminated in the water by lights from the Squadron's helicopters, but also during the more than fifteen hours in which search operations continued. Two men were recovered by the Squadron within a short time after the collision, and many others were assisted by the directions and lights provided by the helicopters. The professional skill, tireless efforts, and alertness displayed by the officers and men of 817 Squadron, Royal Australian Navy, were in keeping with the highest traditions of the naval service.

John H. Chafee
Secretary of the Navy

MELBOURNE - EVANS MEMORIAL SERVICE UPDATE

The reunion on 03 June 1994, to commemorate the 25th anniversary of the *Melbourne / Evans* tragedy, is gaining momentum.

Old shipmates from the *Melbourne* will be converging on Canberra from as far away as Alice Springs, Perth and Tasmania. In fact all States and Territories will have representation. At this stage, there are at least two survivors from *Evans* coming from the USA.

People are phoning and writing with offers of assistance, advice, requests for information etc.. Some are

bringing photo's and other memorabilia from June 1969.

HMAS Harman Senior Sailors Mess Committee are providing afternoon tea on the 3rd of June and a barbecue on the 4th - plus a couple of free kegs!

When my good friend, ex-WORSS Arthur Francis 'Jock' Donnelly and I began co-ordinating this event, we weren't quite sure how it would be received. We suffered some frustration in the early stages but, with help from various ex-service associations and individuals, coupled with some prolific letter writing to the States by 'Jock', we have exceeded or expectations.

We are arranging for a private company to film the ceremony and to conduct interviews with selected individuals over the weekend. From this will be produced a documentary

video which will be available for sale to interested parties. Basically we need at least 150 people willing to part with up to \$60 per copy of the video to cover costs.

\$60 is tops! Obviously, the more copies, the cheaper it becomes. If the documentary can be sold to the ABC/SBS etc., the costs will be further reduced.

'A Current Affair' is considering a segment prior to 03 June, and some newspapers are running stories on the reunion. If anyone reading this article can get their local paper to do an article, feel free. The more free advertising the better.

I look forward to seeing many of you in June.

* Ron Baker - National Co-ordinator

[For further details ring Ron on H (07) 281 3553 or W (07) 280 3061]



WELFARE OFFICER'S REPORT

by I.G. (Chips) Gray - Welfare Officer NSW Division

Both your hard working Editor and myself continue to get an ever increasing number of members requesting assistance in submitting claims to Department of Veteran Affairs or Department of Defence (Compensation). This is not a whinge, on the contrary, we are pleased that the articles on Welfare are being read and acted upon.

In most cases however, advice or assistance is delayed whilst application is made for Medical History documents. I am also surprised at the number of veterans who have lodged claims, relying solely on memory without perusing their medical documents first. You can be sure, that before you will have the claim accepted, the determining officer will go through your papers with a fine toothed comb. Doesn't it make sense to make your claim fit the facts? Also, even if you have never intended making a claim, your medical history could be of value at some stage in the hands of your doctor.

Years ago you weren't allowed to see your medical documents. The Freedom of Information Act changed all that, although only you, or someone authorised by you in writing, can make application for them. Best of all, you can apply direct to the RAN. Simply write to:

Director General of Naval Health Services, Department of Defence, PO Box E33, Queen Victoria Terrace, Canberra ACT 2600.

Don't forget when making your request to clearly state your period of service, name in full, Official Number and from which ship you were discharged to shore.

Your documents should arrive within two to three weeks, in a double envelope, marked 'Medical in Confidence' to protect you, the innocent.

The recent changes in the Keating Federal Government has seen the shifting of Senator John Faulkner from the Veteran Affairs portfolio. Let us hope that the new Minister carries on the same 'open-door policy' and also listens to the advice of the Ex-Service organisations.

Late in 1993, Senator John Faulkner announced an initiative to provide training for veteran's advocates.

The programme will be made available from this financial year to train the advocates, who assess and present appeals by veterans against adverse decisions of the Repatriation Commission. Senator Faulkner said at the time: 'Veteran's advocates, sometimes voluntary and often under-trained, have played an important role for many years in assisting veterans and their dependents. They deserve not only the recognition for what they do, but also practical help and assistance. It is not sufficient for the Government to provide appeals processes in which veterans can argue for or against decisions of the Commission, it must also make sure

that veterans are properly supported in presenting their cases'.

Consultations are under way with ex-service organisations and other interested bodies, on the best way to quickly and effectively put the new scheme in place. The Shoalhaven and District RDFWA (Regular Defence Force Welfare Association), in response to a request for our views on the matter, advised that if a 3 or 4 day training course could be held in Nowra, we could guarantee the support of the FAA Association, RSL Sub-Branches, Naval Association and the Vietnam Veterans' Association. We also stressed that any training course would be inadequate unless it included claim procedures for Compensation, DFRB/DFRDB and MSBS cases, as it is the very lack of these subjects that have, over the years, reduced to some extent the effectiveness of the RSL movement.

I would like to think that if at some future date, a training seminar was held at Nowra, that there would be enough volunteers to fill the RSL Hall.

FACING THE FACTS OF LIFE

The recent Veteran's Health Week had the motto 'Living Life to the Full'.

An elderly ex-serviceman rang the Department of Veterans' Affairs and asked for information about the week's activities, whilst speaking on the phone he confessed that he felt very depressed about life in general. He was given the information he had requested and was then asked if he would like to be put on next year's mailing list.

'NEXT YEAR'S mailing list! I don't even buy green bananas anymore,' the pessimist replied.

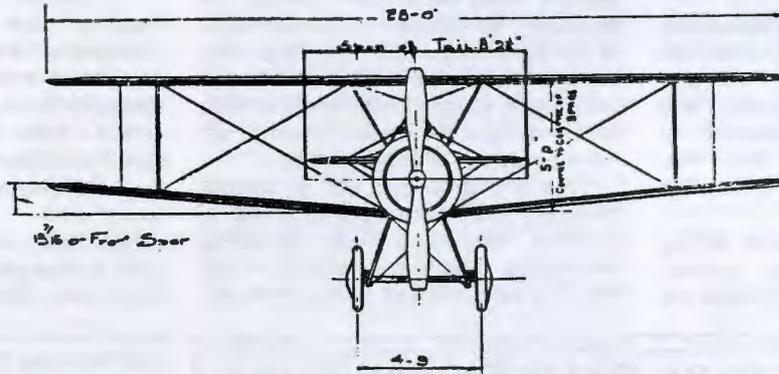
IF you can 'cobble up a Camel' or 'prefab a Pup'- read on..

Despite the part played by the RAN in the development of Naval Aviation during World War 1, the Museum has no display of the aircraft used in this period. *HMA Ships Australia, Sydney, Melbourne and Brisbane* all operated various Sopwith aircraft.

There can be no doubt that the Museum display would be enhanced by the addition of replica aircraft to fill this gap in our history. Being light in weight the replicas could be suspended overhead, this would serve a two-fold purpose, they would be away from 'busy fingers' and be far enough away to prevent close scrutiny by the visitors. This is not to imply that the finished product would be 'rough', only that some of the parts would probably need to be mocked up - the engine for example.

The Museum holds plans for a number of aircraft, and it has been suggested by John Goble, that it may be possible to assemble a suitable

replica in the Museum workshop. This would entail utilising the wealth of talent available among ex-FAA members and any other interested parties.



As the aircraft were basically wooden, with metal brackets as attachment points for the wire bracing, it is believed that the various parts could be produced in home workshops.

With a number of people, each contributing on a sub-assembly basis, the parts would then be taken to the Museum workshop for assembly at an agreed time. The intervals between component assembly at the Museum would not be such as to be a chore for any 'out-of-town sub-contractors'. In

any event, the parts could be transported by someone else.

It is suggested that the fuselage framework should be the first section to be constructed, it can then be displayed immediately as an example of early aircraft construction.

Should the proposal go ahead, John has indicated that he would be willing to act as the co-ordinator and seek where possible, industry assistance from the Sydney area for very specialised parts, eg cowlings etc..

Space prevents outlining much of the detail to be sorted out.

The first step, would be to have a meeting at the Museum, some time

before the mid-year on a date to be decided. Before that is done, would anyone who is willing to be involved in this project please phone Bob Geale at the Museum (044) 21-1635 or John Goble (02) 450-1537. Please note that JG will be away from Mid-April to early June.

NOTE: Expressions of interest from State Divisions who would like to take participate in this very worthwhile project are most welcome, please don't hesitate to call one of the above numbers.

Is it a bird? Is it a plane? No....it's Harold Kent!

Dear Ed,

I am enclosing a photograph which I missed sending to Barry Lister in time for his submission to *Slipstream*. Included in the Queensland Division article, you will see a couple of paragraphs about the intended 'Glider' reunion. (I am the contact person)

If there is room, could you please include the enclosed photo. The intrepid pilot shown in the picture, was the RAN Gliding Association secretary when I joined the 'glider mob' in 1966.

Kind regards, Ken Bullock



'THE END OF AN EPIC 1000 KILOMETRE FLIGHT'

'Well...it may NOT have been 1000 kilometres...but it WAS pretty close to 1000 metres.'

The pilot is the late Harold Kent, a former member of the RAN Gliding Association. The photograph was taken in 1943 at Mear Airfield, Stoke on Trent, England, when Harold was serving in the Royal Navy.

OBITUARY

Captain Peter Fanshawe

Captain Peter Fanshawe who has died aged 82, was one of the main organisers of the 'Great Escape' from Stalag Luft III in March 1944.

Seventy-six PoWs burrowed beyond the camp perimeter in a tunnel called 'Harry' ('Tom' and 'Dick' were abandoned). Three escapers made 'home runs'. Of those recaptured 50, on Hitler's orders, were infamously murdered by the Gestapo.

Fanshawe had been a prisoner of war since the camp perimeter in a tunnel called 'Harry' ('Tom' and 'Dick' were abandoned). Three escapers made 'home runs'. Of those recaptured 50, on Hitler's orders, were infamously murdered by the Gestapo.

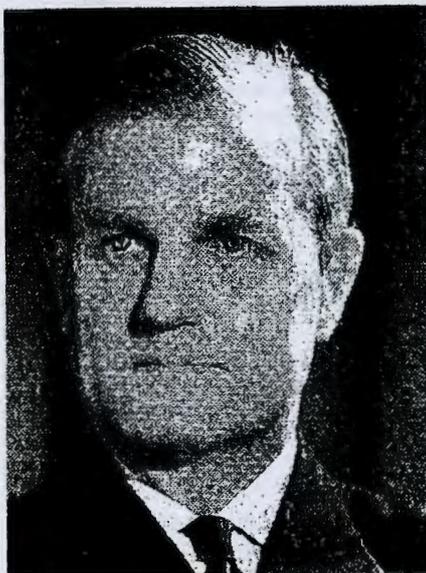
Fanshawe had been a prisoner of war since the Norwegian campaign of 1940, in which he was Senior Observer of 803 Naval Air Squadron in the aircraft carrier *Ark Royal*. On June 13, *Ark Royal's* two Blackburn Skua Dive-bomber squadrons attacked the German battle cruisers *Scharnhorst* and *Gneisnau* in Trondheim harbour.

A rash and ill-conceived raid, it was nothing more than a vain attempt to take revenge on the two German ships, which five days earlier had sunk the carrier *Glorious* and her two escorting destroyers off northern Norway.

There was almost perpetual daylight at that time of the year, and there was no cloud cover. The Skuas were bound to be spotted as soon as they crossed off-shore islands, 80 miles short of their target. Trondheim was heavily defended by guns, with two fighter airfields nearby, and the enemy would be thoroughly alerted.

What happened over Trondheim exceeded everyone's worst fears. Of 15 Skuas eight were shot down and their crews killed or captured. One 500lb bomb hit *Scharnhorst's* upper deck and rolled over the side without exploding.

Fanshawe was in the Skua flown by Lt Cdr John Casson, the strike leader and 803's CO. They saw their bomb just miss *Scharnhorst's* quarterdeck and were then 'jumped' by an Me-109.



Casson threw his aircraft all over the sky in such violent attempts to evade that Fanshawe eventually said: 'Could you steady up for a minute while I have a shot at him?' Casson replied: 'I know how I can fly, but I don't know how you can shoot.' Their opponent put a bullet into Fanshawe's shoulder and another into the fuel tank. Fearing that the Skua was about to catch fire, Casson landed it in a fjord.

They were unable to retrieve the dinghy, but a Norwegian in a rowing boat picked them up and took them to hospital, where Fanshawe had his bullet extracted. Both men spent the rest of the war in captivity.

Known in Stalag Luft III as 'Hornblower', Fanshawe proved an able and creative organiser, always devising fresh plans for escape. Faced with the problem of disposing of sand from the tunnels, he invented 'trouser bags' filled with sand, which could trickle out as the wearer wandered around.

Later, when the Germans realised

that there were tunnels and made strenuous efforts to find them, work on 'Dick' was abandoned. The tunnellers in 'Tom' did not want to spread any more sand around the camp, and it was Fanshawe who said: 'Why not put it down Dick'.

As one of the chief organisers, Fanshawe would have been one of the first through 'Harry', so he was disappointed when a few days before the escape, the Germans transferred him to another camp some miles away.

He was appointed OBE in 1946.

The son and grandson of naval officers, Peter Evelyn Fanshawe was born on 13 September 1911 and educated at Dartmouth. He was serving in the cruiser *Birmingham* when the Navy regained control of its Air Arm from the RAF in 1937. There was a shortage of aircrew, and Fanshawe became one of the 'pressed men' ordered to train as observers.

He later commanded the sloop *Amethyst* with distinction in the Korean War, when he was mentioned in despatches and won the DSC.

From 1954 to 1957 he was loaned to the Royal Australian Navy at *HMAS Albatross*, the naval air station at Nowra.

In 1962 he was vice-president of the Admiralty Interview Board and was then Naval Assistant to the Naval Secretary from 1964 to 1966, when he was appointed CBE and retired.

Fanshawe served on the West African Committee in Ghana until 1975 and was then secretary of the Royal Navy Club of 1765 and 1785; he was a regular at annual dinners of the Ex-Prisoners of War Dining Club.

He was married, and had a son and a daughter

* From the Daily Telegraph UK dated February 12, 1994.

A cordial invitation for members and families to join the ARMY!

On the afternoon of Sunday, 17 April 1994, the Shoalhaven Salvation Army, in conjunction with the Nowra RSL Sub-Branch, will present a 'Family RSL Band Concert' at the Shoalhaven Ex-Servicemen's Auditorium.

Featuring the Parramatta Citadel Salvation Army Band (they don't just play hymns), the concert will commence at 1430, the admission is

free, so be there!

At 1900 on the same day, the Anzac Sunday Commemoration Service will be held in the Nowra Citadel, which is located at the corner of St. Anne St and Salisbury Drive.

Betty-Lou Willis, State President of the RSL Ladies Auxiliaries, who has her own column in the RSL *Reveille*, will be one of the guest speakers.

Parramatta Band will also be on

duty, so be early to secure a seat. Please wear service decorations. Supper will be provided on the conclusion of the service.

The Colour Party, will be a combined RAAF and RNZAF servicewomen's group under the leadership of Flight Lieutenant Jennifer Keeley RAAF, who is an aircraft control officer at *HMAS Albatross*.

* Ray Spargo



Letters to the Editor



Dear Ed,

Enclosed please find a bit of useless trivia cut from the Brisbane Courier Mail newspaper, I thought it may be of interest.

January's edition of *Slipstream* was a beauty, Jake's contribution from Tasmania, complete with his address and phone number certainly worked for him and resulted in myself, Kevin 'Roger' Raddatz and Mick Blair rekindling our close friendships which bridged a void of 37 years. Many thanks,

Sacked over rat

AUCKLAND: A naval court martial involving a stuffed rat dressed in an admiral's uniform ended last night with a lieutenant being cashiered after being found guilty of striking a junior officer.

The trouble began when Lieutenant Glen Whiu, then of the frigate Southland, snatched Finnegan, a stuffed grey and white rat which has for 20 years been a mascot.

Sub-Lieutenant Brendon Crawford, of the Waikato, followed Whiu to reclaim the rat but Whiu then pushed and punched him.

Ron Baxter - Queensland Division

ps: Ref: Page 13 of the same edition of *Slipstream* - the photo from Neil Keedle - surely this can't be old 'Plunger'!

[Yes it is, he's the only one we have in captivity. Ed]

Dear Ed,

I found your name and address in the September issue of TAGS, our magazine [Telegraphist Air Gunners Association - UK], and I am hoping that you may be able to help the Fleet Air Arm Museum (Yeovil), and me in the following way.

At the end of the Pacific War, I was Headquarters Chief on *HMS Glory* when the surrender of the Japanese

South West Army was received on *Glory* whilst off Rabaul.

We had an Australian Broadcasting Corporation commentator on board who was describing the action via the ship's transmitter. Unfortunately, the microphone cable had been led through a water-tight door, and a ham-handed Tel going on watch closed the door, thus ending the transmission from that microphone. Fortunately, he had a second microphone connected to a wax disc recorder which I was operating, the remainder of the commentary was recorded on these discs which were then despatched by air to Sydney.

I have a strong feeling that a re-recording was made and this may be in the ABC archives, I wrote to them two or three years ago but did not receive a reply.

If such a recording still exists, it would be of great value to the Museum. Is it possible that you could contact the ABC and request a copy for the Museum, I should be eternally grateful.

Yours sincerely,

S.Pomfret - TAGS Association UK

[I have contacted the ABC Radio Archives and the Australian War Memorial Archives, both answered the correspondence quickly and were very helpful, unfortunately, the material requested by the writer is not in their archives. If any reader has any knowledge of such a recording or can suggest another search source, please contact the Editor.]

And one from the NSW Mail Bag...

.... I have just returned from a twelve months visit to Britain and returned to a mountain of mail which included four issues of *Slipstream*.

Whilst residing on Hayling Island for three months, I met up on several occasions with Bill Crozer who lives in nearby Portsmouth. He is in good health and sends his best regards to everyone, especially Fred Randall.

I also had the pleasure of attending the February meeting of the Manchester Branch of the RN Fleet Air Arm Association, which was held in the Prison Officer's Club of Strangeways gaol. It was here that I was set upon by 'thieves' who stole my Australian FAA Association badge for a souvenir. In retaliation I nicked the treasurer's Association tie, but I am now without a badge!

As if that wasn't bad enough, in a

fit of madness I promised to send ex-Wren Joyce Knowlson [*HMS Ocean* Association] an Australian FAAA badge also, as she was piqued at not having been able to steal my badge before a burly armourer got it.

Whilst in the UK, I also attended a reunion of the Dukes of Malvern Club, of which I am a member. Membership of this club is for those who have served in *HMS Duke* or who now serve in *HMS Iron Duke*. It was here that I met up with three old shipmates from fifty years ago who, like myself, had transferred from the Engine Room Branch to the Fleet Air Arm.

Please give my regards to Bob Cronin, Fred Randall and any other 'greenies'.

Regards, Stan Brown



Dear Editor,

Just a short note to accompany a copy of the latest Newsletter of the Shearwater Aviation Museum Foundation.

I have been remiss in not putting you on our mailing list since I have had several issues of your very interesting Journal. I have taken steps to ensure that you will, in future, receive each issue of our tri-annual publication which you may very well have seen before as Bob Geale is a member of our Foundation.

I enjoy reading your Journal and wish you continued success in preserving the Fleet Air Arm heritage which we share.

Best regards, Eric G. Edgar

Secretary/Treasurer

PO Box 577

Dartmouth, Nova Scotia B2Y 3Y9

Canada

Dear Ed,

The enclosed article was in the Courier Mail, I remembered the author, John Buchanan, and those bloody 'D' Area showers and the nightly dash to try and get some hot water - plus cursing the Stokers for not keeping the oil up to the furnaces.

I thought it may give the readers of *Slipstream* a good laugh, at least those of the 'early days' of *Albatross*.

Yours, Geoff Beardsley

[See Spin us a Dit column for article]

Dear Ed,

May I thank you for my recent copy of *Slipstream* and the other copies that you have sent over the past year or so. I find these most interesting as do all the members of the Greater Manchester Branch of the FAAA.

I see from the last edition that shipmates Geoff Vickridge and Ken Beaton are now back home. If you are in contact with Geoff, would you be kind enough to pass on my regards. We met when our Branch spent the weekend at Yeovilton last year.

For your information, my last ship was *HMS Begum* which was in the Indian Ocean and was involved with *HMS Shah* and the *Findhorn* and *Godvari* when U198 was sunk.

One of the other ships that I served in was *HMS Bulolo*. This was a new merchantman that had been built for the Australian Inter-island trade. She was taken over by the RN as an Armed Merchant Cruiser, but later, when I joined her, she was a Headquarters Ship.

Now the interesting bit, I eventually got a draft from *Bulolo* to a ship that was working out of Freetown, I was due to transfer to my new ship in the harbour. The ship was the *Albatross*, however, she was not in the harbour at the time we arrived and we swung at the buoy for a couple of days but she didn't arrive. I then sailed in *Bulolo* around to Mombasa and went ashore to serve at RNAS Port Reitz and other Naval Air Stations in East Africa until I joined the *Begum*.

There were quite a lot of Australian Air Crew at Port Reitz, many of them playing rugby for the Station team, as I did. I came home at the end of 1945.

I was a 'Jack Dusty', Naval Air Stores, serving with 788 Squadron and in the main Air Stores at Port Reitz.

Whenever I see the name *Albatross*, my thoughts go back to Freetown.

Looking forward to the next edition of *Slipstream*.

All the best,

Yours aye, Haydn Taylor

Branch Secretary

Fleet Air Arm Association

Greater Manchester Branch, UK

Dear Ed,

Retrieved your letter from the files and was taken aback at noting the date, December '92.

Should you not have obtained an obituary of Captain Fanshawe RN, I am enclosing a copy from a recent edition of the Daily Telegraph for your interest.

Stanley Brown, of Gorokan NSW,

with his wife, joined the Manchester Branch of the FAA Association at their February meeting. Stanley and self reminisced about our short time shared on 817 Squadron in 'Sydney', for the January-March '53 cruise to Hobart and the Centenary Regatta held there. He capped my recollection of the 817 Squadron crewing the *Sydney* boat in the Open Racing Whaler Event and winning the Emden Trophy, with his story of *Sydney* cruising earlier in New Zealand waters where a Fleet Regatta was to be held. During rocket attacks on a towed target, a stray concrete head shattered the recreation rowing whaler of a New Zealand cruiser.

I attended the *Dasher* Commemoration Service and dedication of a memorial, fifty years on, at Ardrossan on the Clyde, on the 27th March last year. I shall be there again on the 26th this year. I have sent narrative, newspaper articles and a video of the occasion to Bob Geale at your Museum.

My thing for the Museum at Nowra and the FAA Association of Australia, is the acquiring of recollections from veterans of 816 Squadron '39 - '48 for the 816 saga. The *Dasher* disaster observance, has led to contacts with those who served on the '42 -'44 commission. What was previously a potted history of the time is now a record with telling detail of life and happenings on 816 in those times.

I also have some interesting and amusing recollections of the '39 - '41 commission which is also revealing of the earliest days of the FAA as it returned to the full operational organisation of the RN, and in WWII. I have forwarded these to Bob Geale, and I will be adding to them.

A matter of contact which has me perturbed somewhat. Early last year I wrote to Roy Torrens, using the address given in *Slipstream*, that was returned to me endorsed 'Not Known'. In mid-year, I wrote to the secretary of the Queensland Division (his address also in *Slipstream*), and enclosed my letter for Roy with the request that it be posted on, but have not received a reply.

In the latest issue of the journal of Friends of the Museum of Science and Industry in Manchester, of which I am a member, a feature makes much of the planned National air and Space Museum of Australia and of the Darwin Aviation museum. Reference is also made of the Museum of Victoria and its aircraft exhibits, also the RAAF Museum. It strikes me, that the omission of the Australian Naval Aviation Museum needs rectifying.

Would you look into the

arrangements for information on the NAM being sent direct to the Editor of the journal [address supplied], or myself for passing on.

Looking forward to the beginning of April for arrival of *Slipstream*.

Sincere regards,

George Chadwick - NSW member UK

[1. Historical note: The escort carrier, *HMS Dasher*, sank in the Clyde Estuary after an accident in which her aviation fuel tanks exploded - 27 March 1943.

2. Come on, 'Righteous' Roy, drop your old mate a line. You must have recovered from the Bundaberg reunion.

3. The Marketing Manager of the ANAM is sending a promotion package direct to the Editor as requested. Ed.]

Dear Ed,

I came here in 1982, and although a member for many years in New Zealand, I didn't know there was a local branch until I saw details on the notice board of the Caloundra RSL.

As an ex-wartime pilot I would like to add something to your pages on flying stories

During training in Canada in 1944, we had completed our EFTS on Tiger Moths at Goderich on Lake Huron and proceeded by coach, which broke down, to Aylmer (SFTS Harvards). Arriving fairly late, we were marched to our hut and lined up outside to be addressed by a sad and solemn CPO who said, 'Welcome to Aylmer, RCAF Air Station, you will be flying more powerful aircraft here and we have had a few nasty accidents. Now, I want you all to make arrangements with your mate or oppo, that should something happen to you, he will return your blankets to the store for you.'

What a welcome for a bunch of 18 year olds! All potential aces (so we thought) who would show the Hun who was boss. Needless to say, we were all very quiet after that sobering speech.

To follow up from this, a few weeks later the Chief Flying Instructor was testing a Harvard with a mechanic onboard. Whilst doing aerobatics, he noticed a problem with the controls and told the mechanic to bale out, then by superb airmanship, he managed to land at the reserve field. Close examination of the aircraft showed that the control cables had been partially cut through - deliberately!

All flying was stopped and the whole station, RCAF and FAA paraded. A very grave faced CO told us that a Nazi fifth columnist was responsible for the acts of sabotage on the aircraft, hence the previous nasty

accidents. From then on, all Harvards were subject to special inspections before being flown. Thank goodness there were no more crashes and we survived.

As a footnote, I am returning to Ontario and my flying schools in early June, I have been in touch with the FAA Canada who are going to host my visit. Aylmer is now a Police College and only one hangar exists, they have very kindly arranged lunch there for my wife and I.

To those expatriates who, like myself, were trained at *HMS Vincent* in the United Kingdom (which I visited in '92), if there is any interest from aircrew who carried out their initial training there, I would be happy to follow up this letter.

Yours sincerely, *Arthur Conway-Jones*

Dear Ed,

'Have had the opportunity recently to read a publication titled, '*HMAS Melbourne 25 years*', by *Ross Gillett*, and which brought back many old memories - all good stuff!

Contained in the above publication was a section titled - 'Ships Movements'. I thought this was great info with, with dates and details of *Melbourne's* movements from whoa to go during its career with the RAN.

Can anyone tell me if similar information is available regarding the movements of *Sydney* and *Vengeance* during their RAN careers, for me, particularly the latter.

Congratulations on *Slipstream* Vol. 5 No. 1. I found my old shipmate, 'Jake' (Matt Jacobs), from Tasmania - and it only took FORTY YEARS TO CATCH UP WITH HIM! It is indeed a small world, thanks to our Journal.

Any old shipmates who want to contact me, my address is as follows: 27 Henderson Street, Camp Hill, Brisbane, Queensland 4152 Telephone (07) 3985730.

Best of memories to all, *Ron Baxter*

[Ron - enquiries to date seem to indicate that there are no publications available similar to the one about *Melbourne*.

I have contacted the Curator at the Australian Naval Aviation Museum who advises that he has been collecting *Sydney* and *Vengeance* information for a number of years, at this stage the research is incomplete, but the history will eventually include the ship's movements over their period of RAN service.

If readers can be of assistance in providing such information, please contact the Curator of the Australian Naval Aviation Museum, or send direct to *Slipstream* for forwarding. Ed.]

Dear Ed,

Just a short note enclosing some photo's you may be able to use for the magazine.

Where are all the Safety Equipment people?

We were only a small branch but we made our mark, just ask Geoff Beardsley, he has some great stories to tell.

One of the enclosed photo's shows Frank Gardener, I think that's how he spells his name. He was a 'jet-jockey' who just fitted into the cockpit, but a great fellow. It was taken at a ship's concert on the *Melbourne*. I was always amazed by the talent we had in the Navy, I believe most sailors can turn their hand to anything.

Anyhow, good luck with *Slipstream* and keep up the good work.
Shipmate *Eddie Cross*.



FRANK GARDENER with 'SOAPY' McKEON on horn.

Transportation by H.M.A.S. VENGEANCE of 77 SQUADRON R.A.A.F. TO AUSTRALIA 1954.



WHERE ARE ALL THE SAFETY EQUIPMENT PEOPLE?

BACK ROW L-R

'MOOSE' MASSIE
EDDIE CROSS
'ZEKE' WARD

FRONT ROW L-R

'ZIP' HILL
Lt. P. McNAY
CPO FRED WESSELL
BARRY BLACKWELL

Photo courtesy Eddie Cross

Under the heading, 'A SAILOR RUES DEATH OF BASE', member Jack Kitney, presented his profile whilst airing his views on the closure of *Nirimba* for a reporter of the 'Blacktown Advocate'.....

The closure of *HMAS Nirimba* is the end of an era and the beginning of an error, says retired Chief Petty Officer Jack Kitney.

He is totally opposed to the RAN's leaving *Nirimba* but believes the proposed North West Educational Precinct is the best answer to the site's future when the Navy goes.

Jack and wife Betty still live in the Blacktown home they moved into in 1957.

The former Royal Navy CPO has twice seen *Nirimba* close before, and with the third shutdown this week, he said: 'The lads here think I'm a bit of a Jonah.'

Born in Kent, Jack joined the RN at the age of 15 as an Aircraft Artificer and landed in Australia the day World War II ended.

He was assigned to *HMS Golden Hind* at Warwick Farm and later to a naval establishment at Blacktown.

He was posted to what is now *HMAS Nirimba* when it was a Royal Navy Air Station designated *HMS Nabstock*.

The RN left Quakers Hill in 1946 when the RAAF took over, Jack Kitney was sent to Singapore.

But before that he had fallen in love. He was lucky to have been assigned to a goodwill cruise here in 1947 and married a 'good sort' - Betty Thompson, then 19 of Glebe.

While still in the RN, he was

bounced back and forth between the United Kingdom and Australia, but was finally demobbed after 15 years service.

After working in civvy street for several years he opened his own screen door business which his eldest son now runs.

Nirimba Senior Sailor's Mess conferred veteran membership on him, and that's where Jack has enjoyed spending his spare time.

He was naturalised in Bowman Hall, Blacktown on Australia Day 1988, which was also his birthday.

'I was born to be an Aussie', he said.

'From the day I walked ashore in 1945, I said to myself, Jack Kitney, this

is where you'll live'.

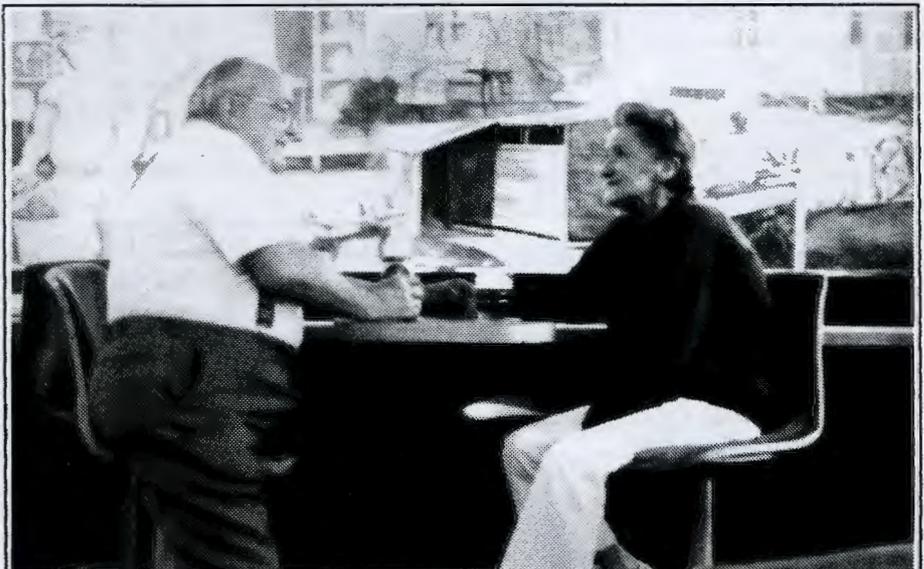
Jack became active in the Blacktown community and from 1968 to 1973 was manager of Lalor park Rugby League Club and secretary from 1973 to '76.

Reminiscing over a cold beer in the Senior Sailor's Mess at *Nirimba* recently, Jack looked out over the base and said: 'I remember this place when it was all dry toilets. You were smart to be first in before the cans filled up!'

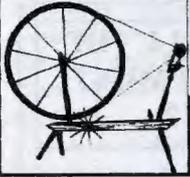
He is convinced that the Defence Department is making a mistake in closing *Nirimba* and feels it should be retained as a tri-service training base.

'There's so much to offer here', he said.

* John Perry - Blacktown Advocate



A historic photograph from the Senior Sailor's Mess at *Nirimba*, shows Jack Kitney in his favourite 'rigging position' at the bar, accompanied by wife, Betty.



SPIN US A DIT!

IT'S A SNIP TO CURE A COLD

by John Buchanan

There is a cure for the common cold. Discovered about 40 years ago, it has never been made public.

Grant me a few moments' forbearance and learn the answer to medicine's oldest question.

With the coming of each winter, there is a particular wind that emanates from the South Pole.

Its route is north across Bass Strait and on to Mount Kosciusko. Then, howling in the manner of distressed brass monkeys, it sweeps down and across an airfield near Nowra, NSW. There it will seek to enter cracks or gaps in a huddle of buildings in its quest for warm flesh.

It was in the winter of 1950 that I was posted to the Royal Australian Naval Air Station near Nowra. It was then a very basic facility with a few igloo-type hangars and a cluster of draughty, wooden huts serving accommodation and administration needs. A shower block was located about 200 metres from the quarters.

Recommended procedure for a winter's evening, I was informed, involved a few stiff drinks at the bar, a nice warm shower and then curling up in a warm bunk with a good book. The Navy was all excitement!

Alas, it was the 200 metre dash from the hot showers to the cold cot that spoiled the cosy picture.

That heat-hungry polar wind extracted every degree of warmth gained under the shower. One would then endure a period of uncontrolled shivering under the blankets before even the latest MAN magazine could be held steady enough to read.

It was on my third night there that I recognised the symptoms which indicated the onset of a nasty cold.

Dejectedly, I stood under my warm shower, dreading the pending 200 metre sprint. Dreaming of a Queensland winter's night suddenly gave way to a brilliant plan.

I turned the hot tap up higher. Within a few minutes I was comfortable with the higher temperature. I repeated the process until the heat had penetrated deep into my body tissue. Then, breath held, I turned the hot tap off and the cold full

on concurrently. The frozen downpour initially comforted my overheated body but was soon terminated. A brisk rub down, the 200 metre scurry and I was snug in my bunk. It had worked!

My idea had been based on the premise that stimulation of a body causes automatic self-preservation reactions. Pores open to cool a heated and body and will close to retain heat in response to cold.

It was the next morning before I realised that there had been a bonus spin-off. My cold symptoms had completely gone. My subsequent observations over time confirmed that the hot and cold shower treatment cures colds in the early stage of development. You have to know the hows and whys.

From birth, each of us has, torpid within our bodies, colonies of a germ of a genus capable of producing symptoms termed the common cold.

To do so, however, they must enter a breeding cycle. Their breeding cycle will commence only with a cooling down of our skin. Walk on cold floors in bare feet, sleep in a cold draught etc. and the little beasties copulate and produce in a manner that would make rabbits blush!

'All very well,' you might say, 'but how does the hot and cold shower in your theory eliminate the vast population increase?'

Elementary! As hot water heats the body, the pores open. With increase in temperature, the stressed germs migrate to the pores and in panic, stretch slender necks out through the pores for a breath of fresh air. Then off with the hot and on with the cold. Freezing, the body responds in a flash. The pores snap shut and chop the little bugger's heads off.

* John Buchanan is retired and living in Deception Bay.

* With thanks to The Courier Mail - Brisbane.

FURTHER ADVENTURES OF THE GOLFING COMMODORE

Commodore: Honey, if I died, would you get remarried?

Wife: I suppose so.

Commodore: Would you sleep in the same bed?

Wife: Well, he WOULD be my husband, dear.

Commodore: Would you give him my golf clubs?

Wife: No way!..... He's left-handed.

SPANISH JOE

From the *Telegraph Mirror* came the story of a Spaniard by the name of Joe, who was jailed in Haifa for looting.

Whilst in jail he became quite proficient at playing the flute.

After his release he became a rich and famous flautist and bought a farm where he liked to plough at the weekends.

His mother lived with him until she suddenly 'up bag and hammock' and entered a convent.

And that's how he became known as 'The Haifa looting, fluting, tooting son of a nun from Barcelona, part time plough boy Joe'.

AIN'T THAT THE TRUTH!

The retired Commodore was having a terrible round of golf.

To top things off, on the eighteenth, right in front of the clubhouse, he landed slap-bang in the middle of the water hazard.

Absolutely disgusted with his effort, he told his caddie, 'Here, take the damned clubs and keep them. I'm going to walk into that water and drown myself.'

'You'll never do that', replied the caddie.

'You can't keep your bloody head down long enough.'

THE OBLIGING SCOT

On the bridge of the small mail steamer from Glasgow, en route to the west coast, stood the captain and a couple of lady school teachers he had invited up there.

Noticing the approach of a heavy shower of rain, the captain shouted down the voice pipe to the crew member in charge of the saloon bar below: 'Is there a big macintosh down there that would cover two ladies?'

There was a pause before the answer came back: 'No sir, but there's a wee Macgregor that's prepared to try'.

*Story by Sir Terrence Beckett - 'borrowed' from the RN FAA Armourer's Association Newsletter 4x2.

For details of the above Association, write to: The Secretary, Aylesham Lodge, Adisham Rd., Barham, Canterbury CT4 6EY, UK.

AIRCRAFT RESTORATION TEAM REPORTS

SEA FURY VW-623

Paint stripping of the forward fuselage section has been completed, and the final cleaning up by grit blasting is in progress. Some corrosion was found in a panel under the main fuel tank which has necessitated the replacement of the panel.

The centre wing section is in the final stages of paint stripping and should soon be ready for final inspection and painting. All forgings and attachment fittings have been crack detected and found to be O.K., the only exception being an upper cap forging on one undercarriage leg which is cracked.

We now have up to date C.A.A. documentation thanks to the efforts of Kevin Hill, the help of Russ Ayres, and the backing of Commander Alex Wright. This documentation is held in 'D' hangar office and is available to all restoration teams.

**Oscar Harper - Team Manager*



SOME OF THE MEMBERS OF THE SEA FURY TEAM
L-R: Kevin Hill - Oscar Harper - Ken Lee - Les Bale - Bob Brown
Photo Peregrine Publishing

DAKOTA 800 (Long nose)

Apart from a thorough wash down in preparation for the Fly-In Day on 20 March, and the continued detailing, little else has been required. The aircraft is now awaiting for the decision to be handed down regarding her final display position in the hangar.

However, the team has been kept busy on other tasks such as the Sea-boat engine and the sectioned engine exhibits.

In the near future, we hope to procure a display area in the 'Old Museum' building where we can display commonly used maintenance tools. We already have a small collection, but we require the more unusual items, special purpose tools (which most 'spanner-wankers' can identify with), such as Venom and Gannet fuel tank filler cap spanners, Dzus fastener screw drivers, Red-Dick screw drivers etc., the older and more 'rustic' in appearance, the better.

One tool kit we did manage to rescue before it was ditched, which I'm sure all Wessex' maintainers can identify with, is the Blade Folding kit, complete with brass hammer for

'persuading' the taper pins, spanner and taper pin extractor.

If any readers have eccentric tooling adapted for a specific job, and would care to donate it for posterity, we can certainly find a place for it.

In conclusion, I would like to mention that volunteers do eventually reap rewards other than that of the self satisfaction of a job well done. Ray Larder and myself had the good fortune of being offered a flight, in the Historic Flight DC3 to attend the Queensland Division FAAA Reunion and Dinner in Bundaberg. We enjoyed a great night and it was terrific to see old running ashore buddies, Bob Mac, Errol Shelley, Roy Studdert and Ted Winning.

A big 'Thank You', to 'Rosey' and the Historic Flight aircrew for making the trip possible.

** Don Parkinson*



THREE MEMBERS OF THE DAKOTA TEAM
L-R: Dave Mowat - Don Parkinson - Ron Ross
Photo Peregrine Publishing

SEA VENOM WZ 985 RESTORATION

WZ 895 GETS THE OK

On Monday the 14th of February, 1994, a letter was received at *HMAS Albatross* from the Director of Air Engineering- N, stating that Sea Venom WZ895 could be restored to flight status; bearing in mind that DAIRENG-N reserved the right to conduct an airworthiness audit on completion of the project.

Aircraft WZ895, was one of the thirty-nine deHavilland Sea Venoms, loaded on board *HMAS Melbourne* in Glasgow, Scotland, on the 8th of March, 1956, and arriving at Jervis Bay on the 7th of May, 1956.

Very little information about this particular aircraft is in the archives. The only notable incident being recorded on the 4th of February, 1958, when the aircraft landed with its nose wheel still retracted.

The only side numbers so far extracted from official records were 804, 870 and 867. In ten years, WZ895 accrued 525.55 flying hours making 972 landings.

In 1983 the aircraft carried out taxi trials but didn't go beyond that stage. Sometime between 1983 and 1990 the aircraft was partially stripped and left sitting in the corner of 'D' hangar gathering dust and junk. In 1991 it was decided to resurrect the aircraft and try to get it to a flying state again. Meanwhile WZ937 was well into its restoration programme so WZ895 was put on the backburner once again.

In 1992 it was decided to move the aircraft into 'E' hangar where more room was available. Unfortunately this move was short lived and later in 1992 it was moved back into 'D' hangar where it was set up for restoration once again. So far it hasn't moved from that position.

On June the 4th, 1993, restoration began in earnest, utilising the same team that restored WZ937. It was at this point that moves were started in getting official permission to restore the aircraft to flight status.

It is by no means sure that the aircraft will fly again, as many detailed inspections still have to be carried out, the main one being to get the wooden fuselage passed. At this point in time, the fuselage has been stripped of nearly all components ready for the inspection. There is also a major repair to be done to the port inner wing section due to a crack in the trailing edge section near where the boom

attaches to the wing. Fortunately this area is repairable and to date, two new stringers and the skin section involved have been manufactured and are ready to be fitted.

So far, 544 components have been removed and catalogued. Each and every one of these components has to be either tested, bay serviced or calibrated, not to mention the complete rewiring of the whole aeroplane. So far there are over 700 unserviceable entries in the aircrafts log books, ranging from Mods, STI's etc that have to be checked, functionals, control rigging, and all the rest that go along with (for you oldies) a Main Check Five, only we are calling this one a Main Check Ten.

We have divided the aircraft into three major maintenance sections, the fuselage, port and starboard inner

wings, and the tailplane, booms and outer wings, with work steadily progressing on each section.

We have two engines put aside, one having nil hours since overhaul and the other having one hundred and sixty four hours on it. Since both engines have been sitting idle for twenty years they have to undergo another overhaul before they can be used.

The team working on the aircraft are, Airframe and Engines, Rod Tremlett, Ken Park, Garry Bowers, John Addison and myself (when I can get away from the paper work), Electrical, Jules Ducret and Radio, Gus Cummings. In the background, Commander Alex Wright has been instrumental in getting this project well and truly off the ground.

**Tony Penno - Project Manager*



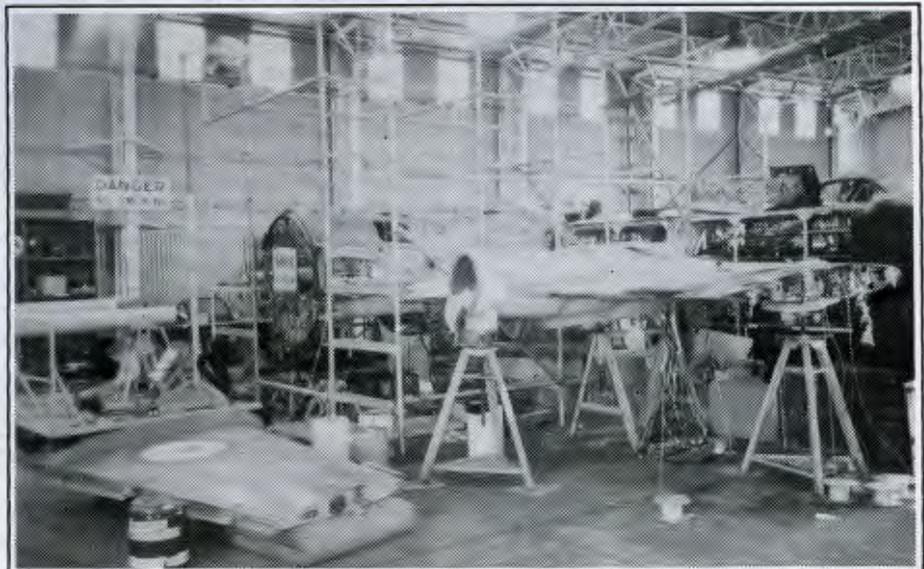
TOP

Project Manager, Tony Penno, giving WZ 895 a persuasive (yet skilful), 'Whack-Attack'.

BOTTOM

Resembling a 'de Havilland Lego set', WZ 895 spreads itself further and further around the restoration hangar.

Photo's:
Peregrine Publishing





**BRITISH AEROSPACE
AUSTRALIA**

BAe AUSTRALIA SPONSORS HISTORIC FLIGHT

"Old aircraft don't die - they just get re-engineered", according to Commander Alex Wright, of the RAN's 'Historic Flight' project.

Commander Wright was speaking at a special ceremony to mark British Aerospace Australia's announcement that it had pledged \$5,000 worth of engineering support as sponsorship of the 'Historic Flight' project.

The 'Historic Flight' is based at the Naval Air Station in Nowra, NSW, and actually comprises a number of ex-Navy aircraft - some of which are in flying condition while others are being carefully restored to their former glory.

The aircraft are owned by the Department of Defence and maintained by a group of volunteers including retired and serving Naval personnel and members of the public.

According to Commander Wright, the best intentions of volunteers sometimes fell short of the sophisticated engineering work required to restore the aircraft.

"This is where British Aerospace Australia sponsorship will be invaluable," he said.

"We had no idea how we were going to keep the aircraft operating

following the decision to place the Nowra aircraft component maintenance contract with a private organisation.

"When BAeA won the contract the Company's representatives realised there was no component to cover the 'Historic Flight' project and were quick to offer sponsorship support.

"This means a new lease of life for the Historic Flight and represents a significant contribution by BAeA to the preservation of Australia's aviation heritage," he said.

Among the 'Historic Flight' aircraft is an Iroquois helicopter - regularly seen supporting the Army's Red Beret parachute display team; the Grumman Tracker and the Douglas C-47 Dakota.



General Manager of BAe Australia Contract Management Services, David Godden, presents the sponsorship cheque to the Commanding Officer of HMAS Albatross, Commodore Geoff Morton, RAN.

Photo: Courtesy South Coast Register

HISTORIC FLIGHT TRACKER IN RESTORATION HANGAR Photo:Peregrine Pub'g.



REPORTS FROM THE STATE DIVISIONS

NATIONAL SECRETARY'S REPORT

The last time I sat down to prepare my report for Slipstream, those of us who live in New South Wales although not aware of it at the time were to experience the horror of the Bush Fires. I sincerely hope that no members suffered any losses as a result.

On the afternoon of February the 12th National Vice-President Les "Juke" Matterson suffered a heart attack. Happy to report he is now well on the road to recovery. The medico described it as the sort of attack suffered by a twenty year old. "Juke's" daughter quipped, "Dont tell me he has the body of a twenty year old". We shall have to hobble him, for he endeavours to do far to much.

Just a few weeks ago I had a card from Lady Smith, wife of our Patron Sir Victor. Lady Smith said Sir Victor had been in hospital, but happily is home again and quite well.

This issue of *Slipstream* is the first to be sent by Print Post. Previously the Journal was a registered publication and the postage rates were 31 cents for post code 2541 and 38 cents for the rest of the country. However Australia Post will not now renew contracts for Registered Publications and using Print Post the rates are 40 cents for Post Code 2541, 44 cents for Post Code 2540 (after a 25% discount), 50 cents for Sydney and Canberra, 55 cents for New South Wales Country, 67 cents for all other Capital Cities, and 77 cents for all other Country areas. A discount of 10% can be obtained if more than 15 articles are destined for one sorting area, but they are not very significant. What is most IMPORTANT is that any article which is undeliverable and is returned, can be charged at the full rate of postage for its return i.e. 85 cents from NSW and 95 cents from other States. The overall increase in postage costs is in the vicinity 30%. So members please ensure your address is correct and any changes are drawn to the attention of your Division Secretary so that the *Slipstream* Mailing List can be updated. If you tell Slipstream direct, then be sure to tell your State Secretary also.

As mentioned in the last issue, at the Federal Council meeting in

Melbourne last October the Representatives of each Division voted unanimously that "*The charge to each individual member who wished to receive Slipstream be set at \$8 per annum, the charge to be reviewed at the next Federal Council meeting*". The method of raising this money was to left to the discretion of each Division. So dont forget the mailing label on the envelope shows your financial status in the top left hand corner if it shows 93 then you are unfinancial.

All members should be aware (see Editorial of last issue) that the Australian Fleet Air Arm Officers Association disbanded on 31st December last. At that time there were 165 both financial and unfinancial members. Some 30 had already become members of the Fleet Air Arm Association of Australia, the remainder were invited to transfer their membership to the FAAA of A. The response to date has been very encouraging. We were always a great team and am sure all would wish us to remain that way.

My apologies to the Queensland Division. I fully intended to join you at the reunion in Bundaberg to meet up with old shipmates, however a family commitment dictated otherwise.

Many letters to the Editor make comment on the whereabouts of old shipmates. Shortly I will be sending the National List of members to each Division Secretary, however as noted in the October 93 issue I am not permitted to release addresses. However I will gladly forward letters.

The following new members have joined the Association since the last issue of *Slipstream*;

NSW; Peter Bourke, Reg Hespe, Rod Traill, and Ken Warwick.

ACT; G.A. Spence, and P. Schilling.
VIC; Barry White.

QLD; Arthur Jones, Rodney Love, Neville Hall, John Jeffrey, John Beattie, Robert Watts, Brian Williams, Shorty Neilsen, Joe Serre, Gary Reid, George Winning, Ken Bullock, Alan Barlow, Owen Holston, Paul Norris, Ron Forrest, Cliff Eaton, Mike Edmonds, Bill Aubrey, and Keith Hope. Till next time.

Ian Ferguson- Hon. National Secretary

ACT DIVISION

Greetings to all from the ACT Division. We do hope that all members throughout Australia have

a rewarding and prosperous 1993. This year we will be hosting the meeting of Federal Council and look forward to entertaining visiting delegates from interstate.

Our Annual general meeting was held on Wednesday 16th February at the Canberra Services Club at Manuka. Some 27 members attended as well as about 10 wives who joined in a very pleasant social get to-gether at the conclusion of the meeting. Our past President, Col Bushe-Jones did not stand for re-election and the new Committee sees some new faces. Office bearers for 1994 are as follows:

President:	Geoff Ledger
Vice-Pres:	Geoff Coker-Godson
Secretary:	Brian Treloar
Treasurer:	Mike Astbury
Soc. Sec:	Daphne Clarke
Members:	Bill West
	Des Rodgers
	Dick Scott
	Eddie Bell

On of the first tasks of the new Committee will be to frame By-Laws for this Division which were put on hold previously until the National Constitution was finalised. It is intended that major Office Bearers will only hold the one office for a maximum of three years in an endeavour to get as many members as possible serving on the Committee. Currently, this Division has over seventy members and associates and we are sure that there are many more eligible members in the ACT who we would like to see join this Division.

Last year, we held three major Social events in addition to the Annual General Meeting. These were our get together on Anzac Day, and out of town barbecue held at Harry Adam's property on Old Tuggeranong Road and our November Cocktail Party held at the Canberra Services Club at Manuka. Although the attendance at each was in the order of 35 plus or minus a few, there seems to be much scope for raising the attendance. Each of these events were thoroughly enjoyed by those who attended but it would be nice to have the opportunity to meet many more old friends on each of these occasions.

We would also welcome any friends from interstate who may happen to be in Canberra for these functions. They are normally advertised well in advance through this column a call to the Secretary on 06-288 2730 will soon see that

arrangements can be made.

Our next event, of course, will be Anzac Day and our Division will be marching under our banner with a barbecue luncheon at HMAS Harman Function Centre to follow the march. All with association with the Fleet Air Arm are welcome to join us in the march and afterwards if you can. Should you wish to come along to the get-together after the march, please contact the Secretary on 288-2730 for details and bookings. Members of the ACT Division will be given more information in the next edition of FACT.

By the way, FACT is an information sheet published to keep members of the ACT Division informed of events peculiar to the ACT. Should any ACT member have any items which they feel would be of interest to other members, drop a line to or telephone the Secretary.

At its first meeting following the AGM, our Committee examined a draft set of By-Laws. With some minor amendments, these have now been adopted for use within this Division. All members will be asked to ratify them at the next AGM.

The Committee also selected dates for the next meeting of Federal Council. This has been set down for 29 October 1994. Currently, it is planned to hold a Cocktail Party on the Friday evening preceding this day and a dinner after the meeting on the evening of the 29th. Provided arrangements can be completed in time, a dedication of the "Errol Kavanagh Memorial Oval" will take place on Sunday 30th October to allow interstate delegates the opportunity to join in this ceremony.

B. Treloar - Hon. Secretary

TASMANIAN DIVISION

SkyRace Tasmania has been the big news item down here recently. It was an absolutely incredible show, especially for a first up exhibition, and a credit to all those who had a hand in the organisation.

I saw the final day of the event and there wasn't one hiccup. All the events went like clockwork from 1000 until the last event at 1600, as one event concluded the contestants were lining up for the next one. A non-stop programme of magnificent flying.

Spitfire VIII - Mustang - Pitts Special - T-28 Trojan - Harvard AT-6 - Dakota - Aero Commander - Sea Fury - Choppers - Light aircraft and a WWI SE5A replica.

For those lucky enough to see both

days of the event, the comments were all the same - brilliant!

One blot on the activities was when a light aircraft ploughed into a spud paddock - the driver was OK but the aircraft was badly bent up. He said his gauge was showing fuel in the tank, but there appeared to be too much air in there with it.

The two Sea Furies were beautifully prepared aircraft, polished like Rolls Royces. It appears they are Mk14s from Iraq. I put in a lot of time in the pits with them and their crews and pilots. They are really FB11s with a few modifications carried out.

They have done away with the Coffman starter and replaced it with an electric starter, hydraulic brakes, slightly different wheels. The cockpit layout is basically the same, modern avionics have replaced the old Nav aids and radios. Panel colour is a light colour instead of the old matt black. They are pushing the old Centaurus 18 up to 2,800rpm with a +10 boost with no ill effects. They have nothing but praise and admiration for the whole aircraft.

The aircraft from New Zealand has only about 230 total hours since new, engine as well. I'm not sure about the other one but the hours are pretty low.

I was only sorry that I missed both Sea Fury's lapping the 13km circuit at around 335kts, and then speed down the grandstand straight at around 430-440kts at a height of 25-30 metres, wing tip to wing tip. Performance wise there was nothing in it, the difference was in the jockeys.

Now - the outcome of the last edition of *Slipstream* and my article on 'old mates'. What a response! Telephone calls from Mick Blair, 'Roger' Raddatz, Beau Bosanquet, Ron Baxter - all from Queensland. Ron also wrote and sent some pictures. Kind regards and thoughts were sent

from others via these callers. 'Roger' asked me if I remembered a fight that he and old Dick Parry had on board *Vengeance* one night. Do I what! I think it started in 109 Mess on the hangar deck and finished up in the Chief and POs passageway on the gallery deck. I'm not sure of the outcome but the entertainment was First Class.

'Roger' gave me a list of telephone numbers to call, all of old mates, and call them I will.

Barry Simpson is back in Sick Bay with that bung leg of his. He's had a lot of trouble with it over the last couple of years. I visited him and he reckons he'll be home in a few days, he said to say 'hello' to all of you out there, wherever you are.

To me this is what *Slipstream* is all about, rounding up old mates, where they are, what they have been doing with their lives, and finally making contact after nearly forty years - more than half a life-time. The comradeship welded into the Fleet Air Arm during our service time is second to none.

This is becoming more and more pronounced as the Association grows stronger. One thing for sure - we haven't forgotten! Junior Rates, Chiefs and POs, Officers alike, all working together as friends and mates while still holding the respect for people's rank and position. This is what makes a happy and contented organisation, also a very efficient unit as well.

As our service time expired we went our own way into many different directions, each and every one of us did our own thing, occupations families, careers etc., many contacts being lost, certainly not forgotten. Now, through *Slipstream* and the Association, these people are reappearing - not lost - just mislaid. Keep up the good work.

Matt 'Jake' Jacobs - Tasmanian Division



Ken Greenaway meets up with visiting Tasmanian member, Alan Andrews, at the Slipstream Office. Photo: Peregrine Publishing

VICTORIAN DIVISION

Well, Shipmates, our Division did convene its Annual General Meeting on Saturday 12th February, 1994, in accordance with the previously promulgated details, namely the January edition of Flight Deck News. [Vic.Div. Newsletter. Ed.]

Unfortunately the numbers were down, but never the less, we did have twenty-three Full members (not that kind of FULL!), nine Associate members in attendance and apologies accounted for twenty-seven members.

The following members were elected to govern for the current year:

President: Les Jordan - *Vice-President:* Frank Crowe - *Secretary:* Ron Christie - *Treasurer:* John Ikin - *Committee:* Bernie Butler - John Champion - Alan Clark - Ralph Mayer - Bryan Roberts and Roy Weddell. Anne and Rob Taylor were appointed as auditors.

Welcome to three new members of the committee, Bernie Butler, John Champion and Ralph Mayer. A special 'thank-you' to the three retiring members, Len Baggott, who is in the process of moving interstate, Terry Egan, due to other commitments, and Jock Lacey due to illness. Jock has recently undergone surgery which resulted in the removal of a lung. I am pleased to report that he is making good progress and is on the road to recovery.

The AGM was held at our 'new home', the English Speaking Union clubrooms, which is situated at 146 Toorak Road (West), South Yarra. The move was the result of the Melbourne Naval Centre terminating their agreement with the RAAF Sergeant's Mess, and then organising this new meeting place where all ex-Naval and Ship's Associations can avail themselves of the facilities.

Our Anzac Day after-march reunion will be held at the same

venue. This year we are trying something different, a Spit Roast. Any members visiting Melbourne are most welcome to participate in the activities. Please note, that as this is a catered affair bookings are essential, the cost is \$8 per person and the closing date is the 8th of April. Bookings and payments are to be forwarded to the Social Secretary, Bryan Roberts, 19 Oakhill Road, Mt. Waverley Vic. 3149. [Slipstream may not be circulated by the above date - please check with the Social Secretary even if past the cut-off date. Ed.]

The Anzac Day march is scheduled to commence at 0900, the form-up point is the South East corner of Swanston and Flinders Street, Melbourne.

On behalf of the Committee I would like to 'Welcome Aboard' two new members to the Victorian Division, Barry White and Ian Wilson - may your membership be a happy and long association.

Another gentle reminder for the members of the Victorian Division - Annual Subs are now due and should be sent to the Treasurer, John Ikin, 8 Simmonds Street, Oakleigh, Vic. 3166. *Ron Christie - Hon. Secretary*

WESTERN AUSTRALIA

Hi, shipmates,

Again, I am only just going to make the deadline which is the 16th of March, it is now 1945 on the 15th. Gee, time does get away, doesn't it?

Well, here goes another epistle to the Apostles from you-know-who.

First of all let me thank all those who attended the picnic barbecue held at HMAS Stirling in January, we had a real good day in most pleasant surroundings. The grand number of members at this 'asked-for' get-together was FIVE - and if it wasn't for the fact that friends and relatives came along, it would have been a financial loss for the Association as we have to pay sixty dollars for the use of the area. Once again, with Ron Tate's mob and the gathering of Eddy Cook's 'League of Nations', we ran out around eighty dollars in front. Everyone enjoyed themselves and the kids, big and small, spent a great time in the water.

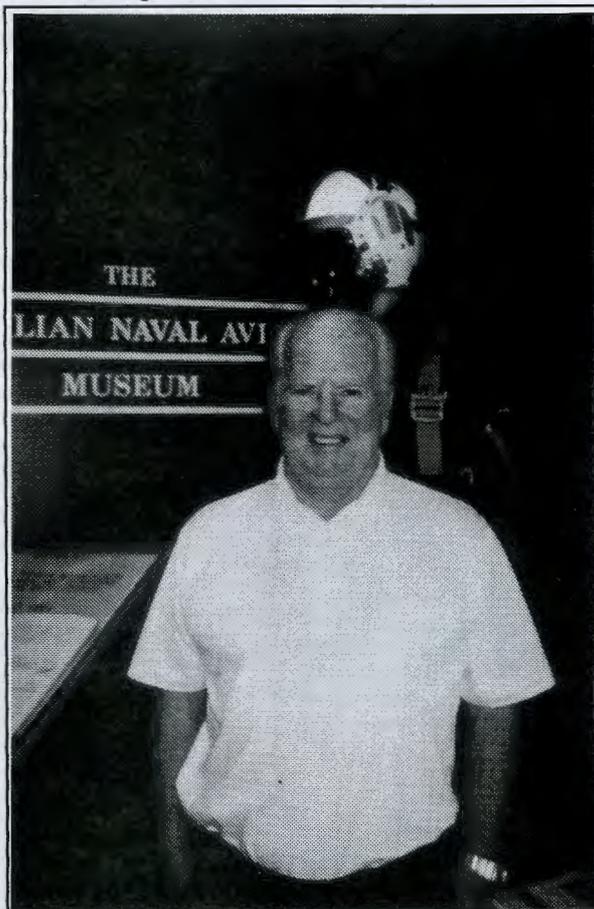
There are still those out there who have not paid their dues, put your hands in your pocket and send them off to the new Treasurer [your subs - not your hands in your pockets]. Geoff Vickridge has only just been drafted into this position, but has come up with some really bright ideas. You will be receiving some mail from him shortly, please fill in the enclosed form and return them with your money. Thank you, in anticipation.

The next item on the agenda is Anzac Day. This time things will be a bit different. After the march we will be holding our own reunion at the Naval Association Headquarters, 71 West Parade, East Perth, starting at 1200. Food will be provided and drinks at bar prices. 'Pappy' Gault assures me that this will be a good show, so come along and have a 'wet' with old friends. Commodore Partington, the Naval Officer Commanding Fleet Base West, will be in attendance, so show your support and be there. It's 'Off Caps', if you don't!

It is my unpleasant duty to inform you that our past President, Bob Pattenden, has been given the news that he is to undergo surgery at Saint John of God Hospital, Subiaco, to remove a cancerous kidney. I know that you will all want to wish him a full recovery. All the best, Bob.

To member Dudley Stonehouse, whose wife recently passed away, we send our sincere condolences to him and his family. Our thoughts are with you, Dudley.

Keith Duncan called in to let me



Victorian member, Terry Egan, visits the Naval Aviation Museum at Nowra.

Photo: Peregrine Publishing

know that his wife, Ray, was back in Fremantle Hospital undergoing another course of chemotherapy. Keep going, Ray, we're right behind you all the way.

On a happier note, Geoff Vickridge has come up with a new project for the Division to participate in. This entails the tabulation of the large collection of photographs that are around of old aircraft and squadron personnel. Our aim is to collate the collection into a 'real' history by researching each one and providing the correct captions. When completed it will be presented to the Naval Aviation Museum.

Work on the collection will take place at the completion of each monthly meeting, which we hope will be cut short so that we can use the time to devote to the project. All those with old photographs are more than welcome to bring them along so we can work out the 'what's and where's'. We hope to be able to copy these items so that you can retain the originals. Please consider.

I was relaying to Lou Burns, who is laid up after a knee reconstruction, an incident that happened to me a few weeks ago off Shoalwater Bay in the Indian Ocean. At the end of the story, he said that seeing that I was always taking the piss out of other people he didn't think I'd be game to tell the readers of *Slipstream* what had occurred. Well, Lou - here it is. It's no good changing the names to protect the innocent as there was no innocent.

It all started at 0600 one beautiful sunny morning, I launch my 12 foot dinghy into the bay to go out and pull my cray pots. All goes well, and with great seamanship skills I navigate the reefs and shoals, pull the pots and do a spot of fishing for bait. The sea are nice and calm and there is a slight off-shore breeze - a lovely day and I'm at peace with the world.

The time comes to return to the real world and I head for the beach which is some miles and a bit away. Missed sighting a rock (large for the use of) and the propeller strikes, the shear pin breaks into three pieces. No worries, I always carry a spare. Remove the cover on the water - and guess what - no pin! I then remembered that I had given it to a bloke the day before who had done the same thing. No panic - I have two oars (one for each side). Place the rowlock in the Starboard and install its cargo - attempt the same thing on the Port side - miss the hole and the rowlock sinks ever so slowly to the bottom.

Well, can't scull from the after end as there is no means of holding the oar. I decide to stand in the middle of the dinghy and paddle the boat ashore

- two paddles to Port and two paddles to Starboard - not making a lot of headway but not getting closer to South Africa.

After about an hour I have covered about four hundred yards and only about a mile and a bit to go. I should mention at this pint that two boats passed me under full power - they waved to me - I waved back - sort of...

At last a kind hearted chap came alongside and towed me to shore. But is this the end of the story? Not on your life.

I had pulled the boat up onto the beach and had started taking the motor and equipment up to the trailer (you can't drive onto the beach at this point). When I turned around, the boat was heading from whence it came under its own initiative. A not too smart dash to the water followed and after a swim of about 100 yards the boat was retrieved.

All in all it was a great morning and I have been wondering if I should go for my Skipper's Ticket in outstanding seamanship.

So there, Lou! I hope it makes your day.

I had a telephone call from Dinsley Cooper in South Australia, he is contemplating a holiday in the West some time this year, he will contact me nearer the date. If there is anyone who would like a holiday in Adelaide, Dinsley would like to be able to arrange a swap of house for the period. If there is anyone interested please contact me and I will get you in touch with Dinsley.

I am pleased to be able to report that 'Juke' Matterson has recovered from his heart attack and is well on the mend. Hope you are well, 'Juke', and all the best from all in the West.

Good health and best wishes to all.

Theo Bushe Jones - Secretary



WA member, Bill 'Pappy' Gault, meets up with NSW member, Bill Robertson, outside the Naval Association Headquarters in Perth, Western Australia.

Photo: Courtesy K.Taylor



Bill Robertson, Lou Burns and Keith 'Squizzy' Taylor, outside 'The Shed' on Lou's property at Casuarina.

Photo: Courtesy K.Taylor

NEW SOUTH WALES DIVISION

1994 is off to a sedate start as many of our local Shoalhaven and District members seem to be still suffering the effects of the Christmas pud.

Few ventured out to attend our January and February meetings, but the Annual General Meeting held on Sunday, February 27th, was successful in most respects.

Some members and spouses made the trip down to Nowra from Sydney and from points in between, unfortunately, only the President, Treasurer and one retiring Committee member were on hand to greet and assist the visitors.

Prior to the commencement of the meeting, Museum Director, Mike Lehan, ever the consummate host, welcomed those present and brought us all up to date with the progress and aspirations for the future development of the Naval Aviation Museum and environs.

With the preliminaries dispensed with, Ian MacDonald assumed the chair as Returning Officer for the election of office bearers for the year ahead. The results of the election are as follows: *President*: Jim Lee (044) 217579 - *Vice President*: Ian Stanfield - *Secretary*: George Goddard (042) 563770 - *Treasurer*: Frank Birtles - *Welfare Officer*: Ivan Gray - *Historical Flight Liaison*: Don Parkinson - *Social Secretary*: Ben Link - *Committee*: Bob Cronin - Terry Hetherington - Barry Roberts and Gordon Walter.

The 'old hands' welcome the new committee members on board and look forward to a productive and satisfying 12 months service to the Division. To those who have retired, we thank them for their past services, and our appreciation to those who remain with us in a less demanding capacity.

It is unfortunate, that due to personal commitments, our treasurer remains in a caretaker role for a period of three months only. We were also unable to attract a nominee for the position of Public Relations Officer.

We must fill these positions to be able to function effectively. You have a couple of months to summon up your courage and nominate. It is not essential that those office bearers reside locally and/or be retired from full time employment, but obviously, it would be a help.

Our new secretary has to travel

from Oak Flats to Nowra to attend meetings and conduct association business. 'Gus' has agreed that his position should be reviewed after three months.

Our Historic Flight Liaison Officer will definitely retain his position for the full term. However, Don has pointed out that since Museum owned aircraft and equipment have in the main moved from the RAN Historic Flight hangars to the now enclosed Museum hangar, the title of his position is a misnomer. To change the title requires a change to our Constitution which can only be done by a majority vote of members at a General Meeting.

For all the above reasons your new committee has decided that a General Meeting of all financial members will be held at the Naval Aviation Museum, *HMAS Albatross*, on Sunday, June 5th, 1994. Details are contained in an enclosure to this April 1995 edition of *Slipstream* (NSW members ONLY). Please complete the form and return it by the due date.

We all have our Division Social Calendars for 1994, so there is need for me to regale you with 'coming events'. Should you require an extra calendar, for whatever reason, just drop a line and a stamped, self addressed envelope to the Secretary, PO Box 28, Nowra NSW 2541.

In conclusion, I remind all unfinancial members that the 1994 Annual Subscription of \$15 became due on January 1st and for members to continue receiving benefits, eg *Slipstream*, subs should have been paid by January 31st, 1994. (ref, Constitution Para 3(i))

All best wishes to the readers, here and overseas.

Jim Lee - President



Don (*don't call me Zapata*) Eldridge, enjoying a 'dit' at the Slipstream Office.
Photo: Peregrine Publishing

SOUTH AUSTRALIA

While it is true that most things held dear to South Australians have a habit of leaving the State with indecent haste, eg. Grand Prix, *HMAS Encounter* and our State Bank executives to name a few, our contribution to this wonderful *Slipstream* magazine has been left to languish on various desks. I could offer up a dozen excuses, all sound, but I'll spare these for a really big cock-up!

At present I am filling in for the Secretary as our February AGM just could not badger anyone to take on the rewarding and wonderful position of State Secretary. It now boils down to our next monthly Committee Meeting to fill this position. Of course, by the time everyone is reading this report, we will have secured the services of a reliable Secretary - to be sure!

Speaking of AGM's, our last one on the 18th of February, was very well attended as AGM's go. Over 65% of financial members fronted up. Is this a record? After all the normal performances were concluded, the AGM commenced with Clem Conlan elected to chair the meeting. All positions were filled - except that of the State Secretary. John Berry has picked up the President's portfolio, Jim Elston - Vice-President, John Saywell - Treasurer, Dinsley Cooper - Social Secretary, Mary Rayner - State Delegate, and whipping boy, Roger Harrison - Newsletter Editor, with Committee members - Ian Laidler, Ken Bryant and Ron Richards. Basically, the same reliable faces. [Latest update: Dinsley Cooper has taken on the additional task of State Secretary. Mary Rayner the additional task of Minutes Secretary. Ed.]

A reminder that Anzac Day is fast approaching and so the call goes out for all able bodied sailors to front up south of Hindley Street, Adelaide, at 0915 for a step off at 0930 sharp. After the service we mix it with the 'pongos' in the Parade Ground bar - lots of back slapping and tall stories. Lunch at Naval House, Hutt Street.

Mary Rayner is organising an afternoon tour of the Submarine Corporation depot. It will possibly be on a Friday afternoon around the 1600 hours mark. Perhaps a nibble after the walk-around could be agreed upon.

Just when you thought that things couldn't get any worse here in this State - they prove that they can - and do. *HMAS Encounter* which was

scheduled for closure some time in June, had the date brought forward to March. That's not all. All the memorial plaques laid in the grounds of *Encounter*, have to be relocated as soon as possible. A committee was formed last year with representatives from all Naval Associations concerned, and out of a short list of locations offered, one stood out from all the others - Fort Glanville at Port Adelaide.

After prolonged consultation over several months with the Fort Glanville Historical Committee, including representations to the Minister for the Environment, a decision has finally been reached - NO! The panic is now on to find another suitable location, but at present, all memorial plaques will be stored in the Navy Supply Shed at Port Adelaide. Exciting - isn't it?

Joyce Howlett is presenting this Division with the new FAA flag in memory of our late member, Darcy (Gordon) Howlett, who passed away last September. A generous gift to the South Australian Division.

Bill Magrath has offered the use of a vast collection of appropriate videos and films from his department as a social fund raiser - more on this one later.

Everyone can now stop looking for the 'lost' Association banner, John Berry has found it at his place. Perhaps it was the curse I was about to invoke on whoever had it that renewed his search.

A warm welcome to all new members who are reading this magazine for the first time, and also to the old members. Take good care.

Regards from South Australia.

*Roger Harrison - State Lackey
[Your efforts are very much appreciated, Roger. H-o-o-old the light switch, Clem! Ed]*

QUEENSLAND DIVISION

Most of our efforts and attention since the last *Slipstream* have been concentrated on the Bundaberg Reunion held on the weekend of 11-13 March. I have to report that it was a 'thundering success', with about 175 people attending.

'Toz' Dadswell, accompanied by wife Gwen, Gordon (Pancho) Walter, accompanied by wife Sandra, and Peter Penny, represented the National Executive.

Peter and 'Pancho' brought with them Association shirts and ties etc. and made good sales. 'Toz', as usual, was in fine form during his after dinner speech.

Quite a few people arrived on Thursday and the RSL made everyone very welcome. Their turnover for the weekend would have made their bankers smile!

Arthur Johnson and Andrew Scott (ex-RN WWII pilot) arrived in Arthur's CT4 (ex-RAAF). He allowed myself, Don Daniels and Bob Conellan to fly in it - great! Thanks again, Arthur.

The majority turned up on Friday and we had the use of the top floor and bar of the RSL. Some of us played golf, but the heat was a bit rough. Des Kelly and Kev Mackay were the eventual winners of the Stableford Competition. The bowlers had a good afternoon at the Tantitha Bowls Club, the winners being Ron Powell and Barry Andrews. Commodore Geoff Morton presented the golf trophies and Commander Ted Wynberg did the honours for the bowls.

The AGM on the Saturday morning was well attended by more than ninety people, and went very well indeed. The Committee was re-elected as follows:

President: Barry Lister - Vice President: Mick Blair - Secretary: Paul Woods - Treasurer: Ian Henderson - Committee Members: Alan Smith, Des Kelly, Brian Sargeson, Len Zuch.

Our Constitution was adopted and Liaison Officers were appointed for each major town - Bob Conellan for Bundaberg, John MacCartney and Jack McLaughlin for Mackay, Arthur Johnson for Townsville, Kevin Raddatz for Cairns - others to come.

The ladies enjoyed a bus tour on the Saturday, and met up with the blokes at the Rum Distillery in the afternoon. The FREE drinks were

much in demand. Try a 'Dark and Stormy' - Bundaberg Rum and Bundy Ginger Beer - refreshing with a bite!

A good crowd gave the DC3 of the Historic Flight a welcome when it arrived at the airport, and the photographers had a great time. On board were, Commodore Geoff Morton [CO *Albatross*], who gave a good speech later on about the FAA and its future, Commander Ted Wynberg [XO *Albatross*], Doug Purvis, Commander Ian Payne (sporting a beaut black eye as a result of the Cessna 206 prang at *Albatross* the previous weekend), and the ground crew, CPO Paul Rosewame, Don Parkinson and Ray Larder. They all enjoyed the Rum Tour and the Dinner.

The RAN Gliding Club members of yesteryear had a good time - Geoff Strickland, Don Daniels, Arthur Johnson, Dr 'Tommy' Thompson, Bob Conellan and myself. Cdre Morton, Ken Bullock and George Winning were in fine form - the intake of 'red' ensured freedom of speech! Five of the group were CFI's, three are Life Members and two are Past Presidents. Plenty of brass!

Ken Bullock is now in charge of arranging a suitable reunion and celebration of the '40 something' anniversary of the RANGA in 1996. All Gliding Club members and ex-members take note, contact Ken Bullock at 63 Buderim Garden Village, Mooloolaba Road, Buderim Qld 4556 to let him know where you are. There will be more information to follow. Incidentally, Peter Welsh, where are you, somewhere in WA?

'Toz' Dadswell mentioned the



RAN Historic Flight Dakota at Bundaberg

L-R: Ted Wynberg, Geoff Morton, Doug Purvis, Ian Payne, 'Rosey' Rosewame, Don Parkinson, Ray Larder and Chris

Photo: Courtesy Barry Lister

possibility of a National Reunion in 1996 to be held in Queensland, we will be looking closely at that suggestion and will keep Divisional Secretaries informed as we go. We all enjoyed the Bundaberg 'do', and the Committee enjoyed arranging it. Life is good when you're having fun!

Our Anzac Day March preparations are progressing well. We will be marching adjacent to the *HMAS Melbourne* group - we hope to exceed the 51 marchers we had last year.

Mick Blair, Ian Henderson and Barry Andrews have organised a frame and eyelets to secure our large banner so that four people can carry it this time. Al Smith and Bob Davis had a tough time carrying it last year. Darcy Doyle, who painted it for us, gave his seal of approval. He and his charming wife, Jenny, were in fine form at the Reunion. Someone, who will remain nameless, had one of Darcy's prints and was hoping that Darcy might sign it - haven't heard the result yet!

We are thinking of forming up our group at the Big Fig Tree in Eagle Street with the other Naval contingents, and then marching up to our starting point. A newsletter will be sent to all Qld members as soon as we have full details.

Ian Henderson has been in touch with the Army Base at Bulimba, on the river, as a venue to 'party-on' after the march, it looks as if their Officer's Mess will be able to accommodate us. Sadly

this change of venue has become necessary as *HMAS Moreton* will cease to exist at the end March. Sad day! We are most grateful to Commander Derek Caton and his Executive Officer, LtCdr Wayne Richards for their kind hospitality and assistance.

We will be advising of other functions to be held during the year - I guess we haven't got onto that yet, but we certainly will be, and very soon.

My sister was recently in Lorne, Victoria, and went to a cosy pub one evening with her daughter and family - heard a funny noise - lo and behold, there at a window was Jock Collin's bunch of hiccups, shivering away and gazing at the open fire (chilly down there at Xmas). She knew they were Jocks because I'd told her to keep an eye out for them. The landlord wasn't prepared to let them in - reckoned they'd stuff up his trade (If they'd been Prince Charles he might have made a concession). Anyhow, they shot through heading westward! Jock doesn't want them back at any price, he's doing quite well without them. I've heard that Lou Burns is very hospitable and welcomes guests over in the West. You never know, let me know if they turn up, Lou!

I'm sure there's more but the deadline is here and I'm off.

Best wishes to all - all over Australia and to our overseas readers.
Barry Lister - President

to make our Museum entry eye-catching, efficient and professional.

Future projects

The Museum Helicopter Flying School.

We are currently negotiating the inclusion of The Aerowasp Helicopter Flying Training School into the Museum precinct, and we are seeking sponsors to assist in this project. Operating as a separate company, but based at the Museum there will be obvious commercial benefits for the Museum and the School. Dual advertising and use of Museum facilities for the students - especially the Function Centre, and the ability to offer helicopter Joy-Flights are key issues.

The Museum Tiger Moth

A natural extension to our Museum business is the ability to offer the public a sentimental flight in a Tiger Moth. Owned by the Museum, but integrated with the Helicopter School, charter operation of the aircraft will be achieved under the school licence, thus avoiding the Museum staff getting directly involved in the 'operational flying' business. Sponsors are being approached for this project as well.

'H' Hangar

We have been offered the Army demountable 'H' Hangar, currently situated on the old 'H' hangar site [the original was burnt down in December '76.Ed], which will become available from July this year - current planning. We are in the process of developing plans to include this offer in conjunction with our plans for the Helicopter School, the Tiger Moth and, the need to look after our many visiting light aircraft. We also have a major stores stowage problem and some of 'H' hangar will be used until we have our purpose built store alongside the workshop.

Children's Playground

Plans and costing have been received from major Australian manufacturers and they are being analysed. For this essential part of our development, a sponsorship of \$30,000 has already been offered.

Fund-raising

It is with the greatest of [pleasure that I can report that Mr Ray Williams, Chairman of C.E. Heath Underwriting

THE AUSTRALIAN NAVAL AVIATION MUSEUM - PROGRESS REPORT -

Museum Board of Directors

Readers will be pleased to know that 'Toz' Dadswell is now on the Museum Board of Directors. With the integration of the FAA Officer's Association into the National FAA Association, 'Soapy' McKeon gave up his board position as the FAAOA to the President of the FAAA.

Museum Building development

The cladding of the hangar is now regaining momentum. The western and eastern walls are up and secure and, with the clear panelling in place and the glass enclosed foyer, it looks as though we will not have to use the hangar lights during normal business hours.

Cladding of the northern end has been 'on hold', due to the delays in the delivery of the hangar door tracking,

which has to be set in concrete. Work is about to commence on the cladding of the gable end (Sydney Harbour Bridge) and at the same time the Museum name will be attached - utilising common equipment.

Because of the wind funnelling effect through the hangar, the plate glass in the foyer will not be installed until the northern end is sealed - we are trying to avoid the glass popping outwards.

The hangar should be completely sealed (from birds etc.) by mid-May.

The Entry Foyer

Westfield Holdings Ltd. (David Lowy - Managing Director), have responded to our plea for design assistance in developing the foyer, which is also to contain the new shop. The consulting business design team have produced some quality proposals

(Australia), has recently donated another \$130,000 and has pledged a further \$250,000 over the next two years. He and his company have now donated and pledged almost \$1 million, in addition to this, the company continue to provide our Hangar Keepers insurance cover for the whole Museum complex each year. He has made this valuable and significant gesture in order that we can avoid excessive borrowing to complete the basic Museum complex, and provide the essential ingredients to develop the cash flow business to enable us to stand firmly on our own two feet - noting that we do not get any Federal funding support.

Notwithstanding his contribution, Mr Ray Williams recognises the essential requirement to continue fund-raising by the Museum to progress the project from this, the half way stage.

Fund-raising has thus become the Number One priority focus of the Museum and a specialist office has been set up to achieve this goal. \$4.5 million is still required - we have a long way to go and every little bit helps.

Membership Certificates

Membership Certificates will be issued within the next month - it is with deep regret that this task has taken so long.

Programme

By now you are all aware of our 1994 Family / Fly-In Day programme. The official opening of the Museum, the naming of the Ray Williams' Foyer and the unveiling of the 'Batsman' [Bronze sculpture Ed], will occur on Sunday 11 September. All Museum Society members will receive an invitation to attend (together with their Membership Certificates in the same package). Please respond early. If you are a member and have not had an invitation to the opening by June, please forward your new address to my office at the Museum.

BRAVO ZULU

I would like to take this opportunity to extend our very sincere thanks to all those enthusiastic and supportive people who assisted us so ably on the last Fly-In Day, Sunday 20 March '94.

The weekend commenced at a racing start with a large team of the Sydney and local FAA Association members cleaning the hangar and sprucing up all the display aircraft. At days end it looked a picture and a sign of things to come when the hangar is secure.

All Museum staff act as volunteers on Fly-In Days as part of their contracts, they join in with me in

extending our appreciation to the following: St John's Ambulance, TS Shoalhaven, Nowra Air League, HMAS Albatross, Nowra Air Division RANR, the Army Parachute Team, Naval Association, Fleet Air Arm Association, Volunteers, RAN Historic Flight, David Lowy, Col Pay, Guido Zuccoli, Nowra Flying Club and Bomaderry Apex.

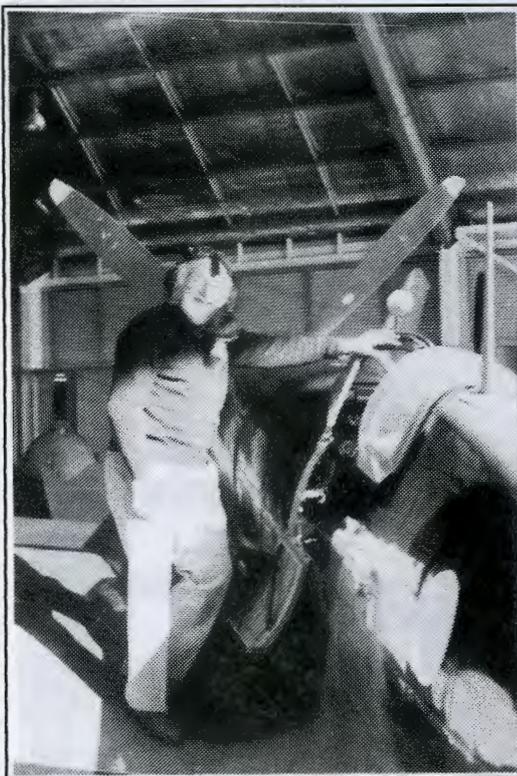
Following the Fly-In Day....

We were hosts to the Sea Fury and Spitfire for the week following the Fly-In and our Reverend Walter Wheeldon took to the seat of his 'Seafire' (being *ex-Indefatigable*) - attired in his 'Biggles' leather helmet. He admits that he has forgotten nothing....

In conclusion...

We at the Naval Aviation Museum wish all our fellow members of the Fleet Air Arm Association the very best of fortunes for the remainder of 1994. We look forward to seeing you at Nowra at any time, but especially at the FAAA 46th Anniversary of HMAS Albatross Dinner on Saturday 27 August.

* Mike Lehan - Museum Director



Reverend Walter Wheeldon, (or should that be Walter Mitty?), NSW Divisional Chaplain, reminiscing in style.

Photo: Courtesy Jonathan Wheeldon

THE NEW FOYER
ENTRANCE WAY
ALL PAINTED AND
WAITING FOR THE
GLAZING

Photo: Peregrine Publishing

HANGAR SIDES
ALMOST COMPLETED
THE FAR END STILL
OPEN AWAITING THE
DOORS & CLADDING

Photo: Peregrine Publishing



SPOTTED at the Bundaberg reunion!



Cec Bristow, Mick Blair and Gordon 'Pancho' Walter
Photo: Gordon Walter



Ray Bucholz and D'Arcy Doyle
Photo: Gordon Walter



Arthur Johnson and 'Chuck' Churcher
Photo: Paul Woods



Peter Penny, Errol Shelley and Don Parkinson
Photo: Don Parkinson



LEFT to RIGHT:

- Roy Hathaway
 - Max Gant
 - Mickey Mack
 - Trevor Bolitho
 - Jack McLoughlin
 - 'Righteous' Roy Torrens
- Photo: Gordon Walter

The newly elected Queensland Committee pose before their Banner, which was created by D'Arcy Doyle.

- LEFT to RIGHT:
- Paul Woods
 - Des Kelly
 - Ian Henderson
 - Len Zuch
 - Mick Blair
 - Brian Sargeson
 - Barry Lister
 - Alan Smith
- Photo: Barry Lister

