



# SLIPSTREAM

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Fleet Air Arm Association of Australia,

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*Incorporating*



*National Council at HMAS ALBATROSS November, 1997*



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# COMMANDER G.D. CHRISTIAN, RAN

Commander Gerry Christian is a Seaman Officer who has specialised in Anti-Air Warfare. He commands the Australian guided missile frigate, **HMAS MELBOURNE**.

On joining the RAN in 1976 he undertook Diploma Studies at the **Royal Australian Naval College**. Initial bridge watchkeeping was conducted in **HMAS VAMPIRE** and culminated in award of a full ticket whilst subsequently serving in **HMAS HOBART**. Employment in **HMAS IBIS** followed whilst consolidating his ticket, before a posting to **HMAS ASSAIL** as Executive Officer. During his tenure as XO, the ship was awarded the Kelly



Shield for Minor War Vessel proficiency. Returning to **RANC** in 1982, the then Lieutenant Christian taught Astro-navigation and undertook Divisional Officer duties for eighteen months. During this period he successfully led the second RANC advanced adventure training expedition to Kokoda Track.

Warefare training commenced with Air Intercept Control and Assistant Principal Warfare Officer courses in 1984 followed by a posting to **HMAS PERTH** as the AIC. Selection for Exercise Sea Surge enabled him to travel to England and join **HMS NOTTINGHAM** as Signal Communications Officer. Unfortunately the ship did not remain in England. He was forced to cruise the Caribbean as the ship was assigned Royal Yacht escort duties, supporting the Commonwealth Heads of Government Meeting in the Bahamas. Returning to Australia, Lieutenant Christian undertook Principal Warfare training in country. He was then posted to **HMAS DARWIN** as Direction Officer. He spent the next two years in DARWIN

during which time he was promoted. Secondment to **HMAV BOUNTY** followed, where Lieutenant Commander Christian sailed as the First Mate, a position previously held by his great-great-great-great grandfather. During the five week passage from Tahiti to Tonga he participated in the re-enactment of the Mutiny on the Bounty on the 200th anniversary of that occasion. On return he was posted to **RAN Staff College**. He holds the RAN Staff College Medal for RANSC 22/89.

In January 1990 he commenced duties as Staff Officer Flotillas and participated in numerous workups and continuation training assessments at sea. He continued this role throughout the initial workup of

RAN units deployed to the Gulf War. His training role was transformed to an operational role as Staff Officer to Commander Task Group 627.4 for the first **Operation DAMASK** deployment. On return from the first deployment, he quickly found himself at sea as Executive Officer **HMAS DARWIN** and returning for a further **Operation DAMASK** deployment in 1991. Highlights of this year included selection for promotion to Commander and the ship winning the coveted Gloucester Cup for Major War Vessel proficiency.

The majority of his time in the rank of Commander has been served in Navy Office. During 1992-93 he served as the Deputy Director of Naval Policy and in 1994-95 as Assistant Director of Naval Officers' Postings. He attended **Joint Services Staff College** in 1996. Commander Christian lives in Sydney with his wife, Suzanne and their three children - Sarah and twins Tom and Rachel. His interests include international affairs, adventure training and all sport.

# President's Report

Dear Colleagues,

Firstly, all of us here at Nowra wish all our members and families the very best of fortunes for 1998 and beyond. There's no doubt that we live in very interesting times and watching the preparations for the Olympics shows the scale of some things that happen these days. You can make 1998 a very memorable year for yourself and family by joining many of your old mates at the FAA Reunion to celebrate 50 years of naval aviation in Australia in October-November this year.

Members will be pleased to know that the Association has a Constitution which has been agreed by all Divisions and which has been approved by the appropriate statutory authority. With that achieved I think we should now focus on the Association's objectives and put some purpose to our efforts. We should try to make some progress before the Reunion so that we can compare notes there.

Reunion planning is on the top of our minds here now that we are into 1998 and we are moving into top gear. The foundation work for the FAA monument is about to start, procedures to make Reunion registration simple and effective are being developed, publicity is being stepped up and the fine details of the program are being worked out. We are working in harmony with the ALBATROSS Committee and we're finding a great interest among the local community. The South Coast Register published

a special feature on the 50th Anniversary and the Reunion as a wrap around of last week's edition and this has promoted interest in the local community.

Although we have arranged with regional newspapers and radio stations to publicise the Reunion, this has various limitations and the best publicity is likely to be through the grapevine. We would be grateful if each member could make a point of contacting old colleagues and let them know of it, better still, persuading them to come.

Now to news of the book on the history of the FAA. Max Altham and I have been assisting Mike Lehan with this and we have been struck by the many contributions members have made - stories, photographs and newspaper clippings. To use them all would make the book a huge production and as there are limits to the size of the publication for cost reasons, regrettably many may not feature in it. They are all worth reading and we will have to think of a way of serialising them in Slipstream. The final draft of the book is nearly complete, ready for the publisher at the end of January. I recommend you order your copy. The plan is for the book to be launched during the Reunion.

Please continue to support Slipstream with your stories and articles, we always need more. Again, our thanks go to Bob Perkins for putting this edition together.

*Best of Luck, Neil Ralph*



## EDITORIAL

Firstly, to all our readers, a happy, prosperous and successful new year.

From the comments I have received since assuming the responsibility for editing your journal it would seem that the majority of members are happy with the product. I would remind you however that any success I have enjoyed is mostly due to the assistance I have received from the many members who have offered their contributions. Those contributions, no matter how minor they may seem, add flavour and substance to the journal. So please, keep your contributions coming.

In the coming year we intend to include a section in each edition devoted to stories about the serving members of the Fleet Air Arm, the work that they do and the ships they sail in. I believe it is worthwhile remembering that a number of our ships currently in service and some of those now in the course of construction are in fact 'Aircraft Carriers'. To gain some first hand experience about this modern Navy, in early December your Editor and his lady wife (the editor of 'Women's Business' you will recall) embarked on a voyage of discovery aboard the present HMAS MELBOURNE. MELBOURNE was returning to Sydney Town for Xmas after a successful working up deployment in the west. We joined her in Melbourne Town for the two day passage to Sydney where our arrival was a decidedly festive occasion.

I was very much impressed with our new 'aircraft carriers' and the men and women who man them. Women's Business Editor was somewhat ambivalent about her experience at first, suffering as she did from a mild bout of mal de mer as, I might add, did one or two of the 'old and bold' who made the journey with us. Secretly though I believe madam enjoyed the experience and her impressions are recorded elsewhere in this journal.

The ship's crew seemed to have an air of quiet efficiency and a 'can do' attitude which reminded me very much of my time on the 'Port Jackson - Vung Tau Ferry'. We 'Sea Riders' (which is what they like to call passengers) were treated always with the

utmost courtesy by crew members at all levels and nothing was ever too much trouble. One example which immediately comes to mind was the kellick in charge of the Junior sailors cafe who, it seemed to me at least, never slept, was always able to advise me of the whereabouts of the Women's Business Editor.

Tours of the ship were arranged for the 'Sea Riders' and I was very much impressed with the level of knowledge of the ship's systems each of our guides displayed. I must confess that in the 40 years since I first joined the RAN it was my first visit to a ship's machinery spaces. You engineering type 'birdies' out there would have been in your element - particularly those who worked on the old Gannets - with gas turbines and gear boxes to play with and of course lots of documentation to go with it.

I am pleased with my decision to make the journey as it gave me a more realistic view of today's Navy. Those of you who attended the recent reunion on the Gold coast will recall Admiral Barrie, in a speech to the members assembled, stating that he believed the serving sailor of today was every bit as good as his predecessors. My recent experience aboard HMAS MELBOURNE gives me cause to support that view.

It may be of interest to my readers to learn that MELBOURNE carries a complement of about forty female sailors. It was often difficult to distinguish them from their male counterparts. While this may sound uncomplimentary it is certainly not meant to be so. It appeared to this observer that the female sailors were well integrated into the crew and only those of us from a different era really gave the subject much thought. Certainly boy/girl stuff goes on but senior NCO'S advise me that it is kept within bounds onboard with a quiet word to the would be wicked should they look like overstepping the mark.

The only complaint I have of my stay aboard MELBOURNE is about a devilish device called a bunk light. Fitted to all the bunks in the Junior Sailor's quarters to which I was assigned, it was cunningly constructed to bite the unwary should they raise their heads more than a few centimetres. Yours truly fought several rounds with this persecutor of the unwary and left the ship with a number of wounds to his sparsely covered pate as evidence of the fierce struggle waged during the silent hours to overcome this monster!

# HMAS MELBOURNE TRANSIT MELBOURNE TOWN -

'Unisex' Navy Crew Members  
HMAS MELBOURNE  
December 1997



above: Chief Petty Officer Coxswain  
'Scottie' Slaney  
at the 'Wheel' HMAS MELBOURNE  
December 1997

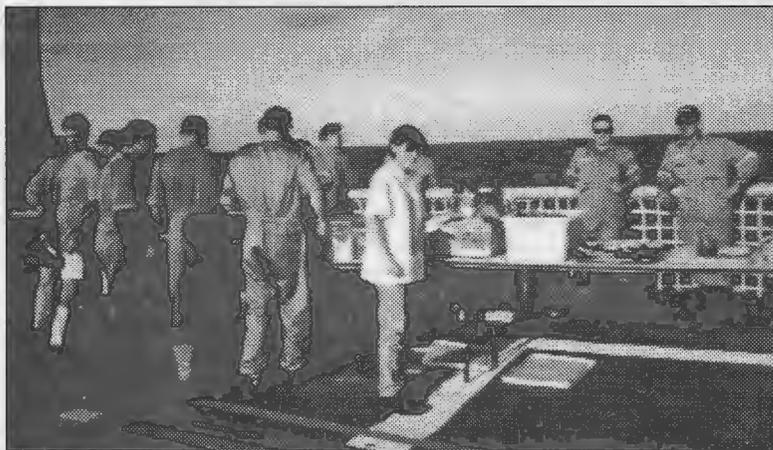
## HMAS MELBOURNE - ANZAC DAY 1998

The Commanding Officer of HMAS MELBOURNE, Commander G.D. Christian, has issued an invitation to attend Anzac Day ceremonies aboard HMAS MELBOURNE this coming Anzac Day (1998.) Presently the plan is to attend the Dawn Service in Sydney Town followed by breakfast onboard 'MELBOURNE' and then an Anzac Day service conducted by the ship's Chaplain. Further details in the April issue of 'Slipstream'.

'Sea Riders' in the Junior Sailors  
Cafeteria HMAS MELBOURNE  
December 1997



# SYDNEY TOWN, DECEMBER 1997



'Steel Deck' Barbecue HMAS MELBOURNE December 1997



'Welcome Aboard' LCDR John Alexander, Executive Officer HMAS MELBOURNE December 1997.



ABSIG Clare Wilson, Slipstream Editor and LSRO Merv. Beerah in transit HMAS MELBOURNE December 1997



Slipstream Editor and Women's Business Editor 'posing' on the Flight Deck HMAS MELBOURNE December 1997



Pre-Departure briefings for 'Sea Riders' HMAS MELBOURNE December 1997

# 50th Reunion Update - as of 9 January, 1998

Plans for the reunion are progressing well and we now have 241 registered with a total of 446 attending.

## 1. Registration

As I mentioned in my last update it is vital that those attending register as early as possible. If you need more registration forms please ring Tessa or Karen on 02 44211920 or 02 44217463 and they will get some to you by return of post. We need the registration fees to purchase the reunion giveaways - without going into debt, and we need your attendance details early in order that we can plan accordingly.

2. It would obviously assist us administratively if you can pay for your intended commitments over the reunion period now. The money is going into a trust account external and separate from Museum finances and is being ably administered by Kevin Longford - him being a travel agent, we need to watch his intended movements closely!! Seriously though, our money is in safe hands in the local building society.

3. We have put a deadline on the date we can accept registration and payments of September - that is in an attempt to get potential attendees to plan ahead. Knowing human nature as I do - after 37 years in the Navy - there will no doubt be those who will leave payment and changes until the last moment. This may be unavoidable in some cases however, picture the scenario on registration day. We anticipate over 1000 ex HMAS ALBATROSS and FAA personnel to attend. There will be two computer stations set up in the Function Centre (upstairs) on all three registration days, manned by Tessa, Karen and Rochelle from the Museum. All are very able computer operators and understand the system backwards. They will check you in and if there are no changes, nothing to pay, you will be given your printout, ID card and reunion pack in no time at all and will breeze through. If there are registrations, payments, changes etc this will take time and during the euphoria of 'saying hello' to all your long lost mates, it could become stressful.

4. We intend to have a separate checking in station to accommodate those who have registered and have no further payments or changes to make, to expedite administration on the day and to reward those who have planned ahead.

## 5. ID Cards

The Committee have decided to issue ID cards that hang around the neck on a tag - with a very attractive cord. This is to accommodate those people wearing casual shirts and ladies wearing blouses.

6. The computer printout will include an ID card. Alongside the computer station will be a laminating machine and operator to complete the ID process. No ID - no entry!

## 7. Programme

We have had a new brochure printed as we used up the first print run of 3000. The new brochure includes necessary rationalisation of the programme, brought about by our survey of attendees and current bookings and lack of popularity of certain events. I have reproduced an up to date programme in this issue of Slipstream for your convenience.

8. Specific changes are:

Bus Tours:

Local cancelled

Kangaroo Valley tour on Friday - cancelled.

Dolphin Watch Cruise: Friday's trip is cancelled.

## 9. Other Programme Matters of Interest

Sydney Tour - start from Nowra (Stuart Place) 0700 and return late evening. It is now a 2.5 hour trip by bus to Sydney CBD (Olympic roadworks willing).

Bowls - The competition will be a mixed event, ie ladies and gentlemen.

Souvenirs - Hopefully we will have a brochure available in March. Items available will include mugs, baseball caps (for young and

old), polo shirts, "T" shirts, port and glass sets, ladies scarves, booklets, pens, fridge magnets, etc.

## 10. Commemorative First Day Covers

The FAA Stamp and First Day Cover will be launched at HMAS ALBATROSS on Thursday 9 April 1998 and will be on general sale to the public the following day in Post Offices throughout Australia.

## 11. Raffle

We have been very fortunate to have received sponsorship from QANTAS for the FAA Fund Raising Raffle. All monies raised from this raffle go to the FAA Association of Australia for charitable purposes and Reunion transport costs. Tickets for the raffle will be printed by early April but pending that, tickets can be ordered through the registration form and, will of course be on sale throughout the year at the Museum and during the Reunion. State FAA Secretaries will be receiving books for sale in Divisions in due course.

Prizes are:

1st: Return economy QANTAS flight from any Australian International airport to LA.

2nd: A matching set of FAA and HMAS ALBATROSS histories' in a presentation case.

3rd: An hour long helicopter flight for two persons around the South Coast, NSW.

12. I hope this helps to keep you all in the picture.

*Best wishes, Mike Lehan, 50th Anniversary Secretary*

## 1998 FAA REUNION PROGRAMME

Wednesday 28 October	1000	Registration opens at Museum
Thursday 29 October	1200	Registrations continue
	PM	Divisions NAS
	1830	Combined Cocktail Party - Beat Retreat Museum
Friday 30 October	0800	Registrations - Museum
	1000	FAA AGM - PTS
		Air Day rehearsal
	1100	Base Tours
		Museum Tours
	1230	BBQ Lunch
	1400	FAA History - Review
	1500	Launch History Book
		Canadian FAA Presentation
	PM	Mini Branch Reunions
		Dolphin Watch
	1900	50th Anniversary Ball
Saturday 31 October	1100	Freedom of Entry Parade with RAN
		Historic Flight Flyover
		Private aircraft 'Fly In'
		Spring Festival
		Mini Reunions
		Kangaroo Valley Tours
		Race Day - Nowra Racecourse
	1900	BBQ Museum
Sunday 1 November	0830	Ecumenical Service
		Monument Dedication
		Museum
	1030	HMAS ALBATROSS
		Air Day
Monday 2 November		Mixed Bowls Comp.
		Jubilee Golf Day
		Sydney Tour (all day)

## ACCOMMODATION

Please phone 1800 024 261 for accommodation information and maps, free of charge



# FLY NAVY

## From the Museum Director

1997 has been an exceptionally busy and fulfilling year at the Museum, with activities being dominated by the history book project, HMAS ALBATROSS history and the 50th Anniversary administration and organisation. The Museum continued as a major tourist attraction on the South Coast and we were in great demand for functions and conventions; so much so that we had to turn groups away in November. The Air Day in November was not a great success even though it was a beautiful spring day. Too hot perhaps. We do not seem to be able to win but we will keep on trying.

### HISTORY PROJECT

"Flying Stations - A story of Naval Aviation". I am pleased to say goes to final (legal) editing on 23 January, after two years of hard work. The book will be published in time for the Reunion and we think you will be pleased with the result. Time constraints imposed on the committee has meant that we could not call the book a "history", nor "the" story. "A story of Naval Aviation"

leaves the door open for future scholars to improve on our start. Nevertheless, we have something tangible that does effectively reflect our FAA history. It is perhaps appropriate at this stage to acknowledge the efforts of FAA Association members in assisting with this project, whether it has been with stories, photographs or research; in particular I would personally like to thank our President, Neil Ralph for his valuable assistance and guidance, Max Altham the NSW President and a Museum Board Director for his valuable assistance and counsel and Bob 'Windy' Geale our Curator, for his historical input. Without their dedication and consistent voluntary support this book would not have achieved the deadline. As you are aware, we have had our fair share of problems over the past year, but that is now all water under the bridge.

Has anybody got a famous friend who could do the honour of Reviewing the Book as a sponsorship? Please give me a ring if you know of anybody (02) 4421 7463.

### WORK EXPERIENCE

As the photograph below shows we have enjoyed enormous support through the work experience scheme - they have been employed mainly on cleaning aircraft.



### FUNCTIONS

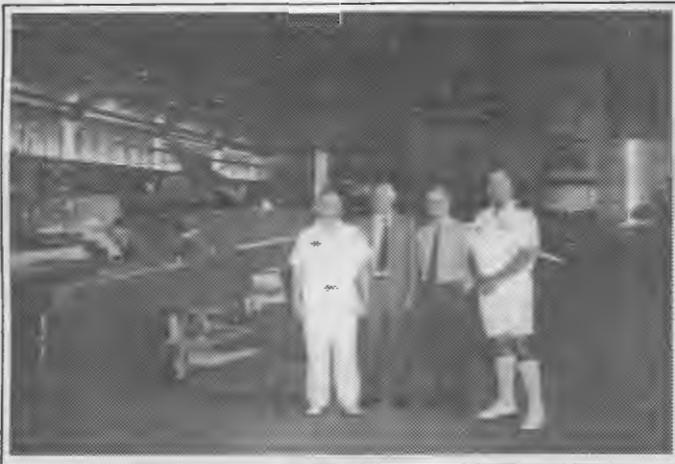
Of the many functions we hosted, we enjoyed the visit of REPCO for the Annual Trade Fair in November - it was a great event and a good earner.

We also hosted the local spice company MANILDRA to a 350 seat BBQ one Sunday in early December.  
Max Altham volunteered to assist with the bar duties.

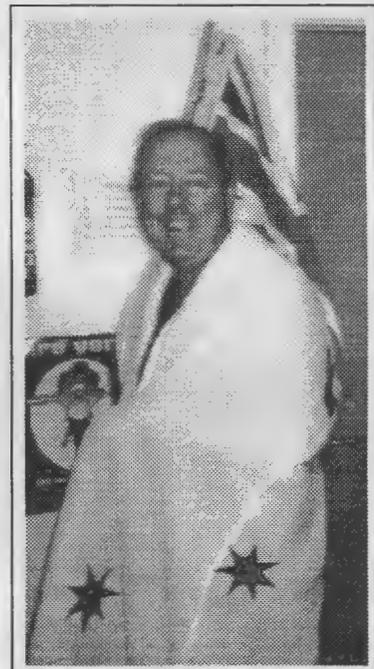
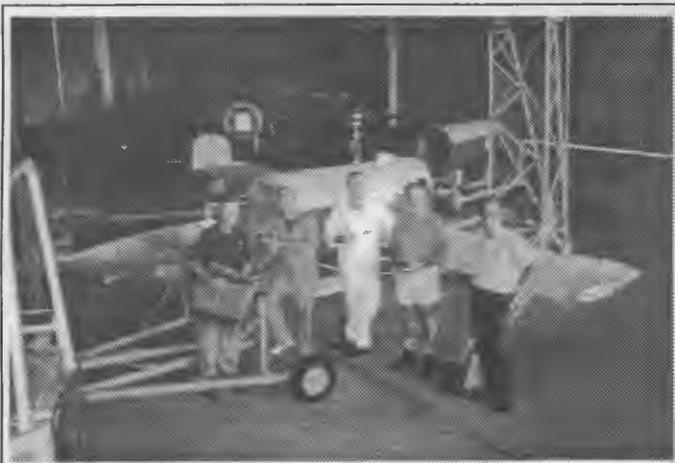


### JINDIVIK

Members will be pleased to know that we have received two Jindiviks - one a 600 series on loan from Navy and was officially handed out in December 1997 and accepted by our Chairman Captain Geoff COLE AM RAN - CO of ALBATROSS from the OIC JBRF.



The second Jindivik, a 700 series hybrid was put together by the RANR, lead by WO Steve Pearson at JBRF, from spare parts. Seen here are the Museum team of volunteers putting the aircraft together on arrival.



Derek Whyte became an instant maintainer when he joined Leon and Don at JBRF to take the wings of the Jindiviks in preparation for the trip to ALBATROSS.

## FAMILY AIR DAY - NOVEMBER 1997

Our last Air Day was not the success that we have previously experienced. It could have been the weather, or the fact that we did not have the noisy and relatively exciting Skyhawks, or it could have been saturation. With regard to saturation we have reduced Air Days in 1998 to Sunday 25 January and either Sunday 7 June (long weekend) or Sunday 30 August - the Base has yet to decide. We will keep you informed. There is of course, the major international Air Day on Sunday 01 November.



Kevin Longford with daughter Emma, helping at the gate for Air Day



Super Connie was the major attraction

## WORK FOR THE DOLE (Volunteering for Australia) VFA VOLUNTEERS

We have been given a contract and a grant to employ and administer 10 VFA personnel during 1998 for aircraft restoration projects, shop retailing, office administration and catering. The first major job is to gut out the hangar and clean aircraft etc. After which we will be settle down to teaching and utilising this manpower to the benefit of the Museum.

## THE MELBOURNE GUN AND SOPWITH PUP PROJECT

We have had a model made for public inspection and it is our intention to use our VFA funding and people for the construction. We hope to have this project ready for the Reunion.

## MANPOWER

Sadly our Chef Dean Pinner has left to run his own business. It means that we will not be continuing with out of hours functions for some time in the future.

We have eight volunteer tour guides to date - training will commence in February. Don will be contacting you in due course with specific details.

## HMAS ALBATROSS BOOK PROJECT

HMAS ALBATROSS - a collection of memories is being produced by the Museum to commemorate the 50th Anniversary of the Base. We are seeking sponsorships from Companies etc who have been associated with the Navy, and ALBATROSS in particular, to underwrite the cost of production. Each sponsor will enjoy an acclamation at the bottom of each page of the book. This book will be launched at the Anniversary Dinner on Saturday 29 August - two days before the official birthday of the Base.

Finally, I would like to take this opportunity to wish all our readers the very best of fortunes for 1998 on behalf of the Museum Board of Directors.

*Yours sincerely  
Mike Lehan Museum Director  
9 January 1998*

*The following article has been submitted by Tasmanian Division Secretary, Alan Andrews of Exeter, Tasmania, and although not related to the FAAA does tell about a Tasmanian member Ex L.A.M.(E) Henry 'Jake' Jacobs and his work with the*

*Royal volunteer Coastal Patrol in Northern Tasmania.*

## **PATROL CREW GETS TOP MARKS FROM RESCUED TEACHERS**

*by Jane Waller, 'Beam Ends' Winter '97*

A stricken yacht carrying four schoolteachers was towed 20 nautical miles to safety yesterday by the Tamar River's Royal volunteer Coastal Patrol.

The 12m yacht Rushcutter, owned and skippered by Graham Broomhall, was making its way back from a four day fishing and diving trip in the waters off Clarke Island in Bass Strait when the engine failed.

Ironically it had earlier diverted to Waterhouse Island to help another yacht that had run out of fuel.

Mr Broomhall said that they had started sailing back to the Tamar River after the engine lost power but strong winds tore the yacht's headsail.

"We were about nine miles off Low Head when the sail went and we were just being dragged along," Mr Broomhall said.

He said that the yacht had not been getting anywhere with just a mainsail to battle four to six metre seas and 35-knot north-westerly winds.

The yacht had been keeping regular contact with the RVCP, and when the sail went Mr Broomhall called for help.

The RVCP rescue vessel the Goondooloo left Beauty Point around 12.20am yesterday with five crew aboard.

The Goondooloo reached Rushcutter by 3.30am and had it under tow by 4.20am.

Tamar RVCP Divisional Commander Henry Jacobs said that the rough conditions and the dark had made it difficult to attach the tow.

The only light on board Rushcutter was a torch, as the engine failure had cut all power.

Mr Jacobs said that once the tow had been attached it was a slow, eight-hour trip back to the Tamar River, with winds and tides working against the boats.

Jane Waller

### **TAMAR DIVISION**

Assistance by 'Goondooloo' and Tamar Division to 38' yacht 'Rushcutter' on night of 22-23 January 1997 - Southern Bass Strait - Tamar River. 4 P.O.B. 22.1.97.

1854 Rushcutter reported 26 N.M. east of Tamar River lost engine but under sail making good speed - destination Beauty Point Tamar River. Wind W.N.W. 25-35k Sea rough. Crew of Goondooloo alerted vessel could require assistance when close to Tamar Hds. Will stand by awaiting developments. Launceston police notified.

2035 Rushcutter reports good progress. Wind and sea eased a bit E.T.A. Low Head (Tamar Heads) between 3/5 hours.

2255 Rushcutter to T.C.P. conditions not good very busy on deck tacking into short steep sea 4-6 metres high. confirms Goondooloo will be required to assist at Low Head.

0014 Radio station Georgetown (Bryan Warrick) reports Rushcutter headsail destroyed can't rig storm jib. Conditions too bad to work on deck. Under main only - not going too well. Pos. 40.58.17S 146.57.28E. Wind now est 35+ knots. Sea building.

0015 Goondooloo departed berth at Beauty Point base to go to her assistance. Look like a long rough night lads.

0043 Goondooloo cleared Tamar Hds. Could not turn east till approx 3 N.M. to seaward.

0141 Rushcutter having no engine - has no lights conserving batteries for radio.

0231 Goondooloo switched on search light - Rushcutter unable to see us yet. Her lat. and long. doubtful.

0243 Goondooloo asked Rushcutter to activate red flare - they only have hand held. Still can't see her. Visibility now bad. Heavy rain low cloud - strong wind and spray. Ship rolling heavily with steep quartering sea.

0249 Rushcutter can now see us. guides us by radio. He has no flares left (only had 3 h/helds).

0307 Goondooloo has him in sight.

0318 Goondooloo to pass up weather side of Rushcutter and try to get heaving line to him. Can't get too close because of wind and rough sea and heavy rain showers - too dangerous. But will keep trying. Bob Silberberg on helm. H. Jacobs on heaving line. Several throws with line but wind blows it into a big tangle. Finally get one on board but crew of Rushcutter can't handle big tow line. Goondooloo retrieves all lines back on board to start again. After about 3 more attempts two lines finally made fast to Rushcutter - position now about 2n miles west of Tenth Island (Barren Joey) and 1 N.M. off shore. Not much room left to dilly dally around.

0421 Goondooloo takes up strain and tow commenced. Position new 11 n.m. east of Tamar Heads. H. Jacobs checks engine room and rest of ship and crew. Bob relieved from wheel for a rest. Crew now go to wheel and tow watches. Others resting. Rushcutter crew extremely thankful to have us in front of them at last. Another 1/2 hour and they could have been in the breakers and ashore. Very dangerous situation. Tow length set to about 180 metres - speed about 1.1/2 knot over ground.

0557 Position 5 n.m. east of Low Head light and about 5 n.m. to seaward - conditions a bit better out wider.

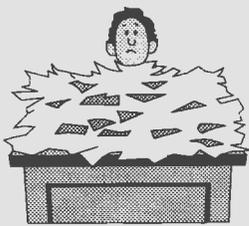
0700 Goondooloo asks Bryan - Tamar C.P. to inform our families we won't be home for breakfast. Sea still very high - 4-6 metres, some higher, short and steep, wind still W.N.W. 35 knots. Gusts over 40.

0950 A beam Low Head light and turn 90 degrees part to line up river leads. Now beam on to sea and wind. If anything a little easier but rolls heavily, no danger she's a good ship and no vices.

1110 Entering river at entrance leads. At last this rough bit is over. Put kettle on for first hot drink for 11 hours.

1240 Arrive at Port Dalrymple Yacht Club. Shorten tow to put Rushcutter on mooring. Unload her gear then ferry them ashore.

# TO THE EDITOR



Dear Cmdr Lehan,

Earlier this year my daughter and I visited my husband's (Lt/Cmdr R.A. Wild (P) RAN) grave in the Nowra cemetery. We then went to the Naval Aviation Museum where we obtained information on the history of the Fleet Arm being written by Mr R.M. Nicholls.

Please find enclosed a cheque for a copy of the book when published. I am also enclosing my account of our 'Posting to England' in 1949 and 3 photographs. I freely give you full copyright and permission to edit and print my story.

I look forward to receiving the book in due course.

*Yours truly,*

*Natalie Lindsay (formerly Wild), Glenelg Nth., S.A.*

"In January 1949 my husband Reg. (Lt/Cmdr R.A. Wild) also known as 'Oscar' for obvious reasons was a Lieutenant on HMAS MURCHISON at Watsons Bay NSW when he came home with the news that we were off to England. Reg. was one of the ex RAAF fighter pilots during WWII to join Australia's newly formed Fleet Air Arm in January 1948. After an initiation into the ways of the Navy at Flinders Naval Depot and then time at sea the men were posted to the United Kingdom for a refresher flying course and to learn the art of deck landings for future duties aboard HMAS Sydney, Australia's first aircraft carrier.

We had been married two years and had a baby boy, Neville and for me the idea of travelling to England by ship (no Qantas jets in 1949) was very exciting.

On 25th March we left Outer Harbour, S.A. aboard the P & O liner SS 'Stratheden' to a steamer farewell from family and friends for nearly two years overseas. Once on board we met up with Colin Wheatley, Jack Salthouse and Bob Barnett, the other RAN officers who had joined the ship in the eastern states.

It was a great trip. I loved ship-board life, especially calling into the port of Fremantle, going ashore by tender at Colombo Ceylon (now Sri Lanka) then Bombay and having a drink at the Taj Mahal Hotel where porters in immaculate white tunics used pulleys to work the big overhead fans to keep us cool. I was entranced by the exotic beauty of these places but shocked at the contrast between opulence and abject poverty. Aden was our next port of call and then the fascination of travelling slowly through the Suez Canal at dusk seeing Arabs around their small fires on the banks. On to Port Said and then heading for Tilbury Docks for my first sighting of the White Cliffs of Dover and the green fields of England.

Reg's first posting was RNAS Yeovil and we became PG's (paying guests) in Shepton Beauchamp, a beautiful little village in the County of Somerset - Reg coming home to us when he could. We bought a car, a 1933 Standard for £65.0.0 complete with a sun-roof, but needing Reg's constant attention to keep it going. Nevertheless, it took us all over England and Scotland as we travelled like gypsies from one posting to the next, seeing a great deal of the countryside as we went. Britain was still showing many scars from the war, with burnt out shells of buildings and demolition, re-building and food rationing still a part of peoples lives.

RNAS Culdrose was the next move and we stayed in a house named 'The Lizard' perched on a cliff, barren and windswept landscape but with a breath-taking coastline and sometimes the eerie sound of fog-horns would wake us in the night. I remember

Colin Wheatley visiting us one weekend and catching fish from the tidal cove at the bottom of the cliff.

Reg's next posting was to RNAS Stretton in Lancashire where it was very difficult to find accommodation so Neville and I spent sometime with friends in Wolverhampton until we moved into 'Wrenshot Mere', a lovely thatched roof house only a few miles from Stretton. This stay was memorable because Neville and I saw snow for the first time and sad because Reg did not get Christmas leave. However, we saw the old year out and 1950 in at a party at the camp drinking hot punch and singing Auld Lang Signe.

Lee-on-Solent was our next destination where we stayed in a Guest House right on the sea-front. Huge rolls of barbed-wire on iron stakes used as a defence against invasion were still in place along the beach. Here we met up again with Nell and Julian Cavanagh, Barbara and Ken Gray, Gill Campbell, Bruce Sellick and Bob Barnett. The men came and went and the women kept each other company.

In April we had two weeks leave in London and I remember the thrill of seeing King George VI and Queen Elizabeth with young Princess Margaret Rose, as she was known then. We were indefatigable tourists taking in all the sights and sounds of London and we enjoyed it all. I was amazed to find St Pauls Cathedral standing unscathed amid a half square mile of rubble and in my diary I make a special mention that we saw a television set working in the Science Museum!

Reg returned to 808 Squadron at St Merryn and we had a flat at Trevone Bay. Joan and David Robertson lived nearby, the weather was wonderful and it was a lovely place to be. At the end of June we shared a house at Harlyn Bay with Nell and Julian Cavanagh and I am enclosing a photo of some of the good times we had together that summer.

In August we went to Tavistock for the wedding of Pauline and Digby Johns and then more leave. This time Reg and I and Neville spent a wonderful weeks' holiday in Paris where there was no food rationing and we ate steaks and mushroom omelettes, drank French wine and it was hard to believe there had been a war.

On the 30th August 1950, 808 Squadron went to sea on HMAS SYDNEY. It would be three months before we saw Reg again. I managed to get myself and Neville aboard the SS STRATHAIRD and on 12th October we left from Tilbury for South Australia. Reg. returned on 2nd December.

Sadly I was a 'Naval Wife', as the women were euphemistically known, for only a short time. Reg was tragically killed in an air collision at Wagga Wagga on 17th May 1953. I was fortunate to have had those years with him and the friends we made in the Navy and our children Neville, Carolyn and twins Melinda and Peter Wild have been a source of pride and pleasure for me."

## **A Few Thoughts to get you through almost any Crisis**

- Friends may come and go, but enemies accumulate.
- All things being equal, fat people use more soap.
- If you can smile when things go wrong, you have someone in mind to blame.
- By the time you can make ends meet, they move the ends.
- Not one shred of evidence supports the notion that life is serious.
- There is always one more imbecile than you counted on.

Dear Bob,

Please find enclosed some photos taken during our recent tour of the 'Carlton United Brewery' at Yatala, which you may find suitable for inclusion in the next edition of 'Slipstream'.

It was an excellent days' outing for the Qld Div., which included a Bar-B-Que lunch and of course, plenty of FREE samples, about

which the 55 members who attended were willing to give their opinions.

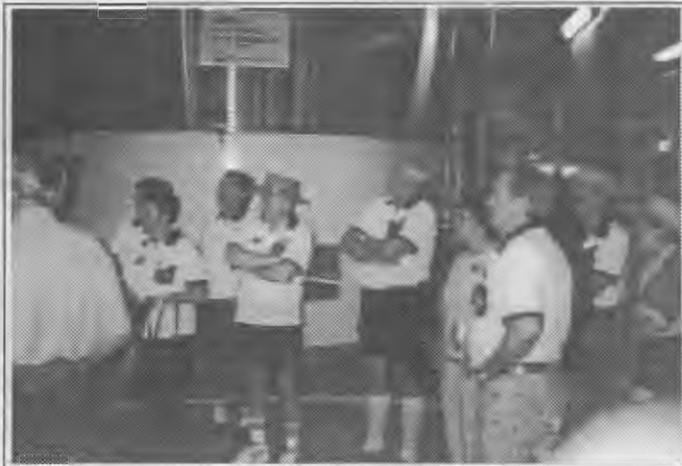
A brief description of each photo is enclosed and as we use the photos in our Line Book could you please return them when convenient.

We all continue to enjoy 'Slipstream' so keep up the good work. Regards to everyone,

*M. (Mick) Blair, Albany Creek, Qld.*



Some of the eager members on the 'people movers' waiting to go on the tour.



Part of the tour group listening intently on how beer is made. l to r: Kath Sargeson, Gary Reid, Brian Sargeson, Snow Tite, Lorraine Tite, Barry Lister, Ian Henderson, Florence Henderson.



Part of Tour Group at the Bar for free samples - Max (Tug) Wilson scratching his head trying to make up his mind which brew to try first.



Sampling the Brews - l to r: Snow Tite, Kath Sargeson, Dulcie Blair (foreground Florence Henderson)



More sampling - l to r: Sharon Reid, Gary Reid, Barry Lister, Pat Christopher, Marian Lister



l to r: Kev Simonsen, Lorraine Simonsen



# TO THE EDITOR

## Swordfish Heritage Trust people meet with the Financial Chief of the Trust out from HMS Heron.

Two Trust members, Malcolm (Nobby) Clarke and Bill West conferred with Ian Lauder about the future of the Swordfish Trust, meeting the Lauders at the War Memorial. Here they are pictured with their wives, Gwen, Daphne and Lesley at the new Memorial to 'Weary' Dunlop. Nobby and Bill, as did Windy Geale, fly in a Swordfish at the RCAF station in Yarmouth, Nova Scotia training as TAG's..

In Nova Scotia at Shearwater (where some of our fellows have served) the aviation museum there have restored a Swordfish completely.

### Telegraphist Air Gunners - A little bit of History

Telegraphist Air Gunners (TAG's) were not entirely confined to R.N. carriers; a few served on battleships and cruisers including our RAN cruisers, so we have had a handful of RAN TAG's serving from before and including WW2. And more than one were killed through enemy action. HMAS Australia lost her plane and crew, Pilot - Observer - TAG. whilst spotting for the Med fleet at Dakar early in WW2: most likely shot down by the Vichy French Fleet who were pulling out of the conflict at the fall of France . . . some figures:

Casualties excluding non fighting accidents.

Pre War - 17 by accident; Wartime - 269 by accident - 186 enemy action; Post War - 31 by accident - 2 enemy action. Total of TAG's killed 505.

There were 69 TAG's taken P.O.W. in various locations, including three who were beheaded at Changi two days after the ceasefire in 1945.

Dear Ed,

Having received my Oct edition of Slipstream/Fly Navy and as always I was not disappointed, it's just great and makes me so proud to know I am part of a rare group. Which brings me to the reason for this letter.

Last September my wife and I were on holiday in W.A. while there I made contact with Bill (Pappy) Gault, before we left W.A. Bill and wife Glad put on what can only be described as a lovely luncheon for us and to my pleasant surprise those present were

Gabby Hayes, Darky Harris, Rick Hammond, Bill Strahan, Snow Hall and Kanga Bounds, most of these chaps were accompanied by their wives.

I was somewhat overawed as I had not seen most of them for decades, it brought home to me just how wonderful was the Camaraderie we enjoyed in the past and still do.

Keep up the good work with the magazine.

*Regards, Frank McPherson. Nowra*

Dear Bob,

Enclosed is a pic taken at the War Memorial earlier this month of Nobby Clarke and self with our wives and the Financial Director of The Swordfish Heritage Trust, FONAHQ at HMS Heron, Yeovilton, Mr Ian Lauder and his wife Lesley.

I have also enclosed a summary of the Lauders' visit and why, for you to use with the picture as you see fit; editing the item as suitable.

*Regards, Bill West,  
Florey, ACT.*



Dear Bob,

On page 25 of the October '97 Slipstream you ask whether anyone can identify the location of a couple of prangs. I can identify the time, place and squadron of the bottom photograph because I was driving! I've checked my log book and am pretty certain that it took place on the 30th of December 1953. I was obviously too embarrassed to enter the details of the prang, but the aircraft side number tallies. The prang occurred at Jervis Bay airfield following a session of ADDLS (for those who don't know or can't remember - aerodrome dummy deck landings). I was a member of 817 squadron and the aircraft was my own MK VI Firefly.

I had finished my session and completed the landing run to turn off mid strip to taxi back for someone else to have a go. Now for some reason which had absolutely no logic to it, there was a small corrugated iron building between the runway and the taxiway, the Lord alone knows what it was doing there.

As I turned onto the taxiway having negotiated the first turn OK, just short of the building I found that I couldn't stop the turn with the usual rudder and a touch of brake. I then applied full left rudder and brake but still couldn't stop the turn. In desperation I applied a burst of throttle but to no avail. I can vividly remember the point at which I realised I was going to hit the building and the feeling of horror that I was going to bend one of Her Majesty's aircraft (not to mention my ego!).

The starboard wing hit first which slewed the aircraft round into the building, collapsing the port undercarriage and bending the airscrew, the noise was pretty horrendous - no bonedomes to protect your hearing in those days.

The people at the holding point thought the aircraft had exploded because the plasterboard lining of the building sent up a great cloud of white dust.

Now there was absolutely no doubt in my mind that I had suffered a brake malfunction, suspecting that the dual relay valve which controlled the air pressure going to the wheels had

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Dear Jim,

Yes, the system works . . . I applied for the Asiatic/Pacific medal of the US of A, it was delivered this week from The Association of Mariners Inc', they were most helpful and in fact this particular medal had been a source of much trouble in trying to persuade the Pentagon that the British forces were entitled to it, they said only forces under the control of the US Navy were issued with the medal, my argument was that all British forces were at all times designated Task Force 37 or 57 depending whether Spruance or Halsey was the C.O., the command alternated at 3 months intervals.

I put this case to The Association of Mariners, their reply was, Yes I was entitled providing I produced evidence of being in the Pacific and that I was a holder of the Pacific Star, a print of my service sheet and my medal receipt proved sufficient.

I would imagine that the foregoing would also apply to your lads as well, there you are, the feed back you wanted.

Now . . . the enclosed is an extract from a book written by one R.G. Robertson, he retired a while ago as a Professor in the University of New South Wales, I wondered if it would be of any interest to the History Book lads, when you have finished with it could you please let 'Windy' have sight of it, by the way if you see 'Windy' can you ask him if he received a Video film of the Yeovilton FAA Museum I sent off some time ago, I thought it would be nice for those who cannot get to the UK to see what the Brit' Museum is like.

On a personal note, Nora and I will be in 'OZ' from July 6th to August 2nd next year (1998), I may have mentioned this before if so forgive me for mentioning it again, nevertheless we will be at Shoalhaven for two or three days at least staying with relatives of our old friends in Sydney, I will let you know more later.

*Yours aye, Harry 'B'  
Woodchurch, Ashford, Kent, UK*

jammed. However, on inspection, nothing could be found wrong with the system.

Notwithstanding this, I knew it was not my fault, hence imagine my surprise when I subsequently saw the findings on the A25 that it was pilot error! At that stage I had 195 accident free deck landings and something like 700 hours in the Firefly and reasonably believed that I knew how to taxi an aircraft. I should add that the old Firefly was very easy to taxi, responding well to rudder and only occasionally needing a touch of brake.

I indicated to my CO, John Goble (I'm sure he won't mind me telling this), that I was pretty unhappy about the findings and requested an interview with Butch Hain who was CMDR Air. I was wheeled into the presence of the great man who said "what's up Norm". When I had finished my spiel he said "well Lee the finding will stand". I realised then that I was in a no-win situation and that I had better just get on with life.

Several years later whilst on the Instructor's course with the RAAF at East Sale, we went into aircraft ground looping and the forces applied to the undercarriage. It was at that point that the penny dropped and on return to Nowra I got the photos of the prang out of the photo section. Sure enough, there was the evidence which I believed vindicated me and can be seen in the photo in Slipstream. There is a very distinct track leading to the starboard wheel indicating heavy braking on that wheel. If it had been a ground loop all the weight would have been on the outboard wheel.

Now I have been flying for 49 years (still am), on over 35 types in command, and some twenty odd which I have tested for 'Australian Aviation' over the last eight years and I have never prior to, or subsequently over all those years confused my left foot for my right foot! I rest my case.

As a foot note, in the 817 squadron line book there is a photograph taken from inside the building which has the nose of the aircraft stuck through the corner with the caption under it "Come in Spinner".

It was good to get that off my chest after all these years.

Finally, in answer to Clem Conlon it wasn't the money Clem, just the courtesy of asking whether you could use one of my articles.

*Yours aye, Norman Lee, Weston, ACT*

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Dear Sir,

I have recently written an account of the Royal Australian Navy Helicopter Flight - Vietnam (RANHFV). Earlier this year I submitted a request for information from interested readers in your letters to the editor column of your publication. I was hoping that you could print the following note of thanks in your next edition please.

Your continued assistance is sincerely appreciated and the part that your publication has played in highlighting my work has also been acknowledged in my book.

*Yours faithfully, Steve Eather, Spotswood, Victoria*

*"Thank you.*

*I have recently completed a history of the Royal Australian Navy Helicopter Flight - Vietnam. Titled 'Get The Bloody Job Done', the book is to be published by Allan & Unwin in the last quarter of 1998. I wish to thank all those individuals who supported my requests for assistance. Their support has enabled me to record this elite unit's history in an appropriate manner. I sincerely appreciate this support.*

*Steve Eather"*

# TO THE EDITOR



Dear Bob & Pat,

Enclosed offering, part of my tale of RAN service July '52 - Jan '55, unreservedly at the disposal of both yourself and Bob Geale. Gratified at receiving Australian Service Medal (Korea) in November 7th post delivery, just in time to display on chest with pride at November W.W. Sunday Commemoration service at local Memorial.

Attending annual weekend at HMS HERON with Manchester branch of F.A.A.A., journey by hired coach. New member Don 'Scouse' Hughes, LAM on Black flight of 816 n.a.s. in my time also on 817 n.a.s. for Jan - March '53 cruise in VENGEANCE to Hobart along with self. Recognized me (despite additional five stone), from which reminiscence flowed. Together with Jack Wilkie (LRM) on 805 n.a.s. now three members of Manchester branch of F.A.A.A. who had served in HMAS ALBATROSS and HMAS SYDNEY at one and the same time.

Best wishes for future and festive season for yourselves and Australian Fleet Air Arm Association members.

*Cheers, George Chadwick, Stockport, England*

## CAMSHAFT TROUBLE

*by Chief Aircraft Artificer George Chadwick*

April 23rd 1953, the day my draft from Salvage Section at HMAS Albatross to join 816 naval air squadron (n.a.s.) had taken effect. At that time, 816 n.a.s. based at HMAS Albatross, the move involved me in but a change of direction in the walk from the mess to place of duty.

Drafted to assume senior maintenance rating duties, on familiarising about squadron ways and persons, I was taken aback on learning that more than half the aircraft held were unserviceable (U/S) due to engine camshaft defects.

The squadron being equipped with twelve Firefly MK.6 and four Firefly MK.5 aircraft, all provided with Rolls Royce Griffon 74 piston type engine.

Lack of spare camshafts meant that those aircraft U/S with defective camshaft/s being laid-up, having their engine in a state of preservation. Camshaft failure circumstances being, that over a short operating life - that could be in single figure hours - hair line fractures occurred at the lobe of the cam/s; state of which could deteriorate with further operating, to complete break-down of the hardened surface of the cam, then rapid erosion of the less hard core with, as a result, less effective cylinder charge and misfiring, loss of power and metal contamination of the lubricating oil system.

After flight checks came to include a ground run of the engine to full throttle and then inspection of all cams - 48 off - requiring removal of engine top cowling, cam covers involving nuts of many stud fastenings and much sensitive turning of the propeller. All of which I attended and ruled on serviceability - that may have contributed to my 70% loss of hearing in one ear and 50% loss in the other ear condition in later life.

Camshaft spares became available during the following month and squadron Mayfly report improved erratically until the end of May when, a full turn-out of squadron detached to Royal Australian Air Force (R.A.A.F.) Canberra, where squadron participated at the celebrations held by the Governor of Australia, marking the Coronation of Queen Elizabeth II on 3rd June 1953. Returning to H.M.A.S. Albatross on 23rd June squadron embarked in H.M.A.S. Vengeance, at the commencement of an intensive work-up of 20th c.a.g., to acquire operational standard, for an impending tour of United Nations duty in Korean waters,

embarked in H.M.A.S. Sydney.

Keeping serviceable aircraft on the flight deck at all times had been adopted as normal practice. Night-flying featured normally in ship Air Department Daily Orders, operating from a flight deck devoid of illumination by ship lighting.

Camshaft inspection, in conditions of darkness by torch-light, was stressful on the eyes, tedious and wearing for the maintenance crews as they re-assembled engine and cowlings, fuelled and covered aircraft, or, should their aircraft be logged unserviceable for camshaft defect, attend its stowage below in the hangar. The planned flying programme was safely achieved over the six weeks scheduled cruise off North Queensland coast.

Alongside at Sydney Woolloomooloo, a group of squadron aircraft with camshaft problems were assembled by the ship aircraft crane awaiting offloading to the quayside; as a surge of H.M.A.S. Sydney ships company headed for the dockyard gates. Squadron aircraft were deposited at Singapore, on passage to Sassebo in Japan, whence U.N. operational service commenced; being re-equipped with earlier marks of Firefly aircraft, fitted with guns and not subject to camshaft trouble. On return to H.M.A.S. Albatross, drafted off 816 squadron to join station Air Department, loan service to R.A.N. close to completion, my involvement with the Firefly aircraft was at an end.

## Sequel

Volume 4 issue No.2 of 'Slipstream' features an article "THE FIREFLY . . . that didn't", by F.A.A.A. Member Terry Heatherington, R.A.N. Historical Aircraft Flight; brings the R:R Griffin 74 camshaft problem forward to 1993.

At a lecture to the Manchester Association of Engineers (M.A.E.) by Michael Evans (Head of Community Relations, Rolls Royce) in December 1994, I questioned him on the Griffin 74 camshaft failure phenomenon, of which he claimed not to have knowledge. I was given his business card; then passed it on to Terry Heatherington as his contact.

To the Editor,

It never ceases to amaze me how some bods can remember names, events and dates. I can't remember my joining date/discharge date or official number unless I look up my discharge papers.

Some of you will remember this particular occasion. I was a kellick at the time on 724 squadron and was detailed the job of mustering, reporting to the O/D and then marching the troops down to manhandle the hangar doors open.

This particular morning we were 'fell in' on the roadway on which the C.D.A. mess was situated. The O/D, name unknown now, said "Rock (Jack) do something about that dog of yours, it has been biting sailors coming out of the galley." Of course Rocky was denying the dog was his when out of the ranks a voice piped up "he'd get a better feed off a sailor than out of that bloody galley". It made my day and I am still amused when I think about it. Year 1956?

Maybe you can use this in Slipstream.

I look forward to receiving every issue.

*John Bluey Devery*

## LONELY?

LIKE TO MEET NEW PEOPLE?

LIKE A CHANGE? LIKE EXCITEMENT?

LIKE A NEW JOB?

JUST MAKE ONE MORE COCK-UP!

Dear Mr Perkins,

I am sending a copy of a photo taken at our annual reunion of six members of 816 Squadron. Who were able to get together at the event. This year we were able to get together at Barrow in Furness with the invitation to have a visit on board the new helicopter Assault Carrier at present being fitted out at the VSEL yard there and to be named HMS Ocean and then commissioned in Plymouth next Autumn.

105 members, wives and friends were present and for the dinner on the Saturday night we were pleased to welcome the new Captain, R.W. Turner as our guest of honour and also the 35 members of the new ship's company who wished to join us. The visit to the ship for 45 minutes duration was most enjoyable.

The ship of course is still in the process of being fitted out (the dockyard-mates were all working that morning) but nevertheless we were given a fair sight of what the ship will be like when completed.

May I ask whether it is possible to still receive a copy of Slipstream in future days? I usually take it down to our meetings in Birmingham and it is always well thumbed through.

My congratulations in taking over from John as editor, although I know how much work is entailed going by my own experiences in the past seven years as Secretary, HMS Ocean Association.

May I wish you a Happy Christmas and Best Wishes for 1998.

Yours sincerely,

*Joyce Knowlson, Burnage Garden Village, Manchester*



back row: Bill Entwistle, Ken Leighton, front row: George Chadwick, Alan Lawson, Ken Deverill, John Guise.

## *Dear White Fella*

*Firstly,*

Wen I'm born, I'm black  
Wen I grow up, I'm black  
Wen I get sick, I'm black  
Wen I go out in the sun, I'm black  
Wen I'm cold, I'm black  
Wen I get scared, gees I'm black  
Wen I die, I'm still black

*But You White Fella,*

Wen you born, you pink  
Wen you grow up, you white  
Wen you get sick, you green  
Wen you go out in sun, you red  
Wen you get cold, you blue  
Wen you get scared, you yellow  
Wen you die, you purple

*And you got the cheek to call me coloured*

# TO THE EDITOR



Dear Ed,

The coloured photo enclosed is the latest on the life of ex CPO Roy Torrens, it was taken on Anzac Day '97 at Coffs Harbour Ex Services Club and what a day.

Roy came down from Kirra, Queensland to be with us but I didn't expect that an old ex sailor of 75 years would take over our girls, there's no doubt he still has the touch or something and they wouldn't leave him alone, think they must have been listening with great interest to his war stories.

Of course Roy now travels under the title of 'Righteous Roy' but during his service life the title was 'TOMS' TONS, which was self explanatory.

He would love this in the Xmas edition I am sure.

*Best wishes, Max Gant, Coffs Harbour*

P.S. PLEASE NOTE THE SYMPATHY WALKING STICK, HE REALLY DOESN'T NEED IT. WOULD YOU KINDLY RETURN THE PHOTOS.

The smaller photo shows Sea Fury 103 Happy landing in the barrier. I think this happened on Vengeance during the work up for Korea. 2nd trip, the aircraft was one of 850 Squadrons and the pilot was a young Sub, in fact he had only been on the squadron a short time prior to embarkation.

The pilot concerned can be identified in the No.2 Naval Aircrew Course photo shown on Page 8 of April 1996 Slipstream.

Also in the photo is another Sub Lieutenant from 850 who also had difficulty getting Sea Furies onto the deck, it was around this time on Vengeance that the two Subs in their respective Furies had been tailing each other for a fair period in the afternoon trying to get the planes on the deck but only receiving a wave off at each attempt. In the end the Captain was heard to remark to Commander (Air) that if he didn't get them down he would have the Bofors manned, that must have been relayed to the pilots as all ended well.

The clue to this story is that both pilots finished up great helicopter jockeys.

*Max Gant, Ex S.V.Chief, 850 Squadron*



David Rey writes from Christchurch in the 'Land of the Long White Cloud'.

'Read in N.Z. issue of the National Business Review that the 'MORESBY' is up for sale, HMAS MORESBY having a slice of F.A.A. life with the Scout and Kiowa helicopters. This might make a good topic for 'Slipstream'. Of course this info coming from the otherside of the 'ditch' might be old news.

Merry Xmas and Happy New Year to everyone.

*David Rey.*

THANK YOU DAVID FOR YOUR INTEREST AND IT WAS CERTAINLY NEWS TO YOURS TRULY AS IT MUST BE TO MANY OF OUR MEMBERS (AN ABBREVIATED COPY OF THE ADVERT APPEARS AT RIGHT). PERHAPS SOME OF OUR MEMBERS WHO OPERATED HELIOS FROM 'MORESBY' MIGHT LIKE TO RELATE THEIR EXPERIENCES. ED.

## Research/Exploration Oceanographic Vessel - For Sale by Public Tender on behalf of the ROYAL AUSTRALIAN NAVY - HMAS MORESBY

The Royal Australian Navy is calling for Public Tenders into the purchase of HMAS MORESBY. The ship was launched 7 September 1963 and has been owned and operated by the ROYAL AUSTRALIAN NAVY as a survey/exploration oceanographic vessel.

This extensively maintained, teak decked vessel had the responsibility for assisting in the charting of more than one eighth of the world's surface and Australia's vast coastline. The Ship's main machinery is three English electric diesel engines, electric drive and two shafts. It measures 95.7 metres in length and has a displacement of 2,340 tonnes with a naval crew capacity of approximately 150.

Inspections of the ship will occur from Monday 17 November 1997 at HMAS STIRLING, Rockingham, Western Australia.

RECEIVED A CALL FROM EX-ARMOURER GARY HANSEN WHO ADVISES THAT EX-ARMOURER JOHN GINNIF NOW LIVING IN WASHINGTON STATE, U.S. OF A. WILL BE COMING OVER FOR THE REUNION. JOHN A MEMBER OF A U.S. RANGER BATTALION WAS INVOLVED IN THE INVASION OF GRANADA. JOHN WAS INJURED IN A 'CHOPPER' CRASH AND SUBSEQUENTLY INVALIDED OUT OF THE ARMY.

THANKS FOR THAT LITTLE SNIPPET GARY - WE ALL LOOK FORWARD TO SEEING JOHN AND HEARING OF HIS EXPERIENCES. ED.



# TO THE EDITOR

Dear Ed, I am a relatively new member of the FAA Association and only recently aware that the next issue of 'Slipstream' is close to deadline. It has been suggested to me that you may be interested

## **The Build-Up to D Day & FAA WRNS by Eric Mutton ex PO AM.A RN FAA**

The beginning of 1944 saw the massive build-up of armed forces all over England. The tide of war had turned from defence to offence. The south of England was rapidly becoming a vast armed camp, all three services establishing bases along the coastline where training for seaborne landings went on continuously.

I had just returned from foreign service leave and was drafted to the storage section at Lee on Solent on the south coast as supervisory P.O. of T.B.R. flight. The other sections were fighter flight and communications flight. The latter being all non-operational aircraft. It was soon apparent that our role was more than just supplying aircraft to active service squadrons. We were actually mothballing many of the older types and training on the new British and American aircraft that were arriving daily. These were mostly Seafires, Sea Furies and the American Corsairs and Avengers. A new and very successful torpedo bomber made its appearance at that time, the Barracuda a high wing monoplane which also made a name for itself as a low level bomber. All these were very complex planes and we had to be retrained on many aspects, especially in hydraulic systems. What better way to learn than going to the factories where they were being built. I was sent with a group of air mechanics to the Blackburn factory for a course on the Barracuda, then to Supermarines on Seafires. On all these aircraft, the old manual wing-folding mechanism had been replaced by hydraulic systems operated by the pilots. Those courses were much sought after not only for their technical value, but for the social side as well. We were billeted in civilian lodgings and had all our evenings free to go partying with the factory girls. But, more work than play. We had to return to base and pass on our knowledge.

Whilst serving my requisite year as acting PO, I had to do my HRD (higher rating's disciplinary) course, at the naval gunnery school on Whale Island in Portsmouth Harbour. There, junior Officers, CPO's and PO's had to undergo extensive drill, learning to take charge of a drill squad and instil discipline. We did it the hard way, believe me. Two weeks on the parade ground followed by a week on the assault course under the navy's toughest GI's. In those early days, Fleet Air Arm ratings were regarded as not true sailors, like seamen, stokers. In a derogatory fashion we were termed 'men dressed as seamen' and given a hard time. I think that at one time or another we all suffered the indignity of "round the island" for wearing caps 'flat-aback' or some other misdemeanour. "Round the Island" meant doubling the 5k perimeter of the island with a rifle at the slope. With plenty of "about turns" from bloody-minded CPO's on the way round, it was a very long 5k. Hard on wind and limb and painful to the shoulder. We weathered the storm, finally finishing the course with a hard run over the assault course hassled by equally bloody-minded GI's and bootnecks all the way.

The shortage of experienced mechanics had become a problem which was relieved by WRNS mechanics coming from the Slipstream/Fly Navy - January, 1998

in an article from me relating to my wartime experiences with the RN FAA.

The enclosed ms is taken from my life story 'Of Ships and Planes and Chocolate Bars' which I am currently writing. If you think it would be of interest to your readers, please feel free to edit it as you think fit. *Eric Mutton, Opossum Bay, Tas.*

technical training schools. Very capable young ladies, they were well trained in theory but short on practical work. With the amount of work on hand, we were soon able to give them the experience they needed. I was transferred to Communications Flight, having all Wren mechanics with just a couple of men to do the heavy work. There were a few problems to begin with but all in all, they did a great job. My course at Whale Island did not cover drilling women nor how to instill discipline in them. One had to be so very careful. We did a lot of marching at that time, transport being in short supply. One day I had to collect a squad of Wrens from the depot and march them to our dispersal area. All neatly fallen in, ready to march off when I noticed that one of them had a little kitten in her jacket. I told them all that such behaviour was frowned upon and that in future, Wrens would not be allowed to bring their pussies on parade. Lots of laughter of course, but I never saw any more pets. I did however get a few meows from time to time. The biggest problem was keeping all the Romeos at bay, especially the young off duty pilots, they would wander over with all manner of excuses and hold up work.

An unusual event took place at that time. There was a large influx of seaplanes, mostly biplanes, which had to be parked at out of the way dispersals. They were spotter aircraft from British and American cruisers and battleships. With the German navy not so much of a problem, it was decided that the pilots could take a more active part in the forthcoming invasion of Europe. They were given a quick conversion course on Spitfires, for ground support, low level strafing and so on. For this purpose we received a large number of Spitfire fighters which had to be modified immediately. We had in fact, to produce what soon became known as the Clipped-wing Spitfire, so evolved to make it more manoeuvrable at low altitude, ideal for ground support work. A very successful modification although it did affect altitude and rate of climb. To do this, the familiar elliptical wingtips were removed, and replaced by shortened square wingtips supplied by the manufacturers. This reduced the overall wingspan by about 1 metre. This mod was done in record time, one AM.A and one Wren to a plane. There were a few blackened fingernails but no serious mishaps.

Once our Wrens became experienced in servicing aircraft under operational conditions, they gradually replaced the men who were returned to more active service, leaving a few senior rates for training and supervisory duties.

We all knew that the invasion of Europe was imminent. The streets were crammed with troops and equipment. Cycling into town was at times extremely hazardous, with convoys of tanks and heavy trucks heading for the loading areas. Just down the road was a 'hard', section of the foreshore where at high tide, L.S.T.'s could come in for loading. Enemy aircraft activity was light, mostly reconnaissance planes looking to see what was afoot, but our fighters gave them a hard time. Our biggest problem were the flying bombs, V1 pilotless aircraft, 'Doodlebugs'. Intended

to be a terror weapon, they were not all that successful. We could see one heading our way and hope that the engine didn't cut out until it had passed. If it did, it was time to dive for cover. Very few hit in our area but I saw many fly right over and explode in open country beyond. With fighter planes patrolling overhead all day we were able to press on with our duties uninterrupted.

A few days before D day, we received orders to paint large black and white stripes around the wings and fuselages of all aircraft, no exceptions. All hands were pressed into service, even off duty cooks were in my squad. Of course, no reason was given and it wasn't until the invasion actually started did we learn what it was all about. It turned out that every allied aircraft, literally thousands of them, were painted in the same manner. On D day, all allied pilots and gunners were ordered to shoot down any aircraft not so marked. This was to prevent German pilots using captured British and American aircraft. It worked too.

For days, all our fighter planes were fuelled and armed ready for instant action. On D day itself, a scratch squadron with British and American navy pilots were having a ball. Taking off at dawn, they were flying across the Channel shooting up anything that moved behind the German lines then back to be refuelled and

rearmed. Attractive young ladies were waiting to wave them into dispersal, service their aircraft, do a quick check for damage, patch up a few bullet holes and off they'd go again. This kept us all busy until the allied forces captured enemy airfields in France. Our temporary squadron then joined up with regular squadrons closer to the scene of action.

I was proud of my girls, they learned quickly and worked hard. They did a marvellous job. Most were youngsters, some straight from school, but with the help of a few older, more experienced Wrens they grew up very quickly. Some of the latter had joined the WRNS in 1942. Based near London they were part of a small unit of Mine-Spotters whose action stations during air raids on London were on the Thames bridges, plotting the location of any mines dropped into the river by enemy aircraft. An extremely dangerous duty with no chance of taking cover whilst bombs were falling. After about a year of this, the Admiralty in their wisdom, decided that it was too hazardous a duty for young women, so they were replaced by men, mostly older seamen who in peacetime would have been retired on a pension.

You might say that those young ladies were battle hardened veterans by the time they were drafted into the Fleet Air Arm.

## From The Editor -

Roy Pym writing from Derby in the U.K. to the National Secretary about his membership of the Association notes how much he enjoys reading 'Slipstream'.

Roy who was an L.A.M.E. was at Nowra from November 1952 until November 1954. Roy and his wife lived in Shoalhaven Street while other 'Poms' lived in caravans on the Showground and says "Two years which I enjoyed more than any other time in my service which was from August 1946 until being demobbed in March 1955."

*Right:* Betty Allwood, Doreen Musgrove, Margaret Lewis.  
A beach near Nowra.

*Below:* Tom & Betty Allwood at 2 Plunkett Street.

*Below Right:* Betty Allwood, Doreen & Ron Musgrove (AA3)  
at Blackheath on leave after Korea.

Betty Allwood (The Full Circle - A Young Wife's Tale, 'Slipstream' October 1997) and her husband Tom were part of an earlier contingent of 'Poms'.

Space was at a premium in that issue and only two of the photographs which accompanied Betty's story could be included. I have included a few more of those photos with this article as I believe they are pertinent to Roy Pym's comments above. ED.





# TO THE EDITOR

Dear Ed,

## RAN VETERANS SUNK AGAIN!

Last week while our Federal Politicians were all running for cover because of the 'travel rorts', an amendment to the 1997 Budget dealing with Veterans, was being debated and defeated in the House.

After 42 years of fighting for the recognition that is due to them and being pledged support by politicians from both sides of the House, Navy Veterans of the Far East Strategic Reserve (FESR) Malaya 1955/60 were once again deceived and betrayed.

Governments from both sides of the fence have dodged this issue and have failed to resolve this matter for more than 40 years.

Strangely, Army and RAAF personnel (in some cases, were accompanied by their wives and families) were granted a campaign medal and full veterans' entitlements but not the RAN. This is the only exclusion in the Veteran Entitlements Act in Australia's history.

In recent correspondence received from the office of the Minister for Defence Industry, Science and Personnel, Bronwyn Bishop states that she has had 'advice' from Britain to assist her in coming to her decision, 'advice' I might add she refuses to release because as she claims "it is of a personal nature".

Many Ministers from the coalition had expressed their support for the Veterans and had promised to help.

On September 29 Laurie Ferguson, the opposition spokesman for Veteran Affairs introduced the amendment to the Act that would have solved the problem once and for all.

The amendment was defeated 85 to 44, the Government members betraying their pledges for support, to follow the party line. So much for the so-called representative system and democracy.

One thousand dollars of travel rorts can take up so many days in the House but the welfare of people who fought and served this country was 'swept under the mat' like some dirt.

The Prime Minister was also handed a document with the signatures of no less than 24 very Senior Naval Officers (at least 3 of them were ex Chief of Naval Staff) in support of the Veterans, this was obviously also ignored as he accepted the advice from his 'plastic imposters' at Navy Office.

Yours sincerely,

*Ken Staff (ex RAN) FESR, Tweed Heads, NSW*

## Why Beer is Better than a Woman

- You can enjoy a beer all month long.
- Beer stains wash out.
- You don't have to wine and dine beer.
- The beer will wait patiently for you in the fridge while you play football.
- When beer goes flat, you toss it out.
- Beer is never late.
- A beer does not get jealous when you grab another beer.
- Hangovers go away.
- Beer labels come off without a fight.

Dear Bob,

Enclosed please find a couple of photographs you may like to use in a future edition of Slipstream in your Guess Who, or Guess the Occasion or Whatever.

The Group Photograph with the 805 Squadron Sea Venom was taken during 1960, on board Melbourne. I think the occasion was our visit to Yokohama, Japan during that cruise, but please don't quote me on the occasion. It was definitely taken during that cruise. The people are the Electrical and Radio Mechanics attached to the Squadron. Your correspondent is fifth from the left standing. Please don't ask me to identify the others, my memory is not that good. Hopefully some readers may be able to help.

Melbourne also visited Jakarta, Indonesia during the 1960 cruise, and a number of us 'volunteered' to join a Coach trip to a Resort in the hills near Jakarta. This was of course during the time of President Sukarno which may explain the Armed Troops that accompanied us. We still do not know if they were there to protect us from the locals, or to protect the locals from us. I believe the Coaches used on that occasion were a gift from the Australian Government, being used for the first time.

The third photograph is your correspondent taken outside a building in Yokohama, again during the 1960 cruise around July. At the time I was a 9 stone weakling. Now I'm a 16 stone weakling. Time and good living takes its toll.

I trust these may be useful.

Slipstream is Great !!! Please keep up your Excellent Work.

Yours faithfully,

*Graham Cox, Raceview, Qld.*





## A Pub in the Scrub

There's a pub in the scrub of Byrock  
 along the dusty track to Bourke;  
 Where the station hands all muster  
 at the end of a long days work.

A haven to lift their spirits  
 when feeling tired and low;  
 A watering hole to while away  
 when time is running low.

Though many wonder why it stands  
 on an endless mulga plain  
 When other pubs are only found  
 in a cement and tar terrain.

But this pub is a kind of symbol  
 to an outback way of life;  
 A place to celebrate the joy  
 a place to drown the strife.

For when life is one of hardship  
 and days are spent alone;  
 A welcoming warmth can easily be  
 to some, a second home.

And that's why the station hands all muster  
 at the end of a long days work;  
 At that pub in the scrub of Byrock  
 along the dusty track to Bourke.

# AN EARLY HISTORY OF THE FORMATION OF THE NAVAL BLUE JACKET BAND

I was at the drill hall at HMAS ALBATROSS late one afternoon in 1951, not long after the arrival of the 21st Carrier Air Group (CAG) which included among its number a large group of Royal Navy loan personnel. I noticed on the stage at the drill hall an RN Loan sailor, Sam (Scouse) Bassett, playing a classical piece of music on the piano while another RN loan sailor, Tom Lysaght, was exploring a small room at the side of the stage where some old musical instruments were stored. Curiosity having got the better of me and I joined Tom in his exploration of the room and found there a Premier drum kit while Tom had discovered a cornet.

Soon with Sam leading on the piano we were playing a few tunes, Melody in 'F', a classical piece translated into swing time and blue Moon - the latter which would eventually become our opening number and theme song when we played at dances.

Sam, our pianist, could play any tune sung to him but could not read a note of music. He was later advised by a local Nowra music teacher against learning to read music as it would most likely spoil his natural ability and style.

Soon our trio was to expand with the addition of other RN loan sailors including Danny Lynch, a cornet player, a saxophone player whose name escapes me and Merv. Carroll an RAN Dental Assistant who took a liking to the trombone. Even though Merv. had never played the trombone before he seemed to be able to put the right notes in the right places and really enjoyed himself.

One Thursday evening in Nowra a few of us attended a social at the Catholic Church Hall, not far from the Bridge Hotel. While mainly a card evening some effort was made to entertain the younger people by providing dance music played by a woman on the piano.

After discussions with parish priest it was agreed that we would provide the dance music for the Thursday night social - at no cost to the parish, which would give us a venue in which to practice and an opportunity to gain experience.

The Thursday night dancing proved so popular it was moved to the Nowra School of Arts Hall and later changed from Thursday to Saturday night where we were paid for our efforts. The band became known as the 'Rythmaires'.

We performed at other venues including the Wardroom, Chiefs and Petty Officers messes and a fancy dress and concert party in 'A' hanger to name but a few.

We were now in a position to provide a nine piece band if required. It was also about this time there was talk of forming a volunteer marching band. More about that shortly.

One of our more enjoyable and memorable functions at which we performed was the annual ball held at Nerriga one Saturday night. Nerriga, a small village on the road to Braidwood from Nowra. The bus let us off at the local hotel, one of only three buildings in the main street. The others being the general store and the community hall - the latter known as the 'hay shed' and our venue for that night.

Having unloaded our instruments we were wondering what to do with them when a local, sitting in the bar of the hotel, suggested we take them straight up to the hall. "You can take my car," he said, "It's just outside the door". The only car we could see was a Rolls Royce - complete with milk can on the back seat, "Yep, that's the one, just throw the can out I'll pick it up later," was his reply to our questioning gaze.

Anyway, up to the community hall to drop off our instruments where we had to move a number of bales of hay to make room on

the stage and then back to the hotel to relax, have a few ales and something to eat and then get ready for our performance that evening.

A slow stroll took us back to the 'barn' and to our amazement the 'hay shed' had been transformed! The hay bales neatly placed to advantage for seating, lanterns and streamers hung around the hall adding to the party atmosphere and the room further decorated with various farm implements.

There seemed to be very few people about as we set-up and tuned our instruments. However, warm-up session completed they started to arrive and by 2130 we had a near capacity crowd who stayed until the early hours of the morning. The crowd had come from far and wide for this annual function and very much appreciated the band's efforts.

Their loan service completed, some of our RN loan band members returned to the UK. Some of course married local girls and later returned to Australia. One such was band leader and excellent trumpet and euphonium player Tom Lysaght. Our greatest disappointment was the loss of Sam Bassett who had returned to the UK.

The arrival of Band Corporal 'Bluey' Carr was the signal for the formation of the blue jacket band whose numbers were to grow in the years following. Many left the band for postings and specialist courses - often returning on completion. It is interesting to speculate about who may have been the longest serving member of the band? Perhaps 'Blackie' Dowson would know the answer? It is also worth noting that many band members learnt to read music as well as learning to play an instrument.

The band was often called upon to provide entertainment out of normal working hours. To allow band members the opportunity to practice and to compensate for many functions at which they played the band was placed on 'Special Duties'.

As band numbers and experience increased and in addition to playing at morning and afternoon parades and divisions the band was also invited to play at more auspicious occasions around Australia. To name a few, the Coral Sea remembrance celebrations in Melbourne and Sydney, the opening of Parliament in Canberra and accompanying the Korean War Veterans on their march through Sydney celebrating the occasion of their return to Australia. The band often played at Anzac Day ceremonies in Nowra. The band also played at various ceremonies and functions during a royal visit to Australia by Queen Elizabeth and Prince Phillip.

'Ring-ins' were sometimes used when band numbers were down because of postings, etc, and it was necessary for the band to turn out with the largest possible number in order to make an impressive showing. On one such occasion the Bandmaster threatened the most severe reprisals upon any 'ring-in' who dared to play their instrument. On completion of the march one such 'ring-in' was approached by an appreciative member of the public who complemented him on the 'beautiful tone he had extracted from his instrument. The 'ring-in' accepted this praise with typical naval modesty!

Another memorable occasion for the band was providing music for an edition of Jack Davey's 'Give it a Go' which was held in the drill hall at HMAS ALBATROSS. A number of naval personnel took part in trying to answer the \$64,000 question. Not that Jack Davey ever gave away \$64,000 on his quiz show. It was some lesser amount, the value of which I can no longer recall.

Anyway Dick Coe and I lost interest in the value of the prize when we failed to come up with the answer to a question about where the first post office was built in Australia. Dick, the brains of the duo, thought it may have been Sydney, I thought Ballarat. We were both wrong! I wonder if any of our readers will know the correct answer?

Other little vignettes of life in the blue jacket band include 'Blackie' Dowson, a very talented cornet player entertaining members of guard with his rendition of the 'Hornpipe Gallop' played through the barrel of a nice shiny Lee Enfield .303 rifle.

I am sure there is much more to be added to the history and lore of the blue jacket band. I saw little of the band after 1956.

No doubt there were some who joined the band because of the perceived perks, including Special Duties, they thought the band could offer them. However, many years later, I believe there is still a sense of pride in a job well done and many good memories of our times together.

Perhaps Navy Office was impressed enough with the quality of the F.A.A. voluntary blue jacket band to eventually decide to put the professional bandsmen (and women) into traditional navy rig.

Listed below are the names of all the players I can remember. I am sure it is not complete and will be happy to see any necessary corrections or additions.

*John Ikin*

Band Corporal		Spike Jones	
Bank Corporal		Jack Noonan	
Band Corporal		Peter Babbage	
Bandsman		Cyril (Cess) Hibbert. Sent to N.A.S. Nowra as Punishment? An excellent Drummer.	
P.O.		Blackie Dowson	Cornet
P.O.		Col. Chisolm	Cornet
P.O.		Col. Davies	Cornet
E.M.		Colin Spence	Cornet
R.E.M.	R.N.	Danny Lynch	Cornet
N.A.		Tassie Harnett	Cornet - Tenor Horn
N.A.		Dave Laird	Cornet - Trombone - Bugle
N.A.		Ron Forrest	Trombone
N.A.		Rex E. Smith	Trombone
D.A.		Merve Corrol	Trombone
N.A.		Ron Forbes	Trombone - Bb Base - Bugle
N.A.		Barry Simpson	Trombone
R.E.M.	R.N.	Tom Lysaght	Euphonium - Cornet
N.A.		Wes Drew	Euphonium
N.A.		Ron Pink	Euphonium
N.A.		John Robson	Euphonium - Tenor Horn
N.A.		Ray Turner	Eb Base
N.A.		Geoff Little	Eb Base - Bb Base
P.O.		Donkey Bray	Bb Base
P.O.		Taffy Turner	Clarinet - Saxophone
N.A.		Theo Bush-Jones	Base Drum
N.A.		John Ikin	Side Drum
N.A.		Colin Kelly	Side Drum
N.A.		Bruce McDevitt	Side Drum
N.A.		Tom Holihan	Side Drum
N.A.		Bomber Brunswick	Drum Major/Mace
N.A.		Rolo Sangster	Drum Major/Mace
Band Corporal		Jack Bessman	(The second Band Master)

EDITORS NOTE: PHOTOGRAPHS OF SOME OF THOSE MENTIONED ABOVE APPEARED IN 'SLIPSTREAM' APRIL 1996.

## WELFARE OFFICERS REPORT

### Vets' Service

Naval and military personnel and veterans have access to a new service that links them throughout Australia via the e-mail. The Gold Coast-based VetNet is the brainchild of the Veterans' Independent Consultation Group.

It is designed to allow serving or former personnel to discuss matters of common interest, contact old shipmates or just 'listen in'.

To subscribe, send an e-mail to:

Listserv@Home.Ease.Lsoft.Com, with the body of the message marked only with the words: Subscribe VetNet-Australia. Subscription is free.

Messages sent to Listserv@Home.Ease.Lsoft.Com will be distributed to all subscribers, usually in about 30 seconds.

The group expects the service to be of particular use to country veterans and those on overseas postings to keep in touch with Australia.

The group's Website on the Internet also has been upgraded.

The site can be reached at: <http://www.onthenet.com.au/~vetnet/>

# A Tiffy's Odyssey

by C.C. Price, December, 1995

Being the recollections of a  
Royal Australian Naval Artificer - 1941-1961

## Part Five

At Lossiemouth I flew on many test flights covering the north of Scotland. The station test pilot was a Chief Petty Officer who, like myself enjoyed cycling. I had bought my bicycle at Arbroath from a fellow Aussie, one Bruce Gwyther also known as 'Scratchy'. It was a Raleigh with many unique features as compared to Australian machines, in that it had a 12 volt dynamo built into the hub of the front wheel called a 'Dynohub', it was also fitted with a four speed Sturmey-Archer gear-box in the rear wheel. The saddle was the best of all saddles, a leather 'Brooks'. This bike gave me independence. At Fulmar together with my test-pilot friend Allan Todd we cycled long distances of a Sunday, exploring the villages and places of interest around Lossiemouth, which was a traditional fishing village.

Elgin was the nearest large town, but there were a number of historical monuments scattered throughout the countryside. One afternoon we were cycling towards an old Priory called Plusgarden near Elgin, believing it to be a ruin deserted since the days of the Reformation. It came as a shock to me to see walking along the road towards us a group of monks, around twenty in number. As my friend could not see the group for a few seconds, I thought I was having an 'Extra Terrestrial Experience'. They passed but there were three stragglers coming up astern. I decided to stop them and try to obtain permission to inspect the old Priory. We were in luck as I found myself addressing the Abbot. He retraced his steps and we spent the next hour with him at the Priory and what we did see surprised us.

Most of the internal walls of the buildings had been cleaned of the smoke which had accumulated during the hundreds of years in which they had been used by vagrants. At least three buildings had been reroofed, one the Chapel, had been refurbished, all the woodwork such as the pews and altar were held together with wooden pegs. It was indeed a 'haven of peace'. The sewing room in which Ecclesiastical garments were being made did not contain a sewing machine. This beautiful work was being done by men by hand. The Monks all wore grey felt robes with hoods, I thought they were of the Benedictine Order. Another room housed the Calligraphy and Book-making section. Here illustrated books similar to those produced in the middle ages were being produced. The Abbot pointed out one monk and described him as the son of Heath Robinson, who at the time was world famous as an artist employed by Punch magazine. The establishment was attempting to become self sufficient, there were also indications of agricultural activity. I was looking at a scene from the Middle ages. This was spoilt by a sound from the 20th century, which came from a small petrol driven electrical generator mounted on the edge of a little burn (Gaelic for creek) which had obviously been flowing through the complex since the Middle ages. A few days after our visit, during a test flight, Allan decided to have a look at the old Priory from the air. As we approached the area he asked if I was firmly strapped in, on my reply of yes, he commenced two or three barrel rolls. The truth was that I was not firmly strapped in and when the aircraft became inverted my head slammed down against the inside of the cockpit canopy and I fell back into the seat when the aircraft was righted. Another of our cycling forays took us to a town called Fours and the Witches Burning Stone. This is a large stone which has a plaque that reads "Witches Stone from Cluny Hill. Witches were rolled in stout barrels, into which spikes were driven. When the barrels stopped they were burned along with their mangled contents. This stone marks the spot of one such burning". Another Sunday took us to the site of the 'Battle of Culloden' on Culloden Moor. The small rough headstones tell a tragic story. In the backyard of a house at the edge of the battlefield is a headstone that read simply "The English they were buried here."

After six months at HMS Fulmar the time came to say goodbye to Allan Todd, as well as my other mess-mates Tom Fripp, George Collier and Bill Hadley. Together with my fellow Australians, Nat Hallas, Ron Smith and Brian Gilroy I had spent a very cold, windy, snowy winter in the highlands of Scotland. A winter off North Korea was yet to come. On the 5th July 1949 I packed my bag and hammock once again, for I had been drafted to HMS Sanderling, another Naval Air Station located at Abbotsinch near Paisley about 12 miles (19km) out of Glasgow. I am told that Sanderling is no more and has been incorporated into Renfrew Airport. Being that distance out of Glasgow I put my bicycle to good use, it proved an ideal means of transport for getting to and from town. On one occasion I was pedalling towards Glasgow when I saw a shiny Rolls Royce parked alongside the kerb. As I drew abreast the driver decided to open the door. I fell and the door was scratched. It was not my fault and the driver was most apologetic as I continued on my way. The bike was again put to good use of a weekend. I remember that I was often around Loch Lomond and seeing much more of the country-side than my fellow classmates. At work I was attached to a unit preparing aircraft for long term storage. Little did I realise that some years later I would be de-balming aircraft preserved in a similar manner. Here I worked with a squad of WRENS who dressed as matelots and acted in a like manner. Keeping more than half of them on the job at any time proved impossible, they knew every excuse in the book and invented a few new ones. It was my only experience supervising women. In fairness to them they had suffered years of war, most things were rationed and morale was low. The CPO's Mess at Sanderling was old and falling to pieces.

On the 1st June 1949 I received a draft to HMS Heron a Naval Air Station located at Yeovilton, Somerset. Beautiful Somerset where the cider apples grow and they brew a local firewater called 'scrumpy' which is a crude form of draught cider. I spent my sojourn at Heron with Stan Cox, Jim Lamb and Maurice Green. We spent many an enjoyable evening at an old Inn called the 'Lamb and Lark' which was in the fields away from towns and villages. It must have been hundreds of years old. The ceiling was covered with accumulated soot from the fires of those years. It had big oak beams that supported the ceiling, I was reminded of smugglers and highwaymen. My bicycle was again put to good use during my stay which lasted from the 5th July until 30th September 1949. Every Saturday and Sunday I was out exploring and was able to see a great deal of Somerset and Dorset. It was not until many years elapsed after my discharge from the Navy that I became involved in a genealogical study of my family and I learnt that a little village 3 miles (5km) south of Yeovil named East Coker was the birthplace of grandmother Price nee Caroline Condon who was born in 1850, and was to be the mother of 11 children.

During my short stay at Heron I was employed acquiring a knowledge of the servicing requirements of Firefly aircraft fitted with Rolls Royce Griffon Mk12 and Mk14 engines. I learnt to love Somerset with those beautiful fields, villages and country lanes. The good country people will remain in my memory forever. On the 30th September together with the little group of fellow Australians I was drafted to HMS Daedalus at Lee-On-Solent. This was the collection centre for many of the RAN personnel trained in the United Kingdom, it was from here that we were sent to board passenger ships for our return to Australia. It entailed no work on aircraft squadrons. I was able to spend a weekend in London, travelling by train and staying at the hostel adjacent to St. Pancras Station. At the time Daedalus appeared to be a rest-home for senior officers, I grew tired of saluting and kept to my cabin until mid October when with a large number of Aussies we boarded the RMS Orontes and proceeded down the Thames to the open sea.

On the voyage home one unpleasant incident occurred in which I became involved. A brief account is as follows. One of the RAN Petty Officers struck a ships officer during a party and the ships Captain decided to take action. The ship was flying the Blue Ensign which led me to believe that the captain was RNR. I was told to report to the bridge and was advised by the Captain that the PO was to be charged and that I was to perform that task. In

due course I paraded the PO before the Captain on the bridge, the man apologised to the offended officer who accepted the apology and the case was closed. Prior to this incident I was not advised that I was the Senior rating and in consequence would be in charge of the draft. All statements made during the proceedings were recorded by stenographer on the bridge. I did not report the matter on my arrival in Australia and heard nothing further of the subject. I should add that I was not at the party and did not know the individuals concerned. In all other respects the journey home was a pleasant one.

My service documents have recorded that I was at HMAS Penguin until 27th Dec.1949. Then I was drafted to HMAS Albatross to begin a new career as an Aircraft Artificer. On the 10th Jan.1950 I became part of 816 Squadron which was a component of the 20th Carrier Air Group. During my training in the United Kingdom I had gained experience in the servicing of Firefly Mk1 and Mk5. The Firefly Mk1 had been used by 19 fleet air arm squadrons during WW2 and the later versions the Mk5 and Mk6 as used by the RAN prior to and during the Korean war were to prove themselves sturdy efficient fighter-bombers. It was armed with four 20mm cannons and could carry sixteen 60lb (132kg) rockets or two 1000lb (2200kg) bombs externally. A single Rolls-Royce Griffon 74 engine gave a maximum speed of 386mph (620kph). Its service ceiling was 28400ft (8650m). I was to remain with the 20th Carrier Air Group (CAG) until the 21st May 1952, serving initially on 816 and later the other Firefly Squadron 817. In those days when the 20th CAG embarked on the SYDNEY, in addition to our aircraft a considerable quantity of ground-equipment and spares were taken along also. This movement often reminded me of my time with the 8th Battalion and the movement of an army brigade. We were fortunate in having the two year loan personnel from the Royal Navy to support us. There were times when we boarded the Carrier in Jervis Bay; on another occasion we travelled by train to Sydney. I remember the Rig of the Day was 10a's. I was filthy when we reached Sydney. For some weeks prior to our departure all Squadron pilots would fly down to the satellite air field at Jervis Bay for deck landing training known as ADDLS. During this period the pilots became very irritable and would place aircraft unserviceable for very minor snags. Amongst our aircrew were a sprinkling of RN pilots ignorant of the Australian humour. One day the aircraft servicing crew killed a red-bellied black snake and wrapped it around the control column of an aircraft. With the servicing crew watching from a safe distance I was told the pilot, a Pom of course, had both legs in the cockpit and was about to drop into the seat when he spotted the snake. I will leave the rest of the story to the readers imagination. Snakes abound in the Shoalhaven area, along with the red-bellied blacks, there were also brown, tigers and harmless beautiful diamond pythons. One Chief kept a python as a pet in his cabin. During the lunch breaks, the bar in the CPO's Mess would be open and in the two years following the commissioning the mess would be full of RN CPO's. One day following an unsuccessful attempt on the part of this Chief to get to the bar counter to obtain a beer he withdrew the snake from beneath his shirt and threw it on the bar. I enjoyed the spectacle of about one hundred Poms trying to get out of the door at the same time.

Shortly before our departure for the Korean War we made a very enjoyable voyage to Hobart and across the Tasman Sea to New Zealand and to most of the coastal cities. The spell in Hobart was of about ten or twelve days duration, with plenty of leave. In New Zealand there were many picnics and parties. It was at Hobart that the SYDNEY performed 'Operation Pinwheel'. This was carried out to enable the ship to be moved away from the wharf by utilising the propeller driven aircraft. The squadrons were lined up on the flight deck, the pilots would man the aircraft, start up and pull the carrier away from the wharf. Without the cooling effect of the ram airflow experienced in flight, the engines would rapidly overheat, ignition harnesses would be cooked and suffered magneto RPM drops. The ships company would be lined up on the rest of the flight deck for leaving harbour. I amused myself counting the large number of windows on the wharf cargo sheds that were blown in. I wonder who paid the bill for that lot.

In addition to a normal daily flying program commitment, as we

approached the major cities all squadrons were expected to provide aircraft for an impressive fly-past, about 80% of the squadrons aircraft were expected to perform. On approaching Milford Sound in New Zealand a Sea Fury was fitted with a reconnaissance camera and catapulted off. It was able to take excellent pictures of the carrier as we steamed far up into the Sound. Whilst in Wellington city I went window shopping and was surprised to meet my old RN Divisional Officer from HMS CONDOR who had left the Navy and was working for an oil company. It was in New Zealand that we lost an aircraft servicing team. This is the story as I remember it. During a flypast over one of the cities on the South Island, possibly Christchurch, one of the Sea furies was forced to make an emergency landing at an airfield. A servicing team with a jeep and trailer loaded with heavy ground equipment were sent ashore to effect repairs. Their task completed they were returning to the ship and whilst descending a steep hill the trailer jack-knifed and all were killed. I only remember one name, that of the Aircraft Artificer, Frank Brotherton. I have forgotten where they lie and I know not of the manner in which the graves are marked. The SYDNEY returned to Australia and on the 26th June 1951 I passed my professional examination for chief Aircraft Artificer (Airframes and Engines). Almost immediately we left for the Korean War. The SYDNEY was carrying three squadrons namely 817 (Firefly) Sqd'n CO Lt. Cmdr. Lunberg, 808 (Sea Fury) Sqd'n CO Lt.Cmdr.Appleby and the second Sea Fury Sqd'n was commanded by Lt.Cmdr bowles. There were a total of thirty-six aircraft on board.

On our arrival in Japan at Yokosuka in Tokyo Bay the Yanks had a welcome prepared for us in the form of a troop landing barge containing Geishas who danced and played musical instruments. After a lengthy lecture by the Surgeon Commander on the evils of sexual intercourse with the local women and the high incidence of venereal disease in Japan we were given shore leave. My wandering took me to the front of the Naval dockyard, where to my surprise I found mounted on a cradle a 'long lance torpedo'. I had heard whispers during my stay in Darwin of this 24in (588mm) torpedo which far excelled anything the Allies had during most of WW2. It could carry a 1078lb (490kg) warhead for 22000yds (20kms) at 49 knots or 40000 yds (36kms) at 36 knots. These figures are correct. during the operations we used Kure and Sasebo as our bases with one R and R break in Hong Kong. Our first operational sortie began on 5th Oct 1951 and our intensive attacks continued until late Jan 1952, when we left Sasebo with HMAS TOBRUK to return to home. Aircraft maintenance had been by repair and replacement when spares permitted, however about the only parts on a Firefly we didn't change was the fuselage and fin. Replacement of large assemblies such as engines, propellers, main-planes at sea in rough weather was a problem, but was overcome with the careful use of jacks, small block and tackles or as we called them 'handy billies', correct slings and hoists using safety precautions and last but not least full co-operation from the Officer of the Watch and the Helmsman at the wheel. I would ring the Bridge, identify myself, giving them a brief outline of the task in hand and request the ship to be held on a steady course until securing bolts were fitted.

Most of the major work was carried out in 'C' hangar which was located at the aft end of the hangar deck. This necessitated a harmonious liaison with the Hangar Control Officer but this was not forthcoming and he was a constant thorn in my side, often hampering my attempts to provide serviceable aircraft. One accident occurred which is worthy of mention. A number of Firefly aircraft had been 'struck down' into 'B' hangar some with full 20mm ammunition bays. Servicing crew were checking gun firing circuits on a particular unarmed aircraft and decided to leave the hangar for a smoke. during their temporary absence the aircraft were repositioned in the hangar and the space was now occupied by a fully armed aircraft. The mechanic returned to a Firefly in the same space climbed into the cockpit and pushed the gun firing button, firing the guns, leaving a series of holes in the flight deck. I was told that at the time Lt Cmdr. Lunberg was walking along the flight deck towards the island; he was not very happy!



# Women's Business

This Womens Business sounds great. It is nice to see and hear the womens side of things, men have dominated the area for years. Now all of a sudden we are equal. Just having a dig. I got the opportunity to have a couple of days at sea on one of our Navy ships. Bob my husband (Editor) was Chief of the Flight Deck previous HMAS MELBOURNE and HMAS SYDNEY (he did 6 trips to Vietnam) and I always wondered what it would be like sleeping on the ships, now I had the opportunity to go on HMAS MELBOURNE from MELBOURNE TOWN to SYDNEY TOWN. I didn't want to go at first wondering if I would get seasick. When I found out I was going I had butterflies in my stomach a couple of days before. Bob and I flew down to MELBOURNE and boarded the ship at PORT MELBOURNE. We were greeted by a young female officer and a sailor. Everything was very proper. I was shown to my bunk in the females quarters when I saw the bunk I thought how could I sleep in that (I'm 64 years of age this is for the young ones) I had to get on my knees and roll into the bunk. I was given a sleeping bag to sleep in which I found very comfortable and roomy. Next we all gathered in the ratings Cafeteria. The Captain and Executive Officer gave us a talk on Do's and Don'ts and welcomed us aboard. It was a great feeling being with all the young people, then the guests were welcomed up to the bridge ready to sail. I stood next to the navigator most of the time. I sat in the navigator's chair which made me very important. All the activity going on on the bridge was very interesting. Two female Officers under training for their bridge watch keeping certificate were plotting the ships movement, the Executive Officer LCDR John Alexander was happy to go on record that he was comfortable with women serving on the ships. It took three hours to get out of the heads which was going on to 1 o'clock and I was getting hungry, lunch was at 12 o'clock so I had missed lunch and was starting to feel squeamish. One of the officers said I might get something in the wardroom. He found a couple of bread rolls for Bob and I and some butter and good old vegemite. I really enjoyed that lunch. Captain Christian (who is a descendent of Fletcher Christian of Mutiny on the Bounty fame) was very easy to talk to. His Executive Officer LCDR Alexander was very helpful and very charming, it was like being in a different Navy. Everyone seemed to get on well with each other from the Captain down, there was a great feeling about the ship. The Junior Rates cafe could sometimes be a bit noisy with the radio at full blast but, that is the way they like it. I shared the female quarters with a lot of nice girls who were always helpful and cheerful. Coming into the quarters one day to find two of the girls Amanda Wallace and Alicia Cross (both Bosun's Mates) bopping to the music of the mess deck stereo while doing their ironing.

After we passed through the heads and into the open sea I started to get sea sick and had to lay down for an hour or two on my bunk. It was an awful feeling. It seems that the women tend to be a bit more prone to sea sickness than their male counterparts - least that was one opinion. One of the Chiefs told me that five female crew members had to leave the ship because of chronic sea sickness. The sickness seemed to be worse in the mornings

just after getting out of my bunk and trying to stand up (made more difficult as the ship rolled around, a bit like morning sickness with its dry reaching. However, the problem seemed to be eased after a visit to the Sick Bay for a change of sea sickness medication. I used to strap myself into my bunk at night because there is not much room and if you sit up suddenly you are inclined to hit your head on the bunk above you, the strap reminded me of where I was and I took more care getting out of the bunk in the morning. There was a young woman in the bunk above me who was also a passenger. Karina has been selected to enter ADFA in 1998 as a seaman officer and was on board for some experience of life at sea. Another young woman, a Petty Officer Writer from 'CERBERUS' was also on board for some sea-going experience having never been to sea before. The passengers were divided into groups, each group taking it in turn to dine in the various messes. It made no difference to the food you ate as all meals came from the same galley.

My husband felt comfortable in the Chiefs' mess where he had spent a considerable amount of his naval career, swapping 'waries' with the new breed. One of these chiefs, Ian Douthie the 'Buffer', a bit of a character Bob knew as an able seaman on the previous HMAS MELBOURNE.

Climbing up steel ladders and getting through the hole in the hatch cover was something different and by the time I left the ship I was getting up and down the ladders like a young sailor. I was getting around the ship on my own, sat and talked with the sailors, saw Bob now and again (at meal times) I was doing my own thing talking to everybody and enjoying myself.

The night before our arrival in Sydney we had a barbecue on the flight deck a 'steel deck' as they like to call it. It was a part of the trip I really enjoyed. It was a perfect evening, sea all around us and spotting dolphins following the ship as we barbecued on.

My next most enjoyable experience was coming into Sydney Harbour. It was wonderful! We all stood up on the GDP (Gun Direction Platform) while the ship entered harbour. The media were flying around photographing the ship as we came into harbour. All the sailors were dressed in their whites with Santa hats instead of the usual caps. The ship itself was also dressed up with a Santa cap on the Radar dome. It brought a lump to my throat - you had to be there to understand how I felt. As we were coming into dock we piped each naval ship we passed with the Captain of each saluting the other. It was something I will never forget and I would like to thank the ship's Captain, Commander Gerry Christian and the Executive Officer LCDR John Alexander for giving me the opportunity of joining my husband on this, to me, a most memorable voyage.

*Pat Perkins, 'Women's Business' Editor*

**Pat can be contacted on Phone/Fax: (02) 4423 3448 or write to her at 4 Journal Street, Nowra, NSW 2541.**

LADIES

I KNOW ALL YOU LADIES OUT THERE IN 'SLIPSTREAM' LAND READ THE JOURNAL. IF THE 'WOMEN'S BUSINESS' SECTION IS TO BE A SUCCESS IT IS IMPORTANT THAT YOU CONTRIBUTE YOUR STORIES AND IDEAS.

SO PLEASE, LET'S HEAR FROM YOU.

EDITOR

# Women's Business



No! It's not the Holy of Holies. Women's Business Editor, Pat Perkins, occupies the Navigators Seat. The Bridge of HMAS MELBOURNE, sailing from Melbourne Town Dec.97



Corporal of the Gangway and Women's Business Editor. HMAS MELBOURNE Dec.97 Confer



The smile disappeared when we entered the open sea



SBLT Kirstin Oliver assisting the O.O.W. departure from Melbourne Town, HMAS MELBOURNE Dec.97



Seaman Bosun's Mate Amanda Wallace and Able Seaman Bosuns Mate Alicia Cross, HMAS MELBOURNE Dec.97

# Ball Invitation

The Gala Maritime Ball held last September in Wollongong brought together a number of organisations with similar and probably parallel interests i.e. F.A.A.A., Naval Association of Australia and serving P.N.F. (see photo below). It also illustrates the value of well organised social occasions in maintaining both intra and inter organisational solidarity.

THE NAVAL ASSOCIATION OF AUSTRALIA Illawarra Sub Section  
*Presents . . . Illawarra's Maritime Community's*

0156

**GALA MARITIME**

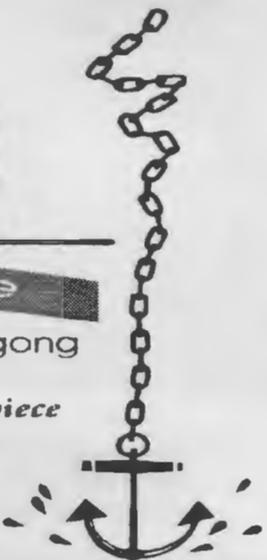


PORTIFINO International Centre  
Aitchison Street - Wollongong

*Drink*  *Dine*  *Dance to the 18 piece Big Band*

FRIDAY 5th SEPTEMBER 1997

1900 for 1930hrs Dress: Mess Dress - Formal



**CLOSE BONDS.** l to r: Naval Association Illawarra Sub Section President NOEL JACKSON,  
HMAS ALBATROSS Commanding Officer GEOFF COLE AM RAN,  
Fleet Air Arm Association Secretary JIM LEE, Illawarra Sub Section Secretary GEORGE GODDARD.  
NOTE: George 'GUS' Goddard is the Immediate Past Secretary of The FAAA NSW Division.

# National Secretary's Report

05 December, 1997

It is pleasing to report that the Annual General Meeting of the Federal Council held in Nowra Saturday 22 November last was both constructive and productive.

The National Constitution was fine tuned and a final draft was agreed by consensus. A Special Resolution to that effect was passed by unanimous vote. The final draft of the constitution has been forwarded to the appropriate Government Authority for approval.

I know I can speak for all members of the (Interim) National Executive and say that we are grateful for the co-operation of, and input from, all Divisions to achieve that result. Personally I was most impressed with the well considered amendments proposals from the SA and NSW Divisions in particular.

However, I would not like members to think I have gone soft in my dotage. I don't feel quite as magnanimous about some other 'Motions on Notice' results. I hoped the Federal Council would frame some firm guidelines on such matters as SLIPSTREAM cost and policy questions, funds management and the like. Instead, the National Executive is directed to draft policy statements for approval. It's nose back to the grindstone in '98 I guess.

I don't intend to re-hash the meeting here. I urge all members to attend the next open forum meeting of their Division and pay attention to the reports of your Delegates. Apart from business conducted and reports given by members of the Interim Executive Committee, two excellent presentations were given to the Federal Council and observers present. All who have an interest in our Naval Aviation, past, present and future, would be impressed by the facts and figures quoted by COMAUSNAVAIR Capt. K. Eames CSC RAN.

All who have reservations about the programme and personal costs for FAA REUNION '98 could not help but be impressed by, and caught up in the enthusiasm of. The RAN Golden Jubilee Co-ordination Officer Lcdr. G. Altham RAN. The Navy is not skimping to make the 50 years of Naval Aviation celebrations a modern day spectacular. We are fortunate that our members can dovetail their Reunion activities in with RAN plans; maximum

entertainment value for the minimum possible costs to individuals participating.

Not only Ex-Birdies will benefit from the above. Navy Week is an integral part of the RAN calendar and many of our members also belong to the Naval Association of Australia. A busy week for most of us during the period 28 October - 03 November 1998.

For the benefit of local members I should point out that we have made a modest start to converting part of an old Albatross Chapel into a National Headquarters and local Division office. We put an article in a couple of local papers asking for members' assistance with the project. I've had one enthusiastic response from Walter Wheeldon our NSW Division Chaplain. We have not had any other responses to date.

At this point it is timely to again thank Peter Clark of Premier Coast Office Furniture who donated a huge desk with swivel chair and filing cabinets, a long time ago now it seems. We should also thank the management of Business Cents Office Automation for the lowest possible quote to set up our new National computer with all sorts of things totally foreign to me but highly desirable to my colleagues.

I made earlier reference to the Naval Association. The Illawarra Sub Section of The Naval Association held a social weekend in Nowra including a BBQ at the ALBATROSS Senior Sailor's Mess (as flagged in April '97 SLIPSTREAM). I attended the BBQ on Sunday 20 July last and met up with a few old shipmates including Ex-Birdies Noel Jackson and Norm Charman. Noel is the President of the Illawarra Sub Section and Norm is the Vice President. Both are members of the NSW Division of the FAAA.

After a few light ales, wife Norma and I booked seats for their Gala Maritime Ball and subsequently enjoyed the occasion immensely. I have a couple of mementos and I hope that Editor Bob Perkins can find space in this edition to illustrate the interaction between Associations' members.

Finally, I hope Santa was good to all our members, families and friends. Also, the year ahead brings good health and prosperity to everyone.

Jim Lee



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# News from the Divisions

From your new editor in the West.

I am new to this sort of thing, but I will endeavour to continue to bring all the news that comes to hand. I can only do this with your co-operation, so please get the news to me so I can put it down on paper so that everyone will be able to read about it.

To all those in the East who have already rang me I thank you all and hope you have a very merry Christmas and a prosperous New Year. I love to hear from you all.

I have heard from Theo and Ron since they returned from Nowra and thank all those who sent their well wishes.

This will not be a very long report as I have had no input from our members as yet, but I am hoping that this will change in the New Year.

Who is the person who sent in the reply for the Lunch in the New Year that forgot to add his name and address. Please contact Ron with the missing bits and also the money, the flyer did state to send your money with your application.

## Secretary:

**Alan Andrews**

**PO Box 88, Exeter, Tas.7275**

**Phone: (03) 6394 3448**



Our quarterly gathering was held at Orford on Tasmania's S.E. Coast on 23rd November. Christmas Dinner and meeting all combined. Numbers were a bit light on, some came on Saturday, stayed overnight and made a weekend of it, as has happened on previous occasions.

Thanks to donations from the good ladies namely Robyn O'Donnel, Ena Itchens, Bev Jones and Fiona Kube, we were able to build onto the bank balance with a raffle. The winner, well!! No names, no kit musters, but one very similar to one of the above.

Senior Naval Officer Tasmania invited our Division to take part in Navy Week celebrations held in Hobart. This we did and was ably represented by one of our Hobart members in Les Kube who laid a wreath at the Cenotaph. After the ceremony Les & Wife Fiona enjoyed cocktails in the Officers Mess at the Army Barracks. 'Madam Rumour' has it that Les & Fiona have already volunteered for next year, Les thinks that by getting in early it saves a lot of confusion.

One of our members from Devonport, Tas Browning has been in hospital recently and had a kidney removed. Unfortunately Tas is not one of our regular meeting members, but Tas you are on our books and that makes you one of us and we all wish you good health in the future.

I've got a couple of photos you might like to print for all to see. Christmas is just about on us again and I am sure there are no longer 52 weeks in a year they just go faster and faster, they still tell us there is but I don't know - seriously though it's a time when we all gather with our families and friends and enjoy ourselves, talk and laugh about the good times and try to forget the not so good. Having said all that, us people down here in 'The Land of the Long White Vapour Trail' sincerely wish all your people living in Australia a happy Christmas and many more to come. To the people who organise 'Slipstream', to Museum Staff, Museum and restoration volunteers, the Father of Naval

## WEST AUSTRALIA

Secretary: Theo Bushe-Jones,

PO Box 8336, Stirling Street, Perth, WA 6841

Ph/Fax: (08) 9527 9186



The Annual General meeting will be conducted on the second Wednesday of February 1998 this is the 11.02.98. Please make this meeting so that you can voice your opinions and elect a new committee. The positions of President, Secretary and Treasurer will be declared vacant and will need new blood as the retiring persons have been in Office for the past 20 years or more and wish to take it a bit easier.

To all our members I wish you and your families the best for the coming festivities and to all those in the East we wish you and your families the very best and may the year 1998 be a prosperous and a healthy one for all.

So till the next time when I have more time and experience, please bear with me

*John Green*

## TASMANIA

Aviation Sir Victor & Lady Smith, Tasmania wishes you all a good one and hope to see you ALL at Albatross for the 98 Reunion.  
*Yours aye, Jake - Matt Jacobs*



l to r: Allan Andrews ex C.P.O., Peter Barnes ex Radio.



l to r: Millie Barnes, Les Kube, Barry Simpson

# AUSTRALIAN CAPITAL TERRITORY

**Secretary: Mr Peter Schilling, 21 Ashcroft Crescent, Monash, ACT 2611**  
**Ph: (W) (02) 6289 4898. Ph: (H) (02) 6291 4681. Fax: (02) 6289 4711**



This will be my last contribution to Slipstream in the capacity as Secretary of the ACT Division. It has been an interesting three years and I have thoroughly enjoyed it. It is time to hand over the duties to some other capable member. The hours per month required for the task are a little more than the previous Secretary advised but not much more.

The ACT Division held its annual Mess Dinner at the Joint Services Staff College on Saturday 25 October. The night was thoroughly enjoyed by all. The table decorations were given an aeronautical flavour and looked great. The meal, service and atmosphere was once again first class.

The Christmas Cocktail Party was held at the R & SL Headquarters on Thursday 4 December. Unfortunately I was unable to attend due to an appointment with the 'fang fairy' late in the afternoon and I wanted to avoid the embarrassment of dribbling champagne down my chin after the anaesthetic. Our President reported that all had a great evening especially ???????????? Because he brought a plate of food, he thought he was entitled to take off all the prizes in the raffle. Congratulations JJ but you're banned from buying tickets next year (only joking). A very special thanks to the wives (and JJ) for supplying the food. Everybody was delighted to wish Brian Treloar a happy 70th birthday and to help him celebrate the milestone (or is that milestone).

Plans are well under way for the Division to celebrate the FAAA's Golden Jubilee in 1998. The HMAS HARMAN Wardroom has

been booked for Friday 28 August 1998 for a Mess Dinner. The Most Reverend Bishop Geoff Mayne has been asked to conduct an ecumenical church service in the Anzac Chapel in RMC Duntroon at 1100 on the same day. As I mentioned in my last report, write the date in your diary and if you are in Canberra come and join us.

I was very disappointed to hear that neither of the motions put forward by the ACT Division at the Federal Council Annual General Meeting on 21 November, regarding distribution of the FAAA membership list, were passed. I cannot understand people's concern about access to the list. Our membership list is small potatoes in comparison to the database records held by thousands of organisations across Australia. In this day and age of computerisation and the Internet, you are going to get unsolicited mail no matter what you do. It really makes me wonder why the Association exists if it obstructs people from keeping in contact with old shipmates. That attitude is totally opposed to the Association's stated objective of maintaining the bonds of friendship and esprit de corps.

The ACT Division members extend their best wishes for 1998 to all members of the Association. We are all looking forward to the Golden Jubilee Reunion in 1998 to renew old and develop new friendships. See you all in Nowra in October.

# VICTORIA



**Secretary:**  
**Ron Christie,**  
**15 Bianca Court, Rowville, Vic.3178**  
**Phone: (03) 9764 5542 Fax: (03) 9755 5417**

Greetings one and all, wherever you may be. Firstly a party of thirteen of us travelled up to Nowra for the FCM, Anniversary Dinner and the Family Air Day and I feel sure all my colleagues would agree a very successful, enlightening, rewarding and enjoyable time was had by all. A most unexpected and delightful event was experienced at the Dinner, when President Les Jordan and myself were awarded and presented with the 'Diploma of Merit' by the National President, Neil Ralph. Les and I were surprised and very appreciative of this gesture and our sincere thanks to all for their vote of confidence, "Thank You".

The Victoria Division will be conducting its Annual General Meeting on Sunday 1st February 1998 commencing at 1100 to be followed by a Bar-B-Q lunch supplied by the Division. all that is required "Please let the Social Co-Ordinator know if you are attending, this is most necessary if you require lunch. If any interstate members are in the area they are most welcome to attend, but the same format applies, please let us know for catering needs, the AGM will be conducted at the Melbourne Naval Centre, 146 Toorak Road (West) South Yarra.

Another coming event to pencil in on your calendar is an invitation has been received from the Korean Veterans Association of Australia, as follows:

On Sunday 8th March 1998, commencing at 1400 a Memorial Service will be held in the Royal Australian Air Force Chapel, RAAF Williams Point Cook Base (Melways ref. Map 207 K12) Following this service a Plaque, donated by the KVA of A, will be dedicated to the memory of the forty one Pilots who lost their lives on active service whilst serving with No 77 (I/F) Squadron during the Korean War 1950-1953 and to honour the RAAF and the RAAF Nursing Service personnel who served during the Korean War.

The Dedication Service will be conducted at the Air Force Memorial, situated on the parade ground west of the RAAF Museum.

Members of your Association are cordially invited to attend. Medals and awards should be worn. The service is expected to conclude at 1515. The RAAF Museum will be open to visitors, afternoon tea will be served in the Sergeants' Mess from 1530. Any enquiries should be directed to Bill Murphy, telephone 03 9369 1409, between 1500 and 1900 week nights only.

To meet the deadline, must close now, a Merry Christmas and a Happy, Healthy and Prosperous New Year to all from the President, Committee and members of the FAAA of A Victoria Division.

*Ron Christie, Hon. Secretary*



# News from the Divisions

## NEW SOUTH WALES

Secretary: Mr Mike Heneghan  
PO Box 28, Nowra NSW 2541  
Phone/Fax: (02) 4441 2901



The start of a new year and not a lot of news to pass on. I hope everyone has had an enjoyable Xmas and New Year and that 1998 will be a better year for everyone.

The main event since the last issue of Slipstream was of course our Annual National Conference which coincided with the 49th Anniversary Dinner. It was great to welcome Delegates from the other Divisions to our part of the country. Sorry that the Tasmanian Delegates could not make it for this Conference but Bob Cronin represented them very well as their proxy. And of course we missed Barry and Marian Lister from Queensland who could not make it but we were thinking of you both.

I am particularly pleased with the outcome of the conference, a great deal was achieved and our National Executive is to be congratulated for overseeing a very well run and informative meeting. And, of course, we have a National Constitution in place which I believe everyone will be pleased about.

During the Conference Delegates were made aware of progress with arrangements for the 1998 Conference, reunion and Golden Jubilee celebrations. Delegates returning home would have been able to pass on to their membership details of that big event and perhaps more FAAA members and families might feel the urge to attend. If anyone wants more information regarding arrangements for the Jubilee Reunion, you need only contact the 50th Anniversary Committee Secretary (Mike Lehan) at the Museum on (02) 4421 1920 or you can contact me on (02) 4421 6042 and any information we have will be forwarded. It promises to be a very big and enjoyable event and I hope you are all looking forward to it as much as I am.

The November Family Air Day went very well again, attendance was down on previous shows however everyone seemed to really enjoy the day, our food outlet was very popular again and my sincere thanks to the small band of our members and friends who staffed the stall. The quality and presentation of the food was really good.

That's about it for this edition, to all our new members who have joined in the last couple of months, welcome aboard and I hope you enjoy your first (of many) copy of Slipstream. We all do and thanks to the Editor Bob Perkins for his efforts. And I should say that Bob would welcome news, articles or photos from anyone who might have something of interest to include in the journal. All for now best of health to everyone.

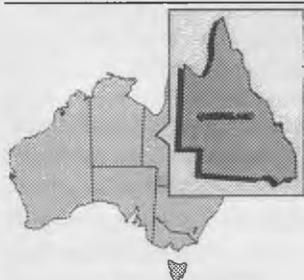
*Max Altham, President*

### 1998 SUBSCRIPTIONS

NSW MEMBERS ARE REMINDED THAT AS REPORTED IN 'SLIPSTREAM' EARLY LAST YEAR, NSW ANNUAL SUBSCRIPTIONS FOR 1998 WERE INCREASED BY \$5.00 TO \$20.00.

THE ADDRESS LABEL ON THE ENVELOPE OF YOUR COPY OF 'SLIPSTREAM' WILL INDICATE WHETHER YOU ARE FINANCIAL OR NOT - (E.G. 98F). IF YOU HAVE ALREADY PAID YOUR SUB. AT THE OLD RATE WOULD YOU PLEASE FORWARD THE EXTRA \$5.00 TO THE SECRETARY, NSW DIVISION - THUS HELPING TO KEEP COST DOWN.

YOUR MEMBERSHIP OF THE ASSOCIATION IS IMPORTANT AND IT WOULD BE APPRECIATED IF YOU WOULD ENSURE YOUR MEMBERSHIP IS CURRENT.



Secretary: Trevor Tite.  
37 Miles Street, Caboolture, Qld 4510  
Phone: (07) 5499 3809

## QUEENSLAND

You all will have noticed the absence of my report for the Qld Division in the last 'Slipstream' - I did send it in, but was a couple of days too late - 'Slipstream' had gone to the printers. Sorry about that. There were some comments regarding the amount of space for 'Fly Navy', Museum etc. and this was discussed at the National Council Meeting in Nowra - result - see how it goes! Ian and Florence Henderson had their trip to Young and tried out cherry picking - very high temperatures and hard work and dusty - they decided it was not for them and have now arrived home for Christmas. I think the next trip will be long distance.

We haven't finalised a venue for the AGM yet but it will be a BBQ again. Nomination forms have been distributed for positions on the Committee. Anyone wishing to nominate please return forms to Trevor Tite by mid-February. The position of Treasurer is vacant, ref Ian Henderson.

Some sad news - Mattie Mattieson and Frank Hamilton have just recently passed on and Chuck Churcher phoned to say Tom Dodd's wife had just died. We're arranging to send sympathy cards.

Welcome to new members - Joan Dale, Harold Ash, John Foley, Gary Linaker, David Haywood, Kev Gilbert, Macylin Witt, Col Spence, Jim Pavier, Doug Butler, Roger Garrett, Don Routley, Barrie Daly, Ian Hall, Max Wilson, John Cahill, Gordon Murray, Bill Burley, Frank Wulf, Terry Collyer. Great to have you guys in with us!

We've had a letter from Scott Middleton who is co-ordinator (Brisbane Sub Branch) for the Injured Services Persons Association (QLD) Inc. Scott lives in the Caboolture area and he wishes to form a Committee of the ISPA here. Anyone interested should contact Scott on (07) 54 991235 or Mobile 019 632 005.

Trevor Tite has FAA 'Rabbits' on garage sale - these items have been with us for some time now - a list and prices follows:

Items:

1. Dark Blue wool jumpers size XL FAA Crest 2 off \$25 ono.
2. Dark Blue all cotton short sleeve T shirt FAA Crest Size 5 1 off \$15 ea ono.
3. White T Shirts, Blue collar and trim, polycotton FAA Crest QLD Div Size 20 - 2 off. \$20 ea ono.

4. White T Shirts Blue collar and trim FAA Crest Size 20, 2 off \$20 ea ono.
5. 1 Book - 'A few Memories of Sir V.A.T. Smith \$5.
6. 3 Books 'Flight of the Pelican' - 'History of HMAS 'Nirimba' etc. \$10.
7. FAA Lapel Badges, blue with gold trim 7 off \$5 ea.
8. FAA Lapel Badges, blue with silver trim 4 off \$5 ea.
9. FAA Round Patches - Dark Blue, Gold Embroidery (2) offers.
10. FAA Association car stickers 8 off, \$1.50 ea.

Contact Trevor on (07) 54 993809 to place your orders!

Latest update on the Christmas Dinner - we've just reached the 40+ mark. If you can make it, it will be a pleasant evening.

Thanks again from both of us for cards, phone calls and visits to Marian. she's fighting hard!

Time's run out on me, so best wishes to everyone for Christmas and New Year from us and all of the Executive Committee.

*Barry Lister, President.*

P.S. Trevor Cleary (ex CPO Vict.) and 'Jaffa' Robinson have recently attended the Rugby Reunion at Albatross. Trevor has written to Capt. Geoff Cole - CO of Albatross - to request that the Rugby Field at Albatross be named in honour of the late CPO 'Bluey Guild'. 'Bluey' was a great sportsman and an inspiration for all sportsmen in the RAN. Many people who have heard of Trevor's suggestion support it fully.

I've been spending a lot of time at Nambour and Royal Brisbane hospitals over the last 5 weeks - Marian is being treated for breast cancer which got to the brain and virtually stopped her walking ability. The good news is that her radiation treatment finishes next Monday (20th October) and she is having hormone treatment to attack the prime cancer. She should be home on Monday night for some R & R and back for more hormone treatment after a month. Both of us wish to thank everyone for their strong support, cards and calls etc. Marian's visiting list has been pretty large. Both hospitals reckoned they'd need a special flower room to manage the array! Marian is in good spirits, very positive and the specialists are positive towards results of the treatment.

My office staff have been terrific and manage very well and Mick Blair and Dulcie have made their home available which has been a great help for my travelling. Thanks to Alan and Judy Arnell, Ian and Florence Henderson and others for offers of accommodation.

We had a good day at the Carlton United Brewery on 14 September with a turnout of 55. The organiser (Tour Manager) gave up his Sunday to come in and personally serve lunch to us. The bar was open for quite a while for free sampling of the various beers and Guinness. The Brewery donated a nice gift pack for our raffle - won by Bernice Groom who looks very well and in good spirits. It was good to see some new members there as well.

We are delighted to have Max (Tug) Wilson and his charming wife up in the locality at Kilcoy - Tug is always good at getting us all laughing, particularly when Trevor Bolitho is there as well (and Max Gant).

Ian H is about to take off with 4WD and caravan for a trial run. Florence finishes work next week. Ian will formally resign as Treasurer at the AGM. Al Smith has resigned from the Committee due to health reasons. Thanks for your support Al and we all hope you get well ASAP. Bob Witt has volunteered to stand in provisionally until formal elections in March. Thanks Bob.

Most of you will be aware of the new Australian Active Service Medal announced recently by Bronwyn Bishop. However, at this stage the FESR period has been left out again.

Ron Baxter has sent an excellent letter to the PM. Ron tells me that one of our Senior Admirals has an appointment with Bronwyn Bishop before the end of October and that the head of the Naval Association is to meet with the PM as well to press the point. We went to the Gala Ball celebrating 40 years of Malayan Independence and I met the Malayan Ambassador - a lady - and spoke about their Memorial, HMAS Melbourne etc and the '56 - '60 trips, but she really didn't know what I was talking about. I realised that she may not have been born then - or only just - so changed the subject. We had a nice evening compliments of Paul Everingham - thanks Paul.

Had a phone call from Barrie Lovett (Townsville) last week wishing Marian well. Barrie will join Mick Blair and myself in doing the Wessex Presentation at the big reunion. Jock Collins and Paul Hamon are doing the Tracker Presentation. Jock and Margaret have been travelling round the Centre and Darwin and other parts. I think they're glad to be back.

Arthur Johnson called in to the hospital on Friday (17th) en route from Townsville to a Mercury Convention at the Gold Coast. He flew the CT4 on the RAAF Celebration Tour finishing in Broome then sold it on return almost the same day. Arthur still has the 'Series' undergoing full overhaul. He tells me the Mystic Sands Golf Course is in excellent shape and it is now 18 holes. If anybody is up that way - 50 kilometres north of Townsville near Rollingstone - go and have a game. Nice clubhouse, pool etc.

Arthur reckons he's now in 1/2 share (?) with a colleague in a Winjeel - bought at the last auction recently. Sounds like fun.

I did my Biannual Flight Review a couple of weeks ago - 3.1/2 hours ground work to try and catch up with the ever changing regulations. The flying side was the 'easy' part though I was subjected to a take-off and landing with 90 degree x 20 knot crosswind - everything was on the edge a couple of times!

Had a call from John (Donkey) Bray the other day - on the 20th October it is 50 years since he joined the FAA. He says he won the championship of the cooking contest at Noosa Show recently. As I remarked in the last Newsletter - that reminded me of Russ Ames who wanted to be in the electrical branch and spent his time as a cook! Good one John.

Ken Hegarty phoned as well from Sydney to give best wishes re Marian - seen him once and spoken twice after 30 or so years. Thanks Ken and Claire. Looking forward to seeing you in '98.

At our last BBQ at Slaughter Falls, Eric Cottrell turned up without Noel Fischer - Noel drove to Eric's and as he turned into the driveway (or thereabouts) the suspension fell apart! So Noel didn't make it but sure was lucky it didn't happen before or after.

I spent yesterday as 'Mrs Mopps' at home - mop in one hand, vacuum in t'other, dustpan and brush in left foot and 'Magicked' the house, ready for M's arrival home. I now find they're keeping her in for another week or so for further treatment to improve her walking ability - ah well - the house looks a lot better now. Bob Brown gave me a photo of the 'Sydney' and 'Melbourne' which I've had reproduced and I'm sending it to Slipstream (Bob) to put in when suitable. We don't know the date but I assume it might have been in '56. Anyone know for sure?

Ron Forrest sent me an account of an incident at RANAS. I've sent it to the Editor for inclusion in Slipstream. Thanks, Ron. I had lost track of it for a while - it was buried at the bottom of my 'in' tray!

*Barry Lister*

# Obituaries

## **EDWARD CHARLES BRODIE**

**01-07-1923 — 24-04-1997**

Ted joined the Royal Navy 7th September 1942 R.N. Barrack Lee-on-Solent. His training as an observer was on Walrus-Swordfish, Lysanders, Albatross and Anson A/C at Arbroath Scotland. He then joined his pilot and gunner in Leniston Boston U.S.A. to collect their avenger A/C to form what he believed was 857 Squadron.

On their return to U.K. they were transferred to 849 Squadron attached to Coastal Command at St Eval later joining HMS VICTORIOUS with same squadron and was involved in the South East Asia Campaign. The bombing of Palambang, Sumatra oil refineries in January 1945 was on the list.

On arriving in Sydney they left Victorious and spent short periods on HMS SLINGER, HMS UNICORN, HMS FENCER at Ponam Manus before returning to Nowra to join 854 Squadron at close of the war.

Ted returned to U.K. in May 1946 on the Athol Castle after he married his wife Tess at Nowra September 1945. She followed him to U.K. in July 1946 on the HMS VICTORIOUS with several hundred brides on board.

They arrived back in Australia March 1949 to live in Sydney.

Tess was a local Nowra girl, her maiden name was Gould.

John Hunter.

## **COMMANDER**

**BARRY JOHN BROMFIELD,**

Barry was born on 4 November 1945 and joined the Navy as a Naval Airman in June 1966. Within 2 years he was selected for aircrew training as an Observer and he spent the majority of his career flying Tracker aircraft on board HMAS Melbourne and at ALBATROSS. He was famous on board for his humorous comments regarding visiting US Navy pilots coming into land on the relative 'postage stamp' size flight deck of Melbourne and took part in an amusing film on the subject.

Later, he kept us all from going insane at DNAP in Navy Office, such was his great sense of humour.

Few would know that Barry was a dedicated Scout master for 10 years.

He reached the height of his career when posted to ALBATROSS as the Executive Officer, before retiring 2 years later in 1993.

Barry died on 30 December after a long illness, and is survived by his wife Christine and son Matthew; the echo of "CARN THE PIES", and a great many friends forged from 27 years of Naval life.

## **LIEUTENANT-COMMANDER**

**R.B. LUNBERG RN (Rtd)**

A note from his wife Isobelle advised that Ron had died in October 1997 at Lee-on-Solent, after a long illness. He formed No.817 Firefly Squadron at St. Merry in 1950. 817 was part of 21st Carrier Air Group destined for HMAS SYDNEY. The Air Group Commander was Lieutenant-Commander T.W. Harrington DSC RN and the C.O. of the Sea Fury Squadron Lieutenant-Commander J. Appleby R.N. Also both deceased.

Ron commanded 817 Squadron during the Korean War after which he returned to UK.

He was in 810 Swordfish Squadron during the war operating from HMS ILLUSTRIOUS in the Mediterranean. At one stage in 1942 his Squadron, 810 and my Squadron, 827, with Albacores were at Lee-on-Solent together. Both Squadrons there re-equipped with BARRACUDAS.

J.A. Gledhill

## **FORMER LEADING AIRMAN**

**PHILLIP THOMAS GRAY 'Batsie' LEE**

Joined the RAN from Wynyard, Tasmania in December 1949. Retiring to Nowra in February 1972 after completing 22 years and 43 days service.

Served in Firefly Squadrons on HMAS SYDNEY during Monte Bello and Coronation Cruises. Later sailed in HMAS VENGEANCE to the U.K. Returning in HMAS MELBOURNE. While in the U.K. he joined 817 Squadron (Gannets) at HMS CONDOR, Arbroath, Scotland. Then followed two years on 805 Squadron (Sea Venoms) and later two years on Trackers when they were introduced in the RAN - serving both at HMAS ALBATROSS and in HMAS MELBOURNE.

'Batsie' is survived by wife Iris and sons Clifford and Phillip.

**ALL EVENTS  
SHOULD BE PAID  
FOR IN FULL BY  
SEPTEMBER 1998**

*Golden Jubilee  
Reunion 1998  
Nowra NSW*

**INVITATION TO REGISTER  
& PAYMENT OF EVENTS**

The first 500 registration forms will be allocated a number for a free entry into our raffle, for a nostalgic 30 minute flight in our resident Lear Jet for a family of five over the South Coast. Please assist the Committee by registering early.

**Registration Fee \$35.00 (Family or Single)**

**REGISTRATION DETAILS**

SURNAME: .....

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POSTAL ADDRESS: .....

TELEPHONE CONTACTS: PH: .....

FAX: ..... EMAIL: .....

ACCOMPANYING PERSONS:

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FIRST NAME: .....

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PAYMENT METHOD:

CHEQUE/MONEY ORDER or CREDIT CARD  
Please circle)

VISA ..... BANKCARD ..... MASTERCARD .....

CARD NUMBER: ..... / ..... / .....

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NAME ON CARD: .....

TOTAL TO PAY \$ .....

SIGNATURE: .....

Instalments can be made of \$10.00 per month if required.

Please fax to (02) 4421 1999, or mail to

**The Secretary, FAA 1998 Reunion,  
PO Box A15, Naval PO, Nowra NSW 2540**

or Email: [anam@ozemail.com.au](mailto:anam@ozemail.com.au)

*Please make cheque payable to  
'Fleet Air Arm Reunion 98'*

January, 1998 - Slipstream/Fly Navy

<b>REUNION EVENTS COSTINGS</b> (1998 PRICES - PER HEAD)	
<b>EVENT</b>	<b>COSTING</b> \$
Registration	35 (Family)
Cocktail Party	15
Barbeque Lunch	15
Dolphin Watch Cruise	25
Ball	50
Kangaroo Valley Visit & Lunch	30
Barbeque Museum	18
Bowls	20
Raceday	10
Golf	20
Sydney Tour/Lunch	40
Raffle (10 Tickets)	20
<b>TOTAL (SUB) \$</b>	
<b>TO PAY - TOTAL \$</b>	

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# HMAS ALBATRO

BY THE AUSTRALIAN NAVAL AVIATION MUSEUM



Aeropostal Squirrel  
(1884-Current)



Westland  
(186)



Supermarine Sea Otter  
(1948-1961)



Douglas Dakota  
(1949-1978)



Aeronautic Macchi  
(1968-1988)



Hawtield  
(1888-1978)



De Havilland Sea Venom  
(1955-1978)



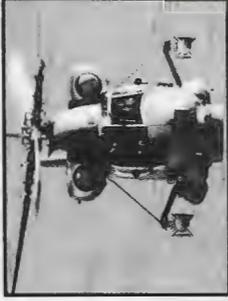
Boeing Stearman  
(1918-Current)



Aeropostal Squirrel  
(1884-Current)



Supermarine Sea Otter  
(1948-1961)



Kaman Super Sea Sprite  
(1988)



Bristol Sycamore  
(1858-1984)



Fairey Firefly  
(1948-1988)



Hawker Sea Fury  
(1948-1982)



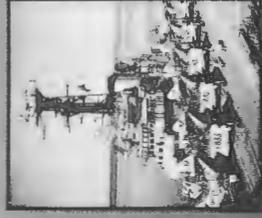
Fairey Firefly Trainer  
(1948-1988)



Auster Autocar  
(1953-1988)



Aeropostal Squirrel  
(1884-Current)



De Havilland Tiger Moth  
(1948-1968)



Sea Vampire  
(1970)

Sea Vampire  
(1970)