



# SLIPSTREAM

Volume 9, Number 3

JULY, 1998

The Quarterly Journal of the Fleet Air Arm Association of Australia,



## Admiral Sir Victor Smith AC KBE CB DSC RAN Rtd 1913 – 1998



We are saddened to hear of the death of our patron, Sir Victor Smith, who passed away in Canberra on 10 July 1998 after a prolonged illness.

The last issue of this journal covered, albeit briefly, the naval career of this man who so many held in high esteem. General Peter Gratton AC OBE, once wrote that when he served under Sir Victor as staff officer that, *'the Australian Defence Force had as its most senior officer a man of rare distinction and ability, modest and underspoken, yet with a commanding presence and manner, a warm personality and a keen sense of humour'*.

'VAT', as he was affectionately known, had a great love for the Senior Service. In recent correspondence he said, *'one of the most fortunate things I ever did was to enter the RAN, plus later involvement with the Fleet Air Arm. I was enabled to meet people and to make friends of the highest quality'*.

Sir Victor will be missed by the many people who served with him over the years. We are richer for having known him and the poorer at his passing.

On behalf of the Fleet Air Arm Association, I extend our condolences to Lady Smith and family.

Editor

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# FLY NAVY



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Foundation of the Australian Naval Aviation Museum Foundation

# R.I.P. - VALE

## JOHN HERMAN

Redcliffe & Bayside Herald,  
Wednesday May 6, 1998



A wide circle including Lions throughout south-east Queensland are mourning the sudden death of their District Governor John Herman, of Margate, on April 17, aged 64.

Born at Sandgate and educated at Petrie, Caboolture and Brisbane, he started work as an apprentice for McDonnell and East.

He joined the RAN Fleet Air Arm at 18, became a qualified parachute maker and packer, gained his wings and served on HMAS *Sydney*, *Melbourne* and *Vengeance*.

A keen orchid grower and dedicated member of Redcliffe City Lions Club, he received many awards before becoming Governor of District 201Q3 in July last year, covering from the Brisbane River north to Mooloolah Valley/Kawana Waters and west to Quilpie.

John and his wife Ronda were married for 42 years. He is survived by Ronda, twins Kym (Mrs Elder, Bracken Ridge) and Daryl (Perth), and five grandchildren.

## LIEUTENANT COMMANDER

### Donald Frank Farquharson OBE RN

In 1950 he converted to helicopters, serving with 848 Squadron on HMS *INDOMITABLE* in 1952.

He graduated from the Central Flying School as an instructor prior to converting to SYCAMORES at Bristol Aeroplane Company, Helicopter Division.

Shortly after his conversions, he was appointed as an exchange officer to the Royal Australian Navy in 1953, sailing out from UK with their initial batch of SYCAMORE helicopters. Whilst on service with the Australians, he was promoted to Lieutenant Commander and subsequently awarded the OBE for outstanding flying during the 1954 Maitland Floods.

### W.A. DIVISION

Leon Penn • March, 1998

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### N.S.W. DIVISION

Val Molyneux • April, 1998

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### N.S.W. DIVISION

Jack 'Cuddles' Cuneen

10th July, 1998

# STOP PRESS

## 'Nifty Nev' Russell in Berry Hospital

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Since forwarding the info on Mike Astbury, he had to be readmitted and underwent surgery for a brain haemorrhage. We were very relieved that he recovered well from this surgery and is again home, where he will be off golf for a few weeks.

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## MEMBERS REGISTERED FOR THE GOLDEN JUBILEE BALL

The Committee regretfully advises that the cost of tickets for the Golden Jubilee Ball to be held at Worrigeer House on 30 October during the Jubilee Program has increased from \$50 to \$60 each.

The cost increase is due to the need to hire a very large marquee to increase the capacity of the venue to accommodate the 900 plus guests who wish to attend. To avoid an even higher cost increase, the messes onboard ALBATROSS and the Committee have each contributed a subsidy of \$500.

The AFAAA has been allocated about 450 tickets and ALBATROSS messes collectively the same number. Currently all available tickets have been taken up and reserve lists are in operation. We have tried for a greater allocation.

The cost of \$50 for the Cabaret Ball was predicated on the event being held in one of the hangars at ALBATROSS which all would agree as being very appropriate. Because of a number of operational factors, a hangar is not available and this has led to a search of all possible venues in the area. None is big enough to accommodate an event of this size. The only other solution was to have two separate balls but after very serious thought and some investigation, your Committee decided against this option for three main reasons:

- attendance numbers would still have to be restricted;
- extra costs would arise from band etc. hire, and
- for the AFAAA to separate from the Jubilee Ball and from those presently serving would not be consistent with the collegiate spirit of the Jubilee.

We realise of course that the cost increase will be very inconvenient to most, especially considering the cost of travel and accommodation that returning re-unioners have to meet. We will understand it if some wish to cancel their Ball registration and opt for a refund of the \$50 if already paid. If this is what you wish, we would be grateful if you would let us know as early as possible so that we can re-allocate the tickets to someone on the reserve list.

The event will be the largest of its kind conducted on the South Coast for many years and will be a memorable occasion. The dinner menu is excellent, there will be two Navy bands and an allowance of \$8 is included in the ticket cost for table wine. Most of us would not likely have attended an event like this for a very long time. The venue is very good for a great party among old and new friends with very common backgrounds and interests.

# President's Report

We receive a considerable amount of mail in the National Office from the Department of Veterans' Affairs which, along with their monthly newspaper, promulgates a considerable amount of information on changes to veterans' entitlements. Much of this, such as the recent announcement of extending the Gold Card which is an entitlement to comprehensive health cover, applies to WW2 veterans and those already receiving some form of compensation from the Department. But much of it also applies to veterans of Korea, Vietnam and other qualifying service. The point I wish to make here is that many of us tend not to take up an entitlement because either we do not perceive we have an entitlement or we are unaware of a change in compensation benefits.

It is often very difficult both to establish entitlement and to inform people with entitlements of changes and often people forego a benefit because they are unaware of their eligibility. The larger ex-service organisations such as the RSL, Legacy, the RDFWA and the Vietnam Veterans Association of Australia have very good welfare networks of hardworking welfare and pensions officers who keep up to date and advise members on their entitlements or whether they have a particular entitlement to a veteran benefit. Our Association is not able to assist members in this regard since we do not have a network of advisers, but if you believe you may have an entitlement to a veteran benefit and you have no other access to advice, let me know and I will try to assist you to access the right advice.

A recent Federal Government Budget initiative promulgated by the Department was the change to the Commonwealth Seniors' Health Card. There are more generous and simplified rules applying to eligibility relating to the income test. The income limits will almost be doubled from \$21,320 to \$40,000 for a single person and from \$35,620 to \$66,825 for a couple. The Commonwealth Seniors' Health Card provides holders with access to pharmaceuticals at the concessional cost of \$3.20 a prescription under the Pharmaceuticals Benefits Scheme, so it is a benefit worth having for those who fulfil the entitlement provisions. Check your entitlement with the State office of the Department of the Veterans' Affairs.

We have recently received a copy of the Department's report on the Morbidity of Vietnam Veterans, which might be of interest to our VV members. The report is a comprehensive analysis of self-reported medical histories of VVs and compares these with general community health standards. Copies are available from the Department at a cost of \$24.95, the Executive Summary is available free by contacting Stephen Medza (02) 6289 6390.

While still on Vietnam veterans, a letter has been received from the Australian War Memorial seeking to make contact with those who served in the RANHFV contingents. The Memorial is especially interested in obtaining copies of relevant extracts from flying log books and like information to compile a record of the RANHFVs operations. This might also result in the acquisition of an aircraft to put on display in the Memorial. We should encourage this but we need more detail of the Memorial's ambitions and objectives so we can respond more usefully. Former RANHFV members will be contacted separately.

Now some words on the Reunion. Elsewhere in this edition is an update from the 50th Anniversary Committee on the status of arrangements, so I will not repeat that but I should make the following points:

- the success of the raffle is critical to the provision of free transport to/from the Reunion events; please support it, raffle books are available from your Division's secretary or from the Museum at Nowra.
- we need volunteers during the Reunion period to assist with setting up venues and squaring away after events; the more volunteers the less effort required from each. Please let your Division secretary know if you are a volunteer to assist, we here would be most grateful for your support.
- support the Reunion by coming and by letting others know about it, its success as with any reunion depends on the number of former colleagues and friends who attend. Don't be put off by the inevitable cynical few who might badmouth it for whatever reason.

The Chief of Navy, Vice Admiral Don Chalmers, has received responses from his invitations to the USN, the RN, the RCN and others to participate in the Golden Jubilee events. The CNS of the RN is to be represented by a former Flag Officer Naval Air Command but is not able to provide any representation by aircraft or ships. The USN's Chief of Naval Operations is keen for the USN to be represented and has tasked CINCPACFLEET to plan for this. The Canadian Armed Forces are not able to send representation. In today's financial climate in which most defence forces are short of resources, none of this is surprising but we are confident of a good response from Australia's aviation interests.

The Golden Jubilee of the Fleet Air Arm has confirmed an interest in the community of the history of the FAA, many organisations in this area such as PROBUS, LIONS, etc., are seeking presentations on the subject and it may well be that there is an interest in your area. Should you wish to promote any interest in your community on the subject you may need some help with material. At the moment, we here have not the time to help you but you will find the forthcoming 'Flying Stations, The Story of Naval Aviation' a good reference. In the interim, the article appearing in this SLIPSTREAM might help. The public are generally very poorly informed of the present operations of the Fleet Air Arm and after the Reunion we perhaps should aim to improve this situation. SLIPSTREAM itself will feature more on today's operations and life in the FAA.

Finally, I should inform you that our Patron, Admiral Sir Victor Smith, is quite ill in hospital in Canberra. Toz Dadswell is keeping in close touch and has passed on our best wishes for his recovery.

## PLEASE NOTE

**CLOSING DATE FOR COPY  
FOR OCTOBER SLIPSTREAM  
WILL BE**

**14th September, 1998**

# Editorial



It never ceases to amaze me how, after the current issue of Slipstream has been put to bed and having used almost all of the available material, a long drought follows and for about two months nothing happens and then, suddenly with the cut-off date rapidly approaching, new material starts to flow in and your Editor starts to breath more easily. This issue was no exception. Included in this issue is a significant contribution for the Fly Navy component of the journal. I understand there are some members of either the ANAM or the FAAA who find difficulty reconciling the interests of their particular organisation with the interests of the other. The truth of the matter is there is a considerable synergy of the interests of both organisations - after all the museum is a record of naval aviation - as is much of the material which appears in 'Slipstream'.

While much of the feed-back I receive suggests a significant proportion of the membership (well, at least the FAAA component) is, in general, happy with 'Slipstream' content I do believe there is always room for improvement. I am particularly keen that Museum members and sponsors are kept well informed about Museum conservation and display projects. I would suggest the Sopwith Pup full-scale model as a particularly good example of the successful combination of sponsorship dollars and volunteer effort.

The photographs and story appearing elsewhere in this journal fail to adequately describe the amount of skill, attention to detail and dedication the Sopwith Pup project has required of the team members involved and I feel sure both team members and sponsors alike will be more than satisfied with the finished result.

Also in this issue of 'Slipstream' is a comprehensive up-date of Reunion 1998 arrangements. We have included a list of those who have registered to attend the reunion. It was thought that the list would be a useful 'aide memoire' for those attending (the reunion) who, like your Editor, find memory more difficult to access with each passing year. A further up-date will be included in the October issue which we would hope to have in the mail to you no later than the second week in October. That means, contributors, I will need to have your copy by mid-September at the latest.

I suggested above that I am keen to find ways to improve 'Slipstream'. One idea that had occurred to me was a section dealing with modern naval aviation developments. The section could include articles about a number of aspects of naval aviation including tactics, engineering, flying and that sort of thing. Perhaps those Divisions closer to the halls of power might like to take up the suggestion and make it a team effort project - somewhat like the Sopwith Pup project? Four articles a year should not be too difficult!



## FLY NAVY

### From the Museum Director

You will be pleased to know that everybody is extremely busy at the Museum - staff, volunteers, community service and our Work for the Dole team. Don Parkinson has touched on some activities in the hangar but administration progress is also being achieved - despite the odds.

#### "Flying Stations" - A story of Australian Naval Aviation

The final proofreading and word check was accomplished by Neil, Max and I on time and the design of the book has been completed. All is now on track to publish the book on time for the Reunion. The plan has always been to have the books delivered to the Museum by the latest, end of September - that target will be achieved.

It is our intention to post books out to those who have requested them after the Reunion. I am hoping that the majority of orders can be collected during the Reunion period, and postage donated to the Museum - we need all the help we can get.

Because we do not have an Author, the books cannot be signed as such. Should recipients wish a signature at the front of the book, one of the committee members will be happy to oblige at registration and collection of book. All books will be numbered as promised and the first 500 will be entered into the draw for a courtesy Pel-Air lear jet flight around the South Coast at a date to be confirmed.

We have pre-sold 600 books - financial break even point for the Museum is to sell 1250 books. Please assist us in this worthwhile cause and order your book early, and also enjoy a 20% pre-order discount. The book will be launched at the Reunion at a retail price of \$55 per copy.

#### The Reunion

The Reunion is keeping us extremely busy with bookings and organisational activities. Please bear in mind this reunion is being organised by a committee of volunteers but the administration is being conducted by Museum staff. Their time is paid for jointly (50-50 basis) by the Committee and the Museum Foundation. They are expert computer database operators but the task is daunting and mistakes can happen.

I thought it might be useful to detail Reunion events that are being hosted by the Museum:

**Registration:** Being held on most days; initially in the Function Centre (upstairs) first three days, thereafter in the entry foyer (shop). We are expecting 1500 families to register in total and it will therefore save us all the last minute rush if registration and programme event bookings are made before arrival.

#### Bar:

We intend to operate a bar as follows:

Wednesday 28 October:	1200-1700
Thursday 29 October:	1200-1700 1830-2000 (closed Cocktail Party) 2000-2300
Friday 30 October:	1200-2000
Saturday 31 October:	1200-2300
Sunday 01 November:	1630-1900
Monday 02 November:	1200-1500

**Cocktail Party Thursday 29 October** - This is a Navy sponsored event and they have kindly agreed to a limit of 1000 FAA guests. The following programme is looking firmer:

- 1800: RAN hosts muster at the Museum;
- 1830: Guests arrive - us. Drinks and cocktail food in the hangar;
- 2000: Beat retreat on hardstanding adjacent to Museum (wet weather routine inside);
- 2030 Fork supper served in the Function Centre at \$6 per plate.

BBQ - Friday 30 October Lunchtime (1200 A/R) - The event will be staged downstairs on the lawns if fair weather, inside the Museum hangar if wet. We have been fortunate that the Wardroom have loaned us their marquee which will be situated adjacent to the childrens playground on the airfield side of the Museum and will form the focus of Museum/FAAA activities. At the current rate of booking we anticipate that 1000 guests will be attending each BBQ.

Friday 30 October - Ball Alternative - We intend to keep the Museum open until 2000 for those who are not going to the ball and wish to linger. We will have supper available (sloppy dish) for \$6.00, and transport home on completion.

BBQ - Saturday 31 October Dinner (1900-2300) - As you may have realised this is being held on Halloween night. We have therefore booked a disco and intend entering into the spirit of the theme. Come prepared - even wear fancy dress if you wish!

#### History Review

This review will be performed at the southern end (golf course end) of the Museum and is designed to proceed through our history - each FAA Division covering a specific area of history - as a precursor to launching our history book "Flying Stations" - a story of Australian Naval Aviation.

#### Our Books

"Flying Stations" will be on sale and ready for collection at the registration point and in the shop. It will also be on sale at the War Memorial.

"HMAS ALBATROSS - a collection of memories", will be marketed for Christmas to ensure there is no competition to selling "Flying Stations" !

#### Air Day - 01 November

This is an RAN sponsored event to be held on Sunday 01 November from 1000 to 1630 (approximate times at this stage).

ALBATROSS have a committee working hard to ensure that this Air Day will be a most memorable occasion and will undoubtedly be the most significant event to be held on the South Coast for years to come.

Details known to date:

Free entry.

Display line will be orientated along 03/21 runway. Take off and landings will be conducted on 26/08. This arrangement is to ensure maximum public exposure; provide 03/21 for large aircraft static display (767 and Nimrods etc); ensure visitors to the Museum get exposure to the flying display and, to keep all operational (participating) aircraft at 'J' hangar dispersal - away from visitors.

Car parking will be on 'AJAAS' oval and surrounding areas and entry to the Air Day will be through the Museum car park. There will be no parking in the Museum car park under any circumstances due to other activities. I understand that special arrangements will be made for handicapped visitors.

The program has not yet been formulated but we do know there will be an international cast.

#### Museum Routine During Air Day

There will be free entry to the Museum for all visitors. A marquee will be erected in the Museum grounds throughout the reunion and can be used on Air day as an FAAA viewing area. The bar will not be open until after flying - approximately 1630.

#### 50th Anniversary Monument

Max Altham and Neil Ralph have been extremely busy putting the garden and monument together in the Museum car park to commemorate the 50th Anniversary of HMAS ALBATROSS and the Fleet Air Arm. The ceremony will commence in the Museum car park at 0830 and will be over in good time to enjoy a hearty breakfast in the Museum before the Air day commences (cost is minimal).

Monday 2 November - The Museum will be back to normal business routine - opening at 1000. Any offers to assist us clean up after the reunion will be most welcome.

The History of HMAS ALBATROSS - We intend to publish a serialised history of HMAS ALBATROSS; the ship and the base at Nowra. The history of the ship is featured in this issue of Slipstream - HISTORY OF HMAS ALBATROSS - PART ONE

Mike Lehan

## CHAPTER 1

### HMAS ALBATROSS - THE SEAPLANE CARRIER

The first ship to bear the name HMAS *Albatross* was a Seaplane Carrier of 4,800 tons. On 10 June 1925 the Australian Government announced plans to build the ship at Cockatoo Island, Sydney. *Albatross* was the first ship to be laid down and completed as a seaplane carrier by any British or Dominion Navy. *Albatross* was designed around a large hangar, which was divided into three bays and ran almost half the length of the ship. Above the hangar was the flight deck with the catapult (which was not fitted until 1936) and three large electric cranes. These cranes were designed to assist in handling the aircraft whilst on deck, as well as lifting the aircraft into and out of the water. Surrounding the hangars were the aircraft workshops, ship's company cafeterias and other amenities. The majority of the accommodation and administrative offices were located in the aft section of the ship. She was to have a ships complement of 450 officers and men, including 6 resident officers and 24 other ranks from the RAAF. Unfortunately, the ship was not fitted with a catapult and aircraft operations were therefore restricted to sheltered waters to enable the frail Seagull III amphibians the opportunity to water taxi and take off from

relatively calm seas. Once the design work had been finalised, steel plates were cut and sections were shipped from the UK to Australia. After sufficient drawings and sections had arrived at Cockatoo Island the keel to Ship No 106 was laid, on 16 April 1926 and construction of *Albatross* began in earnest. Whilst under construction controversy once again surrounded *Albatross*, because a large number of the ship's fittings were being procured in the United Kingdom as opposed to being purchased from Australian sources. The major exception to this were the engines which were built at Cockatoo Island. The Government's response to this criticism was to claim that items being obtained from the UK were specialised fittings for naval vessels and could not be obtained from Australian sources. Despite the paper war that was raging around her, work on the ship progressed steadily until finally on Thursday 23 February 1928, the day after Bert Hinkler completed the first solo flight from England to Australia, the largest warship to have been built in Australia was launched by the wife of the Governor General. 'I name this ship *Albatross*', declared Lady Stonehaven. 'I am proud that she is the result of Australian

workmanship and I congratulate those who have so faithfully and skilfully constructed her. May she prove a valuable addition to the Royal Australian Navy'. The Sydney Mail reported that *Albatross* glided down the ways in a stately fashion to the accompaniment of cheers by the large crowd of spectators, and the strains of Advance Australia Fair played by the naval band. Shortly after the ship was launched fitting out commenced and on 4 November 1928 she sailed for trials. By the time the gunnery trials were completed *Albatross* had used up the last of the 4.7 inch ammunition in Australia. Final acceptance trials for the ship commenced on 16 November and continued through until 21 December, during which period she exceeded her design speed and reached a maximum 22.87 knots. On completion of her trials *Albatross* returned to Cockatoo Island to have a few minor defects rectified. Whilst still undergoing trials, plans were being made to use *Albatross* and her aircraft to assist in surveys of the Barrier Reef. This proposal, however, did not eventuate as it was overtaken by events when the Government decided to use the ship for the Governor General's tour of the Mandated Territories of New Guinea in late 1929. *Albatross* was selected for this role because of her size and the availability of her aircraft. HMAS *Albatross* was finally commissioned into the Royal Australian Navy on 23 January 1929, under the command of Captain Denham M Bedford RN. The majority of his crew were obtained from HMAS *Brisbane*, which was being paid-off. Within a fortnight of commissioning, *Albatross* sailed on her maiden summer cruise to Hobart where she took part in the annual regatta. After spending two weeks in Hobart she sailed north for Port Phillip Bay where aircraft stores and personnel of 101 Flight RAAF were embarked on 21 February. Four days later six Seagull III's were hoisted on board at Geelong and successfully lowered down into the hangar through the 41' x 20' hatch for the first time. On 25 February, with the conclusion of a two week visit to Melbourne, *Albatross* sailed for the Jervis Bay exercise area to commence her work up period. Included in this work up were gunnery, aircraft, shiphandling and seamanship exercises. These duties were brought to a spectacular finish with a night time flotilla attack on *Albatross* by the destroyers of the Australian Squadron. With the exercises completed *Albatross* returned to Sydney. Whilst *Albatross'* ships company were preparing for their short but well earned leave, another group of Australians were about to set in motion the train of events that would lead to one of the most controversial episodes of Australian aviation history. On 30 March 1929, Charles Kingsford Smith, accompanied by Charles Ulm as co-pilot, M A Litchfield as navigator and Left H McWilliams as radio operator, took off from Richmond aerodrome on the first leg of a flight to the United Kingdom. Shortly after take-off the aircraft lost its long-wave aerial, which prevented the Southern Cross from receiving any radio messages. After being told of the loss, Smithy decided to continue on to Wyndham but had no way of knowing that they were flying into a dust storm. Once in the dust storm, visibility was reduced to zero and it wasn't long before the Southern Cross veered off course and eventually passed to the north of Wyndham. The first group of buildings sighted by the Southern Cross' crew was Drysdale Mission Station, located north-west of Wynham. After sighting the buildings, the Southern Cross circled overhead and a message was dropped requesting the direction to Wyndham. Unfortunately, the mission staff did not notice the message and indicated the direction to the nearest landing field, which was south-west of the mission. Smithy headed in this direction until they reached the Port George Mission. From the mission staff Smithy learnt that Wyndham was located approximately due east and

headed in that direction. After travelling approximately one-third of the distance to Wyndham, Smithy decided to return to Port George Mission as he had insufficient fuel to reach Wyndham. The Southern Cross never reached Port George Mission. The last contact with the Southern Cross, on 31 March, was an abruptly ending radio message: "Hopelessly lost in dense bush, faced with landing in a place we believe to be 150 miles from Wyndham in rotten country ..." By 6 April 1929, the anxiety over the loss of the Southern Cross had reached the highest levels of Government with enquiries being made as to the availability of *Albatross* to assist in the search. However, the ship was undergoing a maintenance period at Garden Island and was not capable of proceeding to sea. As well as having diesels and other pieces of machinery dismantled a large number of her crew had gone on leave and others were preparing to go. On 10 April, the Naval Board signalled that HMAS *Albatross* was to be made ready for proceeding to the north-west of Australia to assist in searching for the Southern Cross. Upon receipt of this signal all personnel were recalled from leave, the short fall in the ship's company was to be made up by borrowing personnel from HMAS PENGUIN. After taking on extra fuel and provisions *Albatross* sailed for the search area on 12 April. Roughly six hours after she sailed *Albatross* received advice that the Southern Cross had been located and she was to return to Sydney at her economical speed. On return to Sydney *Albatross* reverted to the normal peace-time routine of exercises and maintenance. In late May, 1929, *Albatross* joined other ships of the Australian Squadron in exercises with ships of the New Zealand Division of the Royal Navy. After the exercises were completed the ships anchored in Hervey Bay where the RAAF provided some light entertainment for the sailors in the form of a seaplane race across the ship's stem. After these exercises *Albatross* returned to Sydney where preparations were made to embark the Governor General and his party for their tour of New Guinea and the Mandated Territories. Prior to departing on the Vice-Regal Tour *Albatross* embarked a Wackett Widgeon seaplane for tropical trials, in addition to her Seagull III's. His Excellency the Governor General, Lord Stonehaven and his wife joined *Albatross* prior the ship sailing for New Guinea on 10 July 1929. The first port of call on the cruise was Rabaul on 15 July which proved to be extremely successful. On 8 August, a service and parade was held at Rabaul to commemorate the 15th Anniversary of the capture of the town by the RAN in 1914. The ship was spectacularly illuminated at night which drew a very good response from the locals, who declared it to be the high point of the visit. The cruise was lauded by the Australian newspapers as the most successful flag showing for many years. On completion of the cruise *Albatross* returned to Sydney via Thursday Island, Cooktown and Brisbane. Lord Stonehaven addressed the ships company and thanked them for their hard work and complemented them on the high standard of seamanship throughout the entire cruise. A cruise that was the first overseas demonstration of air capability by the RAN. After her return to Sydney, questions were asked in Parliament as to the cost of the cruise. These were answered by the Government claiming that there were no additional costs involved in having the Governor General go on the cruise as the ship was programmed to go to New Guinea anyway. With the Vice-Regal Tour completed *Albatross* once again settled into the routine of a peace-time Navy. Her next major voyage was to Hobart in January 1930, for the annual Kingston regatta. Whilst in Hobart, *Albatross'* aircraft gave an impressive display of low level flying and bombing and she combined with HMAS *Australia* to give the citizens of Hobart a searchlight spectacular. After acting as flagship for the Kingston regatta, *Albatross* joined the other ships of the Squadron in North-West Bay on 24 February. Towards the end of the 1930 Summer

Cruise the first fatal accident involving one of *Albatross*' aircraft occurred. On 19 March, whilst observing the fall of shot from HMAS *Australia*, Seagull No 9-4 crashed into the water killing A/Leading Telegraphist Donald McGowan. For the remainder of the year *Albatross* continued to exercise with the ships of the Australian Squadron. During one of the regular maintenance periods between exercises a blast shield was fitted between X and Y gun mounts on the ship's stern. As 1930 drew to a close the effects of the World Depression were beginning to be felt throughout Australia and in particular by the RAN. The operational strength of the RAN was being reduced to HMA Ships *Australia*, *Canberra*, *Albatross* and one S Class destroyer, with total manpower reducing to 3250. During 1931, both Naval and Air Force officials began to recognise the unsuitability of the Seagull III for operational work with *Albatross*. An illustration of the poor performance of the aircraft was given by a letter from the Rear Admiral Commanding HM Australian Squadron, dated 18 February 1931, "On 10 February, A9-5 in good flying condition failed to climb above 300 feet and lost height continuously" in an attempt to solve this problem various proposals were put forward. These included; equipping four Westland Wapiti aircraft with folding wings and floats, or procuring new Fairey III F Float planes. Both proposals failed to eventuate and the RAAF began to formulate plans to design and acquire new aircraft. These aircraft were eventually to materialise as the Seagull V, or as it was known by the RN, the Walrus. In the immediate future, however, the aircraft complement was decrease to four. The aircraft on board *Albatross* were operated and maintained by the RAAF. Sergeant W J Symons (later Sqn Ldr William Joseph Symons MBE RAAF) who was on the strength of No 3 Squadron, RAAF at Richmond was posted to No 101 (Seaplane) Flight and was embarked on the seaplane carrier, HMAS *Albatross* servicing the flight's Supermarine Seagull Mk III aircraft. In 1930 he was attached to HMAS *Australia* on which he visited New Guinea and the Solomon Islands. He was posted back to No 101 Flight, Richmond on 11 January 1932. He had this to say about life on board:

'I had a couple of years on the *Albatross*. 1931-32 I think it was but I know I was on it when they opened the Sydney Harbour bridge in 1932. I had some funny things happen to me on the *Albatross*. In Port Jackson they used to do what they called a 'wind speed and direction' exercise early in the morning. So we got this machine up and spread the wings. We had to fix a couple of containers under the wing on each side holding stannic chloride which, as soon as it reaches the air, goes into a big white cloud. We had a bloke we used to call Phar Lap, a big tall bloke who was in the habit of looking down at people and his eyes were always half-closed, you see. He was doing the fixing and old Knox-Knight the RAAF pilot was in the cockpit. Knox-Knight had a big square jaw and he had his jaw over the edge of the cockpit. He was saying: 'How much longer Mr Graham?' Graham was a real navy type. A lot of these young fellows came on the *Albatross* and they hadn't been on board half an hour and they were 'Aye, Aying Sir' and our (RAAF) blokes used to try and upset them. If they asked one of our fellows where so and so was they'd say, 'He's upstairs somewhere' instead of 'up top' or 'he's over by the railing there.' Anyhow Knox-Knight was saying, 'How much longer, Mr Graham?' When one of these flat-footed matelots came meandering down the deck, half asleep at four o'clock. He got tangled up in the control cables to the stannic chloride containers and pulled the blooming things. Two great white clouds of smoke came out and they were gulped down by the ventilator inlets. They went down like a ghost disappearing into the mess decks. About three minutes later up came a big mob of matelots, in their underpants or nothing on, spitting and coughing. Gee, they were a funny old lot! And

another time they let one of these rocket things go and it went shooting across the deck. It was a funny Air Force in those days! We had a lot of fun on the ship. The thing was that on the *Albatross* you had two sets of rules and regulations - the Navy and the Air Force - and the Navy did everything at the double. You'd see an Air Force chap meandering down the deck and somebody up on the bridge would be singing out: 'Hurry up that man down there !' and he'd just look up and toddle on.'

In June 1931, whilst returning to Sydney from Hobart, *Albatross* called into Jervis Bay to pick-up Mr Francis Chichester who had landed the night before. Mr Chichester had just completed the last leg of his round the world flight. After failing to take-off his aircraft was towed to the Naval college where it was placed on the slipway under RAAF guard. The following day during attempts to hoist the aircraft on board *Albatross*, Mr Chichester's hand was crushed and the top of his middle finger had to be amputated. Once the aircraft was on board *Albatross* sailed for Sydney. HMAS *Albatross* attended the official opening of the Sydney Harbour Bridge 19 March 1932. With the worsening economic climate during 1932 the activities of the Royal Australian Navy were drastically curtailed. Steaming time for the Fleet was reduced, however, *Albatross* did manage to visit Port Kembla in May 1932. The reaction of certain elements of the community to this visit showed the deep divisions that were beginning to occur in Australia. The Labour Daily a local newspaper ran the headlines "Is the Commonwealth Government attempting to terrorise and intimidate citizens by this unusual display of militarism and Naval force." In early 1933 after a very routine period *Albatross* was assigned to the Tasmanian waters with HMA Ships *Australia* and *Canberra*; who by this time were competently operating their own aircraft. The force were tasked to search for missing fishing vessels. *Albatross* returned to Sydney having received notice that she was to be paid off on 20 March, and Commander H L Howden RAN assumed command. On April 4, 1933 notice of HMAS *Albatross* being paid-off was issued.

"It is notified that from 23 March 1933, HMAS ALBATROSS was detached from the command of Rear Admiral Commanding HMA Squadron and placed under the orders of the Captain Superintendent Sydney to be paid-off into E Class reserve on 26 April 1933."

Even though she was paid-off into reserve *Albatross* continued to be used as an operating base for seaplanes visiting Sydney Harbour. As well as providing refuelling and mooring facilities for seaplanes, minor repairs were carried out on board. When *Albatross* was activated to serve as an operating base the majority of personnel serving onboard came from 101 flight at RAAF Base Richmond whilst the RAN provided personnel to operate the cranes. After two years in reserve *Albatross* was again recommissioned to operational status and a rotating aircraft catapult was fitted. Shortly afterwards trials were carried out in Sydney Harbour which was the first time that a catapult had been used as originally conceived. The Seagull V (Walrus) was originally designed to RAAF specifications to operate on *Albatross*. Unfortunately, when the final product arrived it was found that the aircraft was too high to fit into the ships hangar (which had a 16ft clearance). To get around this problem special trolleys were constructed so that the aircraft could be moved around the deck and hangar whilst the undercarriage was retracted. Certain administrative steps had also been taken to assist in recommissioning *Albatross*. The first of these was the addition of a new clause to the 1921 Washington Naval Treaty, which exempted *Albatross* from inclusion into a restricted warship category. The other important step taken was to reorganise 101

## CHAPTER 1

### HMAS ALBATROSS - The Seaplane Carrier, cont'd. . .

Flight into No 5 Squadron RAAF and to establish a new air organisation with *Albatross* as the aircraft carrier. Unfortunately, the work put into bringing the ship into operational status was all in vain as it was later decided to leave her in reserve. Negotiations were commenced with the Royal Navy in 1938 to trade *Albatross* as part payment for the cruiser HMS *Apollo*. Once the Royal Navy had agreed to the transfer *Albatross* was recommissioned 19 April 1938 and handed over. To facilitate the commissioning of *Apollo* as HMAS *Hobart*, the internal administration of *Albatross* was changed to that of a cruiser. Finally, on 11 July 1938 under the command of Captain H G Dyke-Ackland RN, flying a 400ft paying off pendant and escorted by a flight of Seagull V Amphibians, *Albatross* slowly headed down Sydney Harbour bound for the UK. After an interesting trip she berthed alongside *Apollo* at Devonport and transferred ships company. *Albatross* was placed in reserve and her catapult was removed and transferred to the newly commissioned HMAS *Hobart*.

A very good summary of HMAS *Albatross* appeared in the Sunday Mail and it is interesting that comment was made on the problems associated with joint service manning on the ship.

'Few recruits to the Royal Australian Navy had a more varied and interesting career than the seaplane carrier *Albatross*. Aircraft carriers are designed to fly off and land wheeled aircraft. The seaplane carrier, as its name implies, carried float planes and small flying boats in its hangars, and usually dropped them over the side by crane for take-off from the water. Their use was limited because the aircraft carried were, of necessity, small and they could not be used when more than a moderate sea was running. Launching them was hazardous enough, but recovering them in any but a smooth sea was extremely difficult and dangerous because they had to be brought close alongside mother ship so the crane-hook could be attached for hoisting. *Albatross*, a very advanced design for her day, was laid down in 1926 at Cockatoo Dockyard in Sydney Harbour, launched in February 1928 and completed in December of that year. She was designed to provide a floating home for nine seaplanes which could be launched by a raised catapult in the bow or launched overside and retrieved by three large cranes. In fact, during the short time she served with the RAN she never carried more than six aircraft. Unlike modern aircraft carriers she not only carried aircraft, but was a fighting ship. She had four 4.7 inch guns, four three-pounder guns and two two-pounder guns. *Albatross* did, in fact, once sink a ship with her guns. On September 18 1932, on a target shoot, she sent the old collier *Hankow* to the bottom near Darwin. She had a speed of 21 knots and a complement of 450. She cost \$1,200,000, an alarming amount in those depression days and her construction was no small achievement for the young Australian warship-building industry. However, her career in the RAN was as dull as her subsequent life was fascinating. The seaplane carrier was commissioned HMAS *Albatross* and joined the fleet on January 23, 1929. She did a cruise to New Guinea, New Britain and to Hobart but they were her only major exploits before she was decommissioned as an economy measure four years later and laid up. One of the serious mistakes made with *Albatross* was that her aircraft were manned by the RAAF and not by naval crews, and service rivalries and differences made for tremendous difficulties. In 1938 an Australian crew sailed her to Plymouth, England, where she was rather reluctantly accepted by the Royal Navy in part exchange for the cruiser *Hobart*, with which the crew returned to Australia. The Royal Navy could see no real use for *Albatross*, felt it had got the worse of the deal, and laid her up. However, nine months later, in August 1939, HMS *Albatross* was recommissioned and at last began to live'. *Albatross*

was sent to the South Atlantic Station with 6 RN Walrus embarked where she did much valuable work decreasing the threat of German submarines to allied shipping - even without a catapult fitted (one was not to be fitted again until 1941).

Reg Scully was a Royal Marine on HMS *Albatross* and remembers some exciting times and, relative wealth when embarked:

'I joined HMS *Albatross* as a member of a 32 strong detachment in July 1939. At that time *Albatross* was manned mostly by pensioners and reservists who had been recalled during the 1938 crisis and not eligible for sea service. The Captain and several other officers were also on the retired list but elected to remain onboard and sail with the ship. Storing ship had already started, including delivery of our Walrus aircraft and spares, but this was mainly the responsibility of the Air Arm personnel: for all of us it was a very hectic period. After degaussing we spent a couple of days sea trials and eventually sailed on 31 August - destination unknown! The ship had no public address system, bugle calls and pipes were done by 'word of mouth', so on Sunday 3 September, our Captain 'cleared lower deck' to inform us that we were at war and heading for the South Atlantic. I was 'Captain' of the Royal Marine 4.7" gun on the boat deck, the two on the flight deck and the one on the quarter deck were manned by sailors. The guns were unique, and to my knowledge only carried on *Albatross*. We had to start from scratch, but we soon became proficient crews after some practice shoots. I realised, however, having served on three carriers, that the Air Arm would be the main function of the ship. On 8 September we arrived at Freetown, Sierra Leone, once again the Captain addressed us, informing us we would be mainly based at Freetown, flying dawn and dusk patrols protecting the convoys arriving from and to the UK. Mine fields had been laid outside the harbour, which is one of the largest tidal natural harbours in the world, and a swept channel was kept open for the convoys. Our main function was to patrol just outside the swept channel where it was expected that submarines would be lying in wait for stray ships. For the first few weeks the patrols were quiet, but soon enemy action was reported, and reports of supply ships using 'friendly' countries south of Freetown. Armed Merchant ships used as raiders were also reported to be in the area, so we were occasionally called on to be a Depot ship for our submarine operating in the area. We were anchored in the main tidal flow not far from the shore which enabled our aircraft to be launched and recovered against a fairly brisk flow. We also had an aircraft trot (moorings) not far from the ship where we kept about half of our aircraft. Just after arriving at Freetown, my Royal Marine officer informed me that as a candidate for promotion, he was detailing me for duties as Wardroom Attendant, which entailed stewards duties looking after aircrew officers. My two officers were the Squadron Commander, Lieutenant Joe Mansell, the son of an admiral, and the Senior Observer, Lieutenant Buchanan Dunlop, a member of a famous Scottish Whisky Company. Commander Mansell asked me what I knew about a Lewis gun, and being a marksman, he had me attached to the Air Wing because there was a shortage of Air Gunners. Besides the two bombs which the aircraft carried, there was also a Lewis gun mounted in the front and after cockpits: the forward one could be manned by the observer, the other by the air gunner. The other duty of the air gunner was to 'stream' the canvas when going alongside prior to hoisting. The observer secured himself on the wing to secure the hoist wire. This was a pleasant interlude in my service life, especially as it entitled me to extra duty pay of about one Australian dollar a week. As my pay in those days was only the equivalent of A\$3 a week, it was quite a pay rise! Unfortunately, it all ended early 1940 when I was promoted to Corporal and had to resume my gunnery and



1944 she was brought back into service for the invasion of Europe and she was present off the coast of Normandy on D-Day as a repair ship. In fact, she repaired 132 vessels, was hit by shellfire, and on 11 August 1944 was torpedoed off Courseulles. Casualties exceeded 100, with 50 personnel killed. The ship destroyed a Junkers JU88 and two shore batteries. She got back to England, but repairs were not completed when World War II ended, and she was

military duties. Life onboard was very primitive and the climate meant we worked tropical routine - 6am to midday - but managed to get ashore some afternoons for sport. All leave expired at 6pm because the ship was always in short notice for sea.'

HMAS *Albatross* 1 continued - Courtesy Sunday Mail

'Early in 1942 *Albatross* was refitted in the US and then joined a large force of cruisers, the carrier *Formidable* and the battleship *Warspite* for the attack in September on Madagascar that wrested the island from the Vichy French. In that period she served alongside RAN ships, and was escorted from Durban to Madagascar by HMAS *Quickmatch*. In 1943, *Albatross* returned to England and once more was decommissioned. It seemed like the end, but this remarkable ship still had a long way to go. In

again laid up at Falmouth. A year later, she was removed from the Royal Navy list, renamed *Pride of Torquay* and used as a cargo hulk, a fate that usually means the end of a ship's active life. Not *Albatross*. In 1946 she was bought by China Hellenic Lines on the day Prince Charles was born and, in who's honour, she was renamed *Hellenic Prince*. She was rebuilt as a passenger ship, and put on the migrant run to Australia in 1949, when chartered to the International Refugee Organisation she carried over 1,000 displaced persons. She survived until 1954 when finally she made her last voyage to Hong Kong for scrapping.'

The name *Albatross* was not to be used again by the Royal Navy or the Royal Australian Navy until 1948 when the RAN Air Station at Nowra, New South Wales was commissioned HMAS ALBATROSS.

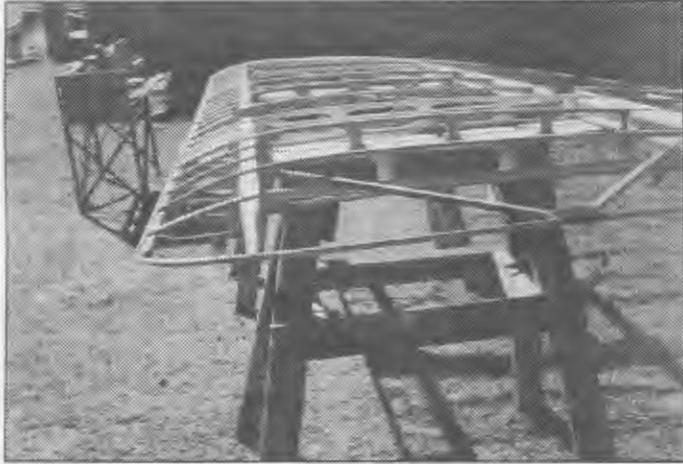
## LIST OF COMMANDING OFFICERS OF HMAS ALBATROSS

23.01.29 Captain D.M. Bedford RN  
 10.05.30 Captain H.J. Feakes RAN  
 15.08.31 Captain C.J. Pope RAN  
 20.03.33 Commander H.L. Howden RAN  
 02.07.38 Captain H.G. Dyke-Ackland RN  
                   NAVAL AIR BASE  
 31.08.48 Commander H.J.F. Lane OBE RN  
 25.09.48 Captain R.G. Poole RN  
 12.11.50 Captain G.H. Beale DSC OBE RN  
 15.12.52 Captain R. Rhoades DSC RAN  
 08.10.54 Captain D. Sanderson DSC RN  
 21.12.54 Captain P.E. Fanshawe OBE DSC RN  
 14.01.57 Captain V.A.T. Smith DSC RAN  
 04.01.60 Captain T.K. Morrison OBE DSC RAN  
 05.01.62 Captain J.S. Mesley CBE MVO DSC RAN  
 08.02.65 Captain J.H. Dowson CBE RAN  
 12.01.67 Captain D.C. Wells RAN  
 29.02.68 Captain A.N. Dollard DSC RAN

19.02.71 Captain J.D. Goble RAN  
 30.05.72 Captain D.A.H. Clarke MVO DSC RAN  
 29.08.73 Captain H.E. Bailey DSC RAN  
 07.01.74 Captain A.J. Robertson DSC RAN  
                   NOIC JB & COMMODORE NAS NOWRA  
 05.09.74 Commodore A.J. Robertson DSC RAN  
 02.01.76 Commodore G.E. Jervis RAN  
 08.12.76 Commodore G. McC Jude RAN  
 04.03.80 Commodore N.E. Lee RAN  
 05.08.81 Commodore T.A. Dadswell AM RAN  
 10.04.84 Commodore N. Ralph AM DSC RAN  
 17.04.85 Commodore H.P. Berger LVO RAN  
 06.11.87 Commodore M.J. Taylor AM RAN  
 26.01.90 Commodore R.N. Partington AM RAN  
 31.01.93 Commodore G.A. Morton RAN  
 25.02.95 Commodore G.V. Sloper AM RAN  
 24.01.97 Captain G.R. Cole AM RAN

# SOPWITH PUP PROGRESS REPORT

The four mainplanes should arrive at the Museum in the second half of June. It was decided to assemble the wings in Sydney because of the saving in time and travel which would otherwise have been incurred if the work had been done at the, Museum. Much of the wing fabric will be fitted together with the clear panels which will enable viewers to see how aircraft were built over 80 years ago.



Before wing assembly a great deal of preparatory work in the sub-assemblies, such as wing ribs, and metal fittings, has been done over a period of some months. The materials have been cut, shaped, planed and routed in accordance with the 1916 plans, at three venues in Sydney. All the metal fittings have been made up by George Beasley, while the ailerons and "special ribs" were made by Bob Studdert, the wing ribs jointly by Bob Ladd and John Goble, shaping of the main spars was a team effort in ripping the 12 foot lengths to the approximate shape before routing and sanding. John Roland has applied the varnish sealing coat on the wing woodwork, and has developed a remarkable skill in fabric work.

The amount of sawdust resulting from work on the airframe timber so far, has almost filled four large wheelbarrows.

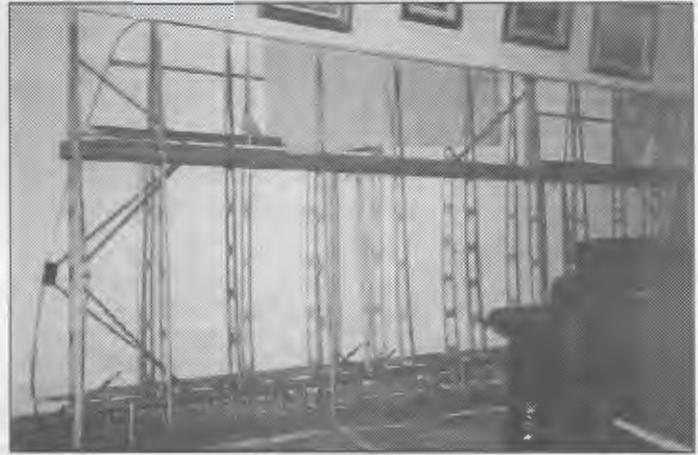
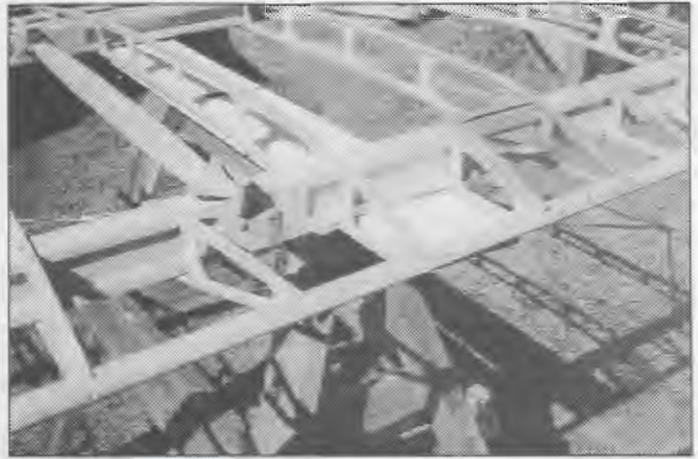
Assembly is being done in the Goble garage, but because of other equipment (junk?) occupying space there is not enough space to store the assembled wings. When applying fabric only one wing can be fitted in the garage, so three wings are at present stored in the lounge room, and shifted about as required. The lounge room now has an exotic aura of varnish and dope. Annette Goble has an aura of "What next?" and is yet to advise the reward which should be due for this invasion!

Meanwhile other contributors have been busy. The aluminium fuselage fairings have been shaped by Terry Croft, of Hawker Pacific, and a replica air cooled Vickers machine gun has been made by a very skilled aircraft modeller, Mike Crisp. To go with the Vickers gun George Beasley has obtained a genuine ammunition belt and dummy rounds, and has made the ammunition belt magazine and expended cartridge chute.

Bob Studdert and Mavis have also been busy on the sewing machine making up the leatherette sleeve and padding which is laced onto the cockpit coaming.

The Museum is proud to announce that the Sopwith Pup display is now sponsored by Telstra whose wonderful support will enable this project (which has been under way for about 31/2 years) to conclude with a dramatic portrayal of the earliest form of ship launched fighter aircraft.

THE SOPWITH PUP CONSTRUCTION TEAM ARE MUCH TOO MODEST



*Mainplane Sections in the Goble Living Room*

ABOUT THE AMOUNT OF EFFORT AND SKILL THAT HAS BEEN EXPENDED ON THE CONSTRUCTION OF THE AIRCRAFT. YOUR EDITOR WAS PRESENT AT THE MUSEUM WHEN THE LOW LOADER ARRIVED AND HELPED TO UNLOAD THE WING SECTIONS MENTIONED ABOVE. I MUST SAY I WAS MOST IMPRESSED WITH THE RESULTS OF THE TEAM'S WORK WHICH IS DEMONSTRATED IN THE ACCOMPANYING PHOTOGRAPHS. FIGURE 1 SHOWS AN ALMOST COMPLETED WING SECTION JUST BEFORE THE FABRIC IS APPLIED; FIGURE 2 SHOWS IN MORE DETAIL THE INTRICACIES OF THE SOPWITH'S WING CONSTRUCTION. IN THE RIGHT FOREGROUND CAN BE SEEN THE AILERON CONTROL PULLEY AND INSPECTION COVER; IN

THE LEFT FOREGROUND ATTACHED TO THE MAIN SPAR (ROUTED OUT TO REDUCE WEIGHT) IS A METAL STRUT SOCKET TO WHICH IS ATTACHED A GROUND TIE-DOWN RING. BEHIND THE STRUT SOCKET IS A TIMBER TORSION STRUT. AN ADDITIONAL METAL (DURAL) COMPRESSION STRUT CAN BE SEEN IN THE RIGHT BACKGROUND. FIGURE 3 SHOWS GEORGE BEASLEY AND BOB STUDDERT ASSEMBLING A WING SECTION IN THE GOBLE GARAGE AND AT FIGURE 4 THE GOBLE LOUNGE CUM STORAGE ROOM. ED.



# "HANGAR HAPPENINGS" - Don Parkinson

**Bell 47:** Restoration is complete. Ray and Ron have done a terrific job, authenticity and attention to detail is spot on! This labour of love took approximately 1500 man hours and is a credit to the ability and compromise of these trusty volunteers who "put in" almost every Saturday morning and sometimes week days. We have had a platform made on which to house the Helo and at the same time, it has been designed to allow mobility. The cost of restoration has been minimal, the most expensive item being the bubble. We do require another "stokes litter" to complete the medivac theme.

**Aircraft Spare Parts:** The efforts of volunteers Frank McPherson and Alistair Ogg should not pass without mention. By their word, these two warriors roster themselves on every Monday and Wednesday. Frank, with the assistance of the "Seals" continues to toil relentlessly in the shed identifying and boxing aircraft components while Alistair establishes the computer database. We recently had an enquiry from De-Hav's with reference to a pair of expansion couplings. Much to Alistair's delight his system works and we managed to come up with a pair. The trade-off returned three old but serviceable, very handy power tools to the Museum. **"Old Memories" Alcove:** A re-vamp is currently taking place. We have removed and re-framed where necessary all of the photographs, re-painted the walls, carpeted throughout and fitted permanent guard rails. Credit for this goes to Murray and Work for the Dole participants.

**Vietnam Display** Dave Hardy is assisting me with a few additions to this area. We are framing more photographs to add to the display and if any Vets have any small items of memorabilia they would like to permanently donate, we would be only too pleased to display them.

## Tour Guides

Bus visits and tour groups to the Museum tend to drop off at this time of year. Perhaps a little more marketing in this area is necessary. Still, we have our very proficient guides in Kevin Camm, Murray McLean, Max Altham, Neil Ralph and Alistair Ogg standing by, more than willing to narrate their experiences. FAA members and readers are reminded that this facility does exist. Please, if you know of a Probus Club or any other society looking for a great day out, "promote our venue".

## Scout Restoration

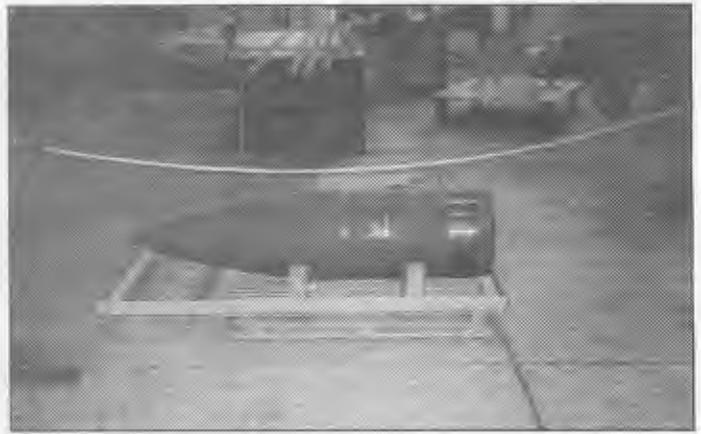
Roy Allman has joined our restoration team, working alongside Ray, Ron and myself. We hope to have the Scout in a presentable state for the Jubilee.

**Women in the RAN:** This assignment is well under way. The structure is a glass display case, hexagonal in shape. Each division within the hexagon will house a mannequin depicting a trade peculiar to the WRAN.

**Aircraft Handlers:** I might take this opportunity to send out an SOS to any ex aircraft handlers who might be interested in setting up a trade display in the Museum, eg fire fighting, photographic display, ACR or HCP simulation? One major item we do have which could be the figurehead is the old Dennis fire engine. Anyone interested?

Working on the shop floor, I get to see most visitors who pass through the Museum. Some names of interest recently were Phil Beck, Harry Whiteside, Pete Knauth and Kev Duffy.

See you in October Baz.



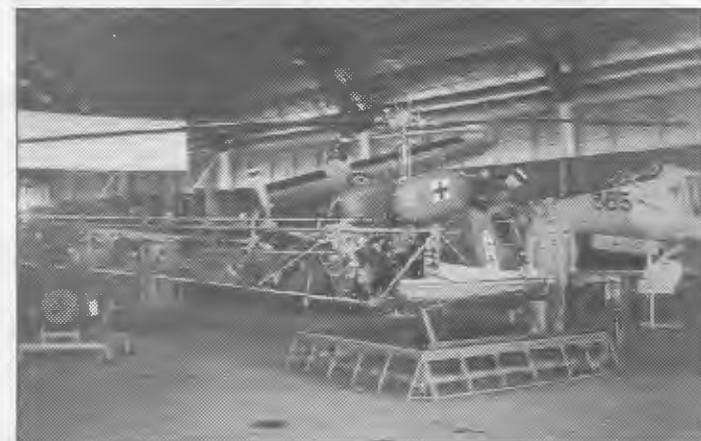
A new USN addition IOWA Class Battleship 16" Projectile. Weight 1907lbs. Inert of course !!!



Frank McFerson, Mike Lehan, Alistair Ogg. Certificate of Appreciation



Aircraft Spares boxed and stowed in the 'Shed'.



Ray Larder, administering First Aid, Bell 47

JULY, 1998 - SLIPSTREAM/FLY NAVY



"Old Memories" Re-vamp



# Women's Business



The Editor, 'Slipstream'

Reference article *Slipstream* Vol 9, Number 2, *Women's Business*, Page 18

The reading of the article on Ladies Golf at ALBATROSS resulted in the 'scratching around in our archives' to locate early correspondence and notes relative to the development and formation of Ladies Golf at NAS NOWRA.

These may be of interest to you so enclosed is a copy of an article written by my wife in the seventies in answer to a request, by an Albatross committee member, for a record of the development of the ladies golf club. Also enclosed is a copy of a letter from Colleen Connellan, dated 24.05.1979.

Phyl commenced teaching in Nowra in 1955 and remembers well the scores of children of navy families she taught at Nowra Infants, Bomaderry, Huskisson, East Nowra, Nowra Hill, Hastings (Vic) HMAS CERBERUS, and Canberra, ACT. Now retired after 35 years in the classroom Phyl hits the odd ball around our small farm where cows, not planes, have right of way!

The testimonial from Colleen Connellan speaks for itself.

Yours - aye

*Des Rodgers* AFC, LCDR RAN (Rtd), Queanbeyan, NSW.

## TO WHOM IT MAY CONCERN

In early 1964 a small group of navy wives met at the home of Dot Fargher to discuss a suggestion, as far as I recollect, made by Barbara Anderson, that an organised social golf club be established to cater for naval wives. Lt. Norman Fargher was the Wardroom Mess Manager and Captain of HMAS ALBATROSS Social Golf Club.

Dot Fargher was elected Secretary/Treasurer and Barbara Anderson was elected Captain of this Social Golf Club. However within two weeks, Barbara returned to Brisbane due to the ill health of a parent and Phyl Rodgers became the Captain.

Due to increasing numbers of beginners it became apparent that instruction in golf etiquette was necessary even before we started on simple rules covering the replacement of divots, counting of air swings, lost balls, out of bounds, etc. etc!

Ada Drake possessed a copy of the RULES OF THE GAME and from this book Phyl Rodgers conducted a '5 minute rule clinic', prior to play. Just who was teaching who is yet to be resolved as the captain herself was a beginner!

Phyl contacted the President and Secretary of the Nowra Associates and they donated ten copies of the Rules of Golf which became the prized and well used possessions of club members.

The social golf outings became popular and very soon ladies from Nowra, HMAS Creswell and Sussex Inlet were joining us for Tuesday morning golf. Some excellent picnic style morning teas and luncheons were enjoyed by visitors who nevertheless were frustrated by concrete hard fairways, miniature greens and the concentration testing 'thunder' of aircraft take-off and landings! All found the course 'nerve wracking'.

The 'clubhouse' was a galvanised iron 12 foot square shed with a 'bush styled outhouse' some 50 feet away! The nine hole course virtually encircled the touch down point of the runway 21.

From the commencement of the social club, the captain, Phyl Rodgers was concerned about the legality of non service personnel

participating in sport on Commonwealth property. The inherent danger to the players by aircraft undershooting the runway and the dangers to the aircraft and crew from uncontrolled high flying golf balls created this concern so it became essential that the social activity become formalised, with the Commonwealth, for indemnity.

For this reason plus increasing membership and increasing Inter Club visits it was proposed by Phyl Rodgers that action be taken for the club to become an officially recognised Golf Club and affiliated with the Ladies Golf Union. Copies of the *HMAS Creswell Golf Club* constitution were obtained by her and a draft constitution for the ALBATROSS ASSOCIATES GOLF CLUB was drawn up by Ada Drake and Phyl Rodgers.

Dick Proctor, the PRO from Nowra, played the course and advised on the rating. Dick also held two clinics at ALBATROSS which were enthusiastically attended by forty plus players.

The committee now included Di Whitton as President with Ada Drake and Gwen Schmidt as Office Bearers. Margaret Astbury replaced Dot Fargher as Secretary when Dot moved to Melbourne and Sheila Zimmer came onto the committee when Di Whitton went overseas. Phyl Rodgers resumed teaching then moved to HMAS *Cerberus*.

In October 1965 the 1st AGM was held. Although the majority of the Foundation Members resided temporarily elsewhere the future of the *Albatross Associate Golf Club* was now assured and Barbara Anderson was the new President.

The actual date of official club status and affiliation with the L.G.U. should be available from the L.G.U. records.

*Signed Phyl Rodgers*



Phyl Rodgers

## Testimonial for Phyl Rodgers



I have known Phyl for approx. 18 years and can say without fear of contradiction that she is and has been a hard and conscientious worker as wife, mother and teacher, always concerned for and ready to help others.

The Associates of the ALBATROSS Golf Club formed in 1964 would be happy to add to this testimonial and as a past captain and president I know only too well that this now thriving club would not have existed without Phyl's driving force and thought for the wives of the naval community.

Together with a few women who saw, with Phyl, the merit and need for such an activity the nucleus of the club was formed.

Only Phyl could possibly give an estimate of the time and energy she expended and with a little help did almost all the research and writing of the constitution for the newly formed club at that time.

I am sure that whatever the future holds for Phyl the desire to help and the dedication to others and their needs will never change.

*Sincerely, (signed) Colleen Connellan*

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Dear Pat,  
5 May 1998

Just reading the April issue of Slipstream and found the Women's Business page. Like you I would hate to see it fold due to lack of interest. But your photos of the Albatross Golf Club and "apres golf" certainly revived a few memories. The trouble is that we have all gone in such various directions that we have lost touch with a lot of the "old crowd" and the new faces in Slipstream hadn't even been born when we were in our heyday! So maybe our reminiscences won't have any meaning for them.

But if you are looking for a short anecdote to fill a space, I thought of something that happened while we were living in Perth Drive that might do.

Those of us who lived at Albatross 8 kms from town, out on the Braidwood Road, will remember the open fires we had in married quarters. They were quite efficient if you were lucky enough to face the right way and the chimney had a good draught. The fact that they covered everything with ash was offset by the warmth and friendliness of sitting in front of one on a cold, wet, winter's night when the boys were away at sea.

However, replenishing the wood pile was a constant chore. I think we used to buy mill ends from the local timber yards, but you needed a nice log to put on the top once you got the fire going. So a fairly regular task was to drive down the Braidwood Road with the kids on the weekends and load the car with whatever we could lift into the boot.

On one of these excursions, as I headed into the bush carrying an axe and herding the children ahead of me, a man drove past us, stopped, reversed, got out of his car and called tentatively, "Is everything alright there?". Naturally I answered "Yes" thinking what a funny thing to ask -he could have offered to cut some wood for us, I thought. Then I realised what it might have looked like to some poor unsuspecting civilian. Probably I had that harried "grass-widow" look about me.

Looking forward to catching up at the Reunion.

*Pam Da Costa, Woolloomooloo, NSW*

## APOLOGY FROM THE EDITOR

Re photographs which were featured in Women's Business in the last issue of Slipstream - we have been advised that some names on photographs were in the reverse order - for this we apologise.

Here it is July and another issue of Slipstream due shortly. Not long now before the big reunion. There is quite a buzz around town in anticipation of the 50th anniversary celebrations.

Received a letter from Des Rogers recently about his wife Phil and her involvement in the early days of the Albatross Ladies Golf Club. I seem to remember playing my first game of golf with Phil. More about that elsewhere in this journal. Letter from Pam DaCosta - also a member of the Albatross Ladies Golf Club about the same time, who relates one of her little stories of earlier days. Many of the Navy wives of that period were involved with the Golf Club - not so these days - and very few serving men either. I think there is one officer three Chiefs and one Petty Officer and no wives! Times have certainly changed.

The news that the 'Patch' will be no more after the end of this year again brings back fond memories of earlier times. Our first house was a Nissen hut in Waterhen Street. Initially very sparsely furnished as we waited for the furniture we had purchased through . . . to arrive. Dining table was a less than elegant tea chest, chairs - two in number - on loan from friends, an excellent mattress purchased at great expense (Eight Pounds, a huge amount in those days) which because we were still awaiting the arrival of the bed base was laid on the floor. This proved to be great inconvenience to my husband as I, in the last stages of pregnancy found getting up out of and down into this bed, most difficult. We of course were not rich enough at that time to be able to afford a motor car and the dash to Watson House was made with the aid of our next door neighbour, safety equipment sailor Bob Watts. Still we took it all in our stride and to this day appear to be no worse for the experience. One speculates how the present day serving personnel would react if asked to accept similar conditions.

It seems, to me at least, that serving personnel of today are not as close knit a group as we were. All the messes were a hive of activity and we had some great time. The Chiefs Mess, when we left Nowra in 1975, was particularly good and to outsiders invitations to attend one of the 'bashes' - where good fun and good food was the norm - were very much sort after.

NB: I HAVE BEEN ADVISED THAT THE SHIEK OF ARABI FEATURED IN ONE OF THE PHOTOGRAPHS IN LAST ISSUE IS BERI WOODCOCK-RAYLTON.

## OWN BLANKET

**A guy's going on a business trip and he has to take his secretary with him and she's really crazy about him. The first night on the Amtrak, she's in the top bunk and he's in the bottom bunk. She says, "Mr Forsythe! Mr Forsythe! I'm chilly! I think I need a blanket!" He says, "Miss Schmitt, how'd you like to pretend you're Mrs Forsythe for a little while? She says, "Oh, I'd like that." He says, "Then get your own damn blanket."**

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## SCARE ME

**A guy's on the electric chair. The warden's just about to pull the switch when the guy gets the hiccups. The warden says, "Do you have any last requests?" The guys says, "(hic) Yeah .. (hic) could you please do (hic) could you please do something to scare me?"**

## Letters to the Editor

Dear Bob,

With the 50th Reunion coming up this year these tales of fifty or so years ago might fill up a few columns in 'Slipstream'.

I joined the 'Andrew' in 1943 as a 17 year old and after training at Yarmouth, Nova Scotia became a T.A.G. (Telegraphist Air Gunner to the uninitiated) in 1944. On arrival back in the U.K. I was posted to 820 Squadron (Avengers) on HMS INDEFATIGABLE. and within a week was on my way to the Far East.

Palembang was to be our first op. with 'Zekes' and 'Zeros' to contend with and diving into a whole heap of barrage balloons I don't know how we survived to tell the tale. Anyway, here I am today and ready to relate my first story which I will title "Being Thrown To The Tigers".

Before our first bombing raid on Palembang all aircrew were issued a survival kit consisting of two bars of black chocolate, a box of matches, sea biscuits, compass, maps of Sumatra, much to our surprise a french letter (we later discovered to be used to keep the matches dry), 20 gold sovereigns, a .45 revolver - strapped to one leg, a knife -strapped to the other leg and an Indonesian/English phrase book. The survival kit, we were told was to assist in our survival should we be shot down. The idea being to hack your way through the jungle with the knife until you found a friendly village, with the aid of the phrase book make contact with the natives, tip them a couple of gold sovereigns and all would be well. We were also briefed that at 0500 hours on a certain day, at a given reference point on our survival map an American submarine would surface, flash C for Charlie on his Aldis lamp after which we would just swim out to the submarine and our worries would be over. Being young and naive in those days we believed every word we were told.

Fifty years later I switch on my television and love to watch wild life programs -especially those which show the Sumatran tiger which is so big its face won't fit on my 63 inch television screen. I am told there were about ten thousand tigers roaming the wilds of Sumatra at the time along with further thousands of orangutans swinging through the trees with arms as long as their bodies - designed I am sure to prevent the orangutans falling from the trees into the bloody great jaws of the man-eating Sumatran tigers. What hope would little Bob Vargerson have had with his knife, two bars of chocolate and a french letter! ! I also learnt in later years that the submarine did not turn up at the pick up point I wonder why! !

My second tale Bob concerns a raid on a military barracks at Myako Jima. I was testing my guns and turret, took the turret up to the perpendicular were it jammed and I could find no way of getting it back to the neutral position - leaving me with my feet in the air and head below. I immediately advised the pilot over the intercom of my predicament only to receive the reply 'Stiff' As we were formed up and heading in for the target, I tried to explain that my emergency was being positioned inside the fuselage and with no escape. Again I received the same unsympathetic reply. I then spent the next three hours in this uncomfortable position and the only time I was horizontal was during the 45 degree dive on to the target. Back on board again my armourer quickly freed me from the turret after which I wasted no time in advising the C.O. that I would not fly with a certain armourer again. This of course was a huge joke among the other T.A.G.'s in the mess.

Fifty years later and a group of 'old' ex-INDEFATIGABLE

shipmates made it back to Australia for Battle of the Coral Sea celebrations where we were guests of the U.S. Navy on the USS ENTERPRISE. We were split up into groups of six - each with an American officer as a guide. We were walking down this huge flight deck (The INDEFATIGABLE would have fitted into one of her hangars) when a fellow on my right asked what I had done on the INDEFATIGABLE and when I replied that I had been a T.A.G. with 820 squadron he replied 'I was Chief Armourer on 820 squadron, do you remember that idiot who landed on upside down?' 'Yes'. I replied, 'That idiot was me!' He went on to say that he had nearly been court-martialed over the incident and didn't I know that if I had felt down to my right just under the seat I would have found a lever that would manually have returned me to the neutral position. My response was 'Now you bloody tell me, after fifty years'. He has since become a good friend in the U.K. and to this day I do not know if in fact there was a lever as none of the T.A.G.s in the U.K. knew about it. Perhaps one of your 'older' armourer readers might know?

P.S. If the good Lord permits, my wife and I hope to be in Nowra this coming October for anniversary celebrations. It will be nice to see the old place again. I flew off the ship in January 1944 to possibly make what was the first landing of a F.A.A. aircraft at Nowra.

*Bob Vargerson*

THANK YOU FOR YOUR EXCELLENT STORY BOB. PERHAPS SOMEBODY OUT THERE IN 'SLIPSTREAMLAND' WILL BE ABLE TO SOLVE THE MYSTERY OF THE TURRET LEVER. ED.

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Dear Editor,

Many thanks for the latest edition of Slipstream Fly Navy Vol 9 No.2.. I have for some months now been trying to put into words how it was in the beginning, and I mean the real beginning. When the first newly recruited airbranch members tasted Navy life and gained an insight into what was in store for them for the next twelve years. The shipboard life aboard a passenger liner (R.M.S. Largs Bay.) en route to the U.K. for training with the Royal Navy Air Branch, life in the UK., and the eventual return to Australia, once again on a passenger ship, R.M.S. Himalaya, (affectionately known as the "Poofter Chook") and the arrival at N.A.S. Nowra and the preparation of the airstation for the arrival of SYDNEY and her aircraft. Boy was that fun. Prior to her arrival working parties from the station surveyed the Jervis Bay road and all roadside posts and bridge railings over a certain height were trimmed to ensure the centre section of the aircraft being trailed or towed along the road would pass over the top of the post or rail on its trip to N.A.S. Nowra. There were police motor cycle escorts breakdown wagons, and trucks loaded with all sorts of bits and pieces that may be required in the event of a break down. I am happy to report the exercise went off without a hitch and all aircraft arrived at their destination in pristine condition, ready for their role in protecting Australia's coastline from future antagonists. Sorry I'm getting carried away a little bit here. This brief, or it started out to be a brief, introduction to my memories of life at Nowra Naval Airstation from 1949 onwards, or how I saw life in those days. In retrospect I really think there is a case for the establishment of (for want of a better name) a 'A Birdies Hall of Fame'. I can't speak for the Wardroom but the characters and personalities who graced the lower deck in their stay at 'Tross' or alcatraz, as it was sometimes called would make very good reading.



One such 'Character' leaps to mind every time I cast my mind back to the good old days and I have pleasure in forwarding to you what I believe to be a fairly accurate account of the event. From the accounts and articles starting to appear in Slipstream I should think there is an untapped mine of these treasures in the minds of your readers and all that is needed is a trigger. What have you got to lose, other than another couple of sleepless hours when it comes time to put Slipstream to bed. An appetiser, I believe the late Hank Hancox was the navigator in the team from Albatross who competed in the first REDEX around Australia motor trial, A couple of the other members of the crew were C.A.F. Dolly Gray, C.A.F. Mick Ahern, and I think Max Gant was also involved, but Max will confirm or deny that. The car was fitted out at Albatross for the trip. It was a Holden modified to take aircraft fuel tanks and a few other bits and pieces, Naval establishments provided accommodation for the crew and servicing facilities for the car on its way round in addition to reporting its progress back to home base where the interest in the race was a daily topic of conversation. They didn't win but they did complete the trip which in itself was a victory. That was the race where the famous Gelignite Jack Murray first made a name for himself by tossing half sticks of gelignite out of his car as the race entered the outback town on the route. Just to let the people know what was coming. And there you have it another little piece of nostalgia from the fifties at Albatross. I think the idea would be well worth pursuing and I can just imagine your thoughts at the moment, Yes you have got enough on your plate at the moment, but just think how interesting the reading would be, and as I said earlier the stories are just starting to come out of the memory bank now. Some good some that need to be pushed further back in the queue. Just a thought. Well that's it for now If I have any more brilliant ideas I shall transmit them forthwith, even if they are suitable only for the round file. Keep going with Slipstream. I look forward to seeing it in the mail box. Every now and then an item or a name appears that jolts the grey matter into action and a host of memories leap into mind bringing events that seemingly happened only yesterday.

Best of luck to yourself and crew, the teams efforts are appreciated.

(signed) *John Bray*, ex C.A.F.A., 805 sqd, and Albatross 49-59

## The day Connie cleared the bar.

It was a typical Nowra summers day, clear skies bright and hot, and boy was it hot, the tarmac was cooking. The flying program called for rocket and bombing of targets at Beecroft range on the peninsular at the entrance to Jervis Bay. To Connie, more formally known as Petty Officer Airman {Ordinance} Constantine, another day of hard yakka, getting the ordinance from the bomb dump, then fitted to the assigned aircraft and ensuring it was armed and ready to go when the aircraft taxied out to the runway enroute to Beecroft to disturb the peaceful environment of the kangaroos and wallabies that inhabited the range during the non practice periods. As the aircraft roared down the runway their image was lost in the shimmering heat haze until they were airborne and turned their nose to wards Jervis Bay, "Last flight before lunch". "thought Connie, "Boy is a beer going to taste good." A last minute look around to ensure every thing was okay for the lunch break and then into the transport that was to take the working party back to their respective messes for lunch. On arrival at the Petty Officers Mess, Connie hung his hat on the peg rack provided in the entrance vestibule and headed straight into the bar to quench the raging thirst which had been generated the weather and work conditions of the morning. Lunch could come after that condition had been taken care of. Through the doors and into the bar with a smile of

great expectation on his face only to stop dead in his tracks, for there at the bar his fellow Petty Officers were standing two deep awaiting service. This meant he would be lucky if he got a beer at all in the time allowed for lunch. A quick look at the crowded bar confirmed that most of those waiting were ex R.N. or on Loan from the R.N. and Connie knew from past experience and his training time in the U.K. that they were not going to move aside to let him in to be served, he would just have to wait. But what they did not realise was the effect a raging thirst could have on a bloke who worked as hard as Connie did. Suddenly Connie about turned and marched out of the mess and headed to his cabin. He was only gone a matter of minutes, and then he came marching back into the mess with a one pound note firmly clenched in his hand. Then he reached out over the heads of those in front of him, and called to the barman "Two middies please". It was like using the magic words of Aladdins cave, for those around him very quickly moved aside, out of his way, and let him have an unrestricted avenue to the bar to be served. I think the fact that he had a five foot live carpet snake wrapped around his arm helped him gain access to the bar. The R.N. members of the mess had heard all the stories of the wildlife of Australia to be found in the bush and the effect some of the creatures can have on humans and then all of a sudden whilst having a quiet beer during their lunch break they find themselves eye to eye with a snake and a very big one at that, and what's more they had only had one beer. The service was swift and Connie found his way to an empty table where he and his drinking partner 'Snake' sat down and enjoyed their hard earned refreshments.



### A sequel to this story.

A couple of weeks later Connie came into the mess called for attention and asked all and sundry, "Who pinched me snake". he's gone missing. There were looks of sheer horror on the faces of the R.N. blokes especially those sharing the same accommodation block, for now they knew what they shared their sleeping quarters with. Every day from that moment on, the question on everyone's lips when they saw Connie was have you found that snake yet.? "Naw, but she'll be right." And the questioner would then settle himself down to another sleepless night. This went on for about a week and then one night Connie came into the mess and announced to all "Its okay I've found me snake". It seems the snake had decided it was time for hibernation and found itself a very cosy spot under a stack of shirts in the bottom drawer of Connie's chest of drawers in his cabin and started to settle itself down for its winter hibernation. There were sighs of relief all around, the snake had been found. But the biggest sigh came when the Mess President suggested to Connie that the snake would be better off back in its natural environment. This suggestion was met with a round of applause from a certain section of the mess, especially when Connie reported to the president and informed him his wishes had been carried out to the letter. This story is true for I was a member of the mess at the time and remember the incident quite well. It was really quite humorous but taken in good spirit by all involved.

John Bray (Donkey) Former Chief Air Fitter (A)

**YOU KNOW IT'S GOING TO BE  
A BAD DAY WHEN:**

**Your horn goes off accidentally and remains  
stuck as you follow a group of Hell's Angels  
on the freeway.**

# Letters to the Editor

Editor "Slipstream"

May 6th 1998

Dear Bob,

I have recently returned from a trip to UK organized after receipt of a phone call. The caller was very much to the point in his request, "Eric, Mary and I are getting married, we need a best man, but we can't afford your fare". It was Pete Bunn remembered, I'm sure by the old hands, as the person behind the bar in the Chief's and P.O.'s mess at HMAS Nirimba in the 50's. He was also known as the person riding his landlady's autocycle around the mess. In his more subdued moments he would be known for his position of instructor in the 'Ordnance' section and over at RANEB (RAN Examination Board) at NOWRA. He also spent time at PONAM (Manus Island). Mates that knew him would include, 'Pincher Martin', 'Charlie Morris', 'Laurie Jago', 'Clem Conlan' and, of course, 'Jack Kitney'. Pete lived in Maryong, on a verandah of a house that he converted into living accommodation for Shirley and his two children, Angela and Jane. He lived opposite another quite well known Vet, Jack Kitney. In the early 50's it was a regular chore to empty one's own toilet pan. Jack and Pete would now look, with envy, at the huge sewage farm built where they used to live. Pete, Shirley and friends, Richard and Mary, used to tour Europe together in caravans. Unfortunately, Richard and Shirley passed away sometime ago. The friendship between Pete and Mary blossomed and a happy marriage ensued. Photo of the happy couple is included. I have advised them that the best man routine was OK but I will not be attending any baptisms (Mary did have a craving for cream cake at the reception). Speaking of baptisms, I am including a 'Memorial of Baptism' of Pete's daughter Jane. This is a wee bit of history. Jane was the first and probably only baby to be baptized at NIRIMBA utilizing the ship's bell as the font. Whilst in the UK I attended a mini reunion organized for Jack Kitney and myself by members of my entry of aircraft apprentices (Benbow Staffordshire UK 1941). For the benefit of the ex-pat's here, those in attendance included Chick Fowler, Tommy Tucker, Tubby Marchant, Len Middleton, Sid Foreman, George Kent, Freddy Bills, Savvy Selman, and yours truly. John



Gallichan turned up later. Freddy Bills has Parkinson's disease but insists he is OK, and we were advised Bill Lucock and Fritz Fewings have "crossed the bar". Who is next to fall off the perch! Does anyone know of the whereabouts of Jimmy /Ginger Morrison? I'm told he is the J.M. Morrison TTO (Technical Training Officer) in the "Flight of the Pelican". We would like him to make himself known in order that we might include him on our register. We have found 140 plus of 160 plus. I am also including two photographs (Sea Fury and Corsair) that either you or Windy might find useful. Cheers and take care.

*Eric Manuel. Childers QLD*

## Memories (1)

The headlines in the Brisbane "Courier Mail" two inches high read "A force of two thousand to be raised urgently for Korea to be known as the 'K' Force. That was it the one item that changed my life and sent me into a lifetime of service to the defence force.

My mates rushed around to my place and said, lets go, we are joining the army are you coming too? No, I am already in the RAN reserve. Having spent some time on at least three fighting ships frigates and corvettes, I wanted to go -but not in the army, I will follow in my fathers footsteps and join the permanent RAN, see you up there!

The RAN advertisement read. . .Join the fleet air arm as one of the following, Engines, Airframes Ordnance, Met Phot, Safety Equipment. As they had said they wanted photographers, that's it I want to go to Korea as a Naval photographer. I had a box brownie! The recruiting office said I could be a sailor and a photographer. . . sign here. They then advised me I was signed as a Naval Airman

first to allow for the recruit course at Flinders Naval Depot then off to NOWRA to do the rest of my training.

Upon arrival at NAS as a R/NA (Phot), I was then told I had to do the airmanship course first, quickly followed by the 'Aircraft Handlers' course, then at long last, I could be 'Phot'.

What I was not told was the competition for those places available at the end of the Aircraft Handlers course was in order of seniority based on the results.

Upon graduation, I came about fifth in the class to pick from those trades offered. No Phot, No Met, No Se. Three Engine positions went to the top three then came my choice of one of seven Airframe or one of the six Ordnance positions. (What happened to PHOT?). Naturally I chose 'A' and the remainder of the class after the last 'O' were left as Aircraft Handlers, (already qualified).. In retrospect I have no regrets. Somewhere at home here now in a cupboard is the original 'Box Brownie' that started all this. 'Memories'!

*(Arthur Sharland)*

## Further Fleet Air Arm Memories.

Dear Bob,

Congrats. on the April '98 issue, another good one, just keeps getting better.

Ref. the article 'Fleet Air Arm Memories' by an old 'Oppo' John Buchanan (Snodgrass) which I did enjoy. Just to set the record straight. John's class were not the first intake of civilians to train as aircraft mechanics. That honour (?) belongs to my intake who entered the hallowed portals of FND on (or close to) 21 October 1947. We were a mixed bag of 14 Naval Airmen, skilled air mechanics and two aircraft artificers. We were joined three or four weeks later by a few more tiffies ('Darkie' Hodges, Keith Baddock et al) and divided into two classes, A1 and A2. Our training followed roughly the same pattern as John's and in mid-January we posted out to LONSDALE, to take passage on the SS LARGS BAY and then training at RNAS YEOVIL (HMS HERON) for the NA's and SAM's and RNAS ARBROATH (HMS CONDOR) for the AA's. However, due to dock strikes (nothing unusual there) we languished at LONSDALE for ten days, spent all our advanced pay and finally sailed about 26th January 1948 - arriving at Southampton on Saturday the 28th February.

The Naval Airmen component of the first intake (who all became armourers incidentally) held our 50th anniversary reunion at the Bomaderry Bowling Club on Saturday 25th October 1997 and on the Sunday enjoyed a visit to, and BBQ at, the Naval Aviation Museum. Of the original 14, two (Max Vinen and Pete Busby) have gone to the long 'stand easy', two could not make it (one overseas and the other laid up due to an accident) and ten mustered for the 'do'.

Best wishes Bob, see you in the spring.

Yours aye,

J.J. (Bluey) Harrison.

The names of the first intake (officially signed on 15th October 1947) appears below:

AA's: Ted Truscott, Jack Wakefield; SAM's: Jackie Bray, Jack Cameron, Wally Douglas, Bryan Edwards, Des Gleeson, Baz Gray, Blue Haarsma, Bill Hitchcock, Ken Jackson, Tom Keely; NA's: Peter Busby, Stan Dyker, Terry Egan, John Elliot, Ian Ferguson, Dennis Finn, Jim Hallahan, John Harrison, Jack Herbert, Jim Hibbert, Keith Hope, George MacKenzie, Neville Way, Max Vinen; The late comers were: AA's: Keith Baddock, Jim Galliot, Snow Collins Keith Hodges; SAM's: Alan (Happy) Clarke, Mick Hunter (?).

\* \* \* \* \*

Dear Ed,

The accompanying article relates to one of our kindred organisations The Legacy Club of Australia and may be of some interest to our members. At the same time I would exhort our members to consider joining their local legacy clubs. They would probably find it a rewarding experience. Being a returned from active serviceman is no longer the single criteria for membership. Canberra legacy has just over 1600 war widows on its books and this is expected to rise by approximately 100 per year for the next six or seven years and 22 juniors. The other states would of course have greater numbers.

Yours

(signed) Jim Parsons

### THE FLORRANCE FOUNDATION

Some 20 years ago a Mrs Florrance of Canberra bequeathed a sum of money to the Australian War Memorial to be held in trust and used to foster an understanding in the youth of Australia of the functions of the war memorial.

The war memorial did not have much of an idea of how they might go about this and sought advice and assistance from the legacy club of Canberra.

It was agreed that two legacy wards or junior legatees as they are now called from each state would be invited to come to Canberra as guests of the memorial and Canberra legacy, for four days over the Anzac day celebration. The fares to Canberra would be funded by the trust and the young folk would be billeted and chauffeured by legacy club members. These young folk are then requested to make a report to their respective schools on their experience with particular emphasis on the war memorial with a copy to Canberra legacy.

As guests of the memorial they visit the Treloar centre where the larger items are on display and also where maintenance and conservation work is carried out. They also visit other back room areas such as the film and archive centre and the records section where they are able to research for information and possible photos of relatives. They also have free time to wander the public galleries. As guests of the memorial they view the Anzac day parade from the official stand and the two, together with the President of legacy, lay the Legacy wreath. For the remainder of their stay they visit other significant national sites such as parliament house, the high court, the institute of science and technology, ADFA Duntroon and others. They have a very full four days.

More than 200 junior legatees aged 12 to 17 have visited Canberra over the 20 year life of the project; all have been a credit to themselves and most have responded to their obligations.

The trust funds have now been expended but because of the success of the project it has been decided that the memorial would fund half of the cost of fares and the respective state clubs would fund the balance; Canberra legacy would continue to billet and chauffeur the young folk. It is expected that the project will continue for many more years.

\* \* \* \* \*

Hi Bob,

I received the latest newsletter a few days ago - skimmed it for news of old shipmates etc. - then came back to it today for a more 'thorough' reading. Thank you - up front for the time, patience and perseverance to put out such a terrific document each time. I am very pleased and feel blessed to have such a connection to the old 'pusser'.

#### A couple of items for your consideration:

1. Made my fortune in the U.S.A. in the advertising business - and I see you are thinking of accepting ads for the 'Slipstream'. You should have no trouble with some advertisers - and yet your market is so small and yet geographically diverse - I suggest you think of selling space (such as 1/2" ads in increments of 1/2" ads i.e. 2" of text) to your membership for personal reasons, e.g. to sell a car, or TV or rent their holiday cottages etc.

2. You mention the recent acquisition of a computer!! Great news. Now if I can implore you to go on line in the internet with an E-mail address - we can send you articles, notes, messages free!! You can also send them to us. My E-mail address is: s.purcell@mediaone.net and I would love to act as a volunteer for your first message. Out of space here - but keep up the jokes and the news - you're doing yeoman work!!

John Ichabod Purcell, Ex. AH3 RAN

JOHN, THANK YOU FOR YOUR KIND REMARKS AND ALSO YOUR ADVICE - WE WILL SEE WHAT CAN BE DONE.



# FAA REUNION REGISTRATIONS

Alan	Andrews	EXETER	Ivan	Boldt	COBRAM	Harry	Farmer	HORSHAM
Les	McCulloch	TERARA VIA NOWRA	Ron	Forrest	BARGARA	John	McAlister	BEAUMARIS
Anne	Atkinson		Brian	Farthing	LONDON	Charles	Morris	ELTHAM
Robert	Jelly	TOOGOOM	Hugh	Wells	WONGA	George	Taylor	SANCTUARY PT
Dick	Humbley	POTTS POINT	David	Robertson	BOWRAL	Robert	Douglas	DEVONPORT
Guy	Flower	AVOCA BEACH	Meg	Taubman	BERWICK	Peter	Field	MEREWETHER
John	Deering	ASPLEY	Laurence	O'Donnell	CLAREMONT	Jim	Firth	LOFTUS
Bill	Lowe	LAUNCESTON	Ken	Phillips	CAMPBELLS CRK	Donald	Spencer	CLEVELAND
Derek	Whyte	BOMADERRY	Jay	Ritter		Paul	Shiels	W LAKES SHORE
Henry	Foster	SWANSEA	Paul	Hamon	BUDERIM	Norman	Allinson	STH GLADSTONE
Elfira	Tonapa		Gilbert	Nixon	WARRAWEE	Ian	Biggs	MEROO MEADOW
David	Masters	FADDEN	James	Ferguson	MANSFIELD	Peter	Schilling	MONASH
Nigel	Apperley	JALAN JENDRAL	Susan	Grovermann	MACKAY	Dick	Markwell	BOMADERRY
Brian	Parrotte	GOULBURN	Barry	Lister	WURTULLA BCH	John	Searle	ON CANADA
William	Shanks	FOREST LAKE	Ian	Henderson	CLEVELAND	Mick	Roberts	FADDEN
Des	Reardon	WYNN VALE	Kevin	Roberts	EROWAL BAY	David	Rey	CHRISTCHURCH
Phil	Blakemore	TOOWOOMBA	Keith	Doncon	MANDURAH	Bill	Heard	NOWRA
Kevin	Longford		Claude	Matthews	WARWICK	Walter	Pritchard	SURREY
Lloyd	Bowles	TOOWOOMBA	Peter	Shanks		Robert	Pattison	WELLINGTON
Harry	Dubinsky		Tom	Burton	RIVERSTONE	Ron	Melville	HUMPTY DOO
Robert	Jones	RAILTON	Marcel	Jud-Brettingham		Robert	Dumigan	WEST MIDLANDS
Jim	Hill	NOWRA	Verral	Clark	DAMPIER	Effie	Lamb	CARLINGFORD
Victor	Boreham	SAMSON	Frank	Collins	BUDERIM	John	Currie	NORTH NOWRA
Barry	Simpson	ULVERSTONE	Geoff	Larcombe	ELIZABETH TOWN	Bill	Martin	MT ELIZA
Timothy	O'Halloran	GORDON	Effie	Lamb	KINGSCLIFF	Rodger	Itchins	ORFORD
Les	Powell	MACQUARIE	Norman	Lee	WESTON	Harry	Harkness	MOUNT PERRY
Anthony	Chilton	COOGEE	Fred	Randall	BAYVIEW	Charles	Grose	PUNCHBOWL
Eddie	Cross	CHARNWOOD	Geoff	Litchfield	ELTHAM	Alan	Ferris	BELAIR
Brian	Treloar	CHAPMAN	Jim	Lemke	NINGI	Shane "Joombie" Paton		CRAIGMORE
Leonard	Kenderdine	MOSS VALE	Matthew	Jacobs	BLACKWALL	Ernie	Flight	COMOX BC
Maxwell	Wilson	KILCOY	Ray	Larson	BOMADERRY	Thomas	Supple	JAMBEROO
Jeffrey	Dalgliesh		Graeme	Arthur	- KAMBAH	Robert	Stewart	BECKENHAM
Barrie	Lovett	ANNANDALE	Bob	Withers	ELANORA	Bryan	Dunne	SCARBOROUGH
John	Hunter	TERRANORA	John	Reeve	FLINDERS VIEW	Barrie	Beck	EDEN
Brian	Barry	SAWTELL	Max	Altham		Ralph	Mayer	EILDON
Frank	Neilsen	ROCHDALE STH	Al	Hincke	OTTAWA	Barry	Iceton	NARELLAN
James	Davis	THURINGOWA	Don	Parkinson		Frank	Mattatall	MT COLAH
Ian	Garwood	TREVALLYN	Norm	Charman	ALBION PK RAIL	Colin	Champ	CHICHESTER
Charles	Fargher	PARK ORCHARDS	Peter	Greenfield	DUBAI	William	Ritchie	SHOALWATER
Graham	Cox	IPSWICH	Robert	Skinner	VICTORIA POINT	Brian	Simpson	PEREGIAN BCH
Tony	Hunt	PADDINGTON	Robert	Bryce	CURRUMBIN WTRS	David	Blundell	GREENBANK
Bill	Barry	NTH BRIGHTON	Brad	Hock	TOOWOOMBA	Margaret	Nally	NTH BRIGHTON
Ian	Ferguson	VINCENTIA	Peter	Scott	SUTHERLAND	Noel	Martin	CANBERRA
Kevin	Rasmus	CASTLE HILL	Robert	Hall	DRUMMOYNE	Ted	Hundley	TORQUAY
Allen	Smith	SOUTHPORT	Frank	Harris	BARGO	Bill	Heaney	PT VERNON
Bill	Henley	GLASGOW	Bob	Perkins	NOWRA	Robert	Ray	QUEANBEYAN
Glen	Harley	HUGHES	George	Hunt	POMONA	Les	Anderson	WAHROONGA
Brian	Courtier	PAGE	Neil	Ralph		Ray	Godfrey	EUMUNDI
Reg	Phillips	HAVELOCK NTH	Lucien	Morin	OTTAWA ONTARIO	John	Gunn	CLAREVILLE
Haydn	Daw	BRUCE	Denis	Norriss	BUSSELTON	Keith	Bellert	NOWRA
Graham	Winterflood	CAIRNS	Peter	Harris		Ben	Matthews	SHELLY BEACH
Les	Wilson	NOWRA	Bernard	Davis	BOMADERRY	Frank	Lyons	CHELTENHAM
Tex	Nankivell	KOGARAH	Ray	Larder	BERRY	Anne	Buchanan	LONGUEVILLE
Geoff	Ledger	MAWSON	Dennis	Hinds	NOWRA	Eric	Bruce	MOOREBANK
John	Saywell	VALE PARK	Danny	Daniels	WOY WOY	Pieter	De Leeuw	NOWRA
Bill	Julius	W. KEMPSEY	John	Eden	TRENTON ONTARIO	David	Collingridge	WOOLAHRA
Ronald	Evans	TERRANORA	Bruce	Cunningham	PICNIC POINT	Bruce	Bounds	KOGARAH
John	McCormack	CHATSWOOD	Ray	Guest	WONGAN HILLS	Laurence	Menadue	BOWEN
John	Wakefield	ATTUNGA	Rodney	Cooper	MOOLOOLABA	Nick	Cowan	COBHAM SURREY
Stephen	Murray	ST KILDA	Barry	Todd	MANDURAH	Graydon	Swain	WILLOUGHBY
Roger	Pearson	ARNCLIFFE	Gordon	Paech	NOWRA	Keith	McEwen	ONTARIO
Raymond	Buchholz	KIPPARING	Lee	Harris	MOOLOOLABA	Lyn	Beaven	BRIEBIE ISLAND
John	McIntosh	ONTARIO	Armand	Roland	BEACON HILL	D	Groom	NORTH NOWRA
Douglas	Dewhirst	LATHAM	Floss	Nugent	HOLLAND PARK	Paul	MacDonald	MOOLOOLAH
Fred	Dawson	NOWRA	Nat	Gould	GREENWICH	Louis	Breslaw	GUILDFORD
Stan	Conner	OTTAWA ONTARIO	Terry	Payne	NORTH NOWRA	Peter	Willson	MUNNO PARA

# FAA REUNION REGISTRATIONS

Arthur Johnson	TOWNSVILLE	Ronald Powell	BURLEIGH WATERS	Graeme Lunn	BERKS
Peter Harris	NOWRA	Patrick King	BARELLAN POINT	Darryl Day	KILKIVAN
Ralph Turner	WARNERS BAY	Dinsley Cooper	BLAIR ATHOL	Carol McCarthy	MAROOCHYDORE
Rod Newbold	GUMERACHA	Ken Hegarty	CROYDON	Doug Curtis	BALNARRING
Charles Fischer	ARMIDALE	Harry Kidd	KINGSLEY	Eric King	NOVA SCOTIA
Graeme Sharp	NOWRA	Peter Berwick	WINMALEE	Frank Howard	URUNGA
John Cannon	NOWRA	Lawrence Baldwin	SEFTON	Gordon Winterbourne	SURREY
Ronald Bailey	W. FOOTSCRAY	Harry Bird	CHATSWOOD	Jack Kitney	BLACKTOWN
John Gillespie	TOOWOOMBA	Stephen Charles	ATHERTON	Winston Ferguson	DENMARK
Frank O'Grady	RICHMOND	John Blair	MONTO	Taff Evans	VAUCLOSE
Bill McCormick	BUNDANOON	Bevan Daws	KALAMUNDA	Peter Dawson	CLONTARF
Terry Wilkinson	SALE	Kenneth Roberts	CASULA	Steve Ross	MORAYFIELD
Edward Bell	MAWSON	Kenneth Pryor	GLADSTONE PARK	Larry Mills	WESTCOURT
Doug Sutherland	TAREE	Garry Lee	NEMINGHA	Doug Wilson	GREEN POINT
Gordon Turner	DAPTO	Phil Williams	CAMPBELLTOWN	Michael Stubbington	MURRAY BRIDGE
Laurie Jago	FASSIFERN	William Strahan	GREENFIELDS	Keith Engelsman	NSW
Owen Holston	BOORAL	Victor Gatfield	KENSINGTON GROVE	Jerry O'Day	WESTON
Brian Thompson	REDWOOD PARK	James Davidson	ROSANNA	Kevin Parks	COBBITTY
Barry Washbrook	COBRAM	Bill Davies	NOWRA	Rod Coupland	ST GEO. BASIN
Kevin Camm	NORTH NOWRA	Norman (Doc) Foster	SPRINGFIELD	Michael Galvin	CAMBEWARRA
Tony Bennett	DUFFY	David Hardy	TOMERONG	Brenton Ryan	MARDEN
Ron Christie	ROWVILLE	Tony Milsom	SUNBURY	Rob Taylor	BERWICK
Mark Wilson		Alan Leslie	MONTROSE	Kevin Harman	W. FOOTSCRAY
Bill Watson	REDHILL	Peter Robottom	ABU DHABI	Fred Lane	WOOLLAHRA
John Fenner	MARIAN VIA MACKAY	Dennis Lynch	ELIZABETH VALE	David Kent	MACQUARIE
Alan Dobson	LONDON	Peter Dalosso	SOMERSET	Joe Hattley	WARAMANGA
Eric Mazzeo	SURREY DOWNS	Raymond Burt	TAHMOOR	Brian Jestrinski	SUNBURY
Spike Campey	GLEN OSMOND	Edwin Barker	SALISBURY	Robert Woodrow	ARMADALE
Stanley Lehmann	PORT KEMBLA	Malcolm Barratt	WAHROONGA	Brian Wakeley	STORRINGTON
Leo Kirkman	NORTH ROCKS	Peter Cannell	NOWRA	Donald Sojan	MELROS
Frank Aquilina	ALBION PARK	John Hunter	WENTWORTHVILLE	Terry Banks	MARYBOROUGH
Thomas Carroll	EVERTON PARK	Robert Witt	UPP MT GRAVATT	Bernard Brennan	SUNSHINE BEACH
Ian Gibson	LUDMILLA	James Campbell	HIGHTON	Robert Johnston	GARBUTT
Anthony Mason	HURSTVILLE	Spence Sell	HOLT	Leo Viles	FAIRFIELD
Maxwell Gardner	HURLSTONE PK	David Eagles	TAURANGA	Colin Boucher	TERREY HILLS
Les Jordan	STH OAKLEIGH	Ian Lawson	WURTULLA	Monty Brown	VICTOR HARBOR
Kit Gough	B C	Darryl Kirkpatrick	KALLANGUR	Jack Berry	BULLEEN
John Fields	NOBLE PARK	Ted Clayton	ST HELENS	Robert Scobie	MT BARKER
David Gatfield	MARYBOROUGH	William Coombe	DAVISTOWN	Donald Quartermaine	PORTSMOUTH
Alex Pattullo	CHIGWELL	David Howells	ST IVES	Mark Ogden	KINGSLEY
Robert Tunstall	W. YORKSHIRE	Danny Joyce	KARRATHA	John Harrison	EVATT
Stanley Brown	BEECHBORO	Ronald Pink	FASSIFERN	Bob Studdert	EPPING
John Webb	BRISTOL	John Woodyard	KALEEN	Junior Skeates	BARRACK HGHTS
Frank McPherson	BOMADERRY	Tony Der Kinderen	BRIDGEMAN DOWNS	Ken Wilson	GREYSTANES
Roger Wilson	NETHERCOTE	Trish Cronin	ROLLINGSTONE	Wayne Bell	EAST SALE
John Griffin	FULLERTON	Rowley Waddell-Wood	BOOROWA	Mervyn Cundy	ST GEO. BASIN
William Robertson	BRINGELLY	Edward Schmid	BOMADERRY	Brian Fitzgerald	BURLEIGH HEADS
Peter McNay	CURTIN	Robert Pescia	BOORAGOON	Karen Burke	REVESBY
Norman Thomas	DORSET	Tony Hill	FORESTVILLE	James Parsons	HIGGINS
Jack Constantine	BOMADERRY	Haddon Spurgeon	CAMPBELL	Maurice Bromley	ANGUS
Mick Blair	ALBANY CREEK	Sydney Hinkley	NEWPORT	John Selby	KENSINGTON
Robert Dixon	FORMBY	Chris Johnson	CHERRYBROOK	John Williams	COOGEE
Harry Dubinsky	CANADA	Toz Dadswell	MAWSON	Frank Donnelly	URUNGA WATERS
Michael Astbury	TORRENS	John Ikin	OAKLEIGH STH	Robert Gilmour	WAIKIKI
Steve Smith	TERREY HILLS	Brian Terry	ECHUCA	Clem Conlan	MILL PARK
Don McIntosh	THE PATCH	Andrew Robertson	MOSMAN	Trevor Chatterton	DEVONPORT
Jim Lee	NOWRA	Tracy Brown	SALE	Alistair Davies-Graham	GUNNING
Maxwell Gant	COFFS HARBOUR	Garth Perkins	NOWRA	Brian Melville	NOWRA
John McWha	POINT VERNON	William Grant	NAROOMA	Pearl Atkinson	NOWRA
Dennis Lynch	SHOALHAVEN HEADS	Noel Elliott	PENSHURST	Gary Linaker	WOLFFDENE
David Terry	WANGWARRIN	Bob Geale	NTH NOWRA	Gordon Evans	FRANKSTON
Anthony Baker	NOWRA	John Bartels	MOSS VALE	Rick Meehan	NOWRA
Michael Killingsworth	OCEAN GROVE	Ted Fotek	INALA	Luke Meehan	
Michael McInerney	NORWOOD	Harold Hurren	KILMORE	Noel Morgan	BOMADERRY
Barry Herron	COOGEE	Peter Hill	KEWDALE	Rose Swanson	TOOGOOLAWAH
David Randall	PARADISE POINT	Mike Reynolds	RICHMOND	Noel Dennett	CARINGBAH

# Letters to the Editor

Dear Bob,

Congratulations on the continuing high standard of *Slipstream*.

I recently found among my old records a programme covering a couple of Aussie Rules games in Sydney over the 2nd and 3rd of July 1960. The two Sunday games comprised a curtain raiser of Navy v Army and the main game between the VFA and NSW.



You might find room in a future edition to include the attached copies of pages from the programme showing the Navy and Army teams and the NSW team. They should bring back some memories for the stars of the past. Keep up the good work.

Regards, (signed) *Buncha Keys*

## THE AUSTRALIAN NATIONAL FOOTBALL RECORD

Sunday, 3rd July:

PRELIMINARY MATCH, AT 12.15 P.M.

Field Umpire: G. HALL.

Boundary:

J. McSWEENEY, P. KELLY.

Goals:

L. MAGEE, A. WOTTON.

**NAVY**  
H.M.A.S. "Albatross"  
(Blue)

**ARMY**  
S.M.E.  
(Red, White Yoke)

- 1—C. MASON (Capt.)
- 2—A. MIGNON
- 3—P. MCCARTHY
- 4—K. ALLAN
- 5—W. DONOGHUE
- 6—R. ONLEY
- 7—B. FALLON
- 8—A. N. JENKINS
- 9—P. KEYS
- 10—I. STRUHS
- 11—T. P. MURPHY
- 12—G. THOMPSON
- 13—L. T. WELLS
- 14—K. STAFF
- 15—W. HEARD
- 16—P. ALEXANDERSON
- 17—C. COULTON
- 18—W. HILLZINGER
- 19—R. GUEST
- 20—K. McNAMARA
- R. LILLEYMAN
- J. DALTON

- 1—B. ZOTTI
- 2—R. LAWRIE
- 3—A. BUSK
- 4—M. JOHNSTONE (Capt.)
- 5—F. HARDY
- 6—G. LEIGHTON
- 7—R. M. PRITCHARD
- 8—P. TOSCH
- 9—A. RICHTER
- 10—B. LAMB
- 11—E. ROWE
- 12—B. O'TOOLE
- 13—R. HILLS
- 14—R. PRITCHARD
- 15—B. BARNES
- 16—B. GLOSSOP
- 17—R. MORT
- 18—A. KELLY
- 19—W. BURR
- 20—B. GRANGER
- 21—M. QUEALEY
- 22—I. McCAIG
- 23—D. HARDING
- 24—R. BROWN
- 25—D. FRANCIS

## THE AUSTRALIAN NATIONAL FOOTBALL RECORD

### JULY 3rd.

Field Umpire: K. DOWNIE (Tas.).

Goals: J. MALONEY, J. RYAN.

### NEW SOUTH WALES

(Sky Blue)

No.	Player.	Age.	Height.	Wgt.
1—	J. HARDING (Capt.)	29	6.0	13.2
2—	E. NOACK (V.-Capt.)	24	6.2½	16.5
3—	G. SHONE	23	6.1	13.7
4—	J. COOKE	21	6.1	14.2
5—	N. ROBSON	29	6.1½	14.10
6—	L. O'DONNELL	22	5.11	13.10
7—	B. TOWNLEY	22	5.11	13.5
8—	W. WALLIS	20	5.5	12.2
9—	A. SIGSWORTH	25	5.8	10.12
10—	A. WHISH-WILSON	22	5.10½	11.6
11—	L. PEREIRA	25	5.11½	12.3
12—	L. McNULTY	27	5.10	11.7
13—	A. KOUTTS	23	5.9	11.0
14—	W. FREE	25	6.0½	13.0
15—	R. TURNER	23	5.10	12.0
16—	G. SCHROEDER	22	5.11	12.2
17—	W. SPEED	19	6.0	13.4
18—	K. BATCHELOR	25	5.6	10.2
19—	B. STUBLEY	20	5.10	12.9
20—	P. MCCARTHY	22	6.1	12.3
21—	P. KUSCHERT	24	6.0½	13.7
22—	D. LITTLE	28	6.0½	11.13
23—	J. DAVIDSON	28	5.10	12.0
24—	G. HARE	24	6.0	13.12
25—	A. PRINGLE	20	6.0	13.4

Manager: Mr. S. FELSTEAD.

Timekeeper: Mr. C. BITMEAD.

### SCORING CARD

	Goals	Behinds	Points	Goals	Behinds	Points
3rd quarter						
Final						
Goal-kickers						

## Love's Nu-Bake Bread

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Mr Max Altham,

Dear Max,

It was great to see you and many of the FAA members at the Shoalhaven Corps ANZAC special weekend. It certainly was a 'buzz' for me to be close to the days gone by and to share with men whom I had not seen for almost 25 years.

Max, I am writing to say that I had hoped to attend some of the activities of the 50 year reunion in October/November. Unfortunately I am not able to change the attendance at my Headquarters Conference - it is mandatory as a Head of Department, systems don't change whatever they belong to. I am disappointed as this would have been a chance in a lifetime, literally, to catch up with so many of the old shipmates.

If it is possible would you please pass on my kindest regards to those who may remember Pam and I. To the organising committee please extend my warmest wishes and I pray that all the hard work

and commitment will be rewarded. I trust that the guys won't overdo the festivities but will really enjoy this 'once off' event.

Again - Ladies and Gentlemen have a great week - God bless you - each one.

Yours in past comradeship,

Barry Lowes Grainger 'Ex Tiffie RAN FAA'

Chief Commissioner, Red Shield Defence Services

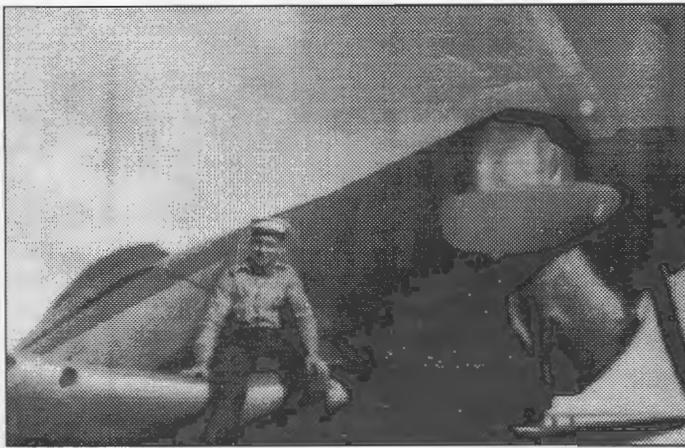
• There is absolutely no substitute for a genuine lack of preparation.

\*\*\*

• Someone who thinks logically is a nice contrast to the real world.

\*\*\*

• Suicide is the most sincere form of self-criticism.



John on a Sea Fury



Dear Editor,

I am writing to advise of the passing of John Herman on 17.04.98. John was an S.E. rating from all accounts though I was not aware of this as I lost contact soon after recruit training, only having renewed the acquaintanceship many years later and again subsequently losing contact until recently.



John was not, from all accounts, a member of our association though he will be remembered, no doubt, by many.

I include the obituaries printed in our two local newspapers plus a couple of old photographs from late 1953.

You may not wish to include some of this info in 'Slipstream'. If not could you please send my photos back as they are part of my own memories of the good life.

We of the Redcliffe Community are saddened by his demise and are sympathetic towards his family and friends in their loss.

May you have a successful Reunion later this year, I wish you all the best for its success, though I will not be able to attend - which is another story.

Bevan Mewett (Ex. LAMA).  
Kipparing, Qld

THANK YOU BEVAN FOR YOUR LETTER, WE AT 'SLIPSTREAM' ARE ALWAYS PLEASED TO RECEIVE NEWS OF FORMER SHIPMATES. I WILL INCLUDE THE NOTICES OF JOHN HERMAN'S PASSING WITH THE OBITUARIES (ELSEWHERE IN THIS MAGAZINE).

\* \* \* \* \*

Dear Bob,

An item of interest from Canada may be of interest to you and other WW2 FAA Aircrew and you may like to include it at some time or other in Slipstream when convenient. I have extracted it from the Spring Edition of the Canadian FAA newsletter, my good friend Ken West being secretary and sends it to me regularly.

"Imagine if you will, an airshow attraction which has been operating for nine years. It is a group of people who appear at airshows, who own no airplane, log no flying hours, yet whenever they appear your camera is sure to click. The members are a rather unique organisation called THE ASSOCIATION OF LIVING HISTORY. They show up at many of the warbird airshows and provide the 'human' element to the 'hardware'.

Each individual owns his own equipment, travels at his own expense and stands beside the aircraft in the heat for two days, answering questions about the technical aspects of the plane, talking to veterans and posing for photographs in the authentic uniforms of the time. They have a terrific amount of technical knowledge (self taught and veteran refined). It is both educational

and entertainment.

At an Ontario airshow, where the only flying Fairy Swordfish in Nth America was on display, standing by to answer questions were the members of THE ASSOCIATION OF LIVING HISTORY in the flying gear of the Royal Navy's Fleet Air Arm, the RNVR 'wavey-navy' epaulettes and 'sea socks' (as in enclosed photocopy) and later in the day kitted out with khaki drill and white caps for the hotter climes.

They also have other kits of RCAF Lancaster crews and even a Fortress Bomber crew depending on the venue or aircraft displayed, on being questioned they said that they had about 50 authentic uniforms. Their motto "bring us the plane - we'll bring you the crew". They are a most interesting group at any vintage airshow.

Keep up the good work in Slipstream, I send my copy over to Ken in Canada so find it a fair exchange, he circulates it among his members so it gets well read.

Yours sincerely,  
A. Conway-Jones, Biggera Waters, QLD

#### Men vs Women

A man walks into a building and gets into the elevator. He presses the button for the fifth floor. At the second floor the most stunning woman he has ever seen gets into the elevator and leans seductively against the wall.

The man doesn't know where to look and starts to get very nervous. The woman begins to unbutton her blouse and throws it on the floor. She then takes off her bra and throws it on the floor. At this stage the guy is getting very nervous.

Then she says: "Make a woman out of me". He unbuttons his shirt, throws it on the floor and replies, "Here, iron that."

#### IRISH GUIDE TO MEDICAL TERMS & THEIR MEANINGS

VEIN - Conceited

VARICOSE - Near by

URINE - Opposite to "you're out"

TUMOUR - More than one more

TIBIA - Country in North Africa

TERMINAL ILLNESS - Getting sick at the airport

TABLET - A small table

# Letters to the Editor

Dear Bob,

During a phone conversation with Jim Lee yesterday, he suggested that I contact you directly with a couple of items you may want to include in the next issue of SLIPSTREAM.

As background, John Saywell and I are key players in the R.A.N. Radio Mechanics Association. John and his wife Moira are currently touring the back of beyond and I am minding the shop while they are out of contact with civilisation.

We will be having our bi-annual reunion in Melbourne during November (General Service and F.A.A.), but some of us ex Birdies will be meeting up at Albatross in October. Hence one of the drafts attached.

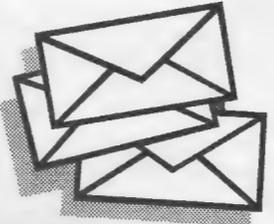
The other draft about Lofty Watson's book will certainly be of interest to some ex F.A.A. personnel.

On the personal side, my wife Shirley and I quit the Sydney noise/traffic/air pollution a few weeks ago and have relocated permanently to Vincentia.

Sincerely, George Stevens  
Vincentia, NSW 2540

## R.A.N. RADIO MECHANICS HISTORY

A new book to be published in October 1998 is a fascinating chronicle of events over the past 60 years outlining the development of Wireless Telegraphy and Radar in the Royal Australian Navy.



This book, titled 'It's Nothing To Do With Me - I'm Radar' is a combination of well researched hard fact and the author's keen observation and incisive comment, interspersed with occasional entertaining lighthearted anecdotes. Of particular interest is the inclusion of verbatim copies of some 'MOST SECRET' and 'SECRET' communique between high ranking persons in the period 1939-1946.

This history will be of particular interest to R.A.N., F.A.A. and R.A.A.F. Radio Mechanics, Radar Plotters and Telegraphists, whether ex Service or currently serving. Also anyone with an interest in Australian history reading this book will discover some disturbing spectres in our national closet, spectres which deserve examination in the light of the present debate of Monarchy vs Republic.

Details may be obtained from the author Ross (Lofty) Watson phone (03) 5427 4104, or at 148 Donalds Road, Woodend, Victoria 3442. Lofty is an ex Chief Radio Electrician R.A.N. who writes from a base of considerable knowledge and personal experience.

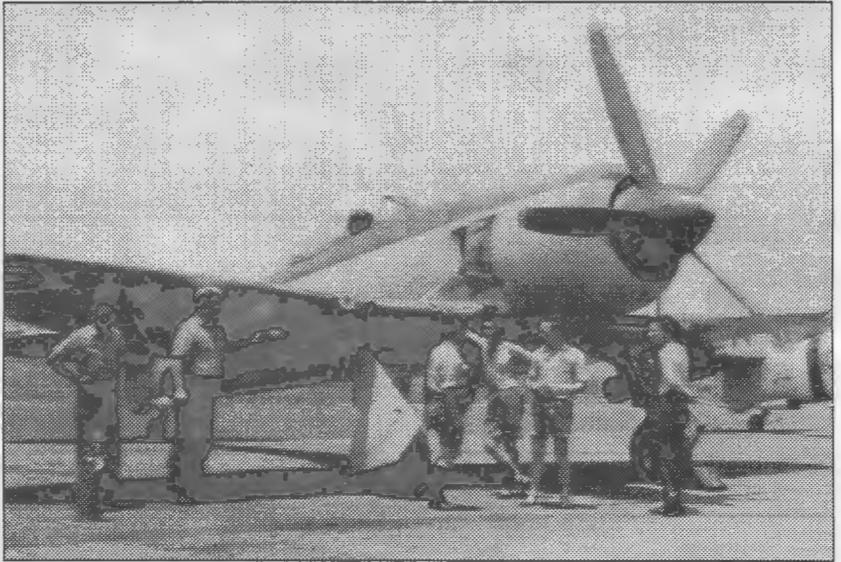
Dear Sir,

I am forwarding to you some photos that you may want to put in SLIPSTREAM or the reunion.

When you have finished with them would you please return them to me.

Yours truly,

Dick (Sunny) Sundstrom, Traralgon, Victoria



805 Armourers at Nowra. l to r: Keith Hope, ?, Geordie Donathy, Eric Cotterill, Doug Dewhurst, Sunny Sundstrom



Sea Fury Pranged on H.M.A.S. SYDNEY



Sea Fury about to go overboard off Korean Coast 1953



Taken in front of C6 Mess, Nowra. l to r: John Ward, John Ikin, Sunny Sundstrom, Butch Jenkins

# WHO, WHEN, WHERE, WHY? PAGE 5 APRIL SLIPSTREAM DID YOU KNOW?

**Who:** L to R - Captain of Aircraft Carrier and Flagship HMAS MELBOURNE (CVS-21) Mike Hudson, WOCXN Vic Willmot, WOATA Jim Lee and WOAVN Bob Gilmore attended by local hostesses.  
**When:** Towards the end of the ships's illustrious but chequered Service, circa 1981.  
**Where:** In the Philippines, Manila, auditorium of the local Playboy Club.  
**Why:** A cultural exchange, the Ship's Company Volunteer Band gave a performance and members of the Ship's Company were invited guests of Club Manager 'Easy' Black. The band performed magnificently, as did the resident entertainers.

What are they doing now:

- Today Admiral Mike Hudson AC RAN (Rtd) is Federal President of the Naval Association of Australia. He is one of the two dozen retired Senior Naval Officers who presented a joint submission to Prime Minister Howard voicing their concern about the continuing discrimination against Naval Personnel who served in the FESR.
- When last heard of Vic Willmot was driving one of those big tourist Catamarans around the top end of the Great Barrier Reef.
- Jim Lee is the present National Secretary of the Fleet Air Arm Association. He became involved with the FAAA as a member of the committee which staged the successful FAA Reunion '88 and is looking forward to retirement at the end of this year.
- Bob Gilmore is busy as always, progressing through the ranks of the Public Service at Centrelink in WA. He is involved with State and Rockingham Sub-Branch, Naval Association of Australia at Executive level. By the time you read this 'Tubby' and Shirley will be on an extensive overseas trip but will be back for the Reunion.



Mechanicians class A/E 8 1958-1960 Product of Technical Training School NAS Nowra  
Ray Larson, Warren Walters, Tom Kenny, Arthur Sharland, Barry Lister, Bernie Fry, Bluey Ditcham, Brian Lown

# FAA Reunion - 28 October - 3 November, 1998

## Jubilee Reunion Update as of 18 June 1998

FROM THE COMMITTEE

### 1. Registration

We are constantly being asked if attendance to reunion events is possible without registering. If we could, we would but the answer is no to be fair to all. Registration is essential for the following reasons:

- the very extensive reunion administration task has to be funded (name tallies, tickets, computer database, phone, letters, brochures, postage, advertising, promotion);
- specific memorabilia/keepsakes have been designed for those who register - the kit has to be funded;
- detailed information is required of attendees for name tallies, to provide an information flow for our colleagues, and to cater for emergencies etc;
- to help fund transport during the reunion (proceeds from the raffle will also be a major source of income for transport);
- total numbers are essential for catering purposes, bar considerations, Museum staffing, seating for events and obviously - transport;
- we need to ensure that we have the capacity to host this unique event in the manner it deserves.

Registration is the only method of establishing the total picture and provide funding to ensure this occasion obtains the significance that it deserves and meets everyone's expectations. Please support this worthy cause and, not only register but register **early!**

*Interpretation of Registration* - The Committee decided that after the Queensland experience, we would take into account the needs of the family and charge a fee of \$35.00 per family. A 'family' is deemed to mean husband, wife and children (adult or youngster).

Finally, please tell your old ALBATROSS shipmates (who may not be in the Association) to join us!

### 2. Tickets/Name Tallies

A strict no ticket - no name tally (ie registration) - no entry, will be in force throughout the reunion period. This code of conduct is absolutely essential to both be fair to all and as we have to pay our way for every function on the programme.

Strict security will be enforced so please avoid any embarrassment of being asked to leave, and register and pay for events as soon as you are able. Please note name tallies will be on a lanyard for the convenience of all who attend.

We will be sending out a list of booked events to all who have registered two months prior to the reunion. Could you please check through these events and if there are any corrections please send back to Tessa, the Reunion Secretary, as soon as possible.

### 3. Christian/preferred names

Christian/preferred names for the reunion name tallies are essential. When we write to you and you notice that only your initials have been acknowledged please contact us by phone (02) 4421 1920 or (02) 4421 7463, fax (02) 4421 1999, letter PO Box A15, Naval PO, Nowra NSW 2540 or email anam@ozemail.com.au, with your details.

### 4. Distribution of Tickets/Name Tallies

You will receive a pack on arrival with tickets, name tallies and bus routine. Please note - name tallies and tickets are your entry to the reunion and to the functions. Do not lose them or forget to bring them with you, because if you do not have them you will have to pay again for each function you attend. Although we are maintaining a database of who has paid we still need to

cross check this information with numbers attending - ie receipt of tickets.

### 5. Registration Procedures

Registration on Wednesday, Thursday, Friday and Saturday morning will take place in the Function Centre upstairs. Four of the Museum staff (young ladies of high intellect) who have been running with this project for over 12 months, will administer registrations. Those who have paid and require no alterations to bookings will be fed through the fast lane, all others will join the long queue of the slow lane.

Remember, if you have not registered or paid for events prior to arrival all your details will have to be entered onto the computer on arrival - and this will take time.

For the remainder of the reunion registrations will be conducted from the shop - in the Museum Foyer.

### 6. The History Book 'Flying Stations - A Story of Australian Naval Aviation'

The History Book will be ready for collection at the registration point for those who have pre-ordered/paid, and for those who wish to purchase copies. Flying Stations will continue to be discounted 20% prior to the reunion. At the reunion the price will be \$55.00.

### 7. Raffle Tickets

Please order your raffle tickets - great prizes are to be had. Raffle money will be used to pay for the reunion transport - any funds left over will go to the FAA Reunion Fund. Prizes are:

- 1st: Return economy QANTAS flight from any Australian International airport to LA. (Courtesy QANTAS)
- 2nd: A matching set of FAA and HMAS ALBATROSS 'histories' in a presentation case. (Courtesy - Museum)
- 3rd: An hour long helicopter flight for two persons around the South Coast, NSW. (Courtesy - Aerowasp Helicopters)

The Fleet Air Arm Association  
**JUBILEE 1998**

**First Prize:** Two return tickets to L.A. flying QANTAS.  
A trip for 2 to Los Angeles flying economy from any major international airport in Australia.

**Second Prize:** The three books in a special presentation case.  
The Fleet Air Arm's Flying Stations and HMAS ALBATROSS - A collection of memories.

**Third Prize:** A helicopter flight for two in the exciting Aerowasp Bell 47.

All proceeds will fund the reunion activities.  
Drawn at the Air Show on 1 November 1998.  
Winners names will be published in The Weekend Australian.

No: 0009701

CFN12601

### 8. Programme Comments

**Wednesday 28 October** - Registration desk will be open all day. Registering early will give visitors ample opportunity to settle in, do some early souvenir shopping and see the Museum. If there is sufficient demand we may organise some base tours during the day.

### Thursday 29 October

Registrations - continue in the Function Centre - all day  
Cocktail Party - The Navy sponsored function is to be held in

the Museum hangar with the full Navy band and a representative ceremonial Naval Guard. Tickets are limited to 1,000 and we are fast approaching our ceiling/allocation by Navy.

On completion of the Cocktail Party the Museum Function Centre will be open for meals (fork suppers - sloppy dishes at \$6.00 each) and drinks (on a cash basis) and coaches will shuttle to accommodation until 2300.

#### **Friday 30 October**

- **Registrations** - in the Function Centre all day

- **AGM** - Held at the Parachute Training School at Nowra Hill. Capacity is limited to approximately 150 - standing room for the majority. There will be no morning tea at PTS but will be available at the Museum.

- **Base Tours** - Formal approval to conduct base tours has been received: we need volunteer tour guides!

- **BBQ Lunch** - Now commencing at 1200 at the Museum - to ensure sufficient time available before the Review. Wet and dry weather routines will be catered for. This is really the first opportunity that we have of getting together on our own.

- **FAA History Review** - To be played out in the Museum hangar, with presenters from each State progressing through our history in a 'dog and pony' show on stage. Should prove to be very enlightening - and could be amusing. On completion of the review, the FAA History book 'Flying Stations' will be launched.

- **Canadian FAA Presentation** - The 40 strong Canadian contingent wish to present a very large painting to the Museum, to commemorate their visit. This presentation will take place after the launch of the book.

- **Mini Branch Reunions** - We are aware that the following mini reunions are taking place - Handlers, Electricians, AE's and Armourers. Would organisers of these and any other mini reunions please contact me in order that we can include point of contact details in our newsletters and Slipstream.

- **Dolphin Watch** - Bus departs Museum at 1330 and returns to Nowra on completion. A great way to see Jervis Bay. Sail from Huskisson at 1430, enjoy afternoon tea on the bay and be certain to see dolphins. Return in time (1630 - Huskisson) to repair for the ball. If we do not get more support for this outing we will open it up to the general public. If you intend to 'embark' please book early. It would be a shame not to have a totally FAA 'crew' on board.

- **The Jubilee Ball** - To be held at Worrigeer House, this is a joint ALBATROSS/FAAA function. Seats are at present limited to 900 (450 for Navy and 450 for us). We have already reached our current limit and have commenced a 'wait list' in case Navy do not take up their full allocation. Personnel will be asked to pay the full \$50.00 to be placed on the wait list. I am the eternal optimist, but money will be refunded ASAP if you are not successful.

- We have made every attempt to increase capacity but there is no venue large enough on the South Coast. As Navy cannot allow us to use an on base facility we have had to explore commercial venues.

- There is no doubt that Worrigeer House is the premier function facility in the area. However, internal capacity is approximately 400 and we are therefore erecting a marquee in the grounds.

- The exact disposition of the seating arrangements will not be finalised until approximately one month before the reunion.

- The Ball Committee will allocate tables to ensure that there is a good mix of Navy and FAA, inside the function rooms and outside in the marquee.

- **Table Bookings** - Tables will be laid to 10 places. If you wish to book groups of up to 10 we will commence booking arrangements for individuals tables. If you do not wish to book tables we will allocate seats for a seating plan to be displayed at the function. To

book tables we need to know the names of financial guests only - through one co-ordinator - and in writing. No bookings will be taken by telephone. As mentioned previously, disposition of tables will be decided later on.

- **Cost** - The cost of the ball with pre dinner drinks has increased to \$60.00 per head. The price includes a table service, high quality dinner, dinner wine and the Navy Band and disco. All other drinks for the evening are on a cash basis - ie user pays.

- **Transport** - A shuttle coach service from motels in Nowra/Bomaderry will support the function. First coaches will leave Bomaderry at 1830 and thereafter, every 30 minutes until last departure of 1930 - stopping at various locations en route. This information will be supplied in the reunion transport brief at registration.

- **Rig** - The Navy are wearing Mess Undress/No's 1. We should do our best to meet the occasion. Rig for the FAAA is DJ's, if you haven't got a DJ then lounge suit; if you haven't got a lounge suit then blazer and tie is the minimum standard acceptable. Ladies should dress accordingly with ball, cocktail or after five wear.

- Noting the above comments should anybody wish to cancel please do so early so that seats can be reallocated.

- It will be a fantastic evening with the Navy Band at its best.

- **Ball Alternative** - We intend keeping the Museum open with a bar and fork supper (\$6.00) until 2000 for those not going to the ball and haven't finished chatting and wish to linger.

#### **Saturday 31 October**

- **Freedom of Entry Parade** - Currently the plan is to commence at 1200 behind the Spring Festival float parade. Navy will lead with its own band, followed by our 1500 strong contingent' (hopefully), behind an historic aircraft on a low loader (Queen Mary), and our own band. Muster points will be advertised later. We intend marching to the Show Ground, having passed the VIP dais en route, to be greeted by a civic dignitary. On completion buses will depart for Nowra/Bomaderry/Museum for mini reunions, and to the Jubilee Race Day.

- **Jubilee Race Day** - \$10.00 entry price includes race book and nibbles. The race day is being held at the Nowra Raceway from 1300 to approximately 1700. There is a canteen for drinks and more substantial meals on a cash basis. There are five races, each being sponsored by a Division of the Association, to be named as follows:

- ALBATROSS
- NIRIMBA
- VENGEANCE
- SYDNEY
- MELBOURNE

- **Kangaroo Valley Tours** - An all day event through Kangaroo Valley and Berry - which have become very trendy: excellent value for money. Commencing at 0900 from Stuart Place in Nowra or local nominated motels. If you have booked, or are booking please let us know pick up point.

- **Spring Festival** - The Shoalhaven Spring Festival programme can be obtained from the local Tourist Centre in due course, by ringing 1800 024 261. Major events are held in the show ground after the parade which starts at 1100 and, in Harry Sawkins Park by the Council Centre.

- **Evening BBQ - Halloween Theme (31 October!!!) at the Museum** - We will be praying for fine weather - however, inside or out it will be a great event. Transport is provided. There will be music and dancing for your entertainment.

#### **Sunday 01 November**

- **Ecumenical Service** - Commencing 0830 (buses depart Bomaderry/Nowra 0730 in a shuttle service). This service, conducted by Bishop Mayne, Monsignor Lyons and Senior

Chaplain Wheeldon, will be held at the site of the new Jubilee Monument, adjacent to the car park at the front of the Museum. The monument will be dedicated during the service. The Minister for Defence and Chief of Navy have been invited to participate.

- on completion breakfast will be available at the Museum (on a cash basis)

- **Air Day** (1000 - 1600) - This will be a major event, staged by Navy. We have managed to ensure that the aviation display line is centred on 03/21 to maximise exposure of the Museum as our best venue. We have been assured that planning is well advanced with various Services, international and Australian, indicating keenness to participate. Entry to the Air Day is free.

- **Secure from Flying Stations** (1630 - 1900) - We are having a get together for drinks at the Museum on completion of flying, to bid farewell to those intending to depart. It will provide an opportunity for some 'haul down' speeches.

#### **Monday 2 November**

- **Mixed Bowls Competition** - To be held at the Bomaderry Bowling Club. Competitors are being charged \$20.00 per head which includes a \$10.00 voucher to be spent at the Club, bowls, lunch and trophies.

- **Jubilee Golf Tournament** - HMAS ALBATROSS is now organising a major sponsored event involving 260 competitors. Our allocation in this tournament has not yet been decided. However, it looks as though there will be two separate entries - good competition standard golfers, and those with little to no handicap (like myself). \$20.00 is still the entrance fee. Watch this space for more information as it develops.

- **Sydney Tour** - Commencing 0700 Stuart Place/Motels. Morning tea at Bulli Pass, Scenic Tour to Homebush - tour Olympic Park. By catamaran down river to Darling Harbour (\$2.00 extra). Own sight seeing. Recommend lunch at Casino (\$13.00 buffet - extra). 1430 embark coach at steps of Casino, tour Woolloomooloo, Kings Cross, North Head and home, arriving Nowra approximately 1930. Please inform us of pick up point requirements.

#### **9. Bar Facilities - Wardroom Marquee**

The Executive Officer of ALBATROSS has kindly agreed to the Museum borrowing the Wardroom Marquee in order that we can provide a facility in the grounds for the FAA Reunion.

It is our intention to operate the bar from this marquee. We will obtain a special licence to facilitate this. The bar will operate every day; times of opening to be promulgated in future newsletters.

#### **10. Nowra Hill Public School**

The principal of Nowra Hill Public School has offered to open the doors of the school for any reunion delegate who wishes to visit and tour the school - should bring back a lot of fond memories. This offer is for Thursday 29 October and Friday 30 October.

#### **11. Accommodation**

We have advertised for local people to provide bed and breakfast deals for visiting reunion personnel and to contact the accommodation co-ordination centre. Ring 1800 024 261 for details. There is still plenty of Motel and caravan accommodation at Huskisson, and at Shoalhaven Heads if you have own transport. We are investigating extending our coach service to include Huskisson.

#### **12. Internet**

Visit us on the World Wide Web at <http://www.navalaviationmuseum.org.au> for more details, order forms etc.

**13. History Book - 'Flying Stations - A Story of Australian Naval Aviation'** - A great book and a worthy FAA memento of great times in the RAN. The Museum had the courage to take this project on and provide risk funding to assist the FAAA. The project has not been without its problems as many of you may be aware.

However, we are on the last lap and the book will be published in good time for the reunion. To date 548, books have been pre sold, and we need to sell a further 900 to break even. Please support this project by ordering your copy early, take advantage of the 20% discount and provide us with the funds to pay the outstanding printing costs. The book will be sold at the reunion at its launch price of \$55.00 per copy.

#### **14. Bookings to date**

From the bookings secretary for interest-

Total number attending	1022
Registrations	529
Cocktail Party	614
BBQ Lunch	533
Dolphin Watch	23
Ball	462
BBQ Museum	427
Bowls	22
Golf	42
Kangaroo Valley	25
Sydney	18
Race Day	175
Raffle	171 Books (\$3,420)

Finally, 'HMAS ALBATROSS - A Collection of Memories' will not be published for the Reunion in order to ensure that it is not in competition with our other book 'Flying Stations'. Once we have achieved break even point (1,250 books) of sales of Flying Stations we will set the wheels in motion to publish 'HMAS ALBATROSS' to commemorate the Jubilee year of the base.

With best wishes

Mike Lehan, Reunion Committee Secretary

18 June 1998

### **YESTERDAY - TODAY - TOMORROW**

There are two days in every week about which we should not worry, two days which should be kept from fear and apprehension.

One of these days is YESTERDAY with its mistakes and cares, its faults and blunders, its aches and pains. YESTERDAY has passed forever beyond our control. All the money in the world cannot bring back YESTERDAY. We cannot undo a single act we performed; we cannot erase a single word we said . . . YESTERDAY is gone.

The other day we should not worry about is TOMORROW with its possible adversaries, its burdens, its large promise and poor performance. TOMORROW is also beyond our immediate control. TOMORROW'S sun will rise, either in splendour or behind a mask of clouds but it will rise. Until it does, we have no stake in TOMORROW for it is as yet unborn.

This leaves one day . . . TODAY. Any man can fight the battle of just one day. It is only when you and I add the burdens of those two awful eternities . . . YESTERDAY and TOMORROW . . . that we break down. It is not the experience of TODAY that drives men mad - it is remorse or bitterness for something which happened YESTERDAY and the dread of what TOMORROW will bring.

**LET US THEREFORE LIVE BUT  
ONE DAY AT A TIME!**

# The World's Greatest Armourer



**WARRANT OFFICER WJ (Billy) PAUL RAN (Ret)**  
 Faithfully served my Country and my Navy for 37 years & 6 months.  
 Travelled extensively through Indonesia, Thailand, India, Malaysia, Sri  
 Lanka, Nepal, Japan, Hawaii, Hong Kong, Pakistan, the Maldives, New  
 Zealand, the Pacific Islands, Papua New Guinea, Olongapo, Australia  
 and King's Cross.  
 I have passed more lighthouses than you have passed shithouses.  
 Fixate and knowledgeable in all subjects relevant to anything.

I BULLSHIT YOU NOT!

17 Jamieson Road  
 NORTH NOWRA  
 NSW 2541  
 PH 02-44230244  
 FAX 02-44224105  
 email:  
 wpaul@shoal.net.au

Wednesday, May 6, 1998

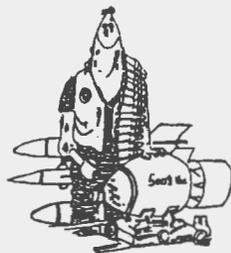
Bob,  
 I will take up your kind offer of advertising The Armourers Reunion in the next issue of Slipstream:

HERE IS THE OFFICIAL PROGRAMME:

DATE: Saturday 31 October 1998  
 VENUE: Senior Sailors Mess, HMAS Albatross  
 TIME: 1500 till close of Mess (2300)  
 DRINKS: Drinks will be served from 1500  
 REPAST: 'Hands to Dinner' will be piped at 1730  
 DRESS: Neat casual. Black Ties optional.

REPAST WILL CONSIST OF:

Butts of Lean Beef  
 Freshly Cooked Chicken Pieces  
 Fresh Bread Rolls  
 Chilled Tomato Slices  
 Chilled Onion Slices  
 Fresh Garden Lettuce  
 Refreshing Coleslaw  
 Assorted Sauces and Condiments  
 Tea & Coffee



Admission will be only by official ticket. If you have not yet got your ticket, send \$10, per person, before  
 September 01, to  
 The President,  
 Armourers Association.

17 Jamieson Road,  
 NORTH NOWRA 2541

This ticket will allow access to HMAS Albatross, your dinner and drinks.  
 NO TICKET, NO ADMITTANCE, AND WORSE STILL, NO DRINKS.

Thanks Bob,

Bill

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## GOLDEN JUBILEE

1948 - 1998

# BOWLS DAY

Bomaderry Bowling Club, Monday 2nd November, 1998

*Dress Mufit (No. 8's)*

ENTRY OPEN TO ALL

Fleet Air Arm Personnel, Servicemen,  
 Members of HMAS Albatross Bowling Club  
 Invitations to all Clubs throughout Australia

### MEN'S TRIPLES 2 x 13 SALVOS

Daily Orders 2.11.98

10.15	Turn to. Official Welcome	10.30	Battle Stations
12.30	SCRAN	13.30	Battle Stations
	15.00		Present Awards
15.30	Secure, Libertymen to Clean		Splice the Mainbrace

Entry by Team or Single Name \$10.00 per Person

All Entries to: Sports Organiser, Bomaderry Bowling Club  
 Locked Bag 3008, Nowra, 2541  
 Phone: (02) 4421 2733

# NATIONAL SECRETARY'S REPORT

PO Box A115  
Naval Post Office  
Nowra NSW 2540

As the RAN FAA Golden Jubilee and FAAA Reunion '98 draws closer many members, families and friends are consolidating plans for the occasion and looking forward to renewing old friendships.

An important part of the week of celebrations will be The Association Federal Council AGM. The prime agenda item will be election of a National Executive Committee to guide us through the following three years term.

To go back briefly, to the elections in Tweed Heads on 08 November 1996, the present Interim Committee members were elected to remain in office until 1998.

Two important proposals were carried. One tasked the National Executive to resolve constitutional problems as a matter of priority. Extensive out of session consultation between the National Executive and all Divisions' delegates resulted in a constitution which was accepted unanimously at the 1997 AGM after minor amendment action.

The second proposal was that the National Executive set up a sub committee of three (3) to administer the production of SLIPSTREAM. This was proved somewhat more difficult.

Association members in general, and the interim National Executive members in particular, are indeed fortunate that Bob Perkins stepped in to fill the vacant position of Editor of The Association National Journal. SLIPSTREAM is the glue which binds us together. Without it the relative isolation and parochialism of Divisions could become the norm.

Local volunteers, to assist the editor in compiling and producing SLIPSTREAM, have not exactly beaten a path to the editors desk in sufficient numbers for him to settle on the best permanent team. Naturally, the National President is an ex officio member of all committees and the National Secretary has a tendency to stick his oar in from time to time. An activity not generally appreciated by the Editor.

However, we would not seek to impose our ideas, ourselves or any other persons on a selfless, dedicated servant of the members.

Judging by the complimentary 'letters to the editor' after every edition, readers find SLIPSTREAM as popular and informative as ever.

A matter that has been simmering along for some considerable time is that of recognition of FESR - MALAYA service as operational service for purposes of the Veterans' Entitlement Act.

I can remember when Toz Dadswell, then FAAA President and N.A President Mal Clarke submitted a joint appeal to the Honours and Awards Committee for award of the NGSM clasp Malaya. Ardent activists like Bob Gibbs in the south, Noel Payne in the north, and our own Barry Roberts here in NSW have concentrated their attentions on the more recent AASM eligibility criteria.

They favour a more 'go for the throat' approach and I expect an article on the subject to appear in this edition. I've probably exhausted my allotted space, and the Editor's patience, but I'd like to raise one more thing. The National-cum Local Division HQ-cum SLIPSTREAM centre. Responses to requests for volunteers to help do the joint up have been, to quote one contemporary waterfront identity, "Glacial".

Notwithstanding, it is hoped that the 'Old Chapel' will be used as a drop-in centre for members and visitors during the Reunion. We can at least offer you a chair and a brew. The sight of tanin stained cups, no running water, no waste pipe connected to the sink, the mandatory typhoid bucket, will invoke memories of those early RANAS makeshift crewrooms. A tug of nostalgia, old Kings Navy men will feel right at home.

I do not like to conclude on an unhappy note but as we all get older health inevitably deteriorates. At the time of writing this (14 June) our Patron Sir Victor Smith is still in hospital in extremely poor health, our National Honorary Chaplain Mons. Frank 'Tiger' Lyons is in rehabilitation recovering from a recent stroke and ACT Division President Mike Astbury is decidedly unwell.

Our best wishes are with them, and all our members who are suffering ill health, and with their families and loved ones.

*Jim Lee*



## News from the Divisions

### WESTERN AUSTRALIA

John Green  
Unit 1/7 Prinsep Road, Attadale 6156, W.A.  
Phone: (08) 9330 7386 (ring anytime)

Since my last input WA seems to have slipped into no news happenings, very strange indeed.

So in other words fellers this will be a short and sweet missive.

First up - Anzac Day:

The 98 March was one of the best so far, in its history. The best part being that fifty ex Birdies paraded, with Theo carrying the banner. The weather could not have been better. Among the marchers were some first timers to march in Perth. Names are failing me because of the Craft I am now beginning to suffer from, but they will know who I am talking

about and with great pride we thank them for their presence.

The one thing about Anzac Day, there is always that element of surprise, which in itself is simply wonderful for the moral and being part of it all. We are the lucky ones.

Naturally back at the Tattersels Bowling Club in East Perth, things were in full swing when I arrived. You could hardly move, there were so many ex Sailors and Serving Members the place was crowded out, but it was nice out on the verandah. Terry Payne (Pitcher) ex C PO ATA longest serving in that category. He does the AVN justice, the way the arms were waving and of course heard this one or something one did this twenty years ago. Definitely a good candidate for FAA Historian.

By the way he and his good wife are now living back in Nowra.

Good to see Gabby Hayes, Snow Hall, Bill Strahan still trying to outdo each other.

Many many other things were seen and heard funny things, things of sorrow, gossip caught up with, sorrow for those who



Western Australia, cont'd . . .

have gone and we all miss. Isn't life worth living to be among these sorts of people. God bless.

Good to meet up with Commander Ferguson, Son of our esteemed Armourer Ian, who was in Perth with his ship for the March. So that's another March over all will be back in 99 same time same place, God willing.

#### AROUND THE STATE

Going to mention a few names of ex members as to stir up a flame and get them back into harness.

Ray (Merlex) Bradley (same intake June 1950 as I)

Bill Dunlop ATA

Vic Cox AH

Geoff Vickridge, Commander

Dave Green AH

Dave Russmussen Elect

This will do for this issue and probably make it an ongoing thing for coming issues. So please anybody any information regarding any ex birdies that have fallen by the wayside please let me know, we need you to survive.

No social life is planned in the near future, except for small gatherings around the traps.

The HMAS ALBATROSS Reunion is still big news and lots of organizing is going on we know over there, all the very best to one and all, who has a hand in it. Thanks to the committee.

Well a mate that's it for now. Our good wishes go to all throughout Australia and beyond.

May the Force Be With You. *Best Regards, John Green*

Secretary:

B.T. Treloar,

P.O. Box 3652,

Weston Creek, ACT 2611

Phone: (02) 6288 2730

## AUSTRALIAN CAPITAL TERRITORY

Greetings to all our shipmates. The Canberra winter has set in once again with some pretty chilly mornings, but for the most part the days, so far, have been sunny and warm. Needless to say, all the Autumn leaves have now fallen with very little colour left. Our Anzac Day celebrations went off very well worth about 50 turning out for the March at which the Fleet Air Arm Association had pride of place. It was great to see a number of old friends who seem to hibernate between Anzac Days. The Barbecue at HMAS Harman which followed the March was also well attended and all agreed they had a most enjoyable afternoon. We now look forward to our next event of the year, that is the 50th Anniversary of the FAA on 28th August. This Division has arranged to hold an Ecumenical Church Service at St Paul's Chapel, Duntroon commencing at 1100. The service will be led by Bishop Geoff Mayne AM, who will be assisted by other serving clergy in Canberra. All personnel, serving or retired are welcome to join in this service of commemoration and thanksgiving and it would be wonderful if we could fill the chapel which holds about 300. In the evening, we will be holding a Commemorative Dinner at the Italian Club in Canberra and again we would welcome any visitors from interstate who may care to

join us. The cost of this function will be \$35 per head, including all drinks and our social secretary Brian Farthing assures me that the fare will be first class. Should anyone from other Divisions wish to join us, please drop me a line at the above address or telephone if you wish. April also brought a touch of sadness to learn that Cmdr. Eddie Bell's wife Kath passed away. We extend our sympathy to Eddie and his family at their loss. Her funeral was well attended by local members and family friends. While talking to Bishop Mayne recently, I learnt that an old friend of the Fleet Air Arm in the Rev. Father 'Cocky' Roche had recently passed away. Many will remember Father Roche who travelled with us to UK in HMAS Vengeance and returned with the newly commissioned HMAS Melbourne. He will be

remembered for the quiet and caring way he carried out his pastoral duties within the RAN. I understand that St Mary's Cathedral was packed for his Requiem Mass. Our President, Mike Astbury, was rushed off to hospital at short notice last week, following what seemed a minor accident at home. Fortunately, following several CAT scans he was allowed home again and we wish him a speedy and full recovery.

*Brian Treloar*

Secretary:

Ron Christie,

15 Bianca Court, Rowville, Vic.3178

Phone: (03) 9764 5542 Fax: (03) 9755 5417

## VICTORIA

Greetings to one and all, wherever you maybe. Anzac Day 1998, what a day, just prior to form up time for the big parade, the skies literally opened up, it bucketed down and continued throughout the march, and wouldn't you know it cleared to a nice sunny afternoon, one could say, "What's new, a typical day in Melbourne. None the less our members did the Association well, I would say it would have to be a record for the numbers on parade, sixty plus, I believe. The Navy was very obliging, it granted our request for six junior sailors to form a banner party on this our 50th Anniversary year, and also a Senior Sailor to carry the FAAA of A Flag, this was greatly appreciated by our members and by the RAN personnel, so much so they all joined us at our after march reunion at the Melbourne Naval Centre. The RAN banner party,

was of course sent up from HMAS Cerberus for the occasion, our thanks to Captain John Dierks RAN, CO HMAS Cerberus for granting our request for serving members of the RAN to march with us on this significant day. The FAAA contingent moved off approximately 0900 led by President Ralph Mayer followed by a fine body of men, I might add, apart from our ever reliable regulars, too many to name, but they know who they are, it was great to see some of the newer members to the Division in Attendance, such as Rob Partington and Jim Ferguson, congratulations to all for the splendid turn out, you did the Association proud, in fact, resulting from the impact of the television coverage of the march, I have received numerous enquiries re membership to the Association, resulting in four new members being signed. Of course throughout the FAA contingent passage along St Kilda Road to the Shrine of Remembrance, we were cheered on and applauded by our own team of 'GROUPIES' in their usual style of moving from one vantage point to another the entire route of the march, their actions



Victoria cont'd . . .

definitely encourage other spectators to cheer and applaud our division, of course I refer to our 'Associates' Thanks Ladies your actions are greatly appreciated, keep up the good work. Following on from the march, it was back to our usual reunion venue, the Melbourne Naval Centre, to partake of a spit roast lunch and the odd drink or two, and enjoy the camaraderie and the stories and wares, which naturally got bolder as the day wore on. Once again this year the Submarine Association asked if they could join us for the day, the exercise creates a lot of goodwill between the two Associations, also the Submarine Association members participate in our traditional Anzac Day fund raising activities. On the subject of the lunch and fund raising I would like to convey on behalf of the Division our thanks to the Social CO-Ordinator Val Christie for her organisation of the lunch and putting together the monster hamper as the major prize in the fund raising, and thanks also to Anne Taylor, Clem Conlan and Alan Clark for their kind donation of prizes for the Anzac Day fund raising and to Margaret Berry and Betty Conlan for their efforts selling tickets in the afore mentioned fund raising activities, All in all a very memorable and successful day. Our next function will be the annual RAN FAA Memorial Service at HMAS Cerberus, on the 21st June 1998 (I realise this item will be too late for the next issue of Slipstream) I have just been informed from Cerberus, this year the FAAA will be sharing the day with the N Class Destroyers Association -,the reason for this combining is due to the RANs manning and budget policy, but I am sure the day will be successful. On July 5th 1998 commencing at 1130 at the Melbourne Naval Centre, the Division will be conducting an open forum meeting, Mike Lehan will be the guest speaker and will bring us to date with FAA Reunion 98 details, also answer any questions you may have pertaining to the reunion. A Bar-B-Q lunch will be available at a cost of \$2.00 per person, so come along for an enjoyable and enlightening day, **IMPORTANT:** If you require lunch, please contact the Social Co-ordinator Val so that she can arrange the necessary catering, thank you. "Welcome Aboard" to the following new members and new members to the Division, Don McIntosh, Bernie Jeffrey, Tina Partington, Rob Partington, Hank Fargher and Norm Fargher, welcome you are among friends. In closing congratulations to our Editor Bob Perkins and team for a job well done.

Sick Bay, Mons' Frank 'Tiger' Lyons and Len Baggott. Our thoughts are with you, wishing you a speedy recovery, the same applies to any other members who are feeling poorly, we wish you well  
*Ron Christie.*

#### Anzac Day '98

Front row of our gallant band from L-R: John Champion, Rob Partington, Geoff Litchfield, Ron Christie, Les Jordan.

Behind Banner Party L-R: John Ikin, John McAlister, Dick Prentice, Jim Davidson, Jack Berry. "Smile Boys, smile"



Ralph Mayer explaining to John Champion that now he is President he will put a stop to it. Les McKierin drinks to that.



Rob Partington asking Tiger Lyons and Jim Ferguson if it is customary for Clem Conlan to win ALL the raffles.

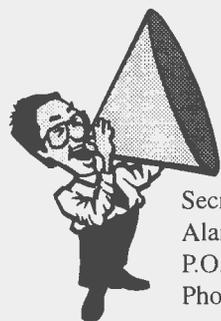


## WANTED

IF ANYONE HAS AN OLD SERVICEABLE SLIDE PROJECTOR WHICH THEY NO LONGER USE AND WOULD LIKE TO DONATE SAME TO THE MUSEUM, PLEASE CONTACT DP ON (02) 4421 1920. IT WILL BE PUT TO VERY GOOD USE IN THE CURATOR'S OFFICE

# News from the Divisions

## TASMANIA



Secretary:  
Alan Andrews,  
P.O. Box 88, Exeter, TAS.7275  
Phone: (03) 6394 3448

Little to report from the Apple Isle this issue. Anzac Day venue for the Tasmanian Division this year was Hobart Town. Not many FAAA members turned up. However, we were represented, the flag was flown and the Association were seen - which is, what counts. After the ceremonies we were invited to HMAS HUON, now manned by Naval Reserves and a naval diving team, for a barbecue and where we 'Oldies' were made to feel most welcome - even the weather was kind to us and the threatening skies failing to produce any rain until we were about to leave.

Gained a new member recently - Dick Dyer - can't tell you too much about him at this stage but as soon as we learn more we'll pass it on. He did mention that he came out to Australia on 'SYDNEY' with 805 squadron but did not say in what capacity.

On a sadder note, Bill Lowe's (Ex POAH) son was severely injured in a car accident recently and Bill has been with him most of the time. We all sympathise with Bill and his family and hope the son makes a good recovery.

Our next meeting - our A.G.M. will be held in Hobart at the Glenorchy RSL. 'Andy' says that notices advising of the AGM will be sent to all members and reminds members not to forget that subs. will be due at the time of the meeting (Subs. can be paid at the meeting).

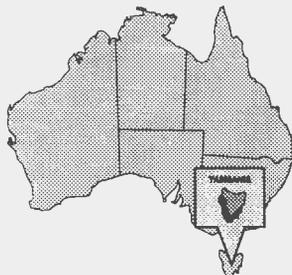
If you know of any Ex-FAA sailors out there give them a good stir and encourage them the best way you know how to join the Association and to help keep the group alive. A strong and active membership is important to the health of any organisation.

Our last meeting was held in late May in the new RSL building, Wellington Street, Launceston. After the meeting we had lunch in the cafeteria which was quite new of course and the catering was excellent. I noticed some of the ladies (and some men) investigated the poker and Keno machines. I'm not sure if they had any luck, no 'whoops' of joy were heard nor did any of the players offer to shout the bar so one must assume -!

The 'shindig' at Nowra is less than five months away now. No doubt the organisers are getting into top gear and have reached the fine tuning stage. With an event of this magnitude they will need everything in their favour if the occasion is to be an unqualified success so let us get behind them and all Divisions give their whole-hearted support. It will be an occasion to be remembered for the rest of our lives.

Anyway into the Fax machine for this lot so that it meets the deadline. Best to you all.

*'Jake' (Matt Jacobs)*



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

## NEW SOUTH WALES

Just felled the '97 Xmas tree and it's nearly time to plant another one for '98 - doesn't time fly when you are having fun.

1998 is proving to be a very busy time for us, work on arrangements for the Golden Jubilee Reunion is time consuming to the extreme. I am quite sure that when 28 October arrives the scene will be set for a very happy and enjoyable few days when we can meet up with many of our friends from past years. In the mean time the road leading up to the event is forever full of pot holes and awkward situations which have to be dealt with and that is a great pity. The event is proving so popular that we could well do with many of the facilities available in our Capital Cities, that is not the case so we have to make do with what we have.

I'm sure most are aware that a Jubilee Raffle is being run in conjunction with the reunion, all prizes have been donated so that all proceeds from the sale of tickets goes back into the reunion bank account to defray and keep costs down as much as possible. One of our aims is the provision of a shuttle bus service (free) throughout the duration of the 5 days and the raffle money will enable us to provide this hopefully. The prizes are:

First Prize: Two return tickets to Los Angeles flying QANTAS (thanks for your generous donation QANTAS) from any major international airport in Australia.

Second Prize: FAA History Books in a special presentation case.  
Third Prize: A Helo flight (for two).

I have plenty of raffle books available so if anyone would like to purchase a ticket (\$2.00 each) or a book (\$20.00) to help fund the celebrations, please send a self addressed stamped envelope (and the money of course) to me c/o PO Box 28, Nowra, NSW 2541 and I will send you tickets by return mail.

New membership applications continue to come in each month and a very big welcome to all our new members who have joined since the last edition of this Journal, we hope you enjoy your membership and we hope to see you on 28 October.

Sadly we had to say farewell to one of our members - Valerie Molyneux - Val passed away at Easter time and deepest regrets from the Division were passed on to Hugh and his family.

It had been the intention of the Management Committee to start putting out a Division Newsletter as some Divisions do already. Well into the formatting stage of the first issue I was met with a total collapse of my computer. I am busy putting a new package together at the moment so it is hoped that a NSW Division Newsletter is not too far down the track.

All for now, hope you and family are all well and best wishes to all other Divisions.

*Max Altham, President*





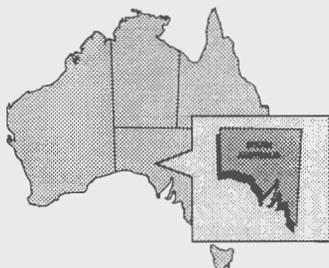
# News from the Divisions

## SOUTH AUSTRALIA

Secretary:  
Dinsley Cooper,  
17 Athol Avenue,  
Blair Athol, SA 5084

A big hello to you all and we trust that you can manage to find a warm and cozy spot around the house to read this current SLIPSTREAM edition. A special get well

greeting to our patron, Sir Victor. Have all been concerned about the reports of his health and we rather hope that they have been greatly exaggerated. Our own Mary Rayner is making a slow and steady recovery after an operation on her knee, some mention of an old war wound playing up. All the same, Mary is still mobile and able to drive by shuffling her feet all over the pedals. The fact that she places a house brick over the accelerator doesn't worry me unduly. We both have a Ships Association Meeting this coming Monday, plus our FAA meeting on the Friday and I can guarantee Mary will be at both. Any tougher and she would rust! Our ANZAC DAY parade went off smoothly enough if you ignore that fact that we as an Association were removed from the greater naval family and plonked right at the rear with the rabble. A lot more standing around waiting for the green light than we were use to. At the end of the day there were a lot of complaining letters generated for the RSL ANZAC Day committee. Anyway, we were ably led by our treasurer Grant Jesser out front and in sparkling whites, followed be the Honorary whipping boy carrying the Association flag and the remaining division with the inclusion of several visiting American officers and sailors from the USS Ingersoll aviation department joining in. These visitors were rounded up by Grant who seems to know just about everyone in positions most able to assist. They marched well and I think we did too as we didn't have the usual wander off to chat up the birds on the footpath. The Vietnam Division directly in front of us caused some concern as they all looked like some Hells Angles throw back. The chief Marshals worst nightmare as they paraded along



King William Street as if out on a local church picnic. I must admit they made our normal "out of step" marching look like the Queens Own and at the dispersal point they merely broke off and blended into the shrubbery. After the Service, Dinsley Cooper had booked the Hotel Adelaide for members and spouses to gather in and enjoy an "all you can eat" meal. From there we went in all directions but for the Hon whipping boy who had to get back to the new home he had moved into the day before and unbox a life-time collection of goods and chattels. Still looking out for the rest of my naval folders. Ambrose Boulter has taken on the Division's task of an 8 minute talk on those early years at Albatross which will be presented along with the other states contribution, at the approaching reunion. Typically he has done his homework and I can guarantee his presentation will be exciting and informative. Don't miss it! As winter draws on and the nights get colder, I am often found sitting around the gas fire with a small glass of locally produced Twarny port wondering just where have all those years gone. Out of the Navy in '71, raise a family and pay off a mortgage, involved in the state FAA Association, the Ships Association and the Naval Association, Move house after 26 years at Happy Valley to Coromandel Valley, something there about staying in valley's that a psycho-analyst would ponder over, and here at my present state getting greyer and craggier but not on my OWN. The fact that I'm not on my own but with hundreds of friendships developed over those navy years cheers me up no end. Truly great to belong to the wider family of naval aviation personnel who share a common experience no matter when they were under the protection of the White Ensign. Good health to you all! I'll leave you with a quote from Richard Keyes, Sky Sports..

*It's nice to see so many umbrellas here in spite of the rain."*

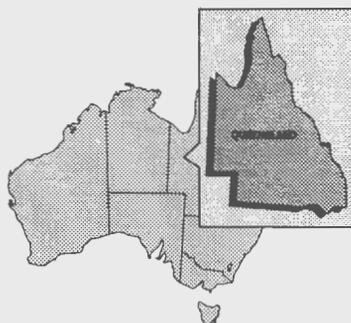
*Roger Harrison Hon whipping boy.*

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

## QUEENSLAND

The deadline seemed a long way off and now I've got a day or so to submit our report and we'll all be in Nowra before we know it. We've recently had a run to Wollongong, Nowra, Blue Mountains, Hunter Valley and home. Son George came with us and we all managed pretty well and learnt a fair bit.

Marian coped well, though we found wheelchair access W.C.'s few and far between except in Clubs or new big Service Stations. This resulted in me spending a bit of time in ladies toilets, with various startled looks and comments. Many thoughts could come to mind and did! I told one lady that she might feel more comfortable if I put a skirt on, but she didn't offer hers! Stayed with Warren Walters and others. Called to see Jim Lee, hard at it in Nowra Court, John Arnold, Arthur Sharland and a great afternoon tea with Denny Lynch and Gwen at Shoalhaven Heads. Gwen is wheelchair bound after an op. for cancer of the spine. McGuigan's Winery in the Hunter Valley has a cheese factory attached and is a great spot for lunch of cheeses, vino and bread.



Anzac Day saw about 75 marching in Brisbane and 85 attending the Bulimba Army Barracks later. The new RSM had made arrangements for us to eat at the OR's mess and then to the Sergeant's Mess later, not realising (again) our numbers. Later this year he and I will meet and get next year's do organised a bit better. We had a good afternoon and there were a few glazed expressions at the end. Paddy Williams reckons he'll bring his crown and anchor set down next time. Fond (?) memories. Paul Dugdale turned up and I didn't get a chance to ask where he lives. Doug Jago had a bus organised but some people missed out as the powers that be made the driver move away from the Casino area - a pity - next year we'll do better. We didn't have a band near us on the march, but I was in step!

Bill Strahan came into the office recently and is locating in Carseldine in Brisbane's north area and Roger Itchin has checked in as well, based at the Gold Coast. Good to have you both with us. Did a didgeridoo duet with a busker at Echo Point, Blue Mountains - the Japanese tourists enjoyed it. Son, George, reckons

I'll do better by staying with Real Estate.

We presented Brian Sargeson with a plaque in appreciation of the work he's done for us - HMAS MORETON, White Ensign, copy paper and considerable time on the Committee. We caught him at Bulimba on Anzac Day, much to his surprise. Thanks, Brian.

Ron Powell has joined the Committee. We are delighted and it'll be good to have representation from the Gold coast where a lot of members live. Ian Henderson phoned recently. They were staying with their daughter in the Cunnamulla area for a bit and had been delayed in proceeding further due to being asked to caretake a couple of stations for short periods (and being paid for it). I guess they're further afield by now. Ian reckoned Florence was pushing for a coastal trip for a while to avoid the cold weather inland.

Our next function will be at the Currumbin RSL on July 12 where we will hold our next, meeting at 10.30am followed by a BBQ (BYO food and drink) or eat in the Bistro. All are invited to attend the meeting if they wish to do so. We hope to have the upstairs room at the RSL.

We were saddened to learn Ian Lawson's wife, Doreen, had passed away and also Eddy Bell's wife just a couple of days before. We extend our sympathy to both Ian and Eddy and families.

Had a call from Clem Conlan a couple of nights ago for a chat and to check on Marian's condition. Thanks, Clem. Clem mentioned that Monseigneur 'Tiger' Lyons had suffered a stroke and was recovering. Get well soon, Tiger. Best wishes from all of us for a speedy recovery.

Marian is progressing steadily. Doesn't have to wear a wig now - last scan shows the tumours are shrinking and we've just about got her off steroids - another 2 weeks and then weight will start to reduce and her strength should improve. We're looking forward to the Reunion!

Noel Payne, advocate, has been very active in the fight with the Government (The Hon. Bronwyn Bishop) for recognition and award of the ASSM Malaya for those of us who were part of FESR.

To date, he has funded costs himself. Currently, he and others, have formed the FESR Association (Aust.) with an annual membership fee of \$25.00 their objectives are to achieve full recognition for FESR Malaya (NGSM) 2, Yarra, Parramatta and Sydney - Borneo (GSM) 3, AASM for Borneo Service. In speaking to Noel, it is not their intention to bleed members away from our Association or the Naval Association, but to compliment both and to provide funds to help carry the fight to the Courts if necessary. Some of you may feel that, rather than be committed to 1, 2 or 3 Associations, a 1 off donation of \$25 might be the way to go. All of our Queensland members have had the details and if any interstate members want to enquire further, then either myself or Trevor 'Snow' Tite can be contacted.

Bob Brown, of Ningi (near Bribie Island) has bought a great big 1300cc Bike, Trailer, Intercom, Music etc. and was about to head off to Newcastle with Val - hope it went well Bob. I sat on it and felt a bit nervous! I'm called 'Crash' these days - came off a go kart at 60kph in a crash, collided with a bridge post in a golf buggy and put my mate's head thru the perspex windscreen and he had a buyer coming the next day to take it - so that didn't happen.

A couple of weeks later, we played (with Warren Walters) at the Hyatt Coolum Course and he - my mate - sent Warren and I flying off and out of the buggy during a fast and hard left turn. My feet were running before I hit the ground and Warren was skidding along on his back in the gravel with a funny look on his face. Would have made a good video! We celebrated our good fortune to some extent on return to Pete's place or so I'm told by Robyn. Warren enjoyed his stay and the Anzac Day and reckons he'll be back to march with us next year.

Time to go after all that.

Best regards to all,

Barry Lister, President

P.S. Just had a great flight with Graham Quick in a Piper J3 Cub - a couple of stalls and strong wind landings. Great fun, thanks Graham. BL

## CAN YOU FILL IN THE MISSING NAMES???



Taken at Nowra 26.7.50 - photograph courtesy Sunny Sundstrom

Back Row: ?, ?, Theo Bushe-Jones, John Opie, Frank Clavey, Geoff Baker, ?, Noel Packer

Front Row: ?, Harry Geiger, Fred Phelps, ?, ?, ?, Alf Lorroway, ?, Graeme Bramley, Sunny Sundstrom

# FAA REUNION REGISTRATIONS

cont'd . . .

Graham Seymour	YAMANTO	Barry Costa	BUDDINA	Gordon Jervis	MOSMAN
Richard Holmes	MUDGE	Roy Allman	NOWRA	Paul Johnson	
John Hodieme	VIA STROUD	Geoff Williams	NUNAWADING	John Kelson	NOWRA
Robert Earle	FOREST HILL	Jack Lutze	FRENCHS FOREST	Donald Kennedy	OATLANDS
Ian Scott	CAIRNS	Graeme Studdert	PALM BEACH	Frank Larter	NOWRA
Michael Wallwork	KALGOORLIE	Greg Rogers	INDOOROOPILLY	Neil Lesmond	WULGURU
Terry Menadue	HOUGHTON	Gilbert Hodges	WARNBRO	Max Mackrill	DEVONPORT
Jeff Haywood	ROBINA TOWN CTR	Henry Hall	CURRARONG	Colin Mason	NELSON BAY
James Napier	NOWRA	Alan Jones	CURRUMBIN WTRS	Ken McClarty	ATHERTON
Michael Johnston	BERRIEDALE	Max Best	GLENORCHY	Fred McCreanor	PORT AUGUSTA
David Noreen	LIDCOMBE	John Buchanan	DECEPTION BAY	Robert McDermott	BUNDABERG
Robert Winston	DAPTO	Bernie Butler	LALOR	Lindsay McDonald	FIGTREE
"Digger" Bourke	DARLING POINT	Dennis Charlton	FRANKSTON	Brian McKeon	ARTARMON
Ron Robb	TOONGABBIE	Tom Christopher	W. CHERMSIDE	Renouf Middleton	LAUNCESTON
Ray Robertson	GLADSTONE	Robert Casement	ONTARIO	Cliff Winters	MORUYA
Neville Rankin	CHRISTIES BCH	Geoffrey Gratwick	CLAYFIELD	James O'Farrell	MAWSON
Janice Ellis	HEATHCOTE	John (Wiggy) Bennett	ECHUCA	Peter Penny	NOWRA
Colin Lewis	FAIRY MEADOW	Eric Bush	COFFS HARBOUR	Andrew Powell	WILLOUGHBY
Michael Wearne	KOONAWARRA	Gerry Young	NOVA SCOTIA	Bill Reid	SANS SOUCI
Frank Zahner	BARRACK HGTS	Andrew Curran	STH FREMANTLE	Rex Smith	BUNDORA
John Leak	MERRIMAC	William Whitefield	NOVA SCOTIA	John Wilson	BALD HILLS
Ken Duncan	PALMYRA	John Nestor	BEAULIEU SUR MER	John Witt	NTH ROCKHAMPTON
Terry Hetherington	NOWRA	John Birks	DARTMOUTH	Henry Young	GLENUNGA
Arthur Traynor	MARYBOROUGH	John Da Costa	WOOLLOOMOOLOO	Les Kube	LINDISFARNE
Peter Adams	CANNINGVALE	Patrick Williamson	EVERTON PARK	Chris George	FALLS CREEK
Robert Kyle	GIRALANG	Lesley Rinehart	COROWA	Rob Partington	WILLIAMSTOWN
Roy Fleming	ISPSWICH	Donald Herman	HERVEY BAY	Ian Smith	FORBES
David Mowat	MT PRITCHARD	Warren Walters	BALGOWNIE	John McCabe	ULLADULLA
Chris Maloy	SYDNEY	Clive Cotter	BATEHAVEN	Tony Robinson	GARRAN
Raymond Rogers	MARAYONG	John Cahill	TOWNSVILLE	Benjamin Dunn	CAMPBELL
Barry Roberts	WHEELER HTS	Jack Wakefield	CALLALA BAY	Joseph Tully	CURTIN
Raymond Murrell	MAROOCHYDORE	Daniel Hannigan	KAMBAH	Bernie McLean	NORTHBRIDGE
George Beasley	WEST LINDFIELD	Nobby Clarke	MAWSON	Basil Nash	GORDON
Norman Grimmette	SLOUGH	Robert (Tich) Gordon	KOORALBYN VALLEY	Douglas Morris	STRATHALBYN
Ian MacDonald	CARINGBAH	William Grassick	TOOWOOMBA	Neville Newbold	BERRY
Noel Parker	NORTH NOWRA	Ian Hall	CAIRNS	Bob Cronin	NOWRA
Richard Allchin	GOLDEN BEACH	Des Rodgers	QUEANBEYAN	Wayne Campbell	FISHER
Raymond O'Keeffe	MARYBOROUGH	Donald McLaren	NEWPORT	Adele Mackay	LINDFIELD
Des Kelly	MORAYFIELD	Noel Jackson	PORT KEMBLA	Allen Clark	ROSANNA
Donald Strachan	EDMONTON	Ernie Payne	BOMADERRY	Slim Smith	ENDEAVOUR
John Robson	SANCTUARY PT	Tas Browning	DEVONPORT	HILLS	
Leo Baker	EXETER	George Lenihan	CHILLIWACK BC	Gregory Wise	GREENWELL PT
Doug Stone	RAINBOW BCH	Peter Harman	WOLLONGBAR	Michael Danielson	WEST WYALONG
John Clifford	WESTMEADOWS	Tony Horton	ROSEVILLE	Mike Heneghan	SUSSEX INLET
Geoff Beardsley	ROSEWOOD	Kevin Boulter	ROSTREVOR	Alexander Mudge	ENGADINE
Norman Smith	BRAHMA LODGE	Don Quinn	VIA CARNARVON	David Mitchell	BOMADERRY
John Butler	BURLEIGH	John Parrott	WANGURI DARWIN		
John Goble	TERREY HILLS				

This night it would be right. The lights were subdued, casting soft, diffuse shadows throughout the living room and complementing the glow thrown by the open fire. 'Bolero' pervaded, softly yet demanding. Here inside. All was warmth and comfort and full of expectation and promise while the gentle clatter of snowflakes against the outside window provided a stark, but not unwelcome, contrast.

I knew the time had come and I was ready, almost impatient, to be taken. We were lying together, watching the ever changing display of the flames and the cast shadows on the walls. He was young and lithe and full of strength and vitality and his naked muscular chest with its fine down of blonde hair rose and ebbed almost in rhythm with the music.

His strong and nimble fingers had been caressing the bronzed, smooth roundness of my body for what seemed an eternity; those parts of my being so equipped were all a tingle with ecstasy and erotic desire. It was now, now, NOW!!! I watched with mounting anticipation as his lips parted and he lowered his mouth to my essence. At the first touch an almost electrical pulse of want and need shot through my entire body. I rose and parted to meet that contact, never wanting it to cease. His tongue, that artistic and skilful muscle, flicked in and out and around my opening and sent me higher and higher on planes of ecstasy I'd not known before knew existed. His powerful, yet gentle hands grasped the side of my body and lifted me closer to his mouth, his lips clamped around me again his tongue relentlessly went to work - sucking, stroking, blowing, thrusting, probing, caressing. Helpless, I watched as his continued administrations elevated me higher and higher towards that inevitable and welcome simultaneous explosion of fundamentality. Oh! Oh! Oh! Ooohhh!!! Aaahhh!!!! - it happened and a minute or an hour or ten years later I was drained, I was depleted. My juices had been emptied, my essence had been given to him. It was "La Petite Moite".

Afterwards he picked me up effortlessly in those wondrous hands and carried me without conscious thought towards the kitchen. There, and with known gentleness, he placed me among my sisters - function fulfilled, now discarded. Yet another empty stubby!



## THE BOWER-BIRD AVIATION COLLECTION

NIGEL APPERLEY  
375 PRINCES HIGHWAY  
BOMADERRY, N.S.W.  
AUSTRALIA, 2541

PHONE: (02) 4421 8625

### RESEARCH PROJECT

## R.A.N. Aircraft Incidents and Accidents 1948 to Present

At present I have a research project underway which endeavours to record all RAN aircraft incidents and accidents.

The catalyst for this is the severe lack of information on RAN aircraft and the misinformation that is presently available in printed sources regarding the loss of aircraft and, the erroneous and incomplete titling for the odd photo that surfaces depicting a Naval aircraft incident.

This project has already been running a number of years and I've been able to interview a number of aircrew and other personnel who became involved in these incidents/accidents. Primarily personal accounts by the aircrew are used as the base information and added to from various

sources that include eye witnesses, newspaper reports etc.

The following information is sought on each incident/accident:

Aircraft type; Side Number; RAN Serial Number; Date; Time (either Zulu or Local); Location (if at sea a position); Operating Squadron and Base for Operations at time of incident. Aircrew Names complete with Rank and then an actual account of the incident including, if at all possible, such mundane things as what led up to the incident. Another area in which I require help is in obtaining a photo of the various aircrew around the time of the incident. This is particularly difficult in the case of a deceased crew member.

Up to date I've had tremendous support from the Australian

Naval Aviation Museum at which a complete copy of the information collected will be held on completion of the exercise.

Because of their age, incidents and accidents that occurred to Sea Fury and Firefly aircrew are eagerly sought before it all becomes an academic guess as to what happened.

Presently I am in the process of moving back to Australia from overseas and will be present at the Jubilee celebrations to meet you and discuss the various incidents.

Your assistance would be greatly appreciated.



Westland Scout AH1 XR603, HMAS ALBATROSS 090592  
50th Anniversary Coral Sea Battle Air Day

### COLLECTING & PRESERVING

# REUNIONS

## ELECTRICAL BRANCH

### Mini Reunion

As part of the 50th anniversary celebrations during October, all ex and currently serving RMs, REMs, EMs, REAs, WEs, Green Strippers etc. (including those who wish they were) are cordially invited to attend a mini reunion at Huskisson RSL

on the afternoon of Friday 30th October.

The planned activities have not yet been set in concrete because the organisers have no idea at present of the number of persons who would attend. The minimum number required to have such an event is two, but of course the more the better. Present plans are to hold this at the Husky RSL and to keep the cost to a minimum of DIY bar purchases. Transport to and from Husky will be what you want to organise for yourself. So, if you think you would like to have an opportunity of meeting up with your old mates to spin some dits in a congenial atmosphere, please make contact with

George Stevens on (02) 4441 6992  
or 11 Beach Street, Vincentia, 2540.

## GREENIES REUNION

There will be a mini Reunion  
of the above Electrical  
and Radio Trades Members  
on

Wednesday 28th October  
Commencing at 1800  
at the Shoalhaven  
Ex-Servicemen's Club  
Function Room

Contacts:

Frank Birtles (02) 4421 4723  
Doug McLeod (02) 4423 3139  
Tassie Anning (02) 4421 4017

## Accommodation for the Adventurous 50th Anniversary Reunion

For those people who cannot get accommodation in the Nowra area and have camping equipment, Bengalee Scout Camp will be available for anyone who wishes to camp out (Bring your own everything).

Bengalee Scout Camp has toilets, showers, hot and cold water and kitchen facilities. It has a lodge and an old railway van as sleeping quarters (Supply your own bed and bedding). Cost: \$5.00 per head per night. Interested parties please contact the camp registrars:

Bill & Judith Farrell

7 Morschel Avenue, North Nowra, 2541

Phone: (02) 4421 3648

Emergency accommodation could be provided in some Scout Halls under the same conditions i.e. bring your own everything. If you are interested in this style of accommodation contact:

Kevin Camm

35 Page Avenue, North Nowra, 2541

Phone: (02) 4421 4716