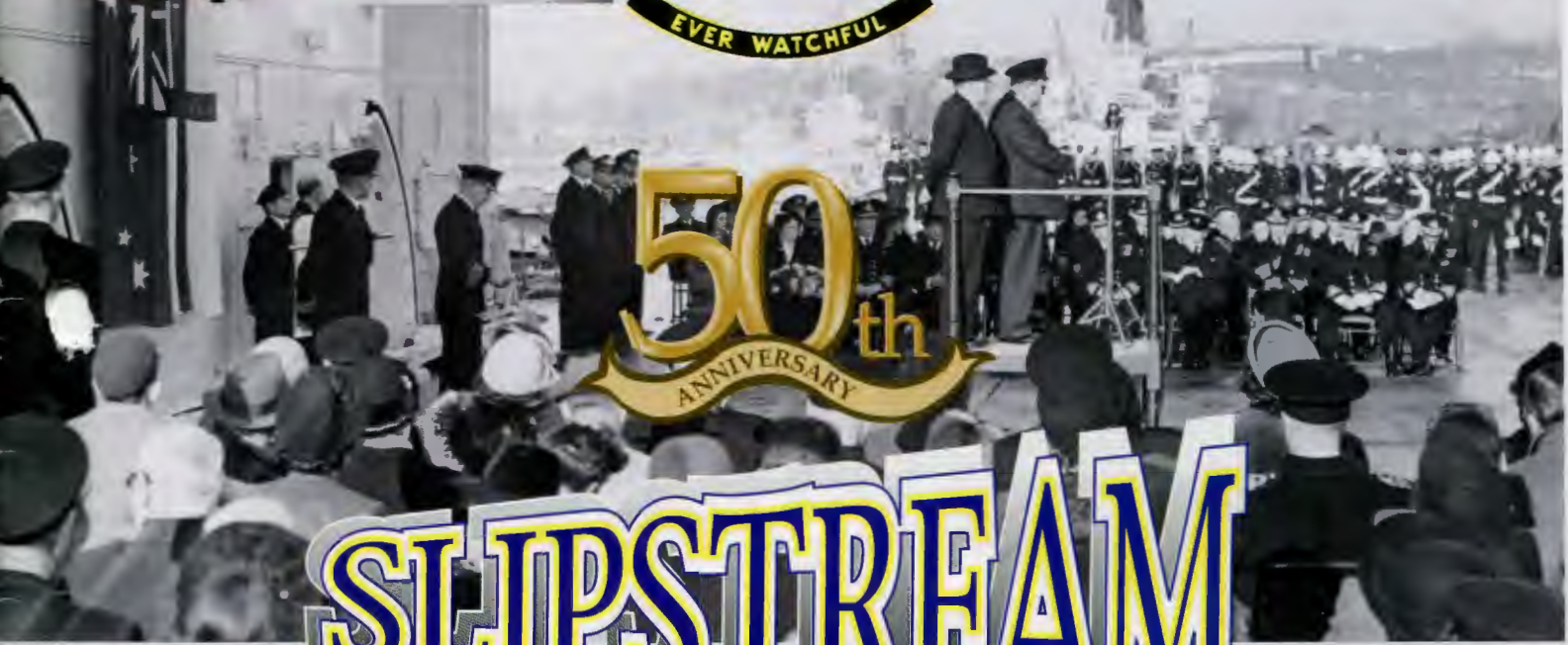




Volume 9, Number 4

OCTOBER, 1998



SLIPSTREAM

The Quarterly Journal of the Fleet Air Arm Association of Australia

Incorporating **FLY NAVY**

The Official Publication of the Australian Naval Aviation Museum Foundation



SHELF
CW2-C

J
0150.105

Fleet Air Arm Association of Australia Inc. - Print Post Approved - PP201494-00022
k/No. 4 Journal Street, NSWRA, NSW 2541, Australia. Phone/Fax: (02) 4423 3448

A TRIBUTE TO ADMIRAL SIR VICTOR SMITH AC KBE CB DSC RAN Rtd 9th May, 1913 - 10th July 1998



"The Family Man"

Admiral Sir Victor Smith, known as the "Father of the RAN Fleet Air Arm", passed away in Canberra Hospital on 10th July after a long illness. Sir Victor was given a naval funeral with full military honours at the Duntroon Military Chapel before being privately cremated. His ashes will be scattered at sea off Jervis Bay.

A large gathering assembled at the Duntroon Chapel to pay their last respects to the Admiral. In addition to Lady Smith and her three sons with their families, the mourners included Mr Max Bonsey representing the Governor General, former Prime Minister Mr Gough Whitlam and Mrs Bronwyn Bishop representing the Government. Also present were the Chief of the Defence Force, Admiral Chris Barrie, three previous CDFs, VADM Don Chalmers, Chief of Navy, three former Secretaries of Defence together with many former officers and sailors who had served with Sir Victor. There was also a large

contingent of civilian friends of the Smith family. The FAAA was involved in the church service with the FAAA Chaplain Mons 'Tiger' Lyons officiating and Toz Dadswell giving the eulogy. The theme of the eulogy was Sir Victor's catchcry "Second to None".

Much has been written and spoken about Sir Victor and his distinguished service career and we have a wealth of knowledge on his progress and activities from Cadet Midshipman in 1927 to retirement as an Admiral in 1975. However we know little about the other side of this great man's life and that is understandable as Sir Victor was a very private individual. In his foreword to Sir Victor's book, "A Few Memories" General Peter Gratton wrote - "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."

Those who served with Sir Victor will have no trouble in acknowledging his rare ability and commanding presence but some might raise an eyebrow on hearing about his warm personality and sense of humour. But these attributes were the very essence of this man. He was a man who **cared** about his fellow officers, his men and their ladies. He believed in the principle - "the most important factor in the Service is the **man**." He went to great lengths to know his men, not only by name but their personal background. Once you were introduced to Sir Victor he never forgot your name. If you had a family problem he remembered the details and would continue to monitor the progress of the problem. However, all this he did with discretion and diplomacy so in many cases people assumed that he had forgotten about them. Nothing could be further from the truth. He cared and he expected those who served with him to aspire to the same high standards. Hard but fair is the way many sum up the man. If you did your job well you might get a nod of acknowledgment or even a brief "well done", but no lavish praise. Why should you, all you had done was your duty and that was expected of you. Make a mistake, fail in your duty, forget some detail, then you could be certain of a well deserved reprimand, always well delivered.

Then why is it that we know so little about the private life of this great man? The question provides the answer. He was a private man. An extremely modest and self effacing man. After leaving the Navy Sir Victor became involved with a number of charities and sports associations. With quiet determination and dedication he continued to serve his fellow man. He sought no thanks, he sought no accolades, all he wanted was a satisfactory conclusion to any task set, be it official or personal.

Sir Victor had two families. One the Fleet Air Arm, the other, his much loved Nanette, his three boys and their families. He was equally devoted to both families and his caring attitude endeared him to the members of those families. The final line of his eulogy says it all - "In our heart he is, and always will be, **SECOND TO NONE**".

Front Cover: Devonport, UK, 16th December, 1948, Commissioning of HMAS SYDNEY.

Commander Becher with Telescope, Captain Dowling looking at his 'script'.

EGLINTON - Lt. Bertie Powell RN, Lt. 'Chick' Henderson RN, Lt. Frank Bromilow RN.

Back Cover: NAS HMAS ALBATROSS - Today - Australian Naval Aviation Museum in foreground.

National President's Letter

I was present recently at the Museum when the Treasurer Hon Peter Costello announced a \$1.5m grant from the Government's Federation Fund to the Australian Naval Aviation Museum for additional facilities.

He spoke very eloquently of the role which naval aviation had played in Australia's defence since its inception and emphasised how important it was to ensure a collection of relevant relics and memorabilia was preserved to enable those of the next century to gain an appreciation of this history. The purpose of the Federation Fund is to enable significant heritage assets of the Nation's history to be preserved and I for one am most gratified and very proud that the history of the RAN FAA has been selected from many competitors and recognised by the Government in this context. I am sure you share this reaction. It means that our history, through the Museum, will be on display to the public for as long as the material representing it exists and nobody could ask for more than that.

There was, of course, considerable effort by several very determined and persistent advocates to put the case for the grant to the Government. The result reflects great credit on their faith in the cause and their sense of history.

Now to other matters. As you might expect, the Re-Union continues to occupy all of our available time here and it is now not far off. Indications are that there will be about 2000 people here, we are expecting the number of registrations to reach 1200 during the next few weeks. Of immediate concern is the ability of our transport arrangements to cope adequately, we cannot extend them because the raffle has not yet yielded sufficient funds to cover the existing plan. Please support the raffle, books of tickets are available from your division secretaries or from Max Altham at our box number. If we cannot raise sufficient funds for the transport, we will ask travellers for a small co-payment.

The book 'FLYING STATIONS - A STORY OF NAVAL AVIATION' which has been produced by the Museum is selling well and I urge you to order yours if you have not already done so. At the pre-launch price of \$44 it is great value. Admiral Sir Victor Smith wrote the foreword earlier this year and he thought the work was a very good reflection of the history, told in an interesting way. He would have been probably the most informed critic. It will bring back many memories to you and would be of great interest to family and friends.

The Jubilee Monument is taking final form and the Chief of Navy has been asked to unveil it during the Ecumenical Church Service on Sunday morning, 1 November. This is not a monument only to those who have passed on, it is to recognise the efforts of all those who have served and still serve in the FAA or in its support during the last 50 years.

There are not many monuments to the living but this is one.

Also being readied in Nowra is another monument, this time in the form of an Iroquois mounted on a pole on a prominent site just south of the Shoalhaven Bridge. The Shoalhaven Council is setting this up in recognition of the FAA presence in the area over the last 50 years and it will be in position by the end of this month. The Iroquois will eventually be replaced with a Tracker.

Elsewhere in this edition is an update on the program event arrangements and we will include another in your registration packs.

For those who live locally we still need many volunteers to assist with arrangements for setting up events and we desperately need your help. The more volunteers we can get, the less a load on each. Please register your willingness by returning the form you recently received.

We look forward to a great occasion and to renewing many past associations.

Neil Ralph

TELEPHONE



The National (and NSW Division) Headquarters building has had the telephone connected (two lines).

One line, (02) 4422 3979, has been allocated to the National Organisation. The second line, (02) 4422 3633, has been allocated to the NSW Division. Both lines have an Answer/Facsimile attached.

*** Please note that the Headquarters building is not manned full-time - in reality only on an ad hoc basis. However, leave your message and someone will get back to you in due course.

DISCLAIMER

ALL RIGHTS RESERVED.
REPRODUCTION IN PART OR WHOLE IS FORBIDDEN WITHOUT THE EXPRESS PERMISSION OF THE EDITOR IN WRITING. THE VIEWS AND OPINIONS EXPRESSED IN THIS PUBLICATION DO NOT NECESSARILY REFLECT THE VIEWS AND OPINIONS OF THE ASSOCIATION OR COMMITTEE OR MANAGEMENT.



Editor's Notes

50th Anniversary celebration arrangements presently are consuming a large amount of the waking hours of those involved with the organisation of this important milestone in the history of the Fleet Air Arm in Australia.

To give readers some perspective about the size of the task, at the time of writing 830 registrations have been received (and still counting) which, when multiplied by accompanying family members brings the total to a mammoth 1560 people - again still counting!

Every effort is being made to ensure all events on the programme run smoothly. However, the size of the task and the sheer volume of the numbers e.g. BBQ lunch 900; BBQ evening 700; Cocktail Party 1000 (plus) not to mention all the other planned excitements like golf, bowls, races, etc. make this Reunion an interesting exercise in logistics (shades of the days of embarking and disembarking the CAG). **HELP IS WANTED!**

Recently NSW Branch members received a letter asking for volunteers to assist with various aspects of the logistics task. I understand the response to date has been less than encouraging - in fact downright disappointing. Almost everyone I know here is having visitors staying over during the celebrations - never the less this should not prevent most from lending a hand. Bring your visitors along as well if necessary - after all it is all part of the camaraderie of the occasion. Even if you put your name down for only one occasion - every small contribution helps. To paraphrase the recruiting slogan of an earlier war "THE REUNION ORGANISERS NEED YOU - NOW!" Interstate travellers, if you want to be involved give us a call, the number is (02) 4421 7463.

I find myself looking forward to the coming celebrations and to meeting many of my correspondents. My wife (Women's Business Editor) and I will be attending all the functions so there will be many opportunities for correspondents and readers alike to bend our respective ears. Perhaps a story or two will result.

Speaking of stories, do not be despondent if your contribution has not yet appeared in Slipstream. It is probably because the bean counters have restricted me to a maximum 36 pages each issue. Quite a bit of space recently has had to be given over to 50th Anniversary Reunion arrangements. You will also note in the National Secretary's Report that postage costs for Slipstream constitute a significant amount to the expense of producing the journal. Exceeding the 36 page limit, places the journal in the next weight category resulting in an increase in postage charges.

Photographs: Often the time between the receipt of photographic contributions and their possible use in the journal can extend to as much as twelve months or more and with the consequent possibility of photographs being mislaid. In the future, and by arrangement with the typesetter, photographs will be scanned and stored on hard disk and the photographs returned to their owner immediately after. This arrangement has two important advantages - the first being the security of the photographic material and secondly the ability to catalogue and store material for future use.

This issue of Slipstream introduces a new contributor to our journal writing under the nom-de-plume of the 'Ancient Aviator'. The column will include the accumulated wisdom of one who has been fortunate to have made an error or two in his life and has survived to philosophise and write about these experiences. Watch out for this regular feature.

Readers - enough for now. I look forward to seeing you shortly - Remember "THE REUNION ORGANISERS NEED YOU NOW!"

Bob Perkins



HMAS ALBATROSS - Seaplane Carrier

FAA Reunion - 28 October - 3 November, 1998

Fleet Air Arm 50th Anniversary Reunion - Planning Details

Transport

Buses are provided in accordance with the transport schedule in the Registration Kit, to support your travel requirements for all Reunion. Navy and Museum events - please make use of this facility.

Car Parking at the Museum

If you really have to use your car during the Reunion period, car parking is restricted either to the Rugby oval or the old Ajass oval. The Museum carpark cannot be used under any circumstances, because of airfield access, bus turning and the area is required for functions.

Car Parking on Air Day Sunday 01 November

- General Public - Western Pad and Ajass Oval;
- Service Personnel - Sports Fields adjacent to the Museum;
- FAA Reunion - Sports Fields.

The NSW and Naval Police will not let you park in the sports fields unless you have a Reunion Registration ID visible. If you do not carry your ID card you will be told to park with the general public on the western pad.

REUNION PROGRAMME

Registration is essential because the registration pack will contain ID cards, tickets to nominated events, the transport plan and other relevant information.

Wednesday 28 October

Museum open	0800 - 1700	
Registrations	1000 - 1700	upstairs in the Function Centre
Bar	1200 - 2000	

Thursday 29 October

Museum	0800 - 2300	
Registrations	1000 - 1700	upstairs in the Function Centre.
Bar	1200 - 2000	
Cocktail Party	1830 - 2000	in the museum hangar (entry strictly by ticket only)
Beat Retreat	2000 - 2030	on the airfield adjacent to the museum (weather permitting) guests to remain on the museum side of the fence.

RIG. Lounge suits, no medals. Ladies after five.

BECAUSE OF NUMBERS ATTENDING THIS FUNCTION (2000 TOTAL) THERE WILL NOT BE A WET WEATHER ROUTINE FOR CEREMONIAL SUNSET DUE TO LACK OF ROOM IN THE MUSEUM HANGAR.

Night flying Suppers	2030 - 2300	No booking necessary. In the function centre. \$6 wet dishes for sale for those who would like to stay around and chat.
Bar	2030 - 2300	

Friday 30 October

Museum	0800 - 2200	
Registrations	0800 - 1700	upstairs in the function centre.
AGM	0900 - 1230	Held in the Army Parachute Training School (towards Nowra Hill). There will be no refreshments there. Capacity is limited to 150, with some standing.

Base Tours	1100 - 1200	We have arranged four buses to do windscreen tours with a short drop off at J Hangar and the Historic Flight. No booking required. Take off point is the museum car park. Be on time as the buses will not wait and there is no second chance. We will not make an announcement.
Museum Tours		Will be conducted all day as convenient, by volunteers.
BBQ Lunch	1200 - 1400	We have 1200 guests coming to this BBQ, so be patient. There will be five BBQ stations serving your needs.

On completion of the BBQ lunch please pick up your chair and take it with you to the hangar door end of the Museum in order that you have a seat for the Review. It would be appreciated if after the Review, you return your seat to the other end of the Museum in preparation for the next event. Your assistance in this matter is greatly appreciated and will help our volunteers.

FAA History Review	1400 - 1545	A brief review of our history will be played out by the State Divisions, prior to launching the history book. Additionally, there will be a presentation to our FAA National President by the visiting Canadian contingent. There will also be a surprise presentation made.
Mini Branch Reunions		These reunions are being held across the local area. If delegates at these events intend coming to the museum for the reunion they must register to gain entry.
Dolphin Watch	1430 - 1630	Bus departs the museum car park at 1330 for Huskisson. Boat departs Huskisson jetty at 1430 and arrives back there at 1630. A bus will be waiting to take guests to Nowra. Be warned - if you are attending the BBQ, get in the queue early.
Jubilee Ball	1900-0001	The ball will be held at Worrigeer House. The seating plan will be on display in the venue foyer and, you will also have one in your registration bag. There are 950 guests going. Tickets are still available on the wait list and there is confidence that you will get tickets as the turnover of seats is a bit like the sharemarket - with good reason, as our fraternity is not getting any younger.

RIG: The rig for the ball is DJ's with miniature medals. Ladies evening dress equivalent. If you do not have a DJ, then a lounge suit will suffice. Absolute minimum standard dress is blazer and tie (and trousers). Please avoid any awkwardness that may arise from not complying with the dress standards.

Saturday 31 October

Museum	1000 - 2300	
Registrations	1000 - 1300	In the function centre until 1300, then in the shop downstairs for late arrivals.
Bar	1200 - 2300	
Freedom of Entry Parade	1000 - 1300	Through Nowra, this event is being organised jointly by the Navy and the Shoalhaven Spring Festival Committee. Form Up - At the time of going to press Junction Street is experiencing a long awaited facelift and we do not know if road works will be completed in time. Therefore, we are planning on forming up in Berry Street, between Junction and Worrigeer Streets. The route will be along Berry Street to the Post Office, turning left into Junction Street to head for the Showground, up by the Shoalhaven hospital. On completion - On completion of the march, at the Showground, the City of Shoalhaven intend a short reception to welcome you all back to Nowra, after which there will be a display involving hundreds of local school children. Then the Race Day at the Nowra race course awaits you. Timing - Marchers should muster at the form up point at the Roxy Cinema in Berry Street. Navy GI's will take charge of us. Anticipate stepping off about 1100.

Kangaroo Valley tours

Race Day

BBQ Dinner 1900 - 2300

Sunday 01 November

Museum 0700 - 1930
Bar 1100 - 1900
Ecumenical Service

Air Day Breakfast

Air Day 1000 - 1600

Secure from Flying Stations 1630 - 1900

Raffle Draw 1800

Order of march - The Shoalhaven Spring Festival floats will commence their procession through town at 1000. The reunion marchers will follow. The Navy will take up the rear, planning to step off at 1145.

Salute - The Chief of the Navy and our National President will be on the saluting dais, in Junction Street.

Commencing 0900 from Stuart Place in Nowra and returning at 1630.

Held at the Nowra Raceway, commencing at 1300 until approx. 1700. Timing to attend this event is obviously critical after the march. Those who want to be there for the first race should catch the bus immediately the marchers are fallen out at the showground. A shuttle bus service is provided as per the attached transport plan. The \$10 entry price includes race books and nibbles. The racecourse canteen will be selling more substantial meals and drinks.

Held in the museum hangar. 800 have indicated their intention to participate. Do not forget that it is Halloween night, wear black and come prepared for some dancing. The meal will actually be a Butt of Beef with jacket potatoes etc.

Commencing 0830, to dedicate the FAA 50th ANNIVERSARY monument, which has been sponsored by the former Hawker-de-Havilland aircraft company and now by the new owners. Tenix Defence Systems. The monument is situated between the Aussie Rules oval and the museum, alongside the museum car park. The Chief of Navy has been invited to participate.

Available at the museum from 0930 on completion of the service, on a cash basis.

This will be a major air show, staged by Navy. Please direct all enquiries to the Jubilee Cell (02) 4421 1726, not to the museum. The display line will now be on 08/26 runways. Entry to the Air day is free.

We are having a post air day gathering for drinks at the museum, in the marquee, to say farewell to our guests. It will provide an opportunity for some haul down speeches.

The draw for the raffle, held specifically to raise the necessary funding to finance the reunion transport, will be held during the secure From Flying Stations drinks.

**The Fleet Air Arm Association
JUBILEE 1998**

TICKETS \$2


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: Three books in a special presentation case.
The Army, RAAF and HMAS collection of memories.

Third Prize: Helicopter flight for two in the exciting Aerowasp bell 47.

No: 0009701

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.



CFN12601

PLEASE BUY YOUR RAFFLE TICKETS TO ENSURE THAT WE DO COVER THE COSTS OF PROVIDING REUNION TRANSPORT. THE ALTERNATIVE IS TO CHARGE DELEGATES FOR EACH TRIP AS THEY ENTER THE BUSES.

Monday 02 November

Museum

1000 - 1630

Mixed Bowls Competition

To be held at the Bomaderry Bowling Club. The \$20 entry fee includes a \$10 voucher to be spent at the club, bowls, lunch and trophies. Start at 0900.



Mike Lehan enjoying a piece of cake at his birthday luncheon.

Jubilee Golf tournament

Organised by Navy, sponsored by Kaman Helicopters and to be held at the Nowra Golf Club. We are now fully booked for this event. Please contact Warrant Officer Steve Cottam (02) 4421 1778, 018 589 990.

Sydney Bus Tour

Commencing 0700 at Stuart Place in town. If you have booked for this event please let Tessa know where you are staying (Nowra/Bomaderry only) to ensure that the coach stops by. Trip includes - Homebush Olympic Park, water trip to Darling harbour (\$2 fare is extra), lunch (own cost). 1430 embark coach at steps of Casino, tour Woolloomooloo, Kings Cross, North Head and then head home. Back by approximately 1930. Please inform us of pick up requirements to depart Nowra.

FAA HISTORY BOOK 'Flying Stations - A Story of Naval Aviation'

If you haven't already done so please order your copy, which is currently being offered at a pre-launch price of \$44 - a 20% discount on the retail price to ensure that we can cover our publishing costs.

Mike Lehan, FAA Reunion Secretary
23 Sept.98



Commissioning Day R.A.N.A.S. NOWRA 31st August, 1948

Mr Brown, Lt. Griffiths, Lt.Cdr. Pugh, Mr Drozer, Lt. Routley, Lt. Angel, Lt.Cdr. Chubb, Cdr. (E) Banks, Cdr. Rhodes, Cdr. Lane, Cdr (S) Hatherall, Mr Krane, Lt.Cdr. Smith, Mr Stokes, Mr Randall, Mr Wilding, Mr Millwood, Mr Daniels

PLEASE NOTE

**CLOSING DATE FOR COPY FOR
JANUARY SLIPSTREAM
WILL BE
14TH DECEMBER, 1998**

To: Bob Perkins
Dear Sir,

ATTN: STEVE OWEN

I am writing to you to see if I can locate an old Navy mate of mine - Steve 'Pommie' Owen. (S.J. Owen).

Steve joined up with me at LEEUWIN in October '65 and was on the MELBOURNE in '68 - after which I lost contact.

I would appreciate it if you could place a note in your magazine to this effect. Yours sincerely,

Edward Giuliani,

7 Alexander Street, Scarborough, 4020, Ph: (07) 3203 4201



Top: Sharland, Murray, Fuller, Richie, Isherwood, Wilsher, Pascoe, Graham, Welsh Woods.
 Bottom: Jeffery, Dux, Chisholm, Ryan, Sahra, (CPO Horn), Fallon, Turner, Ward, Dee, Blundell.

HMS ST VINCENT ASSOCIATION

ALTHOUGH AN EX-RN ER, I HAVE BEEN A MEMBER OF THE NAOA FOR OVER TWENTY YEARS. RECENTLY I LEARNED FROM ANOTHER EX-RN ER OF THE RECENT FORMATION OF A NEW EX-NAVAL ASSOCIATION IN THE UK, NAMELY THE 'HMS ST VINCENT' ASSOCIATION.

AS A VERY GREEN YOUNG NAVAL AIRMAN II, I DID MY INITIAL TRAINING AT ST VINCENT BACK IN 42 AND LOOK BACK ON WHAT WAS, TO QUOTE THE CHINESE TOAST, A "VERY INTERESTING TIME" SO I OBTAINED AN APPLICATION FORM AND JOINED.

'ST V' WAS A STONE FRIGATE IN GOSPORT, JUST ACROSS THE HARBOUR FROM POMPEY, OPERATING AS A TRAINING ESTABLISHMENT FOR BOTH GA AND FAA TRAINEES BETWEEN 1927 AND 1968. DURING THIS PERIOD THOUSANDS OF YOUNG MATELOTS HAD THEIR FIRST REAL EXPOSURE TO LIFE IN THE NAVY, AND LEARNED SOME OF THE HISTORY OF THE SERVICE OF WHICH WE ARE ALL SO PROUD.

ANYWAY, TO GET DOWN TO THE NITTY-GRITTY, THE ASSOCIATION IS HAVING A RECRUITING DRIVE. THERE ARE OTHER EX-ST VINCENT BOYS SCATTERED ROUND THE NAVY FAMILY IN AUSTRALIA AND I BELIEVE/HOPE THAT SOME OF THEM MIGHT ALSO BE INTERESTED IN JOINING.

AT A RECENT NAOA MEETING, THE JULY ISSUE OF 'SLIPSTREAM' WAS TABLED; IT INCLUDED, AS YOU KNOW, A LIST OF THE REGISTRATIONS FOR OCTOBER, WHICH I READ WITH GREAT INTEREST. I CONTACTED GEOFF LITCHFIELD, WHO LIVES NEARBY AND LATER HAD A VERY ENJOYABLE LUNCH WITH HIM AND SEVERAL OTHER EX FAA MEMBERS. I WAS SURPRISED TO LEARN THAT MOST OF THEM HAD SPENT TIME AT ST VINCENT, AND I WOULD HOPE TO RECRUIT THEM INTO THE ASSOCIATION.

I WOULD BE MOST GRATEFUL IF YOU WOULD PUBLISH THIS INFORMATION AMONG YOUR MEMBERS AND ASK THEM TO CONTACT ME FOR FURTHER INFORMATION/APPLICATION FORMS IF THEY ARE INTERESTED IN JOINING THE ASSOCIATION.

BEST WISHES TO YOU AND YOUR MEMBERS,
 SINCERELY,

AUSTIN HUSSEY (L/Fx91279)

ALL THOSE INTERESTED CAN CONTACT AUSTIN AT

10/5 RILL STREET,

HEIDELBERG, '3084 VIC.

PH: (03) 9458 2665 - FAX: (03) 9459 9034



FLY NAVY

From the Museum Director

Reunion

As you can well imagine, noting attendance figures, the tempo of activity pre planning the reunion has increased dramatically at the Museum. However, we are extremely grateful to our local volunteers who are manning the constantly ringing telephones - which is a godsend.

All our planning seems to be on track and we only now have to hope for kind weather for the occasion. The following points are topical:

Memorabilia: Our survey raised some interesting points and we are following them through. As a business we naturally have a ceiling on the amount of merchandise ordered and we are adopting the principle that it is better to hear the cries "we have sold out" than end up having a fire sale after the reunion.

Having said that, the Museum Board have approved finance for substantial Reunion stock for the shop. With over 2,000 delegates attending the reunion from across the globe it is obviously difficult to judge whether we have the right balance of stock - what is going to be popular etc. Our advice is to order/buy early - especially if you are local or are passing by the Museum.

Stock Range: To assist in buying early our stock list includes -

FAA Reunion Logo - Port/glass packs \$38.00; Baseball Caps \$17.00; Polo Shirts (high quality) \$34.00; Fridge Magnets \$3.00; Golf Balls \$4.00; Spoons \$5.00; Note pads and refill \$7.50; Ladies silk scarves \$30.00; Mugs \$9.00; Pens \$1.00; Beer Mugs \$10.00; 'T' Shirts \$20.00 and Embroidered Patches \$6.00.

FAA Association Logo - Polo Shirts \$34.00 and Baseball Caps \$17.00. We have a selection of old FAAA stock to sell on special - mainly jumpers and sloppy joes.

Museum Stock Fire Sale - Our recent visitors will have been pleasantly surprised at the reduction in prices of goods in the Museum shop - most down to original cost price. Over the years we have amassed an amazing array of stock through gifts, end of run bargains etc., and we are now attempting to reign this into manageable proportions.

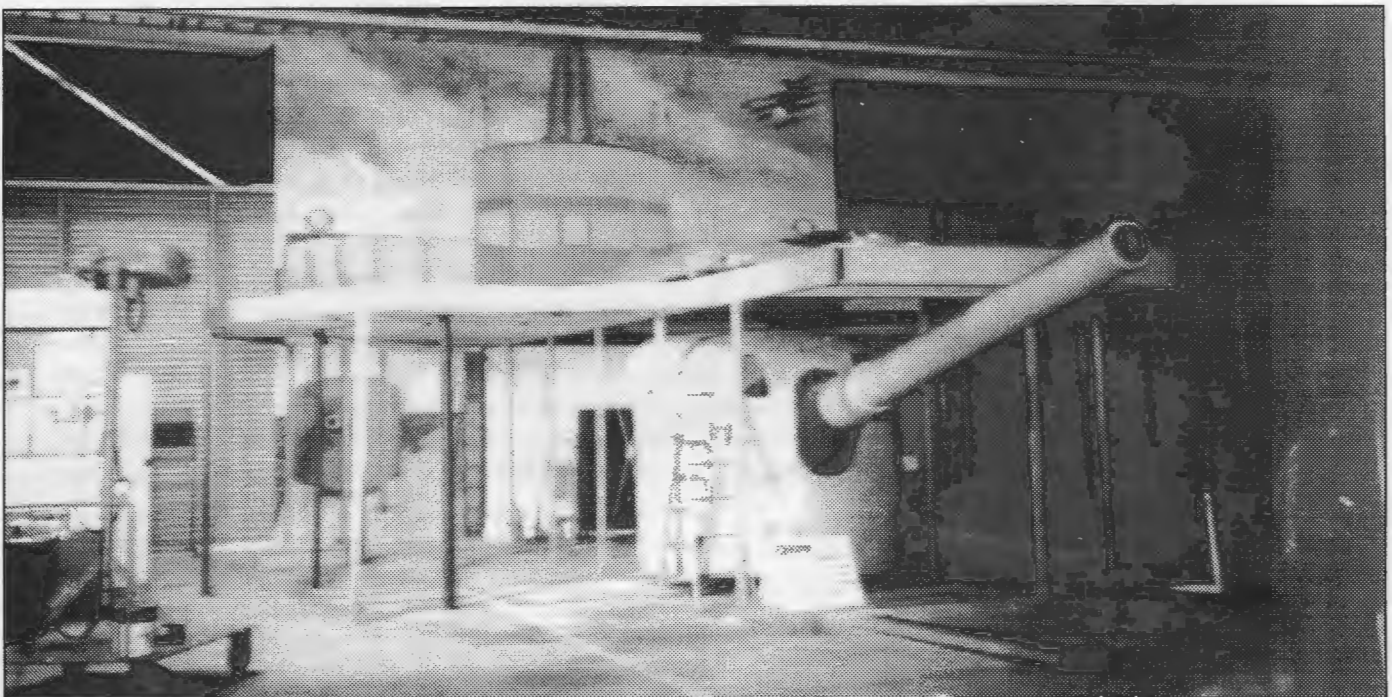
Museum Development

Stage 4

Fundraising for Stage 4 (Theatre, Administration Complex, Exhibition Hall, Library and Curators office area and domestic amenities) has received a boost with the announcement by the Federal Government that we have been successful in our application for a Federation Grant. The Treasurer, Mr Peter Costello, accompanied by our Local Member, Mrs Joanna Gash, made the announcement at the Museum on Thursday 17 September - my 60th birthday. An auspicious day to remember. Together with the \$1 million pledged by Mr Ray Williams of HIH Winterthur, we are now able to proceed with our development plans.

Sopwith Pup/Melbourne Gun

The project is well on track for a combined christening at the Museum on Wednesday 7 October. The Sopwith pup replica has been successfully completed and is ready to hoist onto the MELBOURNE Flight Deck - on top the gun. The backdrop mural is in the final touch up stages and is looking very professional. The 'sailor' mannequins have also been completed.



Melbourne Gun Display



Wessex Helicopters

Two Wessex helicopters have been sold to other Museums to make more room in our display hangar.

Aircraft on a Pole

The UH1B helicopter that was on display at the Heathcote Pub is now on show in Nowra at the old Leagues Club, south of the bridge on the left hand side. An appropriate sign will be erected to advertise the Museum.

Scout Restoration

The Scout helicopter restoration is progressing well. Ray Larder and his team of Ron and Roy work two days a week on this project and hope to be near completion by the reunion.

Displays

The Museum display pantechnicon will attend Navy Week (Sydney) in October, Sussex Inlet Festival (October), Bankstown AVIEX '98 in November and the Avalon Air Show in February next year.

Museum Displays

Don Parkinson has done an outstanding job of updating and developing the internal displays of the Museum including Vietnam, Casadio display (HFV), Sinai, Coral Sea and Women in the RAN. He has also been busy putting a photographic record together for the benefit of reunion delegates.

Memories of the Old Museum

Murray McLean, our volunteer carpenter and man of numerous skills, has been conscientiously upgrading this record of our history which has also received a boost in funding with a \$4,000 grant from the Maritime Museum. The area is now covered and carpeted, and is becoming an extremely well presented display. Murray is to be commended for his hard work and diligence.

Work for the Dole Scheme

This Government sponsored scheme is of exceptional assistance to the Museum and we as an organisation continue to flourish as a result. We currently have 10 participants ranging from 'hangar hands' to catering assistants and clerk trainees and they have all been invaluable preparing the Museum for the reunion and helping us with the mountain of paperwork that such an event develops. The major task at present, however, is to complete the Gun/Sopwith Pup project on time and its all hands to the grindstone.

FAA History - Flying Stations

I would like to make a final plea to all our readers who have not purchased our book, 'Flying Stations - A Story of Australian Naval Aviation'. We have now pre sold 700 copies and need to sell a further 500 copies to break even. The book would be ideal reading material for the outer office/waiting room/office of our sponsors.

HMAS ALBATROSS - A Collection of Memories

Written to commemorate the 50th Anniversary of HMAS ALBATROSS, this book cannot be published by the Museum Foundation until we know we can break even on the FAA history project. Should that be achieved, we hope to publish the ALBATROSS book at the end of this our Jubilee year - 1998.

Finally, I am retiring from the Museum in February 1999, having completed all the aftermath administration requirements of the reunion. As a consequence, I may not be writing in this magazine again and therefore I am taking the opportunity of saying thank you to all our volunteers and sponsors who have given so much support to me over the years that I have been here. We have been through some rough times but I believe we have achieved a great deal. The time is right for new blood at the helm and I wish my relief every success in this very challenging arena.

Best wishes to you all. Have a great reunion.

Sincerely, Mike Lehan, Museum Director

SUMMARY OF CONDITIONS, ETC, OF CAMPAIGN STARS AND SERVICE MEDALS.

SECOND WORLD WAR

3 September 1939 – 2 September 1945

Name of Award	Description of Ribbon	Clasp or Emblem Worn (if awarded)	Summary of conditions of award
1939/45 Star	Dark blue, red and light blue in three equivalent vertical stripes. Worn with the dark blue stripe furthest from the left shoulder.		Six months operational service between 3 SEP 39 and 2 SEP 45, or by entry into certain special campaigns. The 6 months qualifying areas include: Middle East (West of Suez Canal) between 10 JUN 40 and 12 MAY 43; SWPA between 8 DEC 41 and 2 SEP 45; and in the area of the Northern Territory of Australia north of Katherine between 19 FEB 42 and 12 NOV 43. Also, entry into certain campaigns in Greece, Crete, Syria, Java, Sumatra, Malaya, Timor, Burma, Assam, and NW Frontier qualifies. Personnel serving in the European theatre of operations on 8 MAY 1945 or in the Pacific theatre of operations on 2 SEP 45 also qualify. Service in Palestine and Sinal does not qualify.
		Battle of Britain	Service as aircrew of fighter aircraft engaged in the Battle of Britain. Members of the AMF, as such, are not eligible for this clasp.
Atlantic Star	Blue, white and sea green, shaded and watered. Worn with the blue edge furthest from the left shoulder.	Air Crew Europe; or France and Germany.	Intended to commemorate the Battle of the Atlantic from 3 SEP 39 to 8 MAY 45. 12 months' operational service, any six months of which were in specified areas at sea. May not be awarded unless the 1939/45 Star has been qualified for by 180 days' operational service on land or afloat in addition to the 180 days' required for the Atlantic Star. This award cannot be earned in addition to the Air Crew Europe Star or the France and Germany Star.
Air Crew Europe Star	Light blue with black edges in addition to a narrow yellow stripe on either side.	Atlantic; or France and Germany.	Granted for operational flying from United Kingdom bases over Europe between 3 SEP 39 and 5 JUN 44. Four months' service in an operational unit, 60 days of which was service in an operational unit engaged in operational flying in the specified area. At least one qualifying sortie must have been made. May not be awarded until the 1939/45 Star has been earned. This award cannot be earned in addition to the Atlantic Star or the France and Germany Star.
Africa Star	Pale buff with a central vertical red stripe and two narrower stripes, one dark blue and the other light blue. Worn with the dark blue furthest from the left shoulder.		Entry into operational service with a unit performing operational functions west of the Suez Canal between 10 JUN 40 and 12 MAY 43. Members of units who were stationed in Palestine and called forward to Alexandria area in Egypt with a view to embarkation for Greece and spent 30 days or more in the qualifying area, in March and April 1941 are eligible for the award. Members of units who were staging in the qualifying area not for the purpose of embarking for Greece, do not qualify. Also awarded for entry into the Syrian campaign between 8 JUN 41 and 11 JUL 41. Temporary duty, visits, journeys and inspections may qualify after a minimum of 30 days.
		8 th Army	Service with the Eighth Army between 23 OCT 42 and 12 MAY 43.
		1 st Army	Service with the First Army between 8 NOV 42 and 12 MAY 43.
		North Africa 1942-43	Includes service with 18 Army Group Headquarters between 15 FEB 43 and 12 MAY 43.
Pacific Star	Dark green, with red edges, a central yellow stripe and two narrow stripes, one dark blue and the other light blue. Worn with the dark blue stripe furthest from the left shoulder.	Burma	Entry into operational service in the Pacific theatre, for service in specified areas and specified periods between 8 DEC 41 and 2 SEP 45. May also be awarded to any member of the Australian Defence Force who was on board the Australian Hospital Ship CENTAUR when it was torpedoed and sunk on 14 MAY 43. Temporary duty, visits, journeys and inspections may qualify after a minimum of 30 days. This award cannot be earned in addition to the Burma Star. If both Pacific and Burma Stars have been earned, the award first earned will be granted with a clasp for the other award.

Name of Award	Description of Ribbon	Clasp or Emblem Worn (if awarded)	Summary of conditions of award
Burma Star	Dark blue with a central red stripe, in addition to two orange stripes.	Pacific	Entry into operational service in the Burma campaign and for service in specified areas and between certain dates. This award cannot be earned in addition to the Pacific Star.
Italy Star	Five equal vertical stripes, one in red at either edge and one in green in the centre, the two intervening stripes being in white.		Entry into operational service with a unit performing operational functions in Sicily or Italy between 11 JUN 43 and 8 MAY 45. Also granted for certain operations in Sardinia, Greece, Corsica, Elba, Yugoslavia, the Aegean and Dodecanese. Personnel who entered Austrian Territory during the closing stages of hostilities are eligible.
France and Germany Star	Five equal vertical stripes, one in blue at either edge and one in red at the centre, the two intervening stripes being in white.	Atlantic; or Air Crew Europe.	Entry into operational service with a unit performing operational functions in France, Belgium, Holland or Germany between 6 JUN 44 and 8 MAY 45. This award cannot be earned in addition to the Atlantic Star or the Air Crew Europe Star. Personnel qualifying for the Atlantic Star or the Air Crew Europe Star or the France and Germany Star, or two of these stars, will be awarded only the campaign star for which they first qualified with a clasp to show that they rendered qualifying service for a second star. A further clasp will not be awarded to those who would have qualified for a third star.
Defence Medal	Flame coloured with green edges upon each of which is a thin black stripe.		Six months service in specified non-operational areas subjected to air attack or closely threatened, such as U.K., Palestine, the Northern Territory of Australia north of Latitude 14°30' South, and for 12 months non-operational service overseas. Service in locations qualifying for area campaign stars does not count.
War Medal 1939/45	A narrow central red stripe with a narrow white stripe on either side. A broad red stripe at either edge and with two intervening stripes in blue.	Mention in Despatches	Full-time duty in the armed forces for a total of not less than 28 days operational or non-operational service, not necessarily continuous.
Australia Service Medal 1939/45	A khaki ribbon edged dark blue and light blue respectively with two intervening red stripes.		Full-time duty of not less than 30 days, or Part-time duty of not less than 90 days, between 3 SEP 39 and 2 SEP 45. Where Full-time duty of less than 30 days was rendered, it shall count doubly towards the Part-time qualification. Includes service with the AMF (including the Volunteer Defence Corps) and the Merchant Navy. Only those who received an honourable discharge are eligible.

KOREAN WAR, JAPAN

Korea Medal	Three yellow and two light blue stripes alternating.	Mention in Despatches	One day or more on the posted strength of a unit or formation in Korea between 1 JUL 50 and 27 JUL 53. 30 days service either continuous or aggregated on official visits and inspections on duty.
United Nations Service Medal (Korea)	Nine stripes of blue and eight white stripes alternating.		Service in Korea on the posted strength of a unit or formation between 27 JUN 50 and 26 JUL 54. Service in Japan on the posted strength of an authorised unit in direct support of the operations in Korea.



THE NEW Summary Pamphlet.doc Revised 13 MAY 1998.
Page One of Two.

NOTE: Please see the separate information sheet for a summary of conditions for the AUSTRALIAN ACTIVE SERVICE MEDAL 1945-1975 and the AUSTRALIAN SERVICE MEDAL 1975-1975.

ARMY MEDALS SECTION, CENTRAL ARMY RECORDS OFFICE.

SUMMARY OF CONDITIONS, ETC, OF CAMPAIGN STARS AND SERVICE MEDALS.

SERVICE SINCE SEPTEMBER 1945

Name of Award	Description of Ribbon	Clasp or Emblem Worn (if awarded)	Summary of conditions of award
General Service Medal with Clasp PALESTINE 1945-48	Purple with central green stripe.	Mention in Despatches	Entry into service in Palestine while on the posted strength of an Australian War Graves Unit, between 27 SEP 45 and 30 JUN 48. A member entering Palestine on an official visit while on the posted strength of a War Graves Unit must have spent 30 days in the qualifying area.
S.E. ASIA 1945-46			Entry into operational service in Java and Sumatra on the posted strength of an Australian War Graves Unit between 3 SEP 45 and 30 NOV 46; or French Indo-China between 3 SEP 45 and 28 JAN 46.
BOMB & MINE CLEARANCE 1945-56			180 days Mine & Bomb Clearance in the Solomon Islands (Australian Mandate and British Protectorate), the Trust Territory of New Guinea and the Territory of Papua, between 3 SEP 45 and 10 NOV 56. The mandatory requirements are: Active engagement for an aggregate period of not less than 180 days on the actual excavation down to the removal of, or final disposal of, unexploded bombs or on clearance operations inside the perimeter fencing of live minefields on the disarming of live mines, or acting as waterjet operators. Other duties in a unit engaged on bomb disposal or mine clearance will not be counted as qualifying service. This clasp supersedes clasps issued earlier with the title: BOMB & MINE CLEARANCE 1945-48.
MALAYA			Service on the posted strength of a unit or formation stationed in the Federation of Malaya between 16 JUN 48 and 31 JUL 60, or in Singapore between 16 JUN 48 and 31 JUL 59. 30 days service either continuous or aggregated on official visits and inspections on duty.
BRUNEI			Service on the posted or attached strength of a unit or formation which took part in operations in Brunei, North Borneo or Sarawak between 8 DEC 62 and 23 DEC 62.
General Service Medal 1962 with Clasp SOUTH VIETNAM	Purple with green edges.	Mention in Despatches	30 days service in South Vietnam between 24 DEC 62 and 28 MAY 64. Awarded only to members of the Australian Army Training Team, Vietnam.
BORNEO			30 days service on land in Sabah, Sarawak or Brunei; or, one operational sortie by aircrew in direct support of operations, between 24 DEC 62 and 11 AUG 66.
MALAY PENINSULA			30 days service on land in the Malay Peninsula or Singapore between 17 AUG 64 and 12 JUN 65. 30 days service afloat on sea patrol duties between 13 JUN 65 and 11 AUG 66. 30 sorties by aircrew engaged on operational patrols between 13 JUN 65 and 11 AUG 66.
Vietnam Medal	Three narrow red stripes on a central yellow band bordered by red. A broad dark blue stripe left and a broad light blue stripe right.	Mention in Despatches	One day or more on the posted strength of a unit or formation in Vietnam. A total of 28 days in ships or craft in inland waters or off the coast. 30 days service on the basis of official visits, inspections or other occurrences of a temporary nature on duty. Period: 29 MAY 64 to 27 JAN 73. Persons eligible for the VIETNAM MEDAL are not eligible for the VIETNAM LOGISTIC AND SUPPORT MEDAL.

Name of Award	Description of Ribbon	Clasp or Emblem Worn (if awarded)	Summary of conditions of award
Vietnam Logistic and Support Medal	Three narrow red stripes on a broad central yellow band. Bordered on the left by a red stripe with an inner dark blue stripe. Bordered on the right by a light blue stripe with an inner stripe of dark brown.		Awarded to members of the Australian Armed Forces who rendered service in support of the Australian Armed Forces in operations in Vietnam between 29 MAY 64 and 27 JAN 73. May also be awarded to Accredited Civilian War Correspondents, Australian Entertainers, Civilian Surgical Aid Teams, Civilian Defence Contractors, QANTAS Flight Crew and members of the Merchant Navy, who rendered service in support of the Australian Armed Forces in Vietnam. Actual service within Vietnam is required. Persons eligible for the VIETNAM MEDAL are not eligible for the VIETNAM LOGISTIC AND SUPPORT MEDAL.
Vietnamese Campaign Medal	Green with 3 vertical white stripes. Date cluster "1960-" worn centrally on ribbon with straight sides of scroll perpendicular.		Awarded by the Government of the Republic of Vietnam. "Special Service" totalling at least 181 days in Vietnam, unless terminated by Battle Casualty. Period: 31 JUL 62 to 28 MAR 73

LONG SERVICE AWARDS (ARMY)

Qualification for these awards ceased on 14 February 1975, the date when the Australian System of Honours and Awards was instituted.

Long Service and Good Conduct Medal	Maroon with white stripes on each edge.	Clasp	Awarded to warrant officers, non-commissioned officers and soldiers of the Permanent Forces, whose character and conduct is "beyond reproach", for eighteen years continuous service prior to 14 FEB 75. A maximum break in qualifying service of two years may be allowed. This award is not granted for service as an Officer of the Permanent Forces, except when an Officer is commissioned after 3 SEP 39 and the first 12 years of qualifying service was completed in the ranks. The Clasp to the LS&GCM is awarded to members of the Permanent Forces who have completed a further eighteen years qualifying service. A member appointed to a Commissioned rank may be awarded the Clasp providing that the first nine years of the further eighteen years (after being awarded the LS&GCM) was completed in the ranks.
Meritorious Service Medal	Maroon with white stripes on both edges, and with an additional stripe of white in the centre.		Awarded to members of the Permanent Forces who have completed twenty-two years of efficient, faithful, valuable, and meritorious service, have previously been awarded the Long Service and Good Conduct Medal, and who have served in the rank of sergeant or superior rank.
Efficiency Decoration "E.D."	Dark green with a central yellow band.	Clasp	Awarded to Officers of the Citizen Forces for 20 years commissioned service; or, for those who joined after 10 NOV 47, twelve years continuous efficient commissioned service prior to 14 FEB 75. Full-time War Service may be counted as twofold qualifying service if serving in the Citizen Forces (Militia) on 3 SEP 39. Service in the ranks may be counted as half. The award of the Decoration entitles recipients to the addition of the letters "E.D." after their name. Clasps to the Efficiency Decoration are awarded to Officers of the Citizen Forces for each additional completed period of six years continuous efficient commissioned service.
Efficiency Medal	Dark green with yellow stripes on both edges.	Clasp	Awarded to members of the Citizen Forces for 12 years continuous efficient service. Full-time War Service may be counted as twofold qualifying service if serving in the Citizen Forces on 3 SEP 39. A maximum break of six months is allowed. Clasps to the Efficiency Medal are awarded to members of the Citizen Forces for each additional completed period of six years continuous efficient qualifying service.





Women's Business



PAT POVALL, WHO PLAYS GOLF WITH ME AT THE ALBATROSS GOLF, RELATES THIS STORY ABOUT HER LATE HUSBAND LES, HIS NAVAL SERVICE AND THEIR LIFE TOGETHER.



Leslie Arnold Povall No. LX535757 (Royal Navy). Born in Liverpool, England in 1925. Second son of four children born to Thomas and Elizabeth Povall. He attended Chatsworth Public School until age fourteen. After leaving school Les worked at various jobs until, at age 18, he joined the Royal Navy.

His first posting was to HMS WINCHELSEA and arrived at Normandy a week after D Day. Later Les was posted to Paris where he served for eight months at the Supreme Headquarters, Allied Expeditionary Force.

Les' next posting was to HMS GLORY joining the ship at Glasgow before it sailed for the Far East and Australia. Enroute Les was fortunate to witness the Japanese surrender at Rabaul. HMS GLORY arrived in Jervis Bay in July 1943 where Les was posted ashore to HMS NABBINGTON - since renamed HMAS ALBATROSS. September 1945 and Les was again posted to sea, this time to HMS BONAVENTURE, a former merchant ship bound for Hong Kong where it had been assigned the task of repatriating a number of women who had been prisoners of the Japanese.

Whilst on leave in Sydney Les had met a young lady - Patricia - at the Paradance at Lidcombe where they danced every night of the week until Les returned to England to be demobilised.

In 1950 Les returned to Australia arriving in Fremantle as an immigrant aboard the EMPIRE BRENT. Later Les moved to Tasmania where he worked on the Hydro electric scheme. Later again Les moved to Sydney and renewed his acquaintance with Patricia. They were married in 1951 and settled in Bankstown where three of their five children were born. Back to the Nowra area (Callala Beach) in 1954 and finally to Falls Creek in 1957 where two more children were born. Les and Pat lived happily for 36 years in the district until Les passed away November 1993. Les was survived by wife Pat, five children, ten grandchildren and three great grandchildren. Les and Pat were married 43 years.

Pat Povall

Nowra Married Quarters, July 1958 to May 1959 - Any one for TENNIS?

While waiting at the gate to the Tennis Court at the Patch one Wednesday morning in July 1958, hoping for a game of tennis, a car containing three ladies arrived. Unfortunately I cannot recall their names but would like to meet them again as we had some good fun. My son, Dennis, was only nine months old then and the only infant at the tennis court.

We made use of the small club house to prepare our morning tea with one of the foursome supplying the tea bags and biscuits.

I left the married quarters about May 1959 due to my husband's draft and often wondered if the tennis continued or expanded into a good size club.

When first enquiring about the use of the tennis court I was advised that only "The High Brow Played Tennis There". All I found was a lovely group of very friendly ladies who made me feel most welcome. I will be attending the Reunion in October and attending all functions if any of those ladies would like to say Hello.

Dear Bob, Thank you for a terrific Journal. Sure brings back memories. The small item above may trigger some comment if you have room to print it.

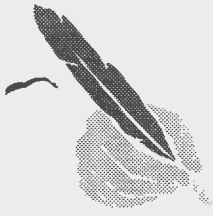
Best wishes, Sylvia Ikin, Oakleigh South, Vic.



Taken at HMAS LONSDALE 1956
entertaining French crew of JEAN D'ARC



Sylvia Ikin - Dubbo 1958



Dear Bob,

You were talking to my husband Dennis recently and as a result of your phone conversation I have been persuaded to reach back in time and recall our time at Nowra. This was not difficult as it was a happy time for us all as a family.

I have jotted down some memories - I'm sure you have heard these before - but maybe not all. Since I have started this letter so many instances have come to mind that may not be relevant but make up the picture.

Another memory just popped in - it was those awful brown lino floors in the houses at MQ - when they were polished they looked great - just a footprint made its mark - we had to get down on hands and knees with the tin of wax and then the trusty old Hoover floor polisher took over (I STILL have mine) we had to use the Hoover daily to make the lino look OK. Those floors kept us fit . . .

I think I had better sign off - the brain is going into overdrive.

We have only just started reading Slipstream - compliments of Don Routley who has been sending his copies to read - and we look forward to having our own copies - I know you are sending necessary forms for Dennis - also saw Colleen Connellan mentioned in one copy - I knew Colleen - we were in MQ at the same time - many years ago.

Best wishes, Val Charlton
Frankston, Victoria

With the 50th Anniversary of the FAA coming up next month I am looking forward to catching up with navy wives who lived in married quarters or Nowra (or even Greenwell Point for that matter - when our term at the 'patch' was up we had to find other accommodation - not always near the base) will we recognise each other after all these years ?? — of course we will !!

I remember arriving at married quarters - 16 Waterhen Street, 1957 - we had called into Wollongong and ordered a bedroom suite, kitchen and lounge furniture and the thing I loved most - a frig. We had my 'Glory Box' sent up from Melbourne - it and we arrived in Waterhen Street before the furniture - I was 8 months pregnant with our first child - we had 2 tea chests, a stool, lots of linen and china. The china had been wrapped well in newspaper and this newspaper became our mattress. We would carefully roll it and lay it on the floor and cover it with a sheet. Making the bed each day was quite a chore as it was very flat after us sleeping on it - but then I had plenty of time didn't . . .

We didn't have a washing machine just the trusty copper - no dryer - used cloth nappies - did we choose towelling or flannelette? Which would be softer for baby? There was a Health Centre nurse who visited the Patch weekly and we kept her busy as we were young new mothers miles from home and family and having no idea about little babies except the natural motherly instincts. It was a day to dress up yourself and baby and head off for the weighing. Thinking back it was a good time and we and baby survived - probably ignorance was bliss.

'Edman Annex' was where we went to give birth - an old house in Nowra. Just one bathroom with toilet in it - that conjures up a picture. No humidicrib - but we managed - we knew no better - everything was great. It wasn't until my own began having their children that I began to compare the conditions we had and accepted and the facilities that are, and have been, available for the last 20 years or so.

The hospital was so small that we were discharged on a 'first in, first out' basis and as there were so many young mothers you could expect to get out in about 4 days. One young mum who was there on one of my visits was sent home after 2 days and she had 2 toddlers at home - no pill then either. But those days were happy days - I loved our time at Nowra. There were the wonderful beaches, the family would head off at weekends and have a wonderful time together. There was not the 'rat race' of later years - it was a beautiful place to live.

And there was the movies to go to on the depot. We would take the babies in prams and leave them asleep in the foyer and if a baby should disturb, the duty sailor would poke his head in the 'theatre' and say something like "the baby in the blue pram" and a parent would go and see to the baby. It was so safe and a good night out.

And the prams that would be hooked on the back of the bus as few had their own car - it was about 10 years and 3 children later before we got our first car. We did a lot of walking - pushing prams down Braidwood Road.

Our two eldest children were christened by Padre John Wilson at the Chapel at Albatross and had their names engraved on the ships bell, which was the Christening Font, as did lots of other babies who were christened there.

When our turn came up for our second move to Married Quarters we lived at 1 Bedford Street, across from the runway and our children were so used to the noise of aircraft, day and night, that when we went to Sydney for a few days they were upset by the traffic noises.

Our children went to school at Nowra East - we were living in a Navy house in Journal Street.

I used to do some voluntary work at the Smith Family and we had to sort out the clothing that came in - there were always aboriginal families in need of clothes. The man of the family would come in and make the selection, the women being very shy. What was very popular were the overcoats that men used to wear, very heavy and long and so could be slept in for warmth.

We used to get a lot of evening clothes donated and I used to wonder what use they would be - no one ever wanted them when I was there. Actually I don't remember anyone other than aboriginals coming for clothes.

Just referring back to Padre Wilson, he christened our third child at Garden Island Naval Chapel when he and we were in Sydney. When our fourth child arrived Padre was in WA and when he retired from the Navy and had a Methodist Church in Sydney we went along to have number four christened by him. There were four other Naval couples who, like us, had been waiting for him as he had christened our other children also.

I used to teach Sunday School (in John and Jean Wilson's time at Albatross). I will enclose a photo of the children - taken I think in about 1962. I can't remember the name of the other lady in the photograph, but we might catch up at the Reunion.

There was a pre-school kindergarten there - Mavis Plant was in charge and worked every morning. Another lady and I used to take it in turns to assist and worked a fortnight about. There were a lot of children attending - again I can't remember the name of the other lady other than she was English.

Now I wish I had dated my old photos - I always thought I'd remember everything. I wish I had taken more photos.

UNFORTUNATELY IT WAS NOT POSSIBLE TO REPRODUCE THE ABOVEMENTIONED PHOTOGRAPH FOR INCLUSION WITH THIS EXCELLENT RECOLLECTION OF TIMES GONE BY. ED

From Women's Business Editor

It seems, to me at least, that the men's world must be more exciting than that of we women. My husband, Bob (Slipstream Editor), receives some wonderful stories from the fellows. It appears the wives and partners of ex-navy men are reluctant (maybe just shy?) to share their experiences with our readers. I am certain there are some great stories out there about the lives of navy spouses in the earlier days of the Fleet Air Arm - hard luck stories, funny stories, stories of every day life in the fifties and sixties for the wives and partners of our men. These stories do not have to be great epics, even a few lines about an experience or moment in time that has remained in memory all these years are all interesting and serve to jog the memory in others. We have received a few good stories (and Rhonda - our civilian typesetter for the magazine is always keen to hear what the ladies have to relate about their experiences and thinks the contributions so far have been wonderful). However, I do need more help from you if Women's Business is to remain an interesting section of the magazine (or even remain).

We have several stories for this issue of the journal including one from Pat Povall who relates a story about her husband (Royal Navy - World War Two) and their lives. Pat, incidentally, has been a member of the Albatross Golf Club for some years, enjoys the exercise and the company of the girls and is a real trier. Not young any more, she is always cheerful and energetic and I wonder sometimes where she gets her energy from.

I am looking forward to the Reunion and the opportunity to meet, once again, the ex 'Patch' wives and former Albatross golfers. I will be attending all the functions so there will be plenty of opportunities to see you all again. The ball and the cocktail party will provide excellent opportunities to get out the finery and to dress up. My husband has broken out his dinner suit to wear to the ball. It hasn't seen the light of day for many years and seems to have shrunk while in storage - as it seems have many of his other clothes which were acquired in an earlier era. Fortunately an excellent local tailor has been able to resurrect most of these items.

By the time you receive this journal there should only be about three weeks to 'D Day'. Life has been hectic for those involved in organising the reunion. Some of the girls here in Nowra have volunteered to help out during the period leading up to the Reunion and have been manning the telephone and fielding enquiries about the occasion. These include Norma Lee, Wanda Melville, Cindy George, Dorothy Fry and of course myself. There are also a couple of ex-navy men helping out as well.

I want to say that the girls on the office staff at the Museum have been doing a tremendous job. They have had to cope, not only with their own work, but also with the incessant queries about the Reunion from a telephone which never stops ringing. They tell me they are most grateful for the help they are receiving from the volunteers as it has been absolute bedlam as the Reunion date draws nearer.

Pat Perkins



Nowra 1945 - Shoalhaven River Bridge

A SORTIE THE BATSMAN WILL NEVER FORGET

It was in July 1947 that John Goble and I joined 827 Squadron, equipped with Firefly I's, in HMS Triumph in the Med. The 13th Carrier Air Group was well worked up with very high capabilities in the air and on the deck. Two new pilots, a little rusty and still in the 'sprog' category, were a bit on the 'outer' in spite of their best endeavours to fit into a Squadron and an Air Group of well experienced aviators.

Shortly after DLT's which went reasonably well, John and I were sent ashore to Hassani near Athens for even more ADDL, S accompanied by Lt. (A) Bob Fulton a superb batsman and with, of course, some ground crew. Hassani was run by the Greek Air Force. Although largely inactive, they were most helpful.

On the morning of 28th July on completion of run-up of the 'bang-clatter' Griffon, Bob Fulton appeared in yellow jacket carrying bats and gave me a thumb-up signal with a questioning look as much as to say "Are you serviceable?" A quick thumb-up response assured him I was.

Truly I had made a basic error in our sign language for Bob actually meant "May I have a lift out to the runway in the back seat?" While I was doing some pre-taxi checks, Bob hopped into the back seat and I had no reason to suppose that I carried a passenger sans intercom sans parachute in spite of the Firefly's rear view mirror.

It later transpired that before entering the runway Bob made an effort to disembark, but time did not allow for he was blown back into the rear cockpit as throttle was applied

to line-up. Another pause before take-off power was applied resulted in similar disappointment for him.

After orbiting for about ten minutes wondering where the blasted batsman might be, an injudicious decision was made to ADDL without him. So, of course, on each touch down poor old Bob thought "At last this crazy bastard has the right idea" and again opened the hatch to disembark. Similarly on overshoot he was forced by slipstream etc. to stay with it.

After four or five solo ADDL's, it seemed to me there must have been a change of programme so I went off 'sightseeing' and aerobating for about twenty minutes. Poor old Bob must have been in quite a state after rattling around "like a pea in a whistle" in the non-to-comfortable rear cockpit.

To end his misery it so happened that John Goble came alongside realised where the batsman was and informed me, the memory is most vivid. "You have a raving maniac in your back seat" and with masterly understatement suggested a return to the airfield which was carried out very gently!

After stopping at dispersal, the language was awful to hear, and no further flying took place that day.

The Greek Air Force mess served a great number of beers that evening, Bob Fulton couldn't buy one! We remained great friends and last time I saw Bob on a visit to UK many years later it was my turn to buy the drinks.

If Bob missed this for his Log Book the aircraft was PP261 and the flight time 1.05.

'Digger' Bourke

THE VIEW FROM THE OTHER AIRCRAFT

After starting up I followed Dick at a distance, on the fairly long taxi to the duty runway, and took off a minute or two after him. During the taxi I had seen a jeep moving around the perimeter and thought "Good old Bob will be at the runway soon and we can get on with it". There was no sign of Bob at the runway, but then there was no sign of the jeep either.

Getting airborne, I needed to do a couple of circuits to get the RAD TEMP down before starting to ADDL.

Joining the ADDL circuit a little later, again following Dick who seemed to be ADDL-ing quite happily, I was amazed to find no Batsman at the runway threshold. After a couple of circuits I climbed and did a bit of slow flying, and some aers. Then took another look at the action, or lack of it, in the circuit.

Spotting Dick's aircraft I joined up on him and had time to give him a mystified gesture - head on one side, shoulders shrugged, hand and arms raised with palm upwards - in other words "What the hell is going on?" Then I saw a movement in

the rear cockpit and the mystery was solved.

I had better explain that Bob had recently had his hair cut in a style which the French call 'en brosse' - short and bristly. It was not only bristly, it was standing on end!

Bob was also making gestures which left no doubt as to what he meant to convey, arms waving, and finger jabbing downwards, and jabbing at the front cockpit. He was also mouthing at me, which although I could obviously not hear, also left me in no doubt.

As we returned to the airfield and taxied in I imagined Bob's likely comments as to antecedents and the quality of those coming from the training pipeline. Moving into dispersal, I could see from a distance two figures by Dick's aircraft, engaged in earnest discourse - and arm waving by one.

Bob took the whole incident very well and I sometimes wonder if it were anyone else, in these modern times, they would be seeking compensation for Post Traumatic Stress Disorder.

John Goble

Letters to the Editor

Dear Bob,

I read with interest Jan.'98 Vol:9 #1 Page 12. The note from Harry 'B' to Jim (Lee?) Re: Asiatic/Pacific medal of U.S.A. Task Forces 37 & 57 in WW2.

I have been trying all over the place to get the postal address for the Association of Mariners Inc. All to no avail. I wonder if you or any of your readers have been successful in getting this address. If so please find enclosed a self addressed, stamped envelope for your reply.

I wish to apply for this medal as we of 1851 Sqdn. FAU Corsairs were with TF37 before V.E. day then with TF57 up to our taking part in the Hong Kong surrender at Kai Tak airfield. We who are eligible should apply as this medal will become a family heirloom in the future. The families who have one might be persuaded to donate it, along with imperial medals, to our National Museum - Navy Collection.

I have had my article "Where was the Fleet Air Arm in WW2" published in SLIPSTREAM some 3 years ago.

I also have a certificate from Department of Veterans Affairs for my entries in the 1995 story writing and art project. I wrote 2 articles "True War Experiences" and "True Life Experiences". My painting of a 'pranged' Corsair pilot called "Albatross - in a Pacific Seascape" is still in my possession.

Hoping to hear from you,

Maurie Weston

* * * * *

Dear Bob,

Further to my letter to you, which appeared in the October 1997 issue, with regard to the story that was sent to you by Jim Fletcher, about Barry Fallon who died in the line of duty in Vietnam whilst serving with the Army.

As promised I have enclosed a photograph of Barry's last resting place at Southport, Qld. which was taken by yet another ex aircraft handler Allen 'Weed' Smith. I hope that you may be able to reproduce the picture for your magazine.

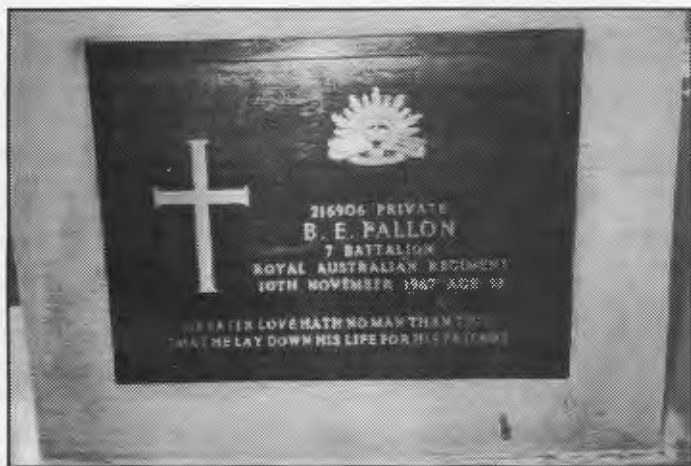
I am also enclosing an old photo taken in 1962 during 'Divisions' at ALBATROSS. The photo was actually taken by 'Slipstream' and it appeared in the same year. I hope it can be of use to you.

I enjoy receiving and reading copies of Slipstream/Fly Navy very much, keep up the good work.

Regards,

Ken Staff (ex RAN),

Vice President, FESR Association (Australia)



SLIPSTREAM/FLY NAVY - OCTOBER, 1998

Dear Editor,

Reference to the death of Lt. Cdr. Farquharson OBE R.N. brought back memories of February 1955.

An early call from the Mobile Patrol to M.Q. requiring one on board by 0500 on the 25th February.

With Lt. Cdr. Farquharson and "Alky" Annand we departed from NAS at 0630 destined for Dubbo via Richmond to refuel.

On arrival at Dubbo showground we took all unnecessary gear out including the 2nd pilot's seat, then with a one man dingy pack we departed for rescue work.

Our first two rescues were from trees, our next a man standing on the seat of a tractor. Just visible were the tops of the rear wheels, but he had half a mile of water all around. That first day we picked up 20 people in various degrees of distress and difficulty. In all 8 hours flying for the day.

The following day we picked up another 16 people working between Dubbo, Gilgandra and Narromine altogether 9 hours flying.

The following 5 days of relief work, on one occasion when departing Dubbo for Warren a Firefly joined circuit with Cdr. E on board wishing to discuss the state of play and serviceability, but we avoided the meeting as Lt. Cdr. Farquharson didn't think Cdr. E would be very impressed. We had a dent in the leading edge of the main rotor, our nose wheel was flat, I was sitting on a 44 gallon drum of fuel and the R.P.M. gauge was dicky!

A great pilot with a sense of humour plus the ability not to suffer fools gladly, I consider it a privilege to have his name in my log book.

During our work, we had occasion to ask a RAAF LAC to accompany us to help with the pick up of an elderly lady. The upshot of this he received the Air Force Medal. The first ground crew member to receive a flying decoration! I would love to see that recommendation.

Keep up the good work,

Len Kenderdine



A STORY

Three 55+ DC-3 Captains were talking in a Bar;

Pilot A: I am sure glad I have a young First Officer in the right seat, my eyes are going bad. Sometimes the instrument panel is just a blur. I just hand things over to him, telling him he needs the experience.

Pilot B: Oh Man! My hearing is going bad, when those radios begin to sound like static, I do the same thing you do.

Pilot C: I think my mind is going belly up on me, the other day I was chasing that cute Stew all over the plane, when I finally caught her she looked at me and said, "You've had it buster" and you know, for the life of me, I can't remember that I had!

Dear Ed,
Thought the enclosed might be of interest.
Enjoying Slipstream immensely.
Regards, Harold T. Ash

Published in 'The Chronicle', Monday June 22, 1998

WAR REPLICA FLAGS FLYING

Maritime and aeronautical history has come alive under the deft hands of Pialba retiree Harold Ash.

Mr Ash has poured thousands of hours into hand building intricate replicas of famous wartime ships and planes.

His piece de resistance is a fully rigged model of the famous English warship HMS Victory, which was captained by naval legend Admiral Horatio Nelson in the 1805 defeat of the French and Spanish armadas in the Battle of Trafalgar.

The working model was crafted over four painstaking years and features individual red cedar planks carefully joined for the hull, 912m of rigging and 110 guns.

Mr Ash was most proud of the rigging which took two years to install and was in full working order including the sails, sewn by his wife, which could be completely furled.

Also decorating his home are models of the great 1797-built American warship the USS Constitution, the Titanic's sister ship, the Lusitania, and World War II British aircraft carrier HMS Venerable, on which Mr Ash served.

His aircraft replicas include the Swordfish biplane, the famous Spitfire and Hurricane fighters, a Kamikaze, A short Sunderland anti-submarine flying boat and the pilot-less Doodlebug or Buzzbomb that wreaked havoc on London in World War II.

Mr Ash has also built a model of an Avro Lancaster bomber, in which he flew in the unenviable position of rear tail gunner.

The craftsman built his creations from scratch, sometimes using his own plans drawn from pictures and recycled junk including odd bits of wood, fake jewellery, cotton reels, biros, curtain wire, even Coca Cola cans.

Mr Ash said a great deal of research went into each one to ensure it was as realistic as possible.

He will have some of the amazing replicas on show for the first time in Hervey Bay at the St John's Anglican Church Fete on Saturday.



Pialba's Harold Ash displays his magnificent model of the HMS Victory, captained by Admiral Horatio Nelson. The model took four years of painstaking labour to complete. Behind is another piece of naval history, a battle flag from a British World War II aircraft carrier. Photo: Karleila Thomsen

Published in The Hervey Bay Observer Friday June 26, 1998

HISTORY COMES ALIVE WITH MODELS DISPLAY

A feature of tomorrow's 1998 St Johns Anglican Parish Fair will be a display of intricate replicas of famous wartime ships and planes.

The models have been hand-built by Pialba retiree Harold Ash using recycled and junk materials and thousands of painstaking hours. They include the great 1797-built American warship the USS CONSTITUTION, World War II British aircraft carrier HMS VENERABLE, a Swordfish biplane, Spitfire and Hurricane fighters, a Kamikaze, a Short Sunderland anti-submarine flying boat and a Buzzbomb.



Letters to the Editor

From: Bill Wilson (ex Lieut. (A) RNVR)

P.O. Box 16, Samford, Q.4520

e-mail: 'wilpaul@powerup.com.au)

Dear Bob,

The following reminiscence may provide some amusement to Slipstream readers:

THE END OF A TIGER

Anyone who has ever served in the Navy, or indeed in any military force will be well aware of the omnipotence of the "pusser's store" or its equivalent and the power of "stores sheets and lists". These can create something from nothing by a simple entry and conversely can cause items from boots to battleships and even personnel to vanish completely and cease to exist by the removal of their documented presence.

In my time and probably to this day to physically possess such a non-existent item was a strong ambition as witnessed for example by the almost instantaneous disappearance of clocks from crashed aircraft almost before they had come to rest.

On the other side of the coin there is the trauma of trying to persuade the Stores Branch that an item which it finds on one's personal sheet was never there at all or had been returned.

The episode of the Tiger Moth remains fresh in my memory and is a classic example of how, given careful planning, advantage can be taken of the bureaucratic system as it related then and now in respect to stores sheets.

In early 1944 I was DLCO in RAVAGER which at that time was blessed with the privilege of receiving the first deck landings of pilots in the final stage of their training.

Most weekends were free and the ship either moored in the Clyde off Greenock or occasionally anchored in Lamlash harbour at the South end of The Island of Arran. Consequently many weekends were spent ashore either by flying off to Abbotsinch or even as far as the Naval Air stations on the East coast.

The story involves some very clever and cunning espionage by the Commander 'F' who established that there was a Squadron shore based at Abbotsinch which had a Tiger Moth and that this did not appear in this Squadron's stores records. Perhaps it had been stolen, perhaps it had been pranged written off and clandestinely restored.

Whatever, the plot was hatched to make off with this machine and fly it to the ship for use by the staff aviators as might be convenient. That this could be done without any rebounding consequences was quite clear since it officially didn't exist and this being so its theft or loss couldn't be reported. Further, if carefully done and everyone kept their mouths shut, nobody would know to where it had been spirited away.

Careful measurements had been made of the hangar lift clearances and it was established that there would be no problem storing it in the hangar deck. There remained only the act of larceny to be effected without detection. To this end 'F' applied his social skills during one weekend ashore and by way of suitable alcoholic

encouragement found that the short Squadron had a planned exercise during the following week involving the whole strength which would be absent for a full day.

Accordingly about mid morning on the day concerned a Swordfish left Ravager containing 'F', a pilot and a mechanic, landed at Abbotsinch, checked and started the Tiger Moth and flew it back to the ship.

In all this with hindsight it would have been certain that the Captain knew of and condoned the action and it would seem that he was far more human than appearances would indicate.

Having no hook meant that the flight deck party was detailed to place themselves abreast the Bridge and catch and restrain the Tiger Moth which had a stalling speed of the order of 40 knots and would not be travelling at more than trotting speed at this point. In fact if not restrained it would probably stop anyway.

After a few weeks of 'ownership' and some spare time use the ship was anchored for the weekend in Lamlash harbour and being a Sunday with no dissipatory pursuits available to us subsequent to Divisions and a brisk 20 knot wind holding the Carrier by its mooring direct into the wind it was decided to indulge in some recreational aviating prior to the lunchtime gin session.

So sufficient members of the handling party and a few pilots were assembled and off we went for a few circuits and landings. After a few it became my turn with another in the front cockpit.

All went well until the landing. That was when things went wrong through no fault of ours and it may be that the rum ration had been issued whilst we were airborne or Murphy produced one of his Laws. The landing made, and trundling up the deck, the handling party on the port side caught and restrained the port wing but the starboard crew missed with the inevitable result that the Moth, without brakes, turned sharply through 90 degrees and hopped over the side into the harbour.

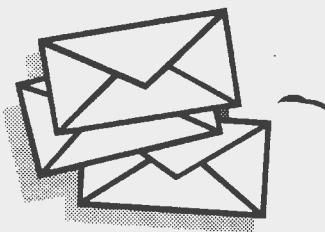
Sutton harnesses being what they were the impact from a fall of about 65 feet had little effect but the sudden contact with icy water was worse than a physical blow. The Moth floated for a few minutes and we both shot out of the cockpits like jacks-in-the-boxes. I pulled the 'chute which was part of the sit down portion of the seat out of the wreck, inflated the one man dinghy which was included and used it until a ship's boat picked us up.

That was the end of the "Tiger which never was" although it was secured before totally disappearing and hoisted out and stripped for parts. I have a photograph of the poor thing all bent and shattered being hoisted inboard and sitting with drooping broken wings on the deck.

The only damage suffered by us was to our best No.1 uniforms which were never the same again despite every effort to rehabilitate them. One compensation was that the two of us after cleaning up and donning our No.2 uniforms were invited to the Captain's quarters for a private gin session. Probably he was relieved that we hadn't drowned or he would have had difficulty explaining away the circumstances to the High Brass.

The episode confirmed our conclusions that we had been saved for something worse or perhaps the now rescinded principle of the time that "crime doesn't pay" had manifested itself.

Bill Wilson (ex Lieut. (A) RNVR)



Dear Bob,

Again I must congratulate you on the fabulous job you are doing for the members of the Fleet Air Arm Association with 'Slipstream'.

As usual every time I receive my copy I rush to my photo album to try and match up names with pictures that I have, sadly, some of them have now passed on, but the memories still keep flooding back.

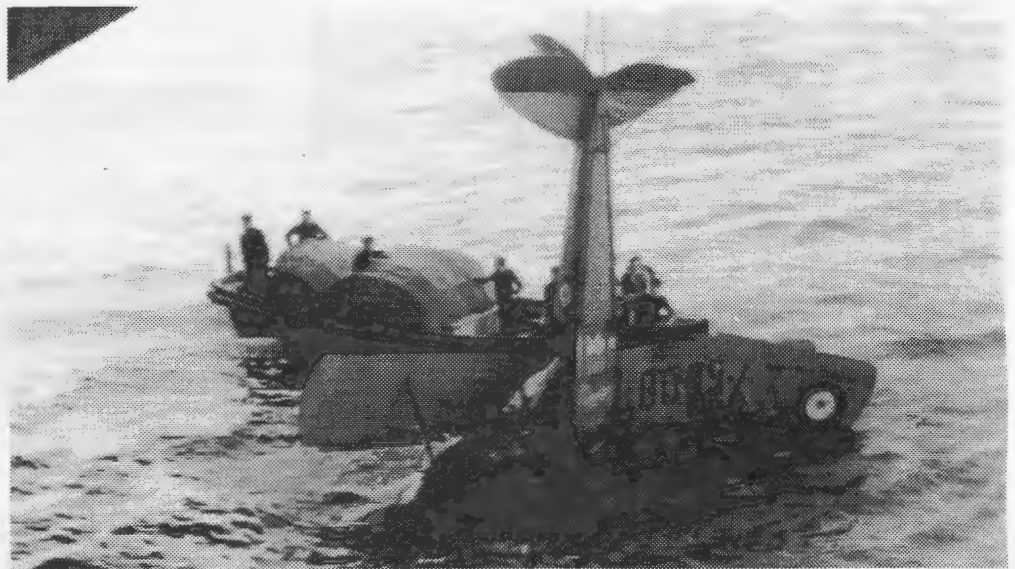
I am enclosing another photo from my collection, which incidentally, appeared in the original 'Slipstream' in 1962.

The photo is of Admiral G.O. Gatacre CBE, DSO, DSC, and Bar chatting to Frank Pavier who is standing alongside NA(AH) Ken Staff & NA(AH) Strong during Admirals Divisions at HMAS ALBATROSS in 1962.

I would also like to thank you for the insert of the new Naval Association, the FESR Association of which I am a Junior Vice President, that appeared inside the last issue of 'Slipstream/Fly Navy', the calls I have received has been staggering to say the least, with some of the people concerned, I hadn't heard from for more than 35 years.

Thanks again,

Ken Staff (ex RAN), Vice President FESR Association



FROM AN ANCIENT AVIATOR

As the years roll by, and acknowledging that most of my problems are related to my date of birth, I thought I might share with your readers some of the lessons I have learnt during my lifetime. These maxims are not my originals but have been gathered from a variety of sources.

I have learned that:

When you have an older brother who is much larger than you, he is always right.

If you die broke, the timing was right.

You should never go up the ladder with only one nail.

No situation is so bad that losing your temper won't make it worse.

If you have several tasks to do, do the hardest first. Then the rest are a snap.

Life is like a ten-speed bicycle, most of us have gears we never use.

If you want to remember your wedding anniversary, just forget it once.

If you are still talking about what you did yesterday, you haven't done much today.

If you throw ten socks into the laundry, only nine will come out.

When packing for a vacation, you should take half as many clothes as you think you will need and twice as much money. Your clothes and your money should run out about the same time.

There will be more pearls of wisdom next edition. Thank you.

Letters to the Editor

Dear Bob,

Story telling and typing, especially, not my strong points. Hope this will be of some use, they were good days the ones I want to remember anyway.

Regards, Ron Turner, Elanora, Qld.

As an ex LAM(E)49, 58 vintage I have a few stories in the old memory box this is one that should bring a few smiles especially as no one was injured - pride maybe?

The setting about 1630, R.N.A.S. Lossiemouth . . .

At the time I was with 810 Sqd Sea Hawkes based at Lossie. We were told we had to share our hangar with an AUSSIE Sqd. This out of town Venom outfit would be carrying out gunnery and rocket practice as were we at the time. As the hangar was at the opposite side of the airfield usually transport was put on. Somehow, it became the accepted thing the first bod on the bus claimed rights for his Sqd.

As the last flight landed they were refuelled, guns spiked etc., they were then despatched at a great rate of knots to be stowed at their side of the hangar. As one can imagine haste was the order of the day, remember the bus rule, first come first served. I hope this has set the scene for the following incident . . .

On this particular evening the rush was on . . . we had our A/C all in, angle parked to stbd and congratulating ourselves. Then it seemed all hell let loose, for those of you who haven't had occasion to witness both the noise and smell of a 20mm cannon pumping out a few rounds in a large hangar mmmm!

It seems the last Venom had ? a rogue gun or an 'O' man with finger trouble. Fortunately no one was hurt as far as I know! Mind you in the following silence the office doors opened, heads and then bodies . . . issued forth surveying the scene. Some bods getting up off the deck, most standing transfixed looking around at their oppo's /??? WAS there an enthusiastic Bod in the cockpit, usually a type not given to manual labour ? anyway 40+ years ago who cares, last time I saw the hangar late 56 the top l/h corner about 20ft up the holes 4 or 5 were still there surrounded by white paint duly pointing the finger of blame to the culprits.

I wonder how many of you out there can still laugh at the scene?

Incidentally how many can remember runway snow sweeping detail . . .

Ta Ta, Happy Days, Ron Turner

* * * * *

Dear Bob,

It is a fact that politicians when in opposition will listen to anyone. Once in power they become more selective and tend to take notice only of those groups that have the most support. Individuals are almost totally ignored, believe me.

There can be no doubt that the back-flip performed by Bronwyn Bishop, with regard to the establishment of the Australian Active Service Medal (AASM) 1945-75, was primarily brought about through pressure exerted by the Korean Veterans Association. (Such acrobatic skills should incidentally ensure her a job with Circus Oz when she retires from politics.)

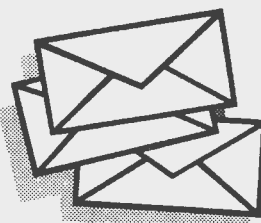
Given the above, the FESR Association (Australia), if it is to achieve its highly commendable aims, will need the support of each and everyone of us who is directly concerned together with friends and relatives and most importantly, the FAAA organisation at ALL levels.

Yours sincerely,

Barry J. Roberts, Wheeler Heights, NSW

Dear Bob,

I must say I was more than a little surprised that the July issue of 'Slipstream' contained no mention or correction of the several glaring errors which featured in the April edition article on Admiral Sir Victor Smith.



Whilst I would have to agree that February 1942 was not a particularly auspicious month for the Allies, what with the fall of Singapore, the bombing of Darwin and the loss of the cruisers 'Perth', 'Houston', 'DeRuyter' and 'Java' together with sundry escorts. I put it to you that linking the loss of the 'Hood' with that of 'Repulse' is drawing a very long bow indeed.

HMS 'Repulse' was sunk by Japanese air attack off the Malayan coast on 10 December, 1941 whilst in company with the battleship HMS 'Prince of Wales', which was also lost.

The battle-cruiser HMS 'Hood' was in fact sunk by the German battleship 'Bismark' on 24 May, 1941 after a short action in the North Atlantic. Interestingly enough, 'Hood' was in company with the newly commissioned 'Prince of Wales' at the time.

The submarine attack in Sydney Harbour and the sinking of HMAS 'Canberra' at Guadalcanal took place in May and August of 1942 and not, as the article states, 1941.

With regard to the original concept of the RAN Fleet Air Arm, a check of the 'History' and/or appropriate records will reveal that planning was for two carriers and three, not two, air groups.

Typos like 'Leaving his new bride . . . (bride perhaps?)' will inevitably occur from time to time, but we must be eternally vigilant against errors of fact.

Yours sincerely,

Barry J. Roberts, Wheeler Heights, NSW

THANK YOU BARRY FOR YOUR COMMENTS. CONSTRUCTIVE CRITICISM IS WELCOME AND APPRECIATED. ED.

* * * * *

The following questions were actually asked of witnesses in court (as reported in the Massachusetts Bar Association Lawyers' Journal)

Try Answering These

"Now doctor, isn't it true that when a person dies in his sleep he doesn't know about it until the next morning?"

"The youngest son, the twenty-year old, how old is he?"

"Were you present when your picture was taken?"

"Were you alone or by yourself?"

"Was it you or your younger brother who was killed in the war?"

"Did he kill you?"

"How far apart were the vehicles at the time of the collision?"

"You were there until the time you left, is that true?"

"How many times have you committed suicide?"

Hello Bob,

I thought perhaps the following may be of interest for inclusion in the Slipstream and, whilst on the subject of the Slipstream, how do I go about securing a regular copy. Most, indeed all, of the ones I get are hand-me-downs.

My second thought, which I try to limit myself to a maximum of two per day, is: perhaps it would be of benefit if I let whoever reads this epistle know who I am and from whence I am coming, beside the rather impressive (well I think so) letterhead.

Background: Dennis F. Charlton joined the FAA in August 1949 as a Recruit Naval Airman, served on all the squadrons and departed after 23 years from CERBERUS, rating at that time Petty Officer Airman A/E.

Item One

Birth of the Brew Boat

Brews i.e. cups of tea were, in 1949-50, not available for 'Stand Easys' at Albatross, this was a benefit only afforded to on board ship's company.

After a brief discussion between myself and my Petty Officer one Digger Schmidt, we decided to rectify this anomaly. Digger took on the task of manufacturing the urn in which to boil the water. We weren't entitled to draw an urn from stores, so whilst Digger took himself off to the sheet metal workshop, not only to make the urn but also to silver solder into its base a solid coil immersion heater, I took on the task of raising funds, 3 pence per person interested in having a cup of tea during morning and afternoon stand easys.

The funds? Well besides the urn, (which, by the way, took two hours to boil) we were also not entitled to victuals. Cups, spoons,

tea and sugar had to be bought in Nowra - actually as part of my wife's weekly shopping list. Mind you it wasn't long before milk started to appear as the crews brought down extra from breakfast and in a very short time we had a good collection of cups and spoons which also left the dining hall.

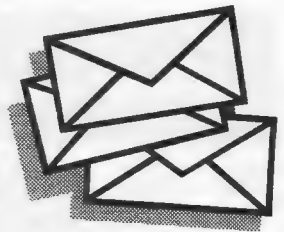
There weren't any 'Crew Rooms' on or near the Nissan style hangars, we utilised a disused Fire Fly fuselage crate. Seats were an assortment of boxes and planks of wood we fossicked from wherever anyone was remiss to leave them unattended.

Brew Boat hygiene consisted of a quick rinse of the cups in a bucket of water, by the end of the week, if it was overlooked for replacement, the bucket of water looked like a giant cup of tea with a surface of curdled milk floating on top, this was a sure indication, sort of an unofficial gauge that the water needed replacing.

Item Two

In Sunny Sundstrom's photo July edition page 31, I can only recognise one face, the person sitting between Alf Lorroway and Graeme Bramley is Ces Bristow. Ces was a close mate of mine, he was one of the 'Two Year' engagement recruits and faded away at the end of this time. I have no idea where he went after discharge though I heard through the grapevine that he got a good job with some engineering company in Sydney.

Dennis Charlton, Frankston, Victoria



Dear Bob,

I have a request from the Secretary of the Canadian FAAA, my friend Ken West, who regularly sends me his Newsletter and even the FAAOA in Piccadilly's News Sheet with his last letter.

He has requested the address of Jeff Gledhill who was his cobbler in the RN during WW. He was originally a TAG but remustered and became a pilot.

I have no idea whether he is a member of the association and if so what area he would come under, so perhaps you might find room in the next Slipstream to circulate this fact. Ken West's address is 561 Leyton Crescent, London, Ontario, CANADA N6G 1S9.

I send the Slipstream to him which he circulates among his members WHO find it popular. I was interested to read that in the Piccadilly FAAOA March News Sheet that they are going to have a TV programme in 1999 about the FAA and the Empire Air Training Scheme of which I participated. The idea being that they wanted some of us oldies to return to our training bases in Canada and possibly recount our experiences. I was fortunate that I went back in 1994 and stood on the runway that I flew off at 18 years of age in 1944, and prayed at a service on June 6th 44 for the dying on the beaches in Normandy.

Yours sincerely,

Arthur Conway-Jones,
Biggera Waters, Nth Gold Coast, Qld.

WE WERE ABLE TO HELP ARTHUR WITH JEFF GLEDHILL'S ADDRESS. ED



The First Colour Hoisting - Anzac Day, Nowra, 1948

Letters to the Editor

THIS LETTER WAS PASSED ON TO ME BY NATIONAL SECRETARY, JIM LEE, AND I HAVE INCLUDED IT IN THIS ISSUE OF 'SLIPSTREAM' AS I THOUGHT IT WOULD BE OF INTEREST TO OUR READERS. ED.

Dear Norma and Jim,

Yes we are back home safe and sound and all the better for having met you both, we carry memories of Nowra that will never be erased.

One memory of course is of that lovely Dinner evening we had at Bob and Kits Geale's, it was great, all the more so because at last we, especially I, had the privilege to meet two great guys that I had known of and corresponded with over a number of years and we appeared on both sides of the world to have common problems, that was, gaps in the history of our Navies in the Pacific during WW2 and we still have.

When I met you, you appeared and were just as I imagined you would be, I feel we had a rapport from the start.

Before Dinner that evening Norma and Nora seemed set to talk for hours, in fact Nora said she had not enjoyed herself like that in a long time, that meeting was, I think, the social highlight of our stay in 'OZ'.

The rest of our holiday went well, we had a couple of trips to Sydney and visited the Convict archives at the Rocks, we were fortunate to be able to dig up a lot of information on Nora's

childrens ancestor on their fathers side, he was transported for life in 1810.

We had a very good 5 days in Singapore, went to Sensosa Island and Changi Jail and many other places, all in all the 9 weeks were wonderful and toward the end the days flew and we arrived home to hot sunny weather with temperatures up to 34°!!, since then I have set up the new computer with all its complexes, at least I am on the Internet now and will be able to communicate with Bob, and John Arnold.

I wish you well at your A.G.M., I hope if you wish to stand down there will be a replacement found, our A.G.M. is in October, I know already there will be no nominations, but there, our numbers are not anywhere near yours, I suppose I will carry on, I hear our Ladies section can't find a secretary . . . NO don't look at me.

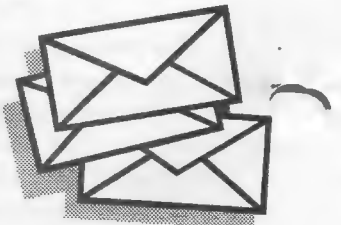
I must close now and press a button or two, Nora sends her best wishes to you both and if you ever reach our part of the world remember we are here with a spare room, it was great meeting at last.

By the way, there have been around 30 applications for the medals so far with an average of two medals each application, I have enclosed a copy of the photo Nora took in Bobs office, will it do for 'Slipstream' or do you want the negative?

Yours in friendship

Nora & Harry Bannister,

Brook Farmhouse, Brook Street,
Woodchurch, Ashford, Kent,
TN26 3SR, U.K.



FAAA Secretary, Jim Lee, and ANAM Curator, Bob Geale, flank Ponam Assoc. Secretary, Harry Bannister, who spent some time at the Museum on a visit from the UK.

EDITORS NOTE: PONAM IS A SMALL ISLAND IN THE ADMIRALTY GROUP (NEAR MANUS) WHERE MOBILE OVERSEAS NAVAL AIR BASE (MONAB) 4 WAS ESTABLISHED IN THE LATTER STAGES OF WWII.



* * * * *

Dear Ed,

With the help of Frank Donnelly's cruise map (Oct'97) we will end the mystery of Eric Bush's photo of the Sea Fury.

Both squadrons were airborne for the fly past over Adelaide on 30th January '50. The Sea Furies landing on first with the first three or four arrests being struck down immediately. The aircraft in the photograph, side number 122, flown by Lt. Baker R.N., was one of them.

While landing on the aircraft lost both main wheel tyres. As you can imagine there was some haste getting it onto the forward lift with the magnesium hubs producing mini fireworks.

With the explosion in the living space of HMAS TARAKAN five days earlier still fresh in our minds this aircraft movement ceased as soon as it was clear of the forward fire curtain.

The incident on TARAKAN involved several deaths including a townie of mine O/D Stoker Robinson of Ararat Victoria.

Looking forward to the big event next month.

Best wishes, Jack McLoughlin

PS: the name that eluded Ian Ferguson (April Issue) was Chief Air Fitter (A) Jock Nesbett RN deceased along with AA 4 Lofty Lawton RN.

Dear Bob,

Congratulations on maintaining the high standard of the production of 'SLIPSTREAM' set by John Arnold.

Each edition brings back great memories of our lives as members of the FAA. Letters to the Editor are a constant input of these memories and, while those Shipmates write their letters only from memories, it is quite normal to get things "not quite right". This gives others an opportunity to rectify the errors and thus keep that section (Letters to the Editor) alive.

A case in mind is John Buchanan's letter from 'Bluey' Harrison putting forward the point that 'Snoddy' was in error claiming to be in the first intake of Naval Airmen direct from civilian street. Bluey's letter appeared in the July '98 edition.

To put those claims to rest, I venture to say that they are both right. 'Bluey' with the fact that his intake all became Armourers and 'Snoddy' failing to refer to our intake Classes NAR (Naval Air Recruits) 2, 3 and 4 being Airframes and Engines. I hope that clarifies that.

By the way 'Bluey', have you and 'Fergie' settled both your claims as to who was the first Armourer? 'sabouvertime'.

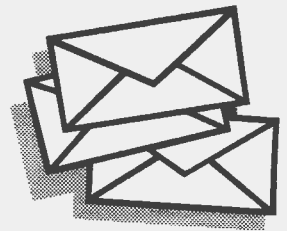
'Snoddy', to refresh your memory, there were six of us that returned on the Esperance Bay. We all embarked from South Hampton. Late in the day of sailing we were summoned to the Captain's cabin for briefing and if you recall he had nearly all of the Ship's Engineers with him. After a welcome aboard to the 'Senior Service' and telling that he expected us to set an example to his crew and the migrant passengers, he plied us with a few refreshments, then allotted each of us to the care of the Engineers, starting with first, second, etc. Actually, I believe there were 8 Engineers aboard. If my memory doesn't fail me, as a party we were of the following names: Norm Kilduff, Max Laurie, Ted 'Tiddly' Davis, Joe Love with you and me. Does that sound about right?

Then there is Leon 'Swampy' O'Donnell's resume on how he suffered at the hands of the Butchers, sorry I mean Naval Surgeons, having a circumcision and then p'hisssing all over 'Skinhead' Kelson. Swampy you had it made. I suffered the same religious change aboard the 'Sydney' in 1953 off the Korean coast almost abreast of Inchon. I didn't have any ethyl bromide, on to have to rush to the cold water tap at intervals during the night. After the stitches were removed, and I was put back to full duties but still with the bandages on, I still had some excruciating pain recur. I confronted the M.O. about it and he asked me if I changed the bandages prior to retiring for sleep. I said yes and he then got me to show him how. After I completed the task, he began to laugh. Not amused myself, I asked what he was laughing at. He then told me that the problem was that I bandaged it whilst it was checking to see whether I had shiny boots on and once asleep and in dreamland it wanted to see whether my hat was on straight and, in doing so, it was being strangled. Cure? Bandage it loosely. When I got home my wife, Betty, soon realised something was amiss(ing).

Just a little bit of trivia, Swampy and I found out at the Federal Council meeting held in Orford Tas' that we are sort of related by the marriage of his auntie to my cousin and more trivia in that Juke Matterson is related several times removed to my wife's family tree.

Eric Manuel's letter in the July edition about Pete Bunn also put to mind a story about an event that took place at 'Nirimba'. At the time Nirimba was being used only as a storage depot for cocooned and inhibited A/C with a crew of A/E's to maintain that

condition plus normal ratings of different categories. If my memory is working, Cdr. Groves was the C.O. and I think a Lt. Barron was the 'Jimmy'. My job was to check in and out the A/C and at the same time run the Issue Centre. As I was only at Nirimba from Dec'54 to July'55 this event must have been at that time.



Think of it. An Auster, Cdr. Groves 'Limo'. The A/C batteries decided to rupture. Acid running everywhere burning the bottom out of the Auster. What to do? Flush the A/C out and do repairs. Now things get hectic and interesting. No such fabric or A/C dope in the main store nor the issue centre. How much is needed? About four yards or so. I put in an order for same to main store who places same to Randwick Naval Stores as urgent. When I get it, it comes to me in a bolt of pure unbleached Irish Linen, 98 yards long by 2 yards in width. (That's medapolon? to the purists.) Now this Irish linen is top of the range material and makes for lovely table cloths and table napkins. Can you imagine how many times the repairs were unsatisfactory and the repairs had to be done again? Well believe you me, to put a new bottom in an Auster takes 98 yards by 2 yards and 8 gallons of tautening dope and 8 gallons of finishing colour dope. I tell you it's true 'cause I had none left of either when the Auster finally became airworthy. I wonder to this day about that.

Just a little more to round off this letter. 'Buncha' Keys article re the Aussie Rules teams. 'Buncha' I reckon I could name another team that would be on a par with that selected Navy team. Over the ten or so years that I played; I played with many others. All of them being first rate in their positions. You named about 25, I don't intend name another 25, but I'll name just a few that would fit in very easily. How about just a few: 'Pappy' Gault, 'Happy' Clark, 'Blue' Stivey, Bill Dunlop, 'Buck' Ryan, Geoff Beardsley, Max Best, Max Wilson, 'Darkey' Harris, Keay, Bernie Jefferies, 'Nobby' Clark, 'Shorty' Wilcox, SA Rielly, 'Bluey' Hammond, Taylor, Cooper, and with me to slot in as 19th or 20th that's not bad for starters. KRAFT set in for the rest. They are in the back of my head but at the moment they won't emerge. One other that has come through the fog is Herbie Becker, originally a 'scribe' later to change to Air Crew. Sadly missed.

Regards to all and sundry,

Clem Conlan

* * * * *

Dear Ed,

With reference to your enclosure in 'Slipstream' Vol 9 No 2 regarding continued receipt of the Journal.

I have to tell you that 'Slipstream' is a valued addition to our archives and we would definitely wish to continue to receive the Journal.

Thank you for the collection we already have and I look forward to future issues.

Yours sincerely,

Mr J.R. Shore, Research Officer, Records and Research Centre,
Fleet Air Arm Museum,
RNAS YEOVILTON, Ilchester, Somerset.

* * * * *

REUNIONS

RUGBY REUNION



The FAA 50th Anniversary provides the opportunity to have a gathering of all past ALBATROSS Rugby players and supporters at the Rugby Field on Friday 30th October. It is intended to kick over memories of past glories and friendships fostered in ALBATROSS Rugby.

We will meet at 1000 hours for fellowship, followed by a light training run and refreshments, finishing in time for attendance at the Museum BBQ. For those who think they are fit enough, the training will consist of a light hearted (not too long) game of touch football. We look forward to seeing you there. RAH RAH!!

CALLING ALL TIGERS

Where will you be on Friday October 30th?

If you, like many other former TIGERS, will be in the Nowra area to celebrate the FAA 50th Anniversary, then come along and look at the Squadron as it is today. The Squadron will be open to visitors from 1000 to 1200 on October 30th so come and join us.

HANDLERS MINI REUNION

A reminder that the Handlers Mini Reunion will be held at the Bomaderry R.S.L. Club after the completion of the March and Freedom of Entry formalities programmed for Saturday 31st October.

Commencing at 1300 there will be buses to collect marchers and take to hotels, raceway and Bomaderry R.S.L.

Bomaderry R.S.L. Club has a courtesy bus to transport club patrons to various destinations around the town. There is no need for anyone to drink and drive.

The Handlers Mini Reunion issues an open invitation to all - spouses, children, grandchildren, former F.D.O.'s, A.C.R.O.'s, H.C.O.'s, F.D.E.O.'s, C.D.R.S.'A', Little Eff's, Aircrew - in fact any Branch who may have served with us and would enjoy the opportunity to swap a lie or two with us.

The Bomaderry R.S.L. Club Management has organised a smorgasbord meal for those who will require sustenance during the afternoon/evening at \$12.00 a head.

Looking forward to seeing you all.

Ed (ex Aircraft Handler)

KOREA WAR VETERANS CONVENTION-REUNION ALBURY WODONGA - 19th-21st March, 1999

An initiative of Korean Veterans Association of Australia (Inc.)

The very first National Convention/Reunion of Korea War Veterans is organised to take place in Albury/Wodonga SS&A Club over a weekend period (19th-21st March, 1999).

It is expected to attract veterans from each state and Territory as well as representatives of international Korea Veterans.

The convention is designed to permit the input of veterans regardless of allegiance to the various Australia-wide Korea War Veterans and will be the opportunity for many to resume old acquaintances. It is open to Korea Veterans who served with the UN Forces in Korea 1950-56.

Here is an opportunity for Korea Veterans to present a consolidated proposition/s to the local, state and federal governments to assure that the Korea Veterans throughout Australia are given their just recognition and equal rights within the framework of the 50th Anniversary of Australia's first historic involvement with the United Nations in repelling armed invasion.

It will provide a National forum for the vocalisation of perceived wishes of veterans and the announcement, introduction and progress of the already achieved aims and wishes of those that are still in the pipe-line.

The Convention will also provide the government with an opportunity to address the grievances and feeling of veterans of 'The Forgotten War' that persists to this day.

Proof of service will be required either in the form of photocopy of Discharge Papers, validation from local RSL's that the Executive has seen the original United National medal with the name of the recipient on the rim, or a member of the Korean Veterans Association of Australia (Inc) or other Declaration of Korean War Service.

Korean Veterans are urged to contact the National Secretary, Korean Veterans Association of Australia (Inc), 35 Greenbank Cres., Pascoe Vale Sth., Victoria 3044, including a stamped self-addressed business size envelope, for copies of application forms and further information which will contain costs, accommodation and program information. Booking is essential.

DID YOU KNOW?

HMY BRITANNIA

Displaces:	3,927 tonnes standard 5,678 tonnes full.
Length:	109.7m at the keel 115.8m at the waterline 125.6m overall
Beam:	16.7m
Mean draught:	5.2m
Minimum draught	4.8m
Range-nautical miles on oil fuelled engines:	3,675 at 14 knots 2,800 at 20 knots

The Halton Brat

by Tom Allwood

In the early days of the RN FAA many tradesmen were transferred from the RAF to form the nucleus of the aircraft maintenance staff and as there were no training facilities within the RN, the first FAA recruits were trained at RAF stations, one of which was the No. 1 School of Technical Training at RAF Halton, near Aylesbury, Buckinghamshire.

This station had been established in the 1920's for the training of apprentices, in the days when they wore puttees. There were usually two intakes per year: the boys selected on their ability to pass educational and physical fitness tests, with the top rated candidates chosen according to the numbers required at the time. The trades were allocated on the lads preferences, with those on the lower end of the list having to accept what they were given. The normal RAF uniform was worn, except that the caps had coloured bands to distinguish the wing in which an apprentice was accommodated. A small brass badge was worn on the right arm above the elbow, featuring a four bladed propeller in a circle. The famous Halton wheel. The apprentices were affectionately nicknamed 'The Halton Brats'.

The RN already had in existence an apprenticeship scheme for Engine Room, Electrical and Ordnance Artificers. The method of entry was by competition, as the number of places were limited and those who achieved the highest marks in the educational test were accepted, provided they could pass the physical fitness standard. Under 5 feet tall and you were out (I just made it!). There were two intakes each year for boys between 15 and 16 years.

This scheme was expanded in September 1938 to include the aircraft trades. Most applicants were unaware of this change until they were asked to choose a trade: the majority preferred the ships trades, but those boys who were down the list found themselves with an aircraft trade. A good stroke of fate for some, as promotion in the FAA was much quicker in those early days as the RAF loaners returned to their units (Not to be confused with the transferees).

The first FAA apprentices were volunteers from those RAF boys already in training at Halton prior to the arrival of the 1938 Naval entry. They were known as Naval Air Apprentices and wore a uniform similar to Petty Officers and above, but with black buttons, and a red crown and anchor badge on their peak cap. They wore no badges of trade and during the war were supplied with single breasted serge suits only. Those who could afford them were allowed to wear double breasted doeskin suits ashore, and on leave. Many never owned a doeskin No. 1 for many years, except if they had rich parents. The pay was four shillings per fortnight in 1940, with a small amount kept back and paid for leave periods, plus a meagre clothing allowance.

The apprenticeship was of 3 years duration, but at the onset of the war was reduced to two, even though the total hours of training remained the same. Longer daily hours were introduced, with Saturday morning work, less sport and, of course, shorter leave periods. The Navy boys were taught either engine, airframe or ordnance trades and passed out as Air Fitters before they were 18 years old during those war years, and drafted to various Naval air bases in the UK for a few months experience before the big move to either a carrier based squadron or a Naval Air Station somewhere abroad usually for about two years.

In all there were five Naval intakes trained at Halton side by side with their RAF counterparts, the last being the September 1940 entry who completed their training in late 1942. It is estimated that a total of over 400 boys passed through before the FAA took over the training. The Ordnance trainees transferred to other establishments in mid 1940, whereas the Electrical apprentices were wholly trained by the Navy. The small RN section were totally administered in their corner of the RAF station by RN officers and senior rates including a Chief GI, who was in his element on the massive parade ground between No. 1 and 2 Wings.

The young airframe or engine Air Fitters, after 18 months practical experience were given the opportunity to undergo a further 6 months training in the opposite trade at RAF Hednesford, near Cannock, Staffordshire. They were by this time Leading Air Fitters, or Petty Officers and were required to maintain a 75% pass mark throughout the course. On successful completion they were rated Air Artificer 4th class which was Petty Officer status. From then on it was a step by step promotion with appropriate examinations along the way to Chief Aircraft Artificer or Commissioned Warrant Officer. Those who chose not to take the conversion course remained as Air Fitter in the single trade up to Chief Air Fitter.

When the RAN decided to form a Fleet Air Arm in 1948, many Artificers volunteered to undertake a conversion to the aircraft trades and were drafted to the UK for training at the various RNAS establishments, where many of the instructors were ex Halton brats. The first RAN FAA pilots mates were trained by some of these instructors. There was no lack of volunteers when the RAN requested for RN volunteers for loan service. On the 21st CAG 6 of the Artificers were from the ex January 40 entry, namely Ken Bell, Jock Brown, Jim Foreman, Ron Churchill, John Pratt and Tom Allwood. The complete entry had only totalled 90. Other ex-brats helped to set up the training school at Nowra, and many transferred fully to the RAN and served many years before retiring in Australia. It is worthy of note that the late Chummy Wade after service at Nowra joined the RAAF as an officer, finally retiring as a Group Captain. The well known actor Stuart Wagstaff was a Halton Naval Brat, as was Les Botham, father of Ian, Englands famous cricketer.

A Halton Naval Brats Association has been formed for many years in the UK, and although the numbers are diminishing the two year reunion is always well attended. We are very proud of our contribution to the FAA's history, both RN and RAN.

NATIONAL SECRETARY'S REPORT

For my last contribution as National Secretary I looked back through past editions of SLIPSTREAM, from the Christmas 1996 issue after this Interim Committee came to office, to see which matters had been successfully concluded and which were still outstanding that I might address here.

The former includes an agreed National Constitution, and a standard Application for Membership Form which will come into effect as of the Golden Jubilee/Reunion.

The latter includes standard joining fees, standard annual subscription fees and a common to all membership card.

My thoughts on these subjects are covered, to some degree, in the "National Secretary's wish list", October 1997 SLIPSTREAM. There is (for some) interesting reading in all back copies of the National Journal which will be available at the Reunion for "A gold coin donation" to the SLIPSTREAM Account.

My predecessor Ian Ferguson and I have tried for many years to convince Divisions' Executives of the benefits of standard fees common to all members. Only to be told politely but firmly that fees are a matter for respective Divisions to set according to their own needs.

That may be all well and good but in these stringent economic times members on limited incomes question whether they are receiving value for their subscription and/or levy dollars.

To me the single most immediate benefit to all members is our National Journal. SLIPSTREAM revives many fond memories with each edition printed and provides a vehicle for old shipmates to keep in touch.

Printing costs inevitably rise over time. Our best advantage is economy of scale bulk purchases, providing we can maintain a sufficiently large membership base. New members are joining only slightly faster than old members are being lost.

Members willing to "pay extra" for receiving SLIPSTREAM are declining at a disturbing rate. When we incorporated FLY NAVY with our Journal in July last year we could sustain an order of 1800 copies (\$2,500). Progressive culling of long term unfinancial members of both the FAAA and the ANAM, combined with natural losses, reduced that order to 1500 copies (\$2,410) in April this year. Unless we can halt the decline we may soon have to reduce our order again. But that is not my only concern.

I put this argument to members: The viability and affordable cost of SLIPSTREAM to all members of The National Association is increasingly at risk. SLIPSTREAM is a PrintPost approved publication and as such postage costs are significantly reduced, e.g. Metropolitan NSW 52¢ (as opposed to 85¢), NSW Country 61¢ (as opposed to \$1.25) Interstate Metro 70¢, Interstate Country 79¢ (\$1.50).

Because Divisions are self regulating bodies, and that is as it should be, they are able to charge "their" members differing amounts by different means; as part of the Annual Membership Subscription or by a levy for each edition.

Also, Divisions set their own financial years 12 months periods, not necessarily each the same as another, nor The National Association Standard 01 July to 30 June.

Subsequently it is impossible to maintain a simple common National mailing list from which to produce SLIPSTREAM envelope labels. Why? Because as each Division secretary compiles the list he sends to me each quarter (plus numerous changes in between), various members names are either put on or taken off depending on their particular financial status at the time, with similar regularity to intimate items of certain professional ladies apparel.

This may be no problem to my successor who MUST have a modicum of computer literacy; but to one who is PC illiterate, doesn't type and rates letter writing only marginally above house painting, it is a never ending pain in the posterior.

I hasten to add that I am willing to assist the incoming Secretary in every way possible including SLIPSTREAM packaging, pre-sorting and distribution.

Having halfway 'maligned' my fellow secretaries I'd better complete the exercise. Obviously the reason that some self regulating Divisions exercise autonomous fee setting (above a National Standard) is to cover their own costs incurred. Some Divisions provide "their" members with a State/Club badge on receipt of a joining fee.

Also a State/Club newsletter and possibly subsidised functions, etc. All cost money. However, it is a fact that many members do not live close to centres where Divisions functions are held. They may not even reside within their particular Division State boundaries.

I suggest that SLIPSTREAM is the more cost effective means to stay in contact with members. As I see it, any additional goods and services provided by Divisions, not generally available or necessarily required by the average member, should be subject to any extra charges or levies. Not the fee to join The National FAAA, not the Annual Subscription and definitely not SLIPSTREAM. Federal Council should set such fees. Self regulating Divisions should be free to impose such additional fees or levies as "their members" so decide.

The above are my opinions and not necessarily endorsed by other members of the Interim National Executive Committee. I am the richer for having had the privilege of working with them for the past two years. My best wishes to all, and offer of continuing support to those who are re-elected is unequivocal. Naturally the same goes for newly elected members.

In conclusion, I look forward to renewing friendships with old shipmates at the Reunion and with maintaining contact via SLIPSTREAM, the life blood of our FAAA. Jim Lee

SERVICE RECORDS ENQUIRIES

Air Force Records

Honours and Awards - QBN
Air Force Records
Department of Defence
CANBERRA ACT 2600

Navy Records

Staff Officer Medal
DNPS
D-3-32 A
Russell Offices
CANBERRA ACT 2600

Army Records

SCMA
GPO Box 393D
MELBOURNE VIC 3000

News from the Divisions



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

TASMANIA

Time to do the news again. Not much but something to say we are still on deck.

We had our A.G.M. on 23 August in Hobart at the 'Prince of Wales' Hotel at Battery Point. All office bearers were re-elected unanimously for another term.

The treatment and hospitality from the Hotel people can only be described as 'exceptional'.

Three new faces to welcome to the fold Kevin Mitchell, Ron Pennington & Dicky Dyke. There are still a lot of ex F.A.A. people in our communities that, for reasons unknown, haven't joined. What do we have to do to 'entice' them 'Press Gang'??

Recently Hobart had a visit from the United States Navy Nuclear Carrier USS 'John C. Stennis'. A massive ship - 7000 crew - Bill Lowe said a bit bigger than 'Sydney'. She was on her way back home from deployment in Gulf area. In recent years a lot of U.S. ships have called into Hobart on their way back home for some R. & R. Good for them - good for us. A few years ago the

old battleship U.S.S. Missouri called in and berthed alongside. She was on her last cruise before de-commissioning.

Some of our Tas. members have gone to the mainland already for the Reunion. We will catch up with them at Nowra next month. That won't be long either - time slips.

Leon and Lawrence O'Donnell, Barry Simpson, Max Best, accompanied with their wives. Having a good tour around and finishing up at Nowra.

We are all looking forward to this event should be the event of the century so far as the F.A.A. is concerned.

The list of names in 'Slipstream' bring back a lot of memories. Times when we were nothing more than just a lot of boys - now we are called Australia's aging population.

Not to worry, we did our bit - been there - done that.

See you at ALBATROSS.

Matt Jacobs, 'Jake'



Secretary:

B.T. Treloar,
P.O. Box 3652,
Weston Creek, ACT 2611
Phone: (02) 6288 2730

AUSTRALIAN CAPITAL TERRITORY

Well Spring is sprung and your ACT shipmates emerge from a long cold Winter. The wattle is in bloom as are many flowering shrubs and Floriade kicks off in about three weeks time. Unfortunately, there is an entry fee of \$10 per adult this year which has caused a lot of angst against our Chief Minister as she tries to balance the books.

On the 28th August, the actual 50th Birthday of the Formation of the Fleet Air Arm we held two functions to celebrate this historic event. The first was an Ecumenical Service at Duntroon Chapel at 1100, at which Bishop Geoffrey Mayne AM officiated and was assisted by Archdeacon Hubbard (Principal Anglican Chaplain), Rev. Mgr. Davis (Senior Catholic Chaplain) and Rev. Mgr. Fuller (Principal Catholic Chaplain Air Force). The Service was attended by about 60 members and friends, including Chief of Navy, representatives from CDF, Chief of Army and Air Force and the President of the RSL. At the service we took the opportunity to have our ACT Ensign blessed.

In his address, Bishop Mayne reminded us all of the wonderful ethics which had become a part of the history of the Fleet Air Arm and how important it was to espouse these same principles in our daily life.

There is no doubt that the Fleet Air Arm Association brings out many opportunities to fossick out old associations. It turned out that just before the service, Jim O'Halloran who was to parade the ensign during the service, found out that his brother, Paschal and Bishop Mayne had attended the same Seminary and were both ordained on the same day. It's a small world.

In the evening, some 55 members, friends and wives gathered at the Italo Australian Club for our Anniversary Dinner. A very enjoyable evening was had by all. Bishop Mayne and Mgr. Fuller officiated with grace at both ends of the dinner and Norman Lee gave us a brief history of the memorabilia associated with the FAA. Completely unbeknown to me, the President, Mike Astbury presented me with the Diploma of Merit, which I will cherish always. As usual, the lucky door prize went to Phyl Rodgers, who insisted on a re-draw and subsequent success to Sue Schilling.

It was a delight to have dining with us, Tony Robinson, one of the originals who was part of the commissioning of 816 and 805 Squadrons of the 20th CAG at RNAS Edglington on 28 August 1948. As well, Geoff Litchfield journeyed up from Melbourne and David Howells joined us from Sydney.

A very warm welcome aboard to Terry Pennington who joined this Division recently. We look forward to your company at our periodic functions.

We were all saddened by the passing of our Patron and Life Member, Sir Victor Smith on 12 July 1998. His cheerful counsel and enthusiastic support to the Association will be sorely missed. His motto "Second to None" remains an inspiration for us all.

Now we can look forward to our Jubilee Reunion at the end of October and the prospect of renewing many more old friendships from near and far.

Brian Treloar





News from the Divisions

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

VICTORIA

Greetings to all, wherever you may be.

Firstly, congratulations to Geoff Litchfield for obtaining the following offer for anyone wishing to fly to Nowra for the 50th Anniversary Reunion.

The offer is for five only people (first in first served basis) to fly up to Nowra on Friday 30th October 1998 departure is from Essendon Airport and returning Melbourne Sunday 1st November 1998 at a cost of \$100.00 per person return flight plus paying accommodation expenses for the Pilot.

The aircraft is a twin engined De Havilland Dove, which I think was called a Devon by the Navy, courtesy of Rudge Air.

So if you are interested in this offer, contact me as soon as possible, as previously stated five only seats available, so first in, first served and as soon as I have those names, I will be able to obtain departure times etc. for you, but the important part is, we must fill those five seats. Importantly your response is required urgently due to the short notice given.

The RAN FAA Memorial service was conducted at HMAS Cerberus on Sunday 21st June, 1998, the date and day was allocated by the RAN, as being the time we could conduct our service, the day was well attended and went off quite well, the Victoria Division presented the WO's Mess a framed print of HMAS SYDNEY launching Sea Fury's during the Korean War, with a suitably engraved plate, which was accepted by the Mess President WO Col Dowd. The presentation was made to the Mess, in appreciation for their co-operation and continued use of their facilities over the years and hopefully will continue for years to come.

The day was shared with the 'N' Class Destroyers Association. Like us they too have to conduct their service on the allotted day, but sadly this seems to be the way of things these days.

It was brought to my attention recently, via the HMAS SYDNEY Association re Certificates of Appreciation being available to WW2, Korea and Vietnam Veterans by the Federal Government.

If any eligible member wishes to pursue this matter, simply contact the office of your local Federal MP for the appropriate



application form. How they supply these certificates varies, in my own case, the Local Member on receipt of my application extended an invitation to attend a ceremony to award these certificates in his office, where about ten recipients were in attendance with their families, on the other hand I have heard of some recipients receiving them in the mail, it appears to be at the Local Members discretion how he distributes these certificates.

Pencil this date on your calendar now, 6th December, 1998, this is the date of the Victoria Division combined open forum meeting/Christmas breakup. It is anticipated a short sharp meeting followed by a Bar B Q lunch. Please contact the Social Co-Ordinator to let her know if you are attending so that the catering arrangements can be organised and Bar facilities are available, drinks at club prices. This function commences at 1100. For those of you who do not know, the venue is the Melbourne Naval Centre, 146 Toorak Road (West) South Yarra, hope to see you there.

The 98 Reunion is not that far away now, on behalf of the Vic Division I would like to congratulate the Reunion Committee for the mammoth task of organising such an occasion and a special thank you to Mike Lehan for his enlightening address and comments to our members recently, all your efforts are greatly appreciated.

On behalf of the Association I would like to extend our traditional 'Welcome Aboard' to new member Gordon Harrell. Gordon served in the RAN for 12 years followed by 20 years in the RAAF.

Sick Bay, the IPP Les Jordan has had a few days in hospital, but he is home and making good progress, from what we understand was caused by a reaction to prescribed medication, as they say the cure was worse than the complaint.

Also Jim Kalmund is waiting to enter hospital for corrective surgery on his hip, a speedy recovery to both and to any other shipmates who are feeling poorly, that we are unaware of.

That's about it for now, so take care, will see you all at the Reunion.
Ron Christie

CONTACT



A phone call from Gerald York (former 'Greenie' officer. Seems we'll see him at the Reunion.
* * *

Former Chief Armourer, Noel 'Pincher' Martin and wife Betty wintering at Noosa. Betty advises that brother-in-law Bruce Cunningham (FAAA member) is not at all well.
* * *

Phone call from Joe Linaker - looking forward to seeing you at the Reunion Joe.
* * *

Don Parkinson advises he had seen Lindsay McDonald at the recent Family Air Day at NAS NOWRA. Lindsay is now living in Wollongong.
* * *

Noel Jackson and George (Gus) Goddard visited the Museum recently.
* * *

Fathers Day - Women's Business Editor treated Slipstream Editor to lunch at an excellent Berry (near Nowra for those who have forgotten) eatery called Salmon & Co. which I understand is the brainchild of the son of - yes you guessed it - former Aviator Bob Salmon.

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

QUEENSLAND

At time of writing, I'm spending half of each day at Royal Brisbane Hospital again - Marian has some cancer activity in the fluid canal of the spine and is having radium treatment for same. Her previous treatment was reasonably successful but her walking ability has worsened since Easter and investigation led to the current situation. We're confident that she'll be more mobile and stronger after this lot and still hopeful of making the Reunion. She definitely wants to be there with me!

Mick and Dulcie Blair are acting as hosts to me again - greatly appreciated. Dulcie has just had a new lens in one eye and can't do any work so Mick is Chief Cook & Bottle Washer and going a good job too! Dulcie can now see very well again virtually without glasses. Miraculous stuff.

Ian & Florence Henderson are back in southern regions again having journeyed to the tip of Cape York - just waiting to catch up with them. They sent a wonderful long letter - a travelogue no less - of some of their doings. Florence wading river crossings so Ian could drive across safely in the 4WD - tough on the crocs! They were strolling on a beach in the wild north and lo and behold ran into Ray Murrell and his wife. Small World. It sounds like they had a lot of fun.

It was good to see Toz & Gwen Dadswell again on their recent visit to the Sunshine Coast to stay with Jenny & Paul Hamon. We had a game of golf with Ian Lawson and Ray Dempsey, ex FAA Pilot. Toz and I partnered and I had a good run. Ray quizzed me on my handicap of 27 and I told him that if he'd seen my game the previous week and likely game the following week he'd realise I was just having a rare good day.

I had a talk to Trevor Bolitho re my success with Vet. Affairs in getting a pension for tinnitus and associated hearing loss and by now I reckon Trevor will have a pension as well. Good one. I have to smile when I go to the Queensland Air Museum to see Trevor and Jock, usually it's at stand easy and I can just see the 2 of them detailing every one back to work after 15 minutes or so. The Museum is looking better with the outside aircraft arranged so that they can be seen and with concrete paths and walkways. Unfortunately, both times I've called recently I've missed seeing Jock.

The BBQ at the Currumbin RSL in July was well attended, about 60 or so. We held our Exec. Meeting from 10-12 noon and



most attended the meeting and we were able to have some good discussion.

I had intended to go to Canberra for Sir V.A.T. Smith's funeral but couldn't manage it. John Stewart announced that he was leaving for Canberra that same afternoon so he was able to represent the Qld Division at the funeral service. Thanks John - we all were pleased

you could do the honours. I have a copy of the Eulogy presented by Toz Dadswell and it is very impressive. Sir V.A.T.'s passing is a great loss to us.

Flossie Nugent won the raffle first prize, having just told me she was lucky and blow me down she'd done it again. We decided that, because of the Reunion to hold our next function in January as an 'After Christmas' event.

Len Zuch has been winning many meat trays at bowls over the last year but is currently in hospital with right leg in plaster. Len accidentally locked himself out of his bedroom, climbed atop a ladder to see if his bedroom window was locked. It was and then proceeded to fall 7-8 feet off the ladder and busted his ankle rather badly. We hope for a swift recovery for you Len. We hear you might be on crutches for 6 months or so. Tough luck mate.

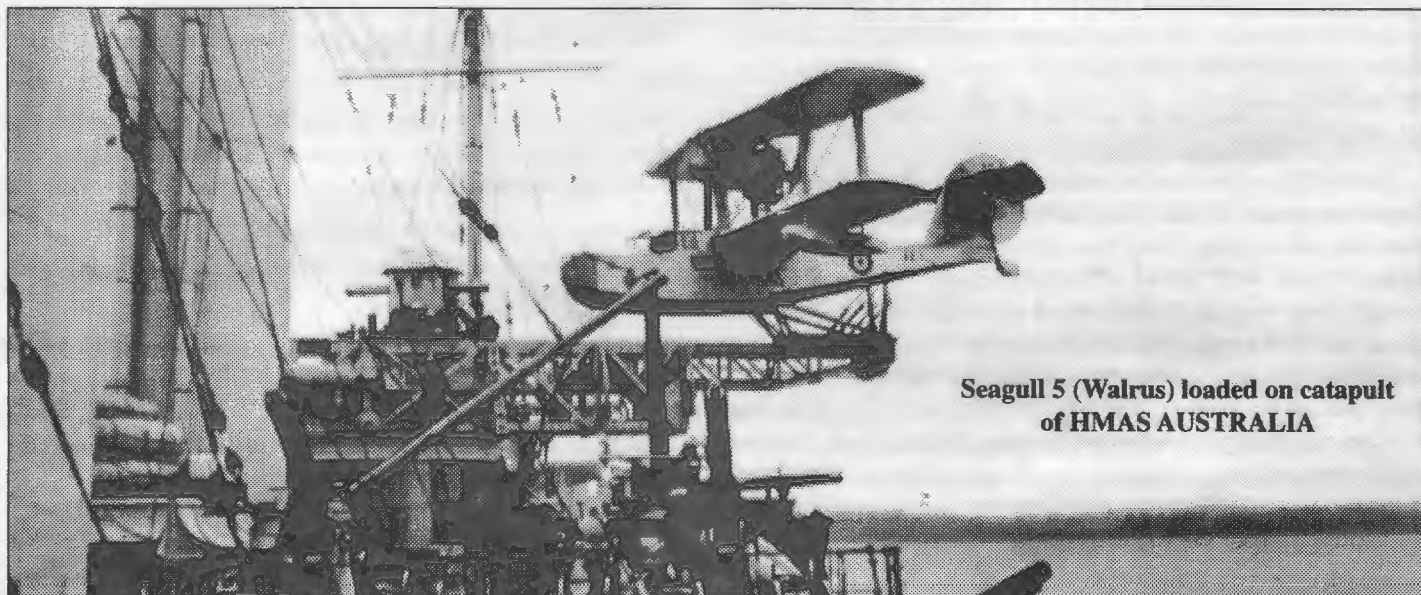
Snow Tite called in today (9th September) and has an attack of shingles. He reckons it's not good fun and only hurts when he laughs, so we tried to be a bit serious for a while. 'Shorty' Neilsen and Shirley have been in Rockhampton and Shorty fell and broke a hip which has had to be pinned. Luckily, son Daryl lives there and is a great help for them.

Dulcie Blair and Lorraine Tite arranged a girls day out, lunch etc. recently at the Treasury Casino in Brisbane. About 12 ladies (plus 2 good looking blokes - Mick & Snow) joined in for a good day, beaut lunch - reports of a couple of them having good wins during the day. It could be that these ladies days could become a big event.

We're all looking forward to the Reunion and meeting up with old mates again.

All the best to everyone and see you soon.

Barry Lister, President



Seagull 5 (Walrus) loaded on catapult
of HMAS AUSTRALIA



News from the Divisions

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

SOUTH AUSTRALIA



As winter fades, ever so slowly, the new season of Spring begins to show us nature's way of renewal, of new life, truly remarkable.

The South Australians have managed to cling to steady weather as against the Eastern States with all their storms and flooding. I haven't heard how the Shoalhaven coped with the weather, trust those visitors arriving for the 50th FAA Reunion won't be packing sandbags!

With the death of our Patron, bleak days indeed, only to be put to rest with the approaching 50th Reunion where everyone can talk it through, marvel at the man and retain all those fond memories. Truly one of Nature's Gentlemen.

Several items of interest from Down South, firstly last month's Barossa Valley bus tour organised by Dinsley & Junice Cooper. From all reports in, a great day capped off with an organised lunch with a quiz at the Klose farmhouse, Tanunda. Trevor has been instrumental in many challenges set by the committee and he has proven himself more than capable. Where was he when we first got under way in 85 I hear the members ask!

Our treasurer, Grant Jesser, has had a fairly difficult past few months and much to his embarrassment, I shall tell you about it.

All started when he had his car broken into and violated, he survived that only to find that the transmission has died suddenly, made all those expensive noises we all wish never to hear. Anyway he has survived yet again until he returned back from Nowra late July only to find his home had been broken into and several expensive items liberated to be traded at the local Cash and Carry. The Association cheque book and paperwork went missing but only until the villains had cashed everything we had at the local bank cleaned us out. You can imagine the state Grant was in, let alone the local bank manager who had to admit liability with their improper checks on our Association signatories. I can't believe that some villain with a broken nose, beer bottle scars on his face, tattoos all over body and struggling to put two words together could be mistaken for an ex navy man . . . hang on! I can remember an ex chief armourer who fitted that description exactly. Anyway, Grant got all our funds back into the Association coffers, pity about his uninsured electronic equipment though. Sorry Grant, had to tell all!

Several Naval Association members and Dinsley Cooper, were invited on board HMAS TORRENS for the entrance into Port Adelaide and docking. They were ferried out to the ship and once on board they were looked after right royally. One would have thought they mistook Dinsley for an old crusty Admiral, for the group had two lovely WRAN Officers who gave them the full tour of the ship, and Dinsley was amazed at all the electronic wizzbang gear in the bridge. "Not like my days in pussers," he was heard to say, "There we only had the basic Radar, a good lookout and the trusty Bofors to frighten the . . . out of anyone who dared to get too close. "Life moves on!" The boys had a great day with the bonus of a little more sea time on the log books.

Speaking of Torrens, we are in the middle of a bun fight to save the Torrens Parade Grounds slap bang in the best part of Adelaide. Have the usual members of Parliament making noises, some wanting the Grounds placed on the State Heritage List, others wanting to quit it completely. The fight goes on.

Navy Week begins with the raising of the very oversized White Ensign on 1st October with all the usual going on's in between. All the times for events have been published in our local Fly Navy SA August edition. Do try and join in and mix it with all those general service types, frighten them a little with tales of old bold pilots and aircraft carriers which were unstable in a bath tub of still water.

John and Moira Saywell are still on holiday in the West I do believe and surely they have seen enough of Australia to get back here and allow John time to concentrate on aggravating those Federal Executive committee members in Nowra, after all the Federal Conference is just around the corner and he is one of our most trusted Delegates, Mary Rayner being the other. "The other what!" I here the immediate past President shout.

Seem to be a lot of raffle tickets travelling in the mail at present. I'm almost frightened to open my mail in case I've won the privilege of selling more tickets to the unsuspecting. Local members don't forget to return your books ASAP.

Our Association end of year Dinner will be taken afloat this year, yes, more sea time up for some. The Christmas River Cruise is on board the M.V. Queen Adelaide and leaves the dock at 1900H sharp I believe. Should return back safely to port around 2300H thereabouts. An excellent meal will be provided with all the usual entertainment slotted in free. Once again, do check your local Association News Letter.

Now that winter is slipping away, it would be a joy to behold if members, other than the usual 6, would leave the comfort of their fireside and venture out and assist us in making all the decisions on your behalf. Meetings are on the third Friday of every month starting at 1930H. They never over-run and sometimes very interesting! Look forward to seeing more members attending. Thanks to Richard Widger, Ian Laidler, Dinsley and Junice Cooper, Mary Rayner, Grant Jesser and me.

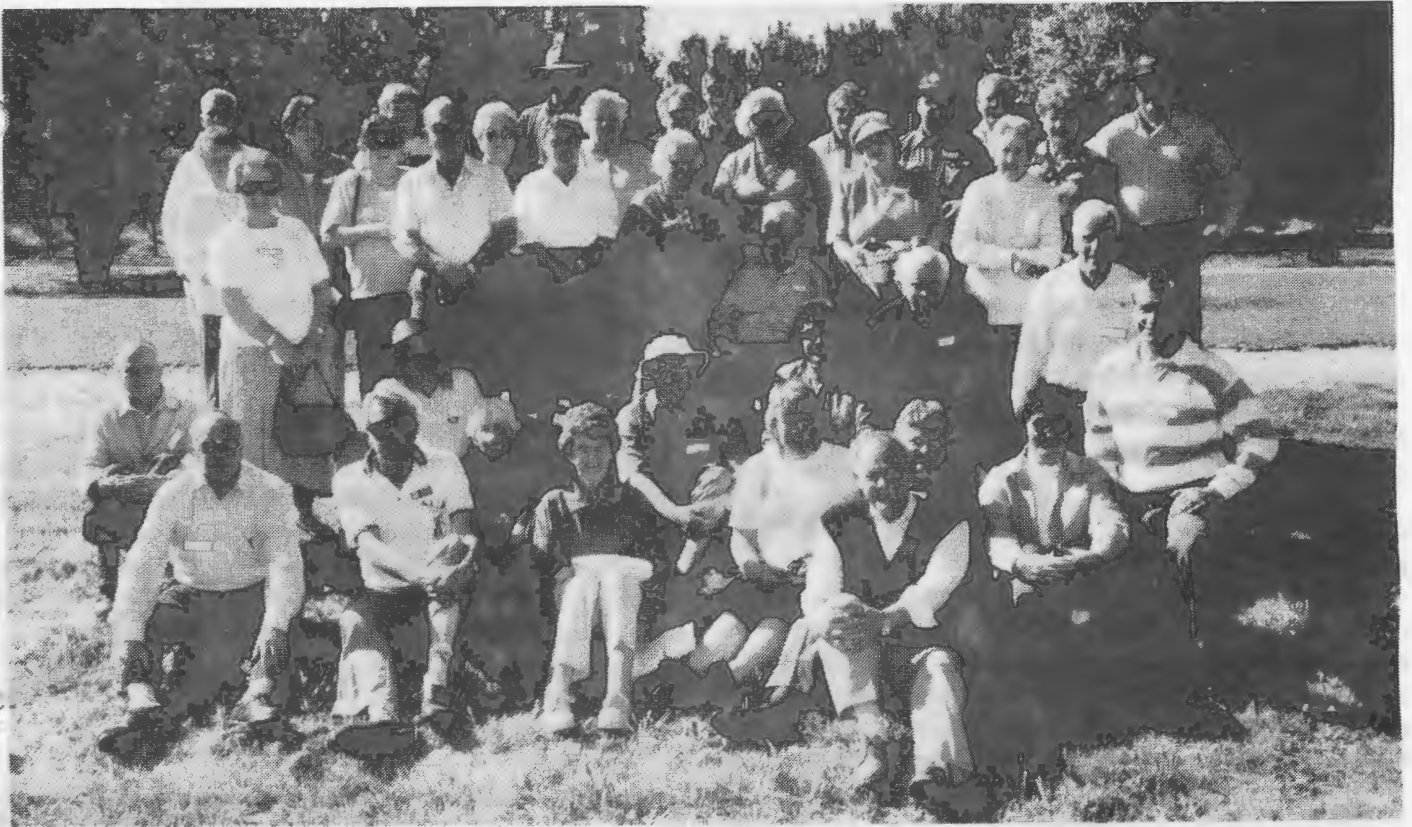
Well, I've said more than enough for now, but I can't finish without wishing you all good health and to the Reunion Committee, a steady resolve to finish the job. Good luck.

One final quote from an English media person . . . "I do have dreams and nightmares, but when I wake up I instantly forget them and wipe the sheet clean."

Michael Billington, radio 4.

Roger Harrison, Hon. Whipping Boy.

P.S. I like the black boxed reminder for closing date on page 1 of last edition, truly a great help. Regards, Roger.



On the Barossa Winery Tour a mixture of F.A.A. members and HMAS AUSTRALIA Association members. Seated front row bottom right, believe it or not, Alan Mignon has, after many many years, reluctantly parted with some cash and joined the Fleet Air Arm Assoc.

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

NEW SOUTH WALES



All our time and energy seems to be taken up with the Reunion preparations at the moment so there is not a great deal of other news to pass on. The numbers attending the 'big bash' continues to climb and we hope everyone will enjoy 'coming home' for a few days.

On the NSW front, the Management Committee is looking very closely at our financial situation and the way in which it is structured and controlled.

Currently our membership stands at 496, 40 of whom are perpetual members so our annual income from 456 members at \$20.00 is \$9,120.00.

Expenditure (copies of Slipstream and capitation fees for 496 members and Divisional running costs of approx. \$1800.00) amounts to about \$10,300.00. The short fall in income over expenditure has, in the past been covered by profits we have made running food stalls at Museum Air Days held during the year. After payment of costs, the Museum has shared the nett profit with us which meant that our expenditure figure was covered and in most cases there was a bit left over which we were able to use in providing tools and/or equipment to the Museum Workshop in the upkeep of displays etc.

Air Days during the past 12 months were less than usual and in fact there are currently only 2 Air Days programmed for 1999. This means of course that our Divisional income from this source will prevent the committee from covering costs let alone assisting in other ways and the first thought that comes to mind is to put the annual membership fees up. This is a last resort as far as we are concerned. However after a great deal of thought and talk, Committee has had to increase the annual fee by \$2.00 (one beer). Dues for 1999 will be \$22.00.



The NSW Division is a licensed 'raffle runner' so perhaps we should look at making use of this avenue more often than we have in the past. It might well be worth a try anyway.

If the Committee was to go this way, put an attractive prize list together and send each member a book of 10 tickets at \$1.00 per ticket, the income would more than fill the gap. I know that there are some people who object to this form of fund raising and I respect that view but if only half of our membership responded with their support then we would continue to operate in the black. Who knows, some members might even take 2 books.

The Management Committee has not come to any decision in this matter yet but I hope you will support us when the time comes.

We continue to receive membership applications to join the Association, we welcome all new members and hope to see you at the coming reunion.

We have set up our NSW Division desk in the corner of the National HQ, which you will be aware is located next to the Museum. The computer is set up, all records are now in one place instead of being scattered around the houses of various committeemen. The Phone/Fax No. is (02) 4422 3633 and although the office is not manned every day, it is not very often that someone doesn't go in on most days so any messages can and will be attended to. My home number (02) 4421 6042 and that of the Secretary (02) 4441 2901 is still available if needed.

All for now, looking forward to your company at the reunion and I hope everyone is in good health.

Max Altham



News from the Divisions

WESTERN AUSTRALIA

Secretary:
Theo Bushe-Jones,
PO Box 8336, Stirling Street,
Perth, WA 6841



Big hello to everyone out there in Australia and overseas, from all of us here in sunny WA.

First up we too are all saddened to hear that our Patron Sir Victor SMITH passed away in Canberra on the 10th July, 1998.

On behalf of all the Western Australian Members we extend our condolences to Lady SMITH and her family.

While on a sad note, I wish to advise that one of our members, Alfred (Alfie) DIVER passed away down South at Boyup Brook on the 31st July, 1998. Alf paid off as a LAM (A) some years gone by. Alf will be remembered with his powers with the boxing gloves and other sporting matters. His funeral at Karrakatta was well attended by his mates from the past.

Vale Alfie, our condolences go out to his family.

Well spring has sprung and jolly old Perth and surroundings are shaking off the Winter chills and rain. Although I must say that we have experienced one of our driest winters on record. So things don't look good for summer just around the corner. We could do with a drop of the excess from the East. With its water water everywhere and not a drop to drink, except with gas or electricity, water with 3 amps, but definitely not straight. Hope things get right soon for those in New South Wales.

Had some interesting phone calls after last issue, David Terry ex CPOAVN from Melbourne gave me an update on lots of Birdies, living Central and Country. Also a call from Bluey Bryant from Surfers Paradise going back to the fifties, where our present Secretary Theo Bushe-Jones, who was a LAM (O) Instructed the first class of Range Assecors that Bluey and I were on, with Tommy Grigg, Tommy Miller, Bruce McLynden and others, crossed trained from the AH Branch to the Air Weapons, down next to the AH school under Lt Cdr Campbell-Miller RN. The trips out to Beecroft Range with Jock Nairn PO AH and Bushy loaded to the hilt with fresh food and swimmers, also I must not forget Bill Bailey CPO AH trumpers John ??xx. But they were good days. Lots of work and lots of fun had by all.

Names coming out of the past we would like to see at our next meeting on the second Wednesday in October and then December at 1930 are Jack Suriano, John Brown, Barry Cooper, Barry Dunbar, Mick Horne, Regan Whitby SE Don Lewis O. Just that little list would swell the attendance by half would make our Branch much stronger by the right number.

What superb arranging organization by the 50th Anniversary Reunion Committee. The layout and details etc. have to be admired and applauded. B.Z.

I still don't know how many West Aussies are travelling to Nowra, but I am assured there are many and everybody is full of expectations. Number one on the list will be getting together with old mates for a good natter. When I rang last week to Register, spoke with a great old friend Norma Lee, Jims good wife, and that alone had me full of expectations of what's going on over there in the coming month. Thanks Norma.

My only downer is that the Ball is a sellout so one can only stand outside and look and wonder what one is missing out on. Never mind next time.

Question for you Mike Lehan - Will it be OK to bring any bits and pieces of days gone by for the Museum photos cuttings etc., if so please indicate in the coming issue (thank you) PS Prinsep Rd is spelt with an S not a C.

Well mates once again that is it for this issue. Until next time from all members of the WA Branch wish you all the best of health and wealth.

Don't forget keep up with any items of news, phone me (08) 9330 7386 (any time) or write to me at 1/7 Prinsep Road, Attadale, WA 6156.

John Green

JOHN, IN ANSWER TO YOUR QUESTION ABOUT PHOTOS, CUTTINGS, PLEASE BRING THEM OVER AND SLIPSTREAM EDITOR WILL HAVE THEM SCANNED INTO THE COMPUTER AND STORED FOR POSTERITY AND FUTURE USE. ED.

Vale † R.I.P.

Alfred (Alfie) DIVER passed away down South at Boyup Brook on the 31st July, 1998. Alf paid off as a LAM (A) some years gone by. Alf will be remembered with his powers with the boxing gloves and other sporting matters. His funeral at Karrakatta was well attended by his mates from the past.

Vale Alfie, our condolences go out to his family.

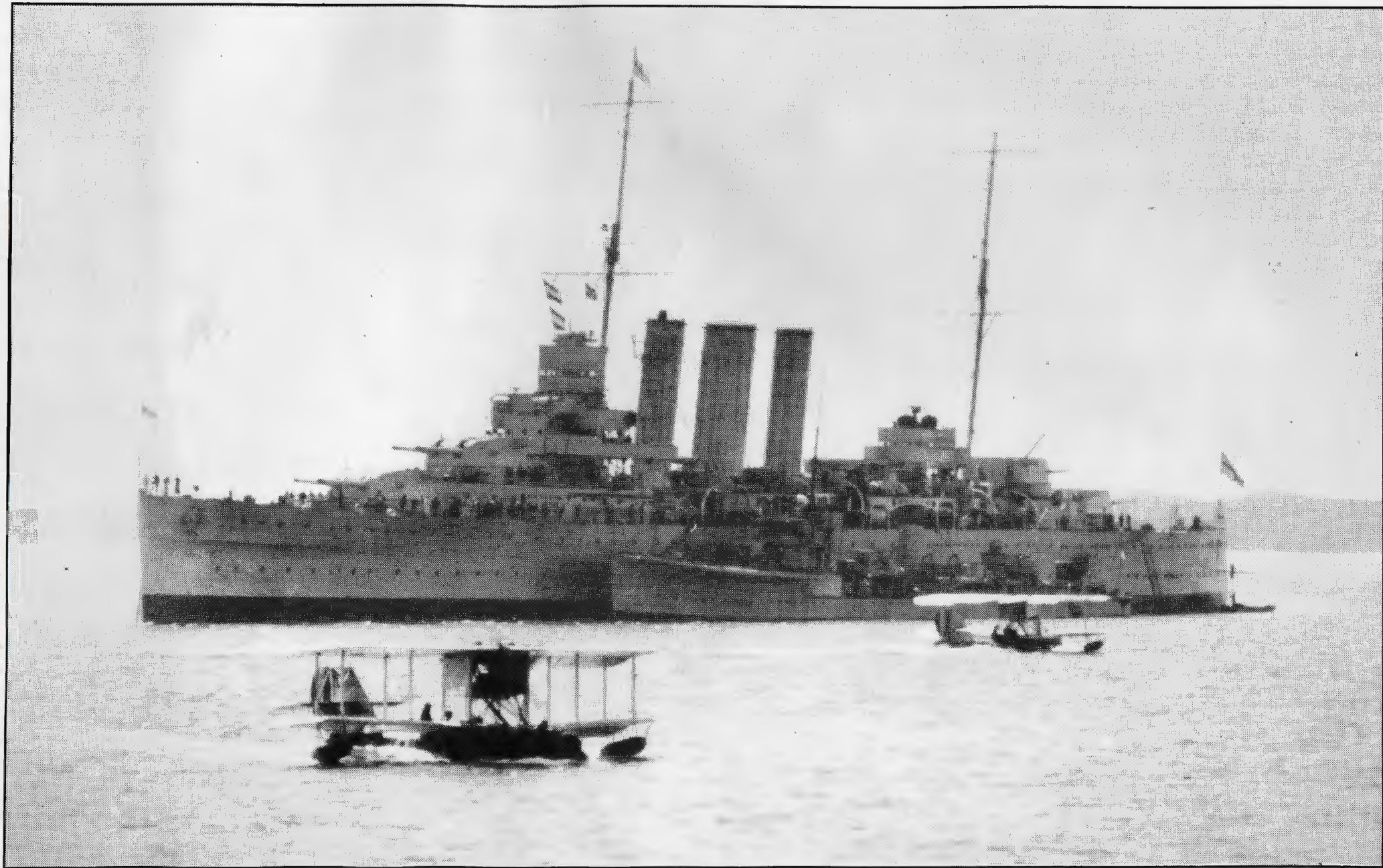
Lieut. Commander Reg. Elphick (Retired) 27.05.28 - 20.09.98. Reg joined the R.A.N. in 1950 as a Petty Officer Artificer at H.M.A.S. CERBERUS, after finishing his training he was posted to R.A.N.A.S. Nowra and then on to H.M.A.S. SYDNEY including a tour of duty to Korea.

He later joined H.M.A.S. MELBOURNE during her refit at Barrow-In-Furness and then her voyage to join the Fleet in Australia. In 1961 he was posted to H.M.S. DAEDULUS and later commissioned as a Sub - Lieut. at the Naval College in Greenwich. He was then posted to San Diego, U.S.A. He returned to R.A.N.A.S. Nowra and after further postings to H.M.A.S. SUPPLY and a desk job in Canberra, he retired in 1980, after 30 years of Service and gaining the rank of Acting Lieut. Commander.

Reg. was a very keen Scout when young and loved nothing better than camping out in the bush.

He will be sorely missed by his wife Marie and his children and grandchildren.

We were saddened to hear of the recent passing of 'Curlie' Davenport.



OCTOBER, 1998 - SUPSTREAM/FLY NAVY

Seagull 3 and HMAS AUSTRALIA

