
FLEET AIR ARM ASSOCIATION OF AUSTRALIA

FEDERAL COUNCIL

Minutes of the Federal Council Meeting & triennial Election of Office Bearers

22nd October 2022 at 1305

(These minutes are yet to be ratified by the FCM (they will be tabled at the 2023 meeting) and are therefore marked 'Draft')

Agenda Item 1: WELCOME AND OPENING REMARKS BY NATIONAL PRESIDENT

The President welcomed all delegates and observers, present and on Zoom, and expressed his delight in having the first 'in-person' meeting for three years. He described the FAA 75th anniversary events that occurred on Friday and Saturday and he welcomed the Commander of the Fleet Air Arm, Commodore David Frost, RAN, to address the meeting.

Agenda Item 2: GUEST SPEAKER

Commander of the Fleet Air Arm, Commodore David Frost, RAN acknowledged the traditional owners of the land, the members present who have served or who are still serving, and he expressed condolences to the families of those members who have passed in the last year.

Commodore Frost presented a wide-ranging speech focusing on community engagement, given the recent impacts of bushfires, floods and COVID. He emphasised the importance of the service of founding members of the FAA and how that impacts the ethos and dedication of the currently-serving men and women of the FAA.

He advised that the future of the FAA is secured with three Seahawk 'Romeo' squadrons in the near future and the ongoing expansion of Unmanned Aerial Systems (UAS). He plans to remove the 'experimental' designation from 822X Squadron and to have it established as an 'operational squadron'.

723 Squadron now conducts aircrew rotary-wing training for Navy and Army, including ab-initio training for Navy Aviation Warfare Officers. Aircraft Maintenance And Flight Trials Unit (AMAFTU) is expanding to cope with rapid prototyping for new systems as they evolve.

The Commodore said that one of the challenges facing the FAA is the recruitment and retention of personnel and he believes that the FAA Association has a part to play in helping him to face that challenge.

Commodore Frost expressed his great pleasure in being able to address the FCM and advised that his staff are establishing contacts with FAA Association Divisions in each State in order that he may coordinate visits to those Divisions.

An extended question and answer session followed in which COMFAA emphasised that recruitment and retention was his highest priority, and as an example he stated that Embarked Flights are forecast

to grow from six to twenty-four, including UAS flights. Commensurate with that is the need for significantly more trained and qualified naval aviators, engineers and maintainers.

Agenda Item 3: ACKNOWLEDGEMENT OF DONATIONS

Professor Michael Hough, representing the Historical Aircraft Restoration Society (HARS), spoke in appreciation of the financial support provided to the HARS Navy Heritage Flight by the National Executive and Divisions of the Fleet Air Arm Association. He presented a brief PowerPoint on the status of the existing fleet of ex-Navy aircraft, and he described the plans for the future operation or static display of those aircraft.

Agenda Item 4: REGISTRATION OF DELEGATES

NATIONAL EXECUTIVE

<i>President</i>	M. Campbell
<i>Vice President</i>	P. Carey
<i>Secretary</i>	T. Hetherington
<i>Treasurer</i>	J. Caldwell
<i>Webmaster</i>	M. Peake
<i>Membership Database Manager</i>	P. Norris

DIVISION DELEGATES

NSW	<i>Secretary</i>	J. Dalgliesh
	<i>Delegate</i>	R. Martin
ACT	<i>President</i>	J. Schonberger (via Zoom)
VIC	<i>President</i>	C. Fealy (via Zoom)
	<i>Secretary</i>	M. Smith
	<i>Delegate</i>	R. Gagnon
QLD	<i>President</i>	S. Huxtable (via Zoom)
	<i>Vice President</i>	R. Murrell
	<i>Secretary</i>	J. Stewart (via Zoom)
SA	<i>Secretary</i>	R. Harrison
	<i>Delegate</i>	I. McBeath
TAS	<i>President</i>	D. Hinds (via Zoom)
WA	<i>President</i>	G. Kelson
	<i>Vice President</i>	J. Bush (via Zoom)
	<i>Treasurer</i>	M. Keogh (via Zoom)

ATTENDEES

John Balazic (Wall of Service) NSW, Andrew Whittaker NSW, Michael McInerny NSW, Fred Dawson NSW, John Blair QLD, Keith Boundy NSW, Peter Roach NSW and David Mowatt NSW.

Agenda Item 5: APOLOGIES

John Macartney NSW, Ron Batchelor NSW, John Siebert SA, Rob Ray ACT and Keith Taylor WA.

Agenda Item 6: ONE MINUTES SILENCE IN HONOUR OF HER LATE MAJESTY QUEEN ELIZABETH II

The President requested all members to stand and observe a minute's silence for HRH Queen Elizabeth II.

Agenda Item 7: REMEMBRANCE OF DEPARTED SHIPMATES

The President read from a list of 33 former FAA members who are known to have passed away since the last FCM. All present stood and a minute's silence was observed for those departed shipmates.

Agenda Item 8: BUSINESS ARISING FROM THE 2021 FEDERAL COUNCIL MEETING

The President called for acceptance of the Minutes of the 2021 FCM. Moved by Phil Carey and seconded by Mal Smith that the Minutes be accepted. CARRIED.
There was no business arising from the Minutes of the 2021 FCM.

Agenda Item 9: ANNUAL REPORTS

Item 9a. President

The President's Report is appended to these Minutes. Mark Campbell explained that he is not standing for re-election, but that he will remain active on the National Executive as the Immediate Past President until the next FCM.

He moved that his report be accepted, which was seconded by Jeff Dalglish.

The President's Report was CARRIED.

Item 9b. Secretary

The Secretary's Report and Correspondence Report are appended to these Minutes.

Terry Hetherington moved that his report be accepted, which was seconded by Phil Carey.

The Secretary's Report was CARRIED.

COMFAA excused himself at this juncture to attend to an urgent operational matter. Before departing he explained details surrounding the investigation into the loss of a Seahawk 'Romeo' helicopter late in 2021.

A fire alarm activated in the Fleet Air Arm Museum and the meeting went into recess until that issue was resolved. The meeting resumed at approximately 2:30pm.

Item 9c. Treasurer

The Treasurer's Report and Audited Financial Statement are appended to these Minutes.

James Caldwell moved that his report be accepted, which was seconded by Greg Kelson. The WA Treasurer, Mike Keogh requested that accounts for WA Division be sent to him in addition to the WA Secretary. The Treasurer confirmed that future accounts will go to both WA officers. The Treasurer's Report was CARRIED.

Item 9d. Webmaster

The Webmaster's Report is appended to these Minutes.

Marcus Peake moved that his report be accepted, which was seconded by James Caldwell.

Captain Andrew Whittaker rose to thank and congratulate the Webmaster on the support he provided to the team overseeing honours and awards for the FAA's involvement in Counter Terrorism operations.

The Webmaster's Report was CARRIED.

Item 9e. Database Manager

The Database Manager's Report is appended to these Minutes. He updated the current membership figures at 777, down from 805 at the end of last year. This number comprised 41 resigned, 30 deceased and 43 new members.

He offered all Divisions to distribute block emails as he has all email addresses for each Division.

Paul Norris moved that his report be accepted, which was seconded by Dick Martin.

The Database Manager's Report was CARRIED.

Item 9f. Slipstream Editor

The President paraphrased the comprehensive written report submitted by Paul Shiels, the former Editor. It is appended to these Minutes.

He commended the report to all delegates and suggested that a revised Slipstream SOP could be drafted around this report. Most of the recommendations within it would be applied when a permanent Editor is appointed.

Dick Martin rose to advise the FCM that Ron Batchelor has offered to continue in the Editor's role, "while abiding by the SOP, but on condition that he has editorial control."

The President indicated that the National Executive would meet with Ron to discuss his offer in more depth and return with a recommendation to the membership within three months (by February 2023).

Mal Smith rose to request that a vote of appreciation be recorded in the Minutes of the FCM for the outstanding work done by Paul Shiels while he was Slipstream Editor.

Michael McNerny rose to suggest that contact with the UK Fleet Air Arm Association may be useful to help resolve issues of falling membership and ongoing communication with members.

The President moved that the Editor's Report be accepted, which was seconded by Roger Harrison.

The Slipstream Editor's Report was CARRIED.

Item 9g. Wall Of Service

The Wall of Service Administrator's Report is appended to these Minutes.

John Balazic moved that his report be accepted, which was seconded by Michael McNerny.

The Wall of Service Administrator's Report was CARRIED.

Item 9h. FAA Museum Manager

The President commended the written report submitted by Stuart Harwood, the Museum Manager. It is appended to these Minutes.

He emphasised that the Museum is the Association's museum, and that it is a 'world-class' museum.

Jeff Dalgliesh rose to explain that he has initiated enquiries about the poor condition of Iroquois 894 at the Nowra Bridge. The President requested that the NSW Division take the lead on this matter by

consulting with Shoalhaven Council, the FAA Museum or any other parties with an interest in the helicopter.

The President moved that the Museum Manager's Report be accepted, which was seconded by Paul Norris.

The Museum Manager's Report was CARRIED.

Agenda Item 10: PRESENTATION OF AWARDS

The President announced that two awards were to be presented at the FCM.

Life Membership – Awarded to John Stewart, Secretary/Treasurer of the Queensland Division. The President read the citation for this award and asked Ray Murrell, Queensland Division Vice President, to accept the award on John's behalf and to express the congratulations of the Association.

Life Membership – Awarded to Marcus Peake, Webmaster, FlyBy editor, member of the National Executive and NSW Division member. The President read the citation for this award and asked Marcus to address the meeting.

Marcus expressed his surprise, appreciation and honour in being appointed a Life Member of the Association.

Agenda Item 11: SPECIAL RESOLUTIONS AND NOTICES OF MOTION

No Special Resolutions or Notices of Motion have been raised for this FCM.

Agenda Item 12: APPOINTMENT OF RETURNING OFFICER

The President called on Mr Fred Dawson, NSW member and current Vice President of Nowra RSL Sub-branch to officiate as Returning Officer for the election of the National Executive office bearers.

Agenda Item 13: ELECTION OF NATIONAL EXECUTIVE OFFICE BEARERS

The President explained that there were no nominees for President or Slipstream Editor. He advised the FCM that he has a medical condition that may require ongoing treatment and he has decided to not nominate. However, he will remain on the National Executive as the Immediate Past President, as per the Constitution.

Mr Fred Dawson assumed the Chair, thanked the retiring President and Slipstream Editor, and read the published list of nominees. No additional nominees were received from the floor and Mr Dawson thereby declared those nominated as elected to the respective positions.

- a. National President – No nominees
- b. National Vice President – Nominee: Phillip Carey

- i. Nominated by Mark Campbell
- ii. Seconded by Terry Hetherington

- c. National Secretary – Nominee: Terry Hetherington
 - i. Nominated by Marcus Peake
 - ii. Seconded by James Caldwell

- d. National Treasurer – Nominee: James Caldwell
 - i. Nominated by Paul Norris
 - ii. Seconded by Terry Hetherington

- e. Webmaster – Nominee: Marcus Peake
 - i. Nominated by Paul Norris
 - ii. Seconded by James Caldwell

- f. Membership Database Manager – Nominee: Paul Norris
 - i. Nominated by Marcus Peake
 - ii. Seconded by Terry Hetherington

- g. Slipstream Editor - No nominees

Mark Campbell, as the Immediate Past President, thanked Mr Fred Dawson for conducting the election and he resumed the Chair.

***Agenda Item 14: REGISTRATION & CAPITATION FEES & SLIPSTREAM
LEVY FOR 2023***

Registration And Capitation Fees

The Chairman invited the National Treasurer, James Caldwell to explain the current position with income from Registration and Capitation Fees. He does not recommend any change to Registration and Capitation Fees.

Slipstream Levy

The Treasurer does not recommend a change to the Slipstream Levy.

Paul Norris, the Membership Database Manager rose to request agreement on the specific date that Capitation Fees would fall due. Marcus Peake pointed out that the Constitution states ‘end of the financial year,’ therefore it was agreed that the date is 30 June.

There being no further comment from Delegates, the Chairman declared that the Fees and Levy will remain unchanged, viz:

Registration Fee -	\$10
Capitation Fee -	\$7
Slipstream Levy -	\$6 Hard Copy
	\$3 Soft Copy

Agenda Item 15: ANY OTHER BUSINESS

Item 15a. Passing of Theo Bushe-Jones – WA President Greg Kelson

Greg stated that his long journey from Perth was well worth the effort, and he expressed great satisfaction with the conduct of the FCM, FAA 75th Anniversary events, social functions and the opportunities to meet with other delegates, friends and serving members of the Fleet Air Arm. He went on to say that communication is particularly important between all Divisions and the National Executive and that all members should strive to promote the Association to prospective new members.

Greg spoke about the passing of five WA Division members, all of whom were acknowledged at the beginning of this FCM. He particularly singled out Theo Bushe-Jones, the instigator of the FAA Association and the inaugural WA and National President. Greg read from a paper authored by Theo's daughter, Sharon Spargo which will form the basis of an expanded narrative of Theo's naval service, and his actions in founding the FAA Association with a group of like-minded WA-based veterans. The paper was passed to the National Secretary for archiving in the Association records.

Item 15b. Constitution Webmaster and Database Manager – Nat. Secretary Terry Hetherington

Terry spoke briefly about the two positions and his intention to draft expanded descriptions of their respective roles. The National Executive will review the documents and will determine if incorporation into the Constitution is warranted, or if the documents will form the basis of revised SOP's.

Item 15c. Publication of book on RAN A-4 Skyhawks – Webmaster Marcus Peake

Marcus described the efforts of David Prest and Peter Greenfield in drafting a 480-page book on the RAN Skyhawk. Peter Ingman of Avonmore Books, publisher of 'Flying Stations II,' has expressed interest in overseeing the publication of the book. Peter quoted a figure of \$8,000 for the initial editing before printing and distribution costs are added. He has offered to cover the latter costs and an application for a 'Saluting Their Service' grant has been submitted to DVA (with the help of the FAAAA), which will cover the \$8K editing costs. Marcus remarked, however, that if this application is unsuccessful we should consider other ways to cover the necessary costs as the book is an important part of our history, the preservation of which is consistent with the Aims of the Association. He recommended that, should this be necessary, the FCM consider such support out of session to avoid undue delay.

Item 15d. Open Forum – Chairman Mark Campbell

1. Roger Harrison, SA Secretary raised a question regarding the \$3 charge for 'soft-copy' Slipstream, believing it to be a charge in addition to the member's subscription. Marcus Peake addressed Roger's question by explaining that there is NO additional fee, and that each Division sets fees for their members, based on that Division's operating costs AND the fees and levies agreed upon at each FCM.
2. Dennis Hinds, Tasmania President addressed the meeting on the viability of the Tasmania Division and explained that he is leaving the State, and that membership continues to decline. A meeting is to be held on 20th November to address the

Division's predicament. Paul Norris explained that members living in Tasmania are free to transfer to ANY Division in the event that the Tasmania Division ceases to function.

3. Ray Murrell, Queensland Vice President spoke about his recent visit to an elderly NSW member who lives alone in Nowra, and Ray expressed concern that this member had not had contact with colleagues from the Division. Jeff Dalglish, NSW Secretary was not aware of this and will investigate the situation.

Agenda Item 16: MEETING CLOSURE AND SCHEDULING OF NEXT MEETING

The Chairman conveyed his thanks and appreciation to all Delegates for their contributions and input to the meeting. The meeting was formally closed at 1540 AEDT.

The next Federal Council Meeting will be held on Saturday 21st October 2023. The meeting format, venue and commencement time will be determined by the National Executive and advice will be passed to Divisions by 30 June 2023.

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Mark Campbell
President

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Terry Hetherington
Secretary

APPENDICES

- A. President's Report
- B. Secretary's Report and Correspondence Report
- C. Treasurer's Report and Auditor's Statement
- D. Webmaster's Report
- E. Membership Database Manger's Report
- F. Slipstream Editor's Report
- G. Wall of Service Administrator's Report
- H. FAA Museum Manager's Report

**National President Report
FAAAA Federal Council Meeting 2022**

The last year has been dominated by planning for, and participating in, the FAA 75th Anniversary celebrations. While not everyone agrees when the 75th should be celebrated, everyone does agree that the last 75 years of outstanding naval aviation in Australia is worth celebrating! The Seminar programmed for the day before the FCM together with the launch of Flying Stations II (1998 – 2022) will be a fitting culmination of the celebrations.

A RAN Helicopter Flight Vietnam Reunion was held 16 – 18 August 2022 at Old Bar NSW in conjunction with the FAA 75th celebrations and Vietnam Veterans Day. COMFAA and a HQFAA team attended the Reunion. They conducted a school visit with a 723 SQN EC135 helicopter and also a flypast in conjunction with the Marchpast of the RANHFV veterans. This event was a huge success and demonstrated what a little organisation and effort can produce.

Communications with HQFAA and COMFAA has improved. There is still more room for improvement, but we have been included in planning for events over the last few months which has been a pleasant change. COMFAA has appreciated FAAAA support and assistance during 2022. We need to continue to strengthen this relationship.

The FAAAA website upgrade has been completed after a huge amount of work by Marcus Peake and the contractor concerned. It is an excellent resource and I recommend that everyone remind themselves what is available online. BZ Marcus on an excellent job.

After lifting the standard of Slipstream enormously, our Slipstream Editor Paul Shiels continuing ill health has unfortunately resulted in his resignation as the Editor in mid-2022. We wish you well with your recovery from this latest setback Paul, but well done and thank you on an excellent job. The search for a replacement editor is ongoing.

The remaining major issue confronting the Association is our aging membership and the lack of new and younger members. We need to urgently tackle this issue before the Association becomes non-viable.

I intend to stand down as National President at this FCM. After discussions with six potential replacements from across Australia, I do not have a volunteer unfortunately.

Finally, I would like to publicly thank the members of the National Executive. Phil, Terry, Jim, Marcus and Paul do great work and receive little thanks. On behalf of the organisation chaps, thank you. Well done.

Mark Campbell
RADM, RAN (Rtd)
National President

23 September 2022

NATIONAL SECRETARY'S REPORT FOR FCM 2022

The National Executive has conducted all the Association's business affairs for the past twelve months using Zoom video conferencing. Those meetings were held on 10th March 28th June and 5th September. The June meeting was an ad-hoc meeting to expressly discuss options for the continuation of Slipstream resulting from Paul Shiels' resignation on health grounds.

The 2021 FCM ran well via Zoom and the Special Resolution on Capitation Fees was carried by 18 votes to 3, as was the Notice of Motion to adopt SOP Annex 4 Version 8. The Constitution amendment was submitted to the WA Associations and Charities Branch -Consumer Protection and was formalised on 14th June 2022.

The predicament facing the Association following Paul Shiels' departure as Editor remains to be resolved. In the interim, former Editor Ron Batchelor will produce the September and December issues. I wish to thank the dedicated band of NSW Division members for their help every three months in bundling together nearly 500 magazines into envelopes and getting them off to the mail distribution centre. Similarly, Paul Norris and Marcus do a great job distributing the soft-copy Slipstream editions and the monthly FlyBy newsletters.

Contact with all Division presidents and secretaries has been regular throughout the year, and I trust that Divisions are satisfied with the output from me as Secretary and with the entire National Executive. The behind-the-scenes work often goes unnoticed therefore I wish to acknowledge the efforts of the National Executive as a whole. As well as Paul Shiels' major health concerns our Webmaster had to undergo a series of operations early in the year from which he is now recovering.

As will be seen in my Correspondence Report the National Executive placed a submission before the Royal Commission into Defence and Veterans Suicide, and we are supporting a NSW member who is preparing a submission for a Group Bravery Award for personnel in the Tracker hangar fire in 1976.

With the Fleet Air Arm celebrating their 75th Anniversary this year it was reassuring that we were engaged in putting forward ideas for their celebratory events. Poor weather impacted on the activities in July however the seminar, book launch, Freedom of Entry parade and Albatross Open Day have been tailored to fit around our October FCM.

I will be nominating for the Secretary's position at this Federal Council Meeting.

Yours aye,

Terry Hetherington OAM
NATIONAL SECRETARY

23 September 2022

Treasurer's Report FCM 2022

Period 01/07/2021 to 30/06/2022

*(Note: the actual bank figures and auditor's report have been removed from this website edition.
They are available from the Treasurer on request)*

It is with great pleasure I provide the current annual report of the financial position of the Fleet Air Arm Association of Australia.

We are now on Accrual Balancing; therefore, the attached financial statement has been prepared as such. Due to the late production of Slipstream in June this year, the June edition costs/receipts do not form part of this report.

Slipstream

Following the increase in Slipstream costs, the account is at present in a very healthy position. We have however been fortunate in that the anticipated increase in printing costs has not yet been implemented. Watch this space.

As at today, 22 September 2022, I am still awaiting the remittance for the June edition from one division.

I acknowledge that the June edition was not mailed until 21st July.

General Account

Following the transfer of funds from the Slipstream account to the General Account, together with the savings due to COVID, the General Account is in a healthy position.

Increase in funds this past year were partly due to:

1. Lack of ravel for AGM
2. No VETS Insurance and
3. Increase in Capitation Fees.

Fixed Deposit

Remains sound with a mere \$xxx interest this year.

The current balance stands at \$xxx

What do we intend to do with this money?

General Comments

1. I am pleased to report that most divisions are remitting their fees in a timely manner, however as at today, one division has yet to remit their payment for Slipstream July 2022 edition.
2. Invoicing, on a quarterly basis, Registration Fees and receipts from divisions, has been well accepted.
3. Notwithstanding our current favourable financial position, I anticipate some increases for:
 - (a) Slipstream printing
 - (b) Slipstream publishing and
 - (c) General website maintenance.
4. Whilst there are inevitable increases, the latest suggestion from Ron Batchelor, in relating to Slipstream formatting, could result in an annual saving of some \$800.00.
5. We now have a very low stock of caps (approx. 12) for which we currently sell for \$5.00. Initial enquiries indicate the cost of production of a replacement would be in the vicinity of \$10.00-\$15.00 per cap depending on number ordered. (2021-2022 we sold approx. 15 - 20).

James Caldwell

National Treasurer FA AAAA

Webmaster's Report for Federal Council Meeting October 2022

1. The Webmaster's work continues to be a mixture of *FlyBy* magazine, which occupies the majority, historical datasheets and the website itself. The first two are proceeding well, with a broadening variety of contributors starting to provide good quality content.
2. The website itself is functional, but still has many of the problems evident from its rebuild. The many and intricate links between the hundreds of pages are fragile, and the layout of the 'old' articles distorted by the build process and the different page builder. I am reminded also (by the Developer) that our website is the largest of all of their clients' and needs to be trimmed.
3. The answer, which will take some time to implement, is to gradually replace the existing material with re-digitised high resolution PDF files. These have several advantages: they demand only about 10% of the volume otherwise taken by separate images and HTML content; they are fully scalable, easily printed and downloadable for archiving or readers' research.
4. Aside from this historical aspect of the website, it continues to function flawlessly in its role of capturing Applications for Membership and Wall of Service plaques, and as a means to impart general information about the FAAAA, its people and its governance.
5. In mid-September our Website Developer advised they are restructuring their existing Webics Support Plan (WSP), which cost us \$39.60 per year and which provided 12 free technical 'tweaks' of up to 15 minutes each. In its place they are introducing a much more expensive tiered WSP from \$3,685 pa to \$7590 pa, depending on the level of support required. These are obviously far outside our means. The implication is:
 - a. We won't enter into any Support Plan.
 - b. Any tweaks or repairs outside of the Webmaster's technical ability will have to be paid for at the going hourly rate for technical support, which is currently \$165.00 per hour.
 - c. Our website hosting fees and other regular website expenses will remain as is, at about \$500 pa.

Marcus Peake. Webmaster.

National Membership Database Manager's Report for 2022 Federal Council Meeting

General

Activities in the past year have generally mirrored that reported in previous years, involving updating member records to reflect the current membership status following payment of subs and changes to address details etc when advised by Division Executives, raising membership records for new members (reduced somewhat from last year, see details below), and once again cancelling records for those that we have lost (see also below for details). I have also continued with emailing out the access links for the softcopy Slipstream, updating the Australia Post sort codes for the hardcopy mailing labels and using the information stored on the database to forward information emails to members when requested by a couple of Divisions.

I once again take this opportunity to thank Division Secretaries and Treasurers for your continued support in providing membership updates but do remind Executives that the information on the database is only as current as the timeliness of provision of details of changes to me.

Earlier this year my wife and I moved interstate from the Canberra region to the Gold Coast and would like to thank our Webmaster Marcus for temporarily taking over management of the database for a period whilst we effected our move north (we certainly did NOT miss the Canberra winter).

Membership Statistics

As I indicated above, this past year has seen a return to the decline in membership numbers, with a net decrease of 25 members and the total membership going from 805 members as at 23rd Sep 2021 to 780 members as at 21st Sep 2022 (date this report was prepared). We have also had 3 members transfer between Divisions.

During the period covered by this report we gained 41 new members, including 3 who became members through purchase of 'Wall of Service' plaques (down from 17 last year), 5 Associate members (same as last year) and 12 previous members who have come back on-board (13 last year). This compares to the 93 new members that we gained in the preceding 12 months.

The downward trend in our memberships is highlighted by the loss of 41 members who either resigned their membership (13, with 4 stating ill health as the reason, 1 posted overseas, 2 disgruntled and 6 giving no reason) or who chose not to renew for 2022 resulting in their membership being cancelled by their respective Divisions (28).

On a sadder, but unfortunately more prevalent note, we lost 25 members who "Crossed the Bar", 4 of whom were Life Members. I have also been advised of a further 3 former members who "Crossed the Bar" in the past twelve months.

I can also advise that whilst 48 membership applications were received in the past year, 7 applicants did not progress to becoming full members for whatever reason.

The attached Statistical Report provides a breakdown of the overall membership and for each Division for the period since the last FCM.

Future Activities

With the end of the calendar year fast approaching, there will be the usual updating of membership records as advice is received of members paying their 2023 subs and hopefully raising of new member records.

Paul Norris

FAAAA National Membership Database Manager

Attachment: FAAAA Membership Statistical Report for Period 23rd September 2021 to 21st September 2022



Fleet Air Arm Association of Australia

MEMBERSHIP STATISTICAL REPORT FOR PERIOD 23 SEPTEMBER 2021 TO 21 SEPTEMBER 2022

	ALL	NSW	ACT	VIC	TAS	SA	WA	QLD	
Current:	780	375	75	72	15	41	74	128	Current
Previous:	805	388	75	72	17	41	79	133	Previous
Difference:	-25	-13	0	0	-2	0	-5	-5	Difference
New Members:	41	14	3	8	0	3	4	9	New Members
Extinguished:	41	19	1	5	0	1	4	11	Extinguished
Deceased:	25 (3)	6 (3)	2	2	2	1	5	5	Deceased
Transfer In/Out	3	0/2	1/1	0/0	0/0	0/0	0/0	2/0	Transfer In/Out
Associate:	26	10	0	9	0	2	0	5	Associate
Honorary:	7	1	0	3	0	0	3	0	Honorary
Life Members:	30	9	0	2	0	5	10	4	Life Members
SS Hard %:	55.2%	58.4%	17.6%	57.6%	46.6%	71.8%	59.5%	59.8%	SS Hard %
SS Soft %:	44.8%	41.6%	82.4%	42.4%	53.4%	28.2%	40.5%	40.2%	SS Soft %

Legend:

- Current:** Total number of members who are up to date financially or are Honorary, Lifetime or Perpetual Life Members (latter NSW Div only) as at the end date of the period covered by this report.
- Previous:** Total number of members of all classifications and status as at the start date of the period covered by this report.
- New Members:** Total number of new members of all classifications who joined during the period covered by this report.
- Extinguished:** Previous members whose membership was cancelled upon advice from Divisions due to either resignation or non payment of membership subscriptions during the period covered by this report.
- Deceased:** Members who have "Crossed the Bar" during the period covered by this report. Numbers in parentheses are previous members who have been reported as having "Crossed the Bar" during the same period.



Slipstream Report for period September 2021 until June 2022

The report for *Slipstream* for the period September 2021 until my health determined my cessation of Editor duties in June 2022 is submitted for the Federal Council's consideration.

Over the period, a total of four magazines were produced in September, December, March and June. Sourcing for editorial items was difficult with much of the responsibility borne by the Editor to arrange suitable naval aviation stories of interest. For *Slipstream* to continue as the official publication of the Fleet Air Arm Association of Australia preference must be given to that magazine to those naval aviation stories that prove attractive to the membership and should be directed to *Slipstream* in the first instance.

With nearly a decade of newspaper experience as a hand and machine compositor making up newspaper pages with hot metal, I tried to follow my training to produce a professional publication. This trade is now obsolete in newspapers with most of the work now being undertaken by journalists and advertising staff through Desk Top Publishing. This is where most newspaper compositors ended up in one domain or the other.

I set about developing a style that resembled a newsy magazine (e.g., *Time*, *The Bulletin* etc). In doing so, I started with the *Slipstream* banner on page one. For any newspaper or news magazine the banner normally remains unchanged throughout and this should be the case for *Slipstream* because it gives the magazine continued recognition. An example can be traced to any News Limited paper (e.g., *The Australian*, *Daily Telegraph* etc) even when it has changed from Spreadsheet to Tabloid (e.g., *The Adelaide Advertiser*) – the banner headline remains the same and similarly with news type magazines (e.g., *Time*, *Bulletin* etc). Again, the info page (normally page 2 for *Slipstream*), Letter to the Editor Page and Book Review Pages(s) essentially reflect a standard layout. So I based the *Slipstream* style on what is common in a News Limited newspapers and developed the following for the magazine. That is:

Spelling and style in many instances are largely a matter of personal preference. There are many modifications of English spelling so that even the purists can dispute "common usage" with hundreds of words.

However, as 'Slipstream', the official publication of the Fleet Air Arm Association of Australia needs some degree of uniformity a 'Style Sheet' is more or less essential. This 'Style Sheet' does not pretend to be exhaustive or infallible. Many good authorities would dispute rulings given here.

In many instances, one alternative is as correct as the other but, in a magazine as in a newspaper you have to come down on one side of the fence. Hence the seemingly didactic note in this Style Sheet.

'Slipstream' seeks to attain a reasonable balance between dignity and simplicity. It does not object to any colloquialisms when these are apt, familiar, or without vulgarity. Even slang is not ruled out but must be used with discretion and not in preference to established, unambiguous words. 'Slipstream' should not discuss politics or religion. Cartoons and jokes should be limited to FAA, Naval or Aviation.

Members must be allowed to express and give opinions consistent with the direction explained in this 'Style Sheet'. Where articles are sourced through other publications, then an authority to print must be obtained from the copyright publisher or writer.

However, to cover the Fleet Air Arm Association of Australia and its Committee, a ‘disclaimer’ must appear in ‘Slipstream’ along the lines: “The views and opinions expressed by authors/writers and letters to the editor in this publication do not necessarily reflect the views and opinions of the Association or its Committee”.

‘Slipstream’ needs colour, zest, and vitality in our magazine presentation and interpretation. Still more ‘Slipstream’ must present precision. So, unless the facts are guaranteed and rechecked and the sources of guidance trustworthy, let us lean towards understatement: There are three MUSTS which take, preference over all others:

- (1) be accurate*
- (2) be lucid*
- (3) be crisp.*

I then set out layout, design, style and customs to be used in specifying ranks, dates etc (e.g. LEUT, 29 January 2022 etc) and what was to be kept in upper and lower cases. In the layout and design reflection was made to the type for headings and text, size, spacing, columns and colours used. *Slipstream* was produced up to 48 pages in which 12 colour pages were allocated for the printed version. These pages were attained by selecting pages that were connected comprising a variation of the 48 (e.g. 1-48, 3-46, 10-39, 11-38, 15-34, 24-25 etc). These can vary to suit size and preferred colour pages of the publication.

The online version is by far the best option. This form offers all colour and links to URLs, Videos and Emails. Most newspapers and even Navy News offer the ‘flip pages’ format which is quite common these days. It is also very common amongst ex-Service Organisations (e.g. Naval Officers Club of Australia etc) many of whom promote the digital copy over the printed version to save on costs.

It should also be noted that members have access to a PDF copy of *Slipstream* in the members section on the web site for FREE. This therefore begs the question: “Why would a member pay for an online version when it’s available for FREE on the website?”

ONLINE ‘FLIP PAGES’

Personally, I believe that the online version presented via a ‘Flip Pages’ format (e.g. ISSUU arrangement) is the best way to go. This format can also be linked to the website. ISSUU, for example, lists many Defence and ex-Service Organisations of many countries. (e.g. Naval Officers Club of Australia; RN and RNZN Navy News etc to name a few of the thousands of organisations that use the site). The RAN Navy News uses similar format of ‘flip pages’ in its online publication

SLIPSTREAM NAME/OFFICIAL PUBLICATION

Slipstream is the Official Publication of the Fleet Air Arm Association of Australia and first appeared over 65 years as a permanent RAN Fleet Air Arm magazine. Later the Fleet Air Arm Association assumed responsibility and continued to publish the magazine.

Because of the magazine’s history, I recommend the Fleet Air Arm Association of Australia continue to maintain this name for the official magazine.

PERMANENT NAVY

The Permanent Navy have done little or nothing to support *Slipstream*, the Official Publication of the Fleet Air Arm Association of Australia. During my tenure as Editor, I wrote to all Squadron COs and Senior Naval Officers but, receive no reply, not even an acknowledgement.

Very little input was received from the previous COMFAA, and nothing has been received from the current incumbent. I personally attended a presentation on the existing FAA by the current incumbent at Keswick Barracks, Adelaide where I recorded the event for inclusion into *Slipstream*. However, as the presentation took over 8000 words and only 2500 words (4 pages) had been allocated, I referred the transcript back to COMFAA so he, or his staff could ascertain what best to publish in *Slipstream*. Nothing was ever heard from COMFAA or his staff so nothing was published. I found the experience a complete waste of time and inconvenience, particularly as my medical conditions limited my ability to chase items that I considered worthwhile for the magazine with nothing forthcoming.

INTERIM MEASURES

With no *Slipstream* Editor, the Federal Council must consider options to provide members with a printed magazine for which they have already paid an annual fee. There is no reason why any publication produced by the FAAAA cannot be forwarded to the printer providing it's in PDF format. For example, 'FlyBy' which is already in PDF format can be forwarded to the printer electronically (same as *Slipstream*) once a quarter for a hard copy version. The online version could continue monthly. The hardest part for the Editor 'FlyBy' would be the selection of the 12 colour pages as indicated in the paragraph referring to layout and design above. Less than five (5) minutes work would be needed! Divisional Reports could be added to this magazine once a quarter. Once an Editor for *Slipstream* is found both magazines could revert to their previous presentations.

ASSISTANCE

I'm open to provide ongoing assistance in instructing on the use of MS Publisher and Adobe Photoshop for *Slipstream*. In addition, I'm willing to help a new Editor understand the methods and the 'style' used; as well as the techniques used for obtaining articles, particularly where nothing is forthcoming from the present-day FAA.

NATIONAL EXECUTIVE

Twelve months ago, at my request, the National President arranged for the Editor *Slipstream* to be a member of the National Executive. This was an important move that allowed the Editor to have direct input into the running and scrutiny of the magazine. In the normal course of his/her duties, the Editor is involved with all members of the National Executive. I'd recommend this position on the National Executive continue.

FUTURE

For *Slipstream* to continue as the official magazine of the Fleet Air Arm Association, I'd recommend from my newspaper experience that the *Slipstream* 'banner' become standard as with newspapers and newsy magazines. The 'italic' paragraphs at para five (5) and beyond also be accepted as a basis for which *Slipstream* is published. By publishing this way, the magazine will be recognisable over a longer period of time.

Something must be offered to attract the online subscriber to purchase the magazine in the digital format. As I said earlier, the online (digital) format offers a better selection to the reader: full colour magazine and access to URLs, email addresses and videos. However, to provide only a PDF copy demonstrates a mediocre approach to online reading when newer and preferable methods are

available. If members are to pay for an online subscription for *Slipstream*, then a much better option needs to be sought for delivery over a PDF file. As I alluded to previously, I could obtain a current issue of *Slipstream* via the members section of the website without paying anything. So, if a better online production of *Slipstream* is not offered and a member didn't seek a hard copy, then it would be in the member's interest not to subscribe to the magazine. I would suggest, therefore, that *Slipstream* continue to be offered in the ISSUU 'Flip Pages' format once an Editor is found.



(PAUL SHIELS)
Editor Slipstream Jun 19 – Jun 22



DRAFT

**FLEET AIR ARM ASSOCIATION
WALL of SERVICE ADMINISTRATOR.**

NATIONAL ANNUAL REPORT – 2022

In September 2022, the cost of plaques was increased due to foundry costs. The new pricing of plaques (which will be in effect as of Order 52), are \$200.00 for FAAA Members and \$250.00, for non FAAA members which includes their first year's membership into FAAAA.

Application submissions continue to vary in numbers and intervals.

The current status of Wall of Service plaques/applications is as follows: -

- a. The total number of plaques on the wall now stands at 1058,
- b. Eight new plaques have been placed on the wall over the past 12 months,
- c. Order number 51 is open with six applications, and
- d. An updated list of all plaques mounted on the Wall of Service (dated 17 July 2022) is available for viewing on the FAAA of A website.

This concludes my report.



J. BALAZIC
WoS Administrator

17 October 2022

**FAAAA ANNUAL GENERAL MEETING – 22 OCTOBER 2022
FLEET AIR ARM MUSEUM UPDATE**

In 2019 the Sea Power Centre Australia embarked on an ambitious program of renewal, across all business domains, to ensure the Centre is delivering required outcomes ethically, efficiently and effectively. The Navy Heritage Collection (NHC) is one of the Sea Power Centre domains.

In mid-2021 a project was established to:

- Identify the totality of the items held by the NHC;
- Assess the significance of, and appropriately document artefacts and items;
- Rationalise the Collection to best meet the RAN's H&H outcomes.

This activity has been and remains the primary focus of the FAAM:

- By Dec 21, more than 98% of the items in custody had been inventoried.
- In 2022 assessments of significance and accessioning moveable cultural heritage artefacts increased appreciably.
- From mid-2022 the FAAM commenced disposal of non-RAN heritage items.

All this has occurred whilst maintaining business as usual.

Significant and notable achievements since the last report to the Association include:

- Induction of CAC Winjeel A85-460, Pilatus PC-9 A23-028 and Kalkara N28-007 into the collection and display in the Museum.
- Acquisition of three J. Downton paintings (two previously on long term loan).
- Transfer of CAC Winjeel Prototype 2, the Westland Dragonfly, Lockheed VH-UXO and Westland Sycamore 907 to RAAF History and Heritage.
- Return of the Mig 15 and Mig 17 to their owner (now on display at HARS).
- Return of Beech Bonanza B-50 VH-CDE to its owner.
- Facilities improvements including transition to LED lighting in the main exhibition hall
- Commenced restoration of Supermarine Sea Otter forward fuselage, which is widely reported as the last remaining Sea Otter in existence.

SPCA still has a not insignificant body of work to complete across governance, the Collection and outcome delivery, all of which the FAAM staff are contributing to.

Major activities for the coming year will be:

- Induction of a Scan Eagle UAV (and launcher).
- Design and hopefully establishment of a History and Heritage computer network to better manage and share H&H information internally and with researchers.
- Improvement and expansion of the existing digitisation program.
- Accelerated collection rationalisation activities.

Acquisition, restoration and conservation of heritage artefacts is a resource intensive undertaking and Navy continues deliver outcomes to Government in a resource constrained environment. 2023 will see some hard decisions for the Navy Heritage Collection. Among these will be the retention and restoration, or disposal of:

- Fairey Gannett T5 XG888, dismantled and in storage in J Hangar.
- Auster Autocar J5G A11-300, dismantled and in storage J Hangar.
- LEP Blanik Glider (ex-RANGA), dismantled and in storage J Hangar
- Hawker Siddeley HS-748 N15-709, forward fuselage in storage J Hangar.

S.A. HARWOOD
Manager & Senior Curator
Fleet Air Arm Museum

BS35287133