



Our "Heritage" Article on the Hawker Sea Fury has been published on the Association website and is available for your viewing now. The Sea Fury was one of two aircraft types that launched the RAN Fleet Air Arm back in 1948. No less than 101 of these remarkable aircraft were acquired by the RAN to equip the brand new FAA and to provide a fighter-bomber strike capability from our aircraft carriers of the time. It served with distinction in Korea and was loved by those who flew it.

Our website article is arguably the most complete collection to be found anywhere, with two 'eyewitness' accounts of flying the SF; with a great collection of images, details of every airframe, and anecdotes of its time in the RAN. Simply click on the red button above. ✈

The New Email Look

The last 'FlyBy' was delivered by a new email process, which provided a graphically-rich synopsis of its content and then invited the member to download the newsletter for viewing.

Changing delivery of a product, particularly to a group that varies widely in the capacity of their computers and in their IT knowledge, is always fraught with danger. So how did we go?

The mail hosting program reports that 77% of recipients opened the email and 53% then clicked on the link to read *FlyBy*. Only one person unsubscribed. Since then a further five have asked to be placed on the distribution so we are advancing!

Noting the above, and the value of such reports, we will continue to use this method of distribution. Your feedback is welcome. ✈

REST IN PEACE

We have become aware of the loss of **Len Bolden** since the last edition of 'FlyBy'. You can read of this sad event on our Obituary page [here](#).

Mystery Photo No. 37



Last month we asked readers to tell us the type of aircraft shown above, and how many the RAN operated.

A large number of people answered – too many to list here – but thank you all for taking the time to respond.

It is a CA-27 Sabre, which was the Australian derivative of the North American F-86F built under license by the Commonwealth Aircraft Corporation. The RAAF operated 112

of them between 1954 and 1971. The webmaster's question was a trick, of course, as the Navy didn't have any such aircraft. The one pictured (a CA-27 "Avon" Sabre) was at RAAF Amberley in 1982 and was painted by Mark Webb (who also took the picture), Tony Brooks and Andy Brown: all of whom were RAN personnel doing the 'SURFIN' course at the time (aircraft spray painting).

The blue and white livery they chose was copied from a Macchi Jet, after which they also painted the Sabre in A4 colours (light gull grey) and then a hot pink, just because they could. Mark advised that the RAAF OC of Amberley was an ex-Sabre jock and was not at all impressed.

For a new mystery photo, see page 6. ✈

Feature Article – The De Havilland Comet 1



Comet 1 prototype (with square windows) at Hatfield, Hertfordshire in October 1949.

A half century ago, the first jet airliner delighted passengers with swift, smooth flights until a fatal structural flaw doomed its glory.

The throng of spectators, including famed airplane designer Sir Geoffrey de Havilland, heard the earsplitting shriek before they saw the sleek, bullet-shaped aircraft burst out of the mist and hurtle down the runway at London Airport. The Comet 1 airliner roared into the air—and into history—on 20,000 pounds of thrust from its four De Havilland Ghost jet engines. For the first time ever, a jet-propelled aircraft was carrying passengers over a scheduled commercial route.

It was Saturday, May 2, 1952. On board were 36 passengers, six crew members and 30 bags of mail. At the Comet's controls, British Overseas Airways Capt. Michael Majendie headed the jet toward Rome, the first of five stops on the 6,724-mile journey to Johannesburg, South Africa. The plane smoothly accelerated to a cruising altitude of 35,000 feet and a speed of 460 miles per hour, more than 100 miles per hour faster than the fastest propeller-driven airliner. Suddenly, the world was a smaller place.

Less than 24 hours later, thousands more onlookers ringed Johannesburg's Palmieterfontein Airport as the Comet 1—registration G-ALYP, dubbed "Yoke Peter," from the phonetic alphabet then in use in Britain (George-Able- Love-Yoke-Peter)—streaked into view. Capt. R. C. Alabaster, now 84, who flew the last three legs of the flight from Khartoum, remembers the scene vividly. "Oddly enough, as we circled the airport we could see all these cars and people blocking the

roads, and we thought it just must be busy. It wasn't until after we landed that we learned they had come to see us."

Comet flight engineer Alan Johnson, now 83, who had flown many test flights, says, "This trip was the hardest because we had to make sure we got into Jo'burg on time and out the next day. By then I was quite used to crowds wherever we flew."

Though Aubrey Cookman, an editor at popular *Mechanics* magazine, found the plane noisier than he had expected, he told reporters that his only regret was that the United States wouldn't have anything like the Comet for several years. He was right: the British were far ahead of the United States in the development of passenger jets.

The revolutionary planes could be traced to World War II, when a group of visionaries, led by Lord Brabazon of Tara (often called the father of British aviation), convened to study Great Britain's postwar position in commercial aviation. The committee was haunted by the knowledge that by 1939, the American twin-engine Douglas DC-3 was carrying a staggering 90 percent of the world's airline passengers. America ruled the skies and looked poised to continue to do so. In the war years, the much bigger and faster Douglas DC-4 and the Lockheed Constellation 649 took to the air, ready to jump into commercial service as soon as the war ended.

Brabazon's group knew that the noise and vibration of propeller-driven planes were significant fatigue factors for passengers on long-distance flights, as four behemoth 18-cylinder engines responded to thousands of gasoline-fueled explosions per minute. Such engines required complex supercharging — forced compression of air into the cylinders — to cruise efficiently at high altitudes, above bumpy and hazardous weather. Though the big piston engines were crafted with skill and precision, they simply could not be made to run smoothly, nor could they be easily made more powerful than they already were.

The committee was also aware that jet engines, invented independently before the war by both English and German experimenters, were virtually vibration-free. Furthermore, jets were at home at high speeds and high altitude. If the British could parlay their lead in jet-engine technology into a new airliner, they might be able to break America's choke hold on commercial airline sales.

By war's end, only one British manufacturer—De Havilland — had built a jet engine and designed a plane for it. With the blessing of Britain's Ministry of Supply and working under a cloak of secrecy, Sir Geoffrey accepted the challenge of creating a commercial jet airliner.

A major problem for the designers was fuel consumption, which was at least three times greater for jets than for piston engines, especially at low altitudes. Kerosene was the fuel, and 1945-vintage turbojet engines consumed it three to four times as fast at 10,000 feet as at 30,000. Sir Geoffrey reasoned that a plane could fly more efficiently at 35,000 feet, where the air was thinner and less power would be required for propulsion.

Such high-flying planes, though, would need a pressurized cabin to allow passengers to breathe without oxygen masks. Pressurization would mean that as the airliner climbed to its

cruising altitude nearly seven miles above the earth, the cabin would have to be pumped with air until its interior pressure exceeded the pressure outside the fuselage by about five

In only its first year, the Comet flew 104.6 million miles, carrying 28,000 passengers. Then, on October 26, 1952, a Comet leaving Rome ran off the runway and skidded to a halt

The most notable lesson learned from the Comet disaster is that aircraft viewing windows were no longer designed square but with rounded edges to reduce any stress concentrations. Another immediate lesson was that crack-stoppers were placed between frame-cutouts that take the shape of circumferential stiffeners, to break the fuselage into multiple sections and thus prevent the crack from propagating from one window to the next. Most importantly however, before and during the Comet era the aircraft design philosophy was predominantly SAFE-LIFE, which means that the structure was designed to sustain the required fatigue life with no initial damage and no accumulation of damage during service - e.g. cracking. The Comet accidents showed that around-stress concentration cracks would initiate and propagate much earlier than expected, such that safety could not be universally guaranteed in the SAFE-LIFE approach without uneconomically shortening aircraft service lives.

For this reason the FAIL-SAFE design philosophy was developed in the late 1950's. All materials were assumed to contain a finite initial defect size before entering service, that may grow due to fatigue loading in-service. The aircraft structure was thus designed to sustain structural damage without compromising safety, up to a critical damage size that could be easily detected by visual inspection between flights. All inspections were coupled with crack-propagation calculations that guaranteed an observed crack was not susceptible to grow to the critical size between two inspection cycles - in which case adequate repair would be performed. Furthermore, the structure was designed to be *damage tolerant*, with multiple load paths and built-in redundancies to impart *residual strength* to the aircraft in case the primary structure was compromised in-service. That philosophy remains in place today.
Aerospace Engineering Blog.com

pounds per square inch. As the plane descended to land, cabin pressure would have to be bled off again. Each cycle would put enormous stress on the plane's structure; the tubular cabin would stretch slightly when pressurized, then contract as pressure was released.



De Havilland Comet 1 BOAC (G-ALYP) boarding for the inaugural flight on 2nd May 1952

Just three years after full-fledged design work commenced, De Havilland chief test pilot John Cunningham lifted the Comet off the ground for the first time and pronounced the plane "Very promising. Very quick." Joining him as test pilots were Michael Majendie and Ernest Rodley, now 87, who became the world's first certified commercial jet pilot. "I was able to get down to the Ministry of Aviation in London to get my license endorsed first," says Rodley. "That's the only reason I've achieved fame." Of Majendie, an expert in flight planning, he says, "He was the brains, and I was the experience. Together we made quite a little team."

The British Overseas Airways Corporation ordered eight of the airliners, and as word spread, other airlines came knocking on De Havilland's door. Only one U.S. carrier, Pan Am, placed an order, for three larger, longer-range Comet 3s, which were still on the drawing board. For the most part, the American airline industry—then highly profitable with its existing propeller-driven fleets—had little interest in spending huge amounts of money for untried, fuel-guzzling jets.

with a broken landing gear. The 35 passengers and eight crew members survived. Five months later, a Canadian Pacific Comet bound from London to Sydney crashed on takeoff at Karachi, Pakistan, and burned, killing all 11 passengers and the crew. An investigation revealed a flaw in wing configuration. Revised pilot instructions and a change in the wings' leading edges solved the problem.

Then, two months later, a year to the day after the inaugural flight, a BOAC Comet with 43 passengers and crew disintegrated at 10,000 feet after leaving Calcutta in a heavy thunderstorm. Eight months after that, on January 10, 1954, something went terribly wrong at 26,000 feet on a BOAC flight a few minutes out of Rome. "I heard a roar, very high," police quoted one eyewitness as telling them. "Then there was a series of blasts. The next thing I saw was a streak of smoke plunging perpendicularly into the sea." The plane, the inaugural Yoke Peter, carried 29 passengers and a crew of six.

The next day, BOAC grounded all Comet flights. "Initially, we didn't think it could be mechanical breakup," says Captain Alabaster. "We had every confidence in the airplane." Adds Ernest Rodley: "It was a perfect airplane as far as we were concerned. We were absolutely puzzled by the problems." The Ministry of Civil Aviation launched the largest aircraft accident investigation ever undertaken at the time, and the British Admiralty started a salvage operation—no easy task, given that the plane had gone down in 500 feet of water.

Within a month, the navy had brought up a big section of Yoke Peter's tail, along with skin from the fuselage and miscellaneous other parts. The wreckage was taken to the Royal Aircraft Establishment at Farnborough, England, for scrutiny by scientists and engineers. After investigators concluded that "there appeared to be no justification for placing special restrictions on the Comet aircraft," the planes began flying again. Public confidence remained high; every seat on the first resumed flight was filled.

But on April 8, even as Yoke Peter's remains were still being assembled at Farnborough, a South African Airways Comet on a flight from Rome to Cairo lost radio contact at 35,500 feet

intervals. Around-the-clock testing aged the Comet nearly 40 times faster than actual service.

Did You Know?

That the roundel on ADF aircraft didn't always contain the image of a Kangaroo? Originally, it was similar to the British RAF roundel (shown as 'Type D' in the image below), but in 1956 a vote was taken by serving RAAF personnel. They were given the choice of adopting the existing roundel with an additional (unspecified) national symbol, or to adopt a new roundel with a Kangaroo at its centre, either standing erect or jumping. A small number of aircraft carried the 'erect' kangaroo as an example, as can be seen in the images below.

The vote returned 81% in favour of the 'Kangaroo in motion', and the new design was approved later that year but for the fuselage only (the Roundels on wings would follow nine years later, although the RAN adopted it in all roundel positions).

Search for a Kangaroo – 'standing' WWI Minchinhampton or 'leaping' WWII 456 SQN

Consideration for a kangaroo as the national marking had come from several quarters, and in March 1955 the RAAF Air Board formalised the proposal. Most credibility was towards a leaping or a standing "erect" kangaroo, over other ideas of a southern cross and a boomerang, and the marking should retain the traditional red, white and blue. The Air Board recommended on 3 JUN 1955 that new roundels should undergo service trials on two Sabre aircraft, and a standing kangaroo on one Sabre was shown in Melbourne's *The Age* on 13 SEP 1955.⁶⁰ This has perhaps been misinterpreted as two Sabres having the erect kangaroo – it is probable that one of the Sabres had a leaping kangaroo. As part of the trial, on 13 OCT 1955 approval was also given to mark a Beaver bound for Macquarie Island with a new kangaroo-style roundel.⁶¹



In April 1956, a vote was taken of serving RAAF personnel, with the ballot form shown below. The choices were to retain the present roundel (1:2:3 'Type-D'), retain the present roundel with an additional national symbol, or to adopt a new roundel design with either a kangaroo "in motion" or "erect".

Pacific 2:5	Pacific 3:5	Type-A	Type-D	Kangaroo
1945-47 P-51Ds and P-51Ks	1945-48 CAC production up to including A68-108	1946-51 81WG BCAR Japan, then 77SQN	From 1948 Policy SIG/96 introduced JAN 1948	From 1956 Fuselage kangaroo introduced JUL 1956

The erect kangaroo of course had its origins with Oswald Watt in 1914 and his introduction of the marking at Minchinhampton in 1918. The leaping kangaroo was 456 Squadron "penny" kangaroo and had been carried on that Squadron's Mosquitoes over 1943-45.

In 1956, 9442 RAAF personnel voted, and 81% voted for the "kangaroo in motion". On 8 JUN 1956, the Air Board proposed to adopt the new roundel and approval was given by the Minister for Air on 2 JUL 1956.⁶² The kangaroo was adopted for the fuselage only – the wings would follow nine years later. But the RAN did decide to use the leaping kangaroo in all roundel positions, with the mainplane kangaroos facing forward and legs pointing inboard. The selection of the "kangaroo in motion" led to the overpainting of the RAF 'Type-D' roundels red centre with the red leaping kangaroo.

It has been suggested that the roundel on R.A.A.F. aircraft should be adapted to a more distinctive national design.

Accordingly, the existing roundel and two alternatives (illustrated below) are being submitted for the vote of all members of the R.A.A.F. Please register your vote for the design you prefer by placing a cross in the square opposite that design.

- Existing roundel
- "Kangaroo in Motion" roundel
- "Erect Kangaroo" roundel

If you have voted for the existing roundel (No. 1), do you think an additional symbol should be placed adjacent to it?

If so, illustrate your suggested symbol in the space below, and include a brief description of it.

and fell into the Mediterranean. Fourteen passengers and seven crew members were lost. Comets were immediately grounded for the second time in three months.

Prime Minister Winston Churchill now intervened. "The cost of solving the Comet mystery must be reckoned in neither money nor manpower," he declared. At stake were no less than the credibility of the British aircraft industry and the viability of jet aircraft worldwide.

Yoke Peter's reassembled pieces pointed to metal fatigue. But why? Pressurization was the leading suspect. Says Captain Rodley, who took part in the inquiry: "No one had taken into consideration the pressurizing cycles on the fuselage for a given time span, which were faster than the equivalent cycles in the slower, propeller-driven airplanes."

To gauge the effect of these cycles, an entire Comet fuselage was placed in a giant water tank, and its sealed interior filled with water. To simulate cabin-pressure changes in an aircraft climbing to 35,000 feet and then descending again, interior pressure was increased and decreased at three-minute



FIG. 6. AERIAL VIEW OF COMET G-ALYU IN TESTING TANK.

In the meantime, autopsy reports from the Italian pathologist who examined the bodies of victims of one of the crashes indicated they had died "by violent movement and explosive decompression." Evidence pointed to the catastrophic failure of the fuselage. The final clue, revealing the weakness in the Comet's structure, turned up on June 24 in the tank at Farnborough, where the immersed test Comet had been subjected to the equivalent of 9,000 flying hours. Instruments

showed a sudden drop in cabin pressure, indicating that something had happened in the tank.

When the drains were opened and the water flooded out, scientists stared in grim amazement. Repeated pressurization had caused the fuselage to split. One fracture started in the corner of a window atop the aircraft where radio aerials were housed and continued for eight feet, passing directly through a window frame in its path.

Closer examination showed discoloration and crystallization, telltale evidence of metal fatigue. At high altitude, after many pressurization cycles, the Comets' fuselages simply lost their ability to contain high air pressure, and the planes exploded with bomb-like force.

After the investigation, the Comet 1's future was sealed. It never carried another passenger. Neither did its would-be successors, Comets 2 and 3. Comet 4 was four years in production, and by the time it went into service it had been overtaken by developments in the United States. Fewer than 70 were ever built for airline service.

On July 15, 1954, test pilot Tex Johnston lifted the cream and-buff Boeing 367-80 (the famous "Dash-80," now in the collection of the Smithsonian's National Air and Space Museum) off the runway at Renton, Washington. It was the first flight of what would become a new jet airliner, the Boeing 707, with more than three times the passenger capacity of the Comet 1. It would enter service in 1958, at the same time as the much smaller Comet 4. In all, eight hundred and fifty-five 707s would roll off Boeing's assembly lines. The United States had entered the jet age, where it would maintain its dominance into the 21st century.

Still, Boeing had not got there first. That honour went to De Havilland and the Comet, which had made a shrinking world even smaller, changing forever the way its people travelled the globe. ✈

36-Second Quiz (answers on last page)

1. How many people could the Gannet T2 carry?
2. Which RAN aircraft featured an engine made by the same manufacturer as the airframe?
3. Was the Supermarine Seagull III carried on RAN ships capable of being launched by catapult?
4. List two RAN aircraft types that featured engines originally designed by Napier Aero Engines Ltd?
5. Which RAN ship was originally christened HMS Terrible?
6. Did Sea Furies have 2" or 3" RPs? ✈

Wall Of Service Order Update

The WoS administrator advises that order number #37 has now been submitted to the Foundry for the manufacture of plaques. The order contains the following names:

V.E.B. Di Pietro; D. Hinds; R.Golding; A.R. Mason; W.E. Cooper; T. Wynberg (dec); F. Driver; P.J. Cannell; G. Nicholas; J.F. Nestor; J. Bartels and A. Dakin.

Like everything, the price of manufacturing the plaques goes up each year, and 2017 was no exception. We get a very significant discount (a casual buyer would pay \$340.00+GST per unit), so the member price of \$160.00 (\$190 for non-members) represents terrific value.

The Wall of Service is a wonderful way to record and commemorate your service in the FAA. If you have not already bought a plaque you may wish to think about it, both to secure your place in FAA history and to avoid prices rises in the future. Full details can be found [here](#). ✈

50 Years On: Remembering Pat Vickers



On 22 February 1968 LCDR **Patrick John Vickers** was fatally wounded while piloting the lead aircraft in a mission to lift out troops of the 18th Army of the Republic of Vietnam (ARVN) Division near Xuan Loc. Descending to the pick-up zone, his aircraft was hit by enemy fire and he was wounded. The co-pilot immediately flew the helicopter to Blackhorse, landing on the

hospital pad within five minutes. Notwithstanding this prompt action LCDR Vickers died without ever regaining consciousness.

Pat Vickers was born on 28 June 1935 in Brisbane and raised by adoptive parents. Initially qualifying as a teacher, he joined the Navy in 1956 and graduated as a fighter pilot flying Hawker Sea Furies the following year.

Four years later Pat was promoted to LEUT and switched to flying helicopters, performing many rescues over the following years. In 1967 he helped form the RAN Helicopter Flight Vietnam, becoming commander of the EMU's 1st Platoon in the rank of LCDR. From his very first moment in Vietnam to the last, he served with distinction – earning a Mention in Dispatches and the respect of everyone he worked with.

You can read the story of Pat Vickers [here](#). ✈

50 Years On: Remembering Tony Casadio

[LEUT Anthony Casadio](#) lost his life in 1968 whilst serving on the RAN Helicopter Flight Vietnam. His aircraft crashed into the scrub whilst in company with other aircraft, and he and his crew were killed in the impact.

Tony's life was remembered in a "Last Post" ceremony at the Australian War Memorial on 30 January this year. For those that have not had the opportunity to attend these ceremonies, they are held daily at the AWM: a name from the Roll of Honour is chosen, a brief address is given, and the Last Post is played. Wreaths are then laid to remember the service given and the life lost.

At the time of going to press, it is expected that Tony Casadio's sister Virginia will lay a wreath in memory of her brother; RADM Neil Ralph will represent the FAAAA, and Robert Ray the Naval Association. Both CN and the US Naval Attache will be present. ✈

Albatross Demons Reunion

The Albatross Demons refers to the HMAS Albatross AFL club which has been in existence since 1968, but which recently merged with The Nowra Blues AFL club. It is now collectively known as the Nowra/Albatross Vikings. Many FAA members would have played with them over the years.

Noting the Demons are approaching their 50th year anniversary, there will be a reunion on Saturday 09/Sunday 10th June 2018, as follows:

Afternoon Sat 09 June: match at Tom Smith Oval;

Evening Sat 09 June: Function Bomaderry RSL;

Morning Sun 10 June: Recovery BBQ breakfast West St.

Further details are available from Duane Unwin on (02) 4424 5307 or 0413 805 644. ✈



HMAS Voyager Anniversary

10 February 2018 marks the 54th anniversary of the dreadful loss of HMAS Voyager, struck by HMAS Melbourne off Jervis Bay. Our website has a page devoted to the loss of the ship and 82 of her crew, and includes an eyewitness account by LCDR (later CDRE) **Toz Dadswell**, then the CO of 816 Squadron. You can read it [here](#).

For our Queensland readers, an **HMAS Voyager memorial service** will be held on Sunday 11 February, at the St Mary's Anglican Church at 455 Main Street, Kangaroo Point, Brisbane. Medals should be worn. POC is Ray Murrell 0412 608 507. ✈

Roll of Honour Update

A while ago we reported on the initiative to put the Australian Naval Aviation Roll of Honour on our website, with the aim of having a page devoted to every name on the Roll. Each page would tell something of the life and time of that person, and how they died in the service of their country.



The Roll is a sombre and sacred thing, and we do not treat it lightly. But it is so much more than just a list, for every name was upon it was a living, breathing person with hopes, dreams, triumphs and tragedies - and their story deserves to be told.

One or two people have helped with the project, for which we offer grateful thanks. In particular, **Kim Dunstan** has provided hours of careful research to track down the sometimes elusive details of many names. About 50% of the task is complete.

There are others still to be done and there are gaps in those we have. But even though it will always remain a work-in-progress we hope you will visit the [RoH website page](#) to dwell for a moment on those who were lost, but whom we will always remember. ✈

Age Shall Weary Them...



Ray Murrell recently posted to the **SEQ Birdies** Facebook page, advising of the Voyager memorial on 11 Feb and also making a plea for ex-Birdies to consider joining the QLD Division of the FAAAA.

As Ray put it, the current committee are all in their 80s and if the Division can't get new blood soon it will be forced to shut up shop. As the second most populous Division in the FAAAA this would be a disaster.

So, if you are in the Brisbane area and are prepared to help, please contact Ray [here](#), or fill out an on-line [application form](#). ✈

Have You Paid Your Membership Subscription?

At the time of going to press 51% of our members have yet to renew their membership subscriptions, which are now a month overdue. Please can you help us out by doing so? Aside from the benefits you receive, we rely on you to keep the Association going for a very modest fee (roughly the cost of one cup of coffee a month in your favourite café). Renewal details can be found on the final page of this newsletter. ✈

New Mystery Photo – No. 38



Here's a new Mystery Photo (courtesy of Phil Thompson), taken in 1980 so it is within reasonable memory span for most of us. Can you name the three individuals in the photo, and tell us what they have in common? Answers to the webmaster [here](#). ✈

Commemorative Port Cocks For Sale



HC723 Squadron reports that it has a number of Commemorative Port Cocks remaining from the 'paying off' ceremony of the AS350 Squirrel, and which are available to anyone interested in purchasing one.

The price is just \$56.10 each, not including post and packing.

If you are interested please contact Jerry Dibella on (02) 4424 2853 or email [here](#).

Answer to 36-second quiz. (1) The Gannet could normally carry three crew members, but the T-2 had an additional seat in the rear fuselage, positioned just forward of the rearmost crew seat. In the event of an emergency the occupant would have had great difficulty in escaping, which is probably why it wasn't used. (2) The De Havilland Sea Venom and Vampire both had a De Havilland engine. (3) No. The Seagull III was largely constructed of wood, which could not withstand catapult forces. The Seagull V was all metal and introduced the era of catapult operations. (4) The Seagull III was powered by a Napier Lion engine, and the Westland Wessex by a Napier Gazelle. (5) HMS Terrible was the original name of our first 'flat-top' aircraft carrier, HMAS Sydney. (6) Sea Furies had 3" RPs. No RAN aircraft sported 2" Rocket Projectiles, although the Tracker and A4 are reported to have been capable of firing 2.75" calibre.

KOREA – THE HUMAN STORY



The Webmaster is compiling a short history of the FAA in Korea, which will be a fitting extension to the Sea Fury and Firefly Heritage articles already in place.

This was the first time the RAN FAA was in a shooting war, and it remains so to this day.

History books are full of the technical information: times and dates, targets and statistics; but it is hard to find anything of the emotion of the experience - the routine of the flying program, the feeling in the ship; fears of never going home; the difficulties of coalition operations, and the limitations of the aircraft and the ship. Whether the war was considered just; and what those who fought thought about their enemies.

Can anybody help? You may have been there, and remember; or you may have books, or letters, or old photographs. Or you may be a history buff, or a hot-shot researcher. If so please can you contact the [webmaster](#), and assist in capturing this important part of our story.

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