



Slipstream

Established HMAS Albatross 1957



**The Quarterly Journal
of the
Fleet Air Arm Association
of Australia Inc.**

Volume 22 Number 1 Mar 2011




FOREWORD

The Fleet Air Arm (FAA) enjoys a proud history from 1948, when the FAA found its way post-WWII to *HMAS Albatross*, to the present day. Throughout this period, FAA members have operated at sea from Australian and Allied warships, or from shore bases, with their aircraft having served with distinction in operational theatres around the world as well as in civil emergency relief tasks.

All Australians have pride in the contribution of the FAA, in protecting Australia's national security interests and providing relief to those in need.

The FAA enjoys a reputation for operational excellence, a heritage of the effort and sacrifice of its members, all of whom played their part in serving Australia, a contribution that the Government and Australian people value highly.

The International Guild of Air Pilots and Navigators recently recognised 816 Squadron for their 20 years of continuous operations in the Middle East, an exceptional achievement by any measure.

The impending retirement of 817 Squadron's Sea King helicopter, which the Association will have fond affinity for, represents a milestone in the FAA's history. It will pass with fanfare and fond memory.

A bright and successful future is anticipated, with New Squadron 808 now formed and operating the first two MRH 90 'Taipans'. This represents the first step towards a re-armed and equipped FAA, through the acquisition of modern aircraft over the next six years.

Slipstream and the FAA link our present FAA personnel with those of the past, allowing knowledge to be retained and bonds to grow across generations. There is comfort in knowing that the caretakers of the FAA historical links are so active in our community.

I am confident the future of the FAA will be as exciting and vibrant as has been in its past.

Stephen Smith MP
Minister for Defence



Stephen Francis Smith MP

Born 12.12.1955 at Narrogin, Western Australia; is the Australian Minister for Defence. He has been an Australian Labor Party member of the Australian House of Representatives since March 1993, representing the Division of Perth, Western Australia.

- He is a barrister and solicitor by profession, having completed his Bachelor of Arts and Bachelor of Laws at the University of Western Australia.
- He also holds a Master of Laws from the University of London, and has lectured and tutored Law in London.
- From 1987-90 he was the State Secretary of the Western Australian branch of the ALP, and he subsequently became Senior Advisor to former Prime Minister Paul Keating.
- He lives with his wife and two teenage children in Perth.

He was born in Narrigon, Western Australia, and was educated at the University of Western Australia and the University of London, where he gained a master's degree in law. He was a solicitor, lecturer and tutor before entering politics. He was principal private secretary to the Western Australian Attorney-General, 1983–87 and State Secretary of the Western Australian Labor Party 1987–90. From 1990 to 1993 he was an adviser to Paul Keating, first as Treasurer, then as Prime Minister. He was instrumental in securing caucus support for Keating to defeat Bob Hawke for the Labor Party leadership in 1990 and thereby become Prime Minister.

He was a member of the Opposition Shadow Ministry from March 1996 until the November 2007 elections, which were won by the Labor party. He was Shadow Minister for Trade 1996–97, for Resources and Energy 1997–98, for Communications 1998–2001, Health and Ageing 2001–03 and Immigration 2003–04. He was Shadow Minister for Industry, Infrastructure and Industrial Relations from October 2004 until December 2006, when he was appointed to the position of Shadow Minister for Education and Training.

He was appointed as the Minister for Foreign Affairs in Kevin Rudds' Parliament on 3 December 2007 following Labor's win in the 2007 election and Julia Gillard appointed him as Minister for Trade in her first Ministry.

He was appointed Minister of Defence in the Gillard Parliament in September 2010.

Front cover :

The new squadron complex built between the old "Salvage Section-Igloo Hangar" and "J Hangar". This is to house the new MRH 90 Helicopters.

**Deadline for articles for next
edition is 13th JUNE 2011.**

LETTERS Editor

Maincheck 4

Word just in, our Patron is due to go into the Hangar at St Vincents for an unscheduled maincheck. Looks like the landing gear is in need of some adjustment and calibration. We wish him all the best and let him know that he will have to do his own test flight after the "700" is signed off.

Ed

From the President:

I had a meeting with the Williams Foundation board this morning. I was invited along with Brig Bill Mellor Ret'd, Australian Army Aviation Association to put our case for membership. After some discussion, both Associations' have been offered associate Board membership of the Foundation at no cost.

The Foundation is keen to receive articles on any aviation matters at a reasonably high level of importance in the ADF aviation arena.

The Foundation are a non profit think tank organisation that provides an important communication tool into government and senior defence officials on a wide range of defence issues.

The Foundation is sponsoring an ISR seminar in April 2011 and will also hold a one day ADF Aviation seminar in Sep/Oct 2011. Any FAA member can provide input into this organisation and if the letter or paper is of reasonable substance and interest for wider distribution, the article will be published on the Williams website.

Geoff Ledger

Members please note:

Quite a good suggestion has been put forward to the Editor regarding the possibility of holding a competition in each edition of the magazine.

All competitions must have rules so listed below are those that will cover this competition.

1. Free admittance to the Fleet Air Arm Museum is offered for any reader who can identify those in the photograph.
2. The winner must identify correctly each person in the photograph, the year it was taken and the occasion.
3. The winners must be fully paid up financial members of the Fleet Air Arm Association of Australia.

4. The judges decision is final— there is no higher authority.

This edition's photograph



If you have a suitable photo please forward it to the Editor for future use.

A SERVICEMAN'S WIFE.

Pamela Murphy, widow of WWII hero and actor, Audie Murphy, died peacefully at her home on April 8, 2010. She was the widow of the most decorated WWII hero and actor, Audie Murphy, and established her own distinctive 35 year career working as a patient liaison at the Sepulveda Veterans Administration hospital, treating every veteran who visited the facility as if they were a VIP.

Any soldier or Marine who came into the hospital got the same special treatment from her. She would walk the hallways with her clipboard in hand making sure her boys got to see the specialist they needed. If they didn't, watch out.

Her boys weren't Medal of Honour recipients or movie stars like Audie, but that didn't matter to Pam. They had served their country. That was good enough for her. She never called a veteran by his first name. It was always "Mister." Respect came with the job.

"Nobody could cut through VA red tape faster than Mrs. Murphy," said veteran Stephen Sherman, speaking for thousands of veterans she befriended over the years. "Many times I watched her march a veteran who had been waiting more than an hour right into the doctor's office. She was even reprimanded a few times, but it didn't matter to Mrs. Murphy. "Only her boys mattered. She was our angel."

Audie Murphy died broke in a plane crash in 1971, squandering millions of dollars on gambling, bad investments, and yes, other women. "Even with the adultery and desertion at the end, he always remained my hero," Pam told me.

She went from a comfortable ranch-style home in Van Nuys where she raised two sons to a small apartment, taking a clerk's job at the nearby VA to support herself and start paying off her faded movie star husband's debts.

At first, no one knew who she was. Soon, though, word spread through the VA that the nice woman with the clipboard was Audie Murphy's widow. It was like saying General Patton had just walked in the front door. Men with tears in their eyes walked up to her and gave her a hug.

"Thank you," they said, over and over.

The first couple of years, I think the hugs were more for Audie's memory as a war hero. The last 30 years, they were for Pam. One year I asked her to be the focus of a Veteran's Day column for all the work she had done. Pam just shook her head no. "Honour them, not me," she said, pointing to a group of veterans down the hallway. "They're the ones who deserve it."

The vets disagreed. Mrs. Murphy deserved the accolades, they said. Incredibly, in 2002, Pam's job was going to be eliminated in budget cuts. She was considered "excess staff." "I don't think helping cut down on veterans' complaints and showing them the respect they deserve, should be considered excess staff," she told me. Neither did the veterans. They went ballistic, holding a rally for her outside the VA gates. Pretty soon, word came down from the top of the VA. Pam Murphy was no longer considered "excess staff."

She remained working full time at the VA until 2007 when she was 87.

"The last time she was here was a couple of years ago for the conference we had for homeless veterans," said Becky James, coordinator of the VA's Veterans History Project. Pam wanted to see if there was anything she could do to help some more of her boys. Pam Murphy was 90 when she died last week.

What a lady.

Dennis McCarthy, Los Angeles Times on April 15, 2010 ~

For those that do not realise what decorations were won by her husband they are listed below:

Medal of Honour
Distinguished Service Cross
Silver Star (with oak leaf cluster)
Legion of Merit
Bronze Star (with oak leaf cluster and Valour device)
Purple Heart (with two oak leaf clusters)
U.S. Army Outstanding Civilian Service Medal
U.S. Army Good Conduct Medal
Presidential Unit Citation (with First Oak Leaf Cluster)

American Campaign Medal
European-African-Middle Eastern Campaign Medal (with One Silver Star, Four Bronze Service Stars (representing nine campaigns) and one Bronze Arrowhead (representing assault landing at Sicily and Southern France)),
World War II Victory Medal
Army of Occupation Medal (with Germany Clasp)
Armed Forces Reserve Medal
French Fourrag *À l'Être* in Colours of the Croix de guerre
French Legion of Honour - Grade of Chevalier
French Croix de guerre (with Silver Star),
French Croix de guerre (with Palm)
Medal of Liberated France
Belgian Croix de guerre (with 1940 Palm)
Additionally, Murphy was awarded:
* | the Combat Infantry Badge,
* Marksman Badge with Rifle Bar,
* Expert Badge with Bayonet Bar

Thanks to Don McLaren for the article

Hi Geoff,

This is Ben Matthews, ex-Cmdr (P) RAN.
Firstly, congratulations on becoming the National President of The Fleet Air Arm Association.

I was most surprised to see in your "Foreword" to Slipstream that on 2 occasions the word "Hanger" was used to describe a "Hangar".

I quote (not the exact words as it was many years ago) the instructor's words on my basic Naval Airman Course in 1949 :

Quote:

"Now make sure you always remember this - a "hangar" is a shed to protect aircraft from the weather and a "hanger" is someone who hangs people or is a wood or wire contraption to hang clothes on.

It comes from the French so it is different. And don't forget it!"

Unquote

Cheers Ben

I'm sorry I didn't pick the obvious error of my spelling of 'hangar'. My only excuse is the short time frame we had to put it in print.

Geoff Ledger

Goes to show also that people do actually read what is written in the magazine.

AVALON AIR SHOW

ITEM NAME: Fairey Firefly Mk I
 Reconnaissance fighter
 Ground attack, target-tug
 MAKER: Fairey
 OBJECT TYPE:
 aircraft, fixed wing, piston engined

DESCRIPTION:

Loaned out to Fleet Air Arm Museum Disposed of in 1949 and purchased by Svensk Flystjanst AB of Sweden and converted into a target-tug for the Swedish Air Force, and flew there for 13 years.

Owned by Skyfame Aircraft Museum then purchased in early 1978 by Imperial War Museum. Remained on display in its naval colours until September 1989.

Now wears the markings of Firefly DK431 of No 1771 Squadron RN when embarked upon HMS Implacable. Although the aircraft still retains its original serial Z2033 it now wears Pacific Theatre camouflage, with the code 275 on the fuselage, with the letter 'N' on the tail. Colourful nose art now adorns the aircraft with a map of Japan on the forward fuselage and the name 'Evelyn Tentions' just below the cockpit



Hi Wizzo,

Well another year gone and we still carry on I see from the last issue of Slipstream that you no longer have to worry about a haircut looks rather like a cut and polish job. remarkable how no one looks the same any more must be age. Anyway I am pleased to see you are fighting fit and as suave as ever.

I think you may through your readers be able to assist with a small problem.

My local butcher recently visited the museum and was very impressed by it all but was disappointed that he could not find any history of the S.A.R. squadron which operated out of Jervis Bay. His father Lt Cdr Harry C Lockyer was O.I.C. of the marine Section at J.B. from 1953 to 1955. He served with the R.N. during WW2 and came to Australia in 1947 after the war.

While his son Tim was over there he attempted to enter J.B. to see where he lived as a kid. He was of course refused entry. However while talking to a lady at the museum about any history

on the S.A.R. squadron he mention that he had been refused entry. The lady was kind enough to make a phone call to the duty Officer and arrange for him to get in . A PO met him at the gate and took him around the base. The house he lived in is now an admin office apparently. He was treated with great courtesy and wishes to thank firstly the lady for her thoughtfulness and the PO concerned for their help.

If there are any of your readers who served in the S.A.R.s at that time and knew Harry Lockyer we would be pleased to hear from them. Likewise if anyone has any photos from that time we should like to see them. We are happy to pay for the cost of copying them or if they forward them to me I will copy and return them in a couple of days.

My address is :

K.P.Fenwick P.O. Box 25 Koolunga S.A. 5464

My phone/fax is (08)88 466 080

My E-Mail address is pedrokendro@activ8.net.au

I hope you can assist me with this as I'm not looking to eating tough steak for the rest of my life. I hope to see a few of the boys at the F.E.S.R. A.G.M. in Adelaide in May.

Cheers but no Beers Pedro The Phat Phot.

In George Washington's days, there were no cameras. One's image was either sculpted or painted.

Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms.

Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted.

Arms and legs are 'limbs,' therefore painting them would cost the buyer more.

Hence the expression,

'Okay, but it'll cost you an arm and a leg.' (Artists know hands and arms are more difficult to paint)

As incredible as it sounds, men and women took baths only twice a year (May and October) Women kept their hair covered, while men shaved their heads (because of lice and bugs) and wore wigs.

Wealthy men could afford good wigs made from wool. They couldn't wash the wigs, so to clean them they would carve out a loaf of bread,

put the wig in the shell, and bake it for 30 minutes. The heat would make the wig big and fluffy, hence the term 'big wig..

' Today we often use the term 'here comes the Big Wig' because someone appears to be or is powerful and wealthy.

A Memorable Overseas Trip

In November 2010 we were fortunate to visit Korea as part of the Korean War Veterans Revisit Programme. There were ten in our group six Veterans three wives and one daughter, coincidentally three of us were Ex-Fleet-Air-Arm Ken Hegarty, Alan Cordell and myself, our coordinator John Simmons who kept us on the right paths was also Ex-Navy .

We travelled to Seoul where we were accommodated at the Lotte World Hotel the No1 hotel in Seoul which I'm sure all would agree, there were Veterans there from all Nations who fought in the Korean War, we joined up with the Commonwealth group New Zealand, Canada and United Kingdom a fine group of people.

Each day we were taken by coach to visit sites where these Countries fought and services were held at the Memorials at Kapyong the Australian Memorial I was chosen to read the prayer a real honour. We also visited Camp Bonifas the border with North Korea where we able to view the North Koreans who also viewed us it was strange feeling being so close and all the heavy security in place. We were in Seoul on Armistice Day which was held at the Seoul War Memorial, before the official Ceremonies were held we were privileged to have morning tea with our Prime Minister and Treasurer who were there at the time also present were the Australian Ambassador to Korea and our two Defence Attaches Colonel Stephen Beaumont and Lieutenant Commander Chris Smith they looked after us Chris was stationed at Albatross at one stage of his career.

Other highlights of our tour were a trip by Korea's KTX train [302 Kph] from Seoul to Pusan [Now Busan] where we visited the United Nations Memorial Cemetery a Service was held and Ken was chosen to lay a Wreath on the Memorial and a very good job he did as only an Ex F.A.A. member would do. A welcoming banquet in the Crystal Ballroom of our hotel where all Veterans were presented with the Korean Peace Medal, our final day was lunch at the United Kingdom Embassy with the U.K. Ambassador a wonderful day.

The organization and treatment we received from the grateful Korean People is something all on the tour will never forget.

All the Best

Kevin [Chick] Hawkins Ex-S.E.

Now please read SWMBO's version :

VETERANS VISIT TO SOUTH KOREA

(Details supplied courtesy of Claire Hegarty and Colleen Hawkins)

In early November, we accompanied our husbands—Ken Hegarty and Kevin Hawkins—on a wonderful trip to South Korea

as honoured guests of the Korean Government who had invited veterans of the Korean War to take part in the 60th Anniversary of the beginning of the war.

There were two other Navy people—John Simmons and Alan Cordell-an ex pilot- and some Army vets. We were with the Commonwealth Countries Group, mainly travelling with the UK contingent.

It was a 6 day visit and included a trip on the very fast train (302 kph) to Pusan which was great.

Luncheon at the UK Embassy and a highlight was morning tea with our Prime Minister, Julia Gillard and Treasurer, Wayne Swan and the Australian Ambassador..

This was just prior to an Armistice Day Service attended by World Leaders who were there for the G20 talks and all veterans from the 21 countries involved in the war.

This Service was held at the Seoul War Memorial Museum. Kevin gave a short speech here as well.

We were taken to the 38th Parallel and to the various Memorials for the participating countries. We weren't allowed to speak to any of the Guards at the DMZ nor they to us. Very stern people. Many people came up to us in the streets to shake our hands and bow to us so they all seemed to know who we were.

It was freezing cold and we-the girls –were able to buy a warm scarf, otherwise we weren't able to spend any money-everything was provided for our comfort by the Officials. All was first Class and our welcome was something to treasure. A couple of photos are included.

Claire and Colleen.



Hi Greg.

I accidentally came across a website through which the sister of an old shipmate was trying to regain contact, not having heard from him since 1973. Perhaps a Slipstream reader knows of his whereabouts.

He is Brian Francis "Jerry" O'Connor, and he and I did courses and served on various squadrons together late 50's early 60's

His sister last heard that he was working at Cockatoo but being my age he would certainly be retired now.

Though he was from Queensland, it seems that he settled in Sydney after discharge, and had only intermittent family contact. I have been in touch with his sister even managing to find a colour picture I took of Jerry, at sea in 1961, for her.

If any one can be of assistance Jerry's sister would be most thankful.

Contact details;

Margaret "Maggie" Gorton
80/18 Doolan Street
Nambour Qld 4560

Phone 07-54416212 or pondy69@bigpond.net.au

Thanks.

Ron "Swampy" Marsh.

The Value of a Drink

Sometimes when I reflect back on all the beer I drink I feel shame. Then I look into the glass and think about the workers on the barley mills and hop producing farms and all of their hopes and dreams. If I didn't drink this beer, they might be out of work and their dreams would be shattered.

Then I say to myself, "It is better that I drink this beer and let their dreams come true than be selfish and worry about my liver."

~ Jack Handy

"Well ya see, Norm, it's like this... A herd of buffalo can only move as fast as the slowest buffalo. And when the herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by the regular killing of the weakest members. In much the same way, the human brain can only operate as fast as the slowest brain cells. Excessive intake of alcohol, as we know, kills brain cells. But naturally, it attacks the slowest and weakest brain cells first. In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine. That's why you always feel smarter after a few beers."

Have we heard this before !!!

An excerpt from the RN FAAA

The Association continues to encourage all our members to continue to question the decisions made within the SDSR which effectively rule out a prime function of the Royal Navy's capability over the next 10 years. With Ark Royal now in Portsmouth for de-commissioning and All 'Harrier' aircraft grounded and shortly to be disposed of, (a mixed bag of 'Typhoon' and 'Tornado' aircraft of questionable utility being preferred) so the ability of the Navy to carry out deep water amphibious operations is destroyed. Attempting to resurrect the fixed wing capability in ten years time will be difficult, expensive and probably not fall to a regenerated Fleet Air Arm.

Below is a draft letter that is recommended to be used to bring the matter to the attention of all Ministers:

Dear Ministers,

Further the letter about the Fleet Air Arm from RADM Scott Lidebetter in the Times, it is very disappointing to this voter that the Coalition Government seems to have forgotten that the cornerstone of defence remains the Royal Navy and the Royal Marines.

92% of our trade and 24% of our internal trade goes by coastal SHIPPING. 70% OF THE Earth's surface is water and the vast majority of population centres are 100 miles or less from the sea. Ships are able to ply the world's oceans with more freedom than is possible by travel on land or even by air (where over-fly rights are required).

It follows that warships offer a flexibility that is not afforded by land or air forces. First among equals of surface ships is the aircraft carrier, offering a reach that is not possible for land-based aircraft and, among UK fighting aircraft, the 'Harrier' is still of remarkable utility. It would be instructive to see examples of what can and can't be done by a squadron of 'Tornado' aircraft ashore compared to a squadron of 'Harriers' at sea. Why this government is sea blind I do not understand. David Cameron should spend more time questioning the advice of his advisors, particularly those in the RAF.

On defence and the matter of naval fixed wing aviation in particular, I am one of many who feel let down by this government. It is not too late to review decisions made as a result of a flawed SDSR. I hope the government takes note. It seems to me, and many I know, that some rather dubious advice from air marshals, and in particular the last CDS, has clouded the judgement of the new government, perhaps bamboozled by the 70th Anniversary of The Battle of Britain.

Ever has this voter been so unhappy with a government's response to defence. For the government of an island trading nation to ignore the sea as you have done is, frankly, of considerable concern. I remain, however, broadly happy with the policies of other Whitehall departments given the state of the economy.

I will welcome a response as to how you personally consider the current severe degradation of our maritime defence as being a true reflection of any really detailed study of the UK's defence needs.



100 years of the Royal Australian Navy

Commencing in 2011 the Royal Australian Navy will commemorate the centenary of key historical events of significance to the Navy and the Nation.

Australia's Navy has been serving Australia with pride since Federation. It first came into being as the Commonwealth Naval Forces on 1 March 1901, as a small coastal defence force. In 1909, in response to increasing international tensions and the recognition that Australia needed to assume full responsibility for its broader maritime defence, the nation embarked on a significant naval expansion program. Its aim was to create a national navy capable of both defending Australia's maritime interests and contributing to regional defence.

To reflect this responsibility and maturity, on 10 July 1911, King George V approved Australia's request to have the 'Royal' prefix attached to the Navy's title.

This was promulgated on 5 October 1911, with the Commonwealth Naval Forces from this time known as the Royal Australian Navy.

Australia's new fleet took several years to build but, on 4 October 1913, the powerful flagship HMAS *Australia (I)* led a force of cruisers and destroyers into Sydney Harbour for the first time. The Australian Fleet was greeted by thousands of cheering citizens lining the foreshores; a moment of great national pride and importance, one recognised as a key symbol of Australia's progress to nationhood.

Less than a year later, as war loomed, the fleet was completed with the arrival of Australia's first submarines. The Royal Australian Navy went on to play a full and active part in defeating or deterring forces which threatened our national maritime interests during World War I.

2011 - Commemorating 100 years since King George V approves the title Royal Australian Navy

- Launch of Royal Australian Navy commemorative silver coin in Perth February 2011.
- Launch of two Royal Australian Navy commemorative stamps in June 2011.
- Publication of a historical book 100 years of the RAN in Sydney in June 2011.
- Reception and Navy band concert in Sydney in July 2011.
Reception in Western Australia in October 2011.

2012 - Commemorative events

- Commemorating 100 years of RAN chaplaincy - book published.

- Commemorating 100 years of RAN Rugby Commonwealth Rugby Cup.

2013 - Commemoration of the first RAN fleet entry into Sydney Harbour

International Fleet Review in Sydney in October 2013 including Australian and international ships and cultural and sporting events:

- Tall ship regatta.
- Australian Surf Rowers League Battle of the boats.
 - RAN Band concert.

2014 - Commemoration of 100 years of Navy's submarine service and Navy's contribution to World War I

- Receptions and ship visits to Celebrate of 100 years of RAN submarine service.
- Commemoration of RAN operations in New Guinea and the loss of AE1 in September 2014.
- Commemoration of the Australian New Zealand Expeditionary Force (ANZEF) troop convoy departure from Albany in November 2014.
 - Commemoration of the HMAS *Sydney (I)* - SMS *Emden* battle at Cocos Islands in November 2014.

2015 - Commemoration of Navy's service in World War I including Navy support to Gallipoli landings

- STS *Young Endeavour* world voyage in 2015 involving youth from Australia and New Zealand and engaging youth in Turkey in April 2015.
- Commemoration of Navy support to the Gallipoli landings and the loss of AE2 in April 2015.

The Director Navy Heritage Collection will support public agencies and museums for relevant commemorative events and exhibitions.

Navy will commemorate key events of significance at the national level.

Relevant naval associations may have plans for their own commemorative activities and they may submit a request via the Navy website to have their events listed in the Commemorative Events Calendar.

Points of Contact

Cptn G Kennedy -	02) 6265 5006	0404 822 391
Cmdr T Breukel -		0429 127 099
Lt Cdr S Nolan -	02) 6265 7985	0457 817 961

EARTHQUAKE IN CHRISTCHURCH

We flew to Christchurch on the 21st of February, picked up a hire car from near the airport and drove to my nephew's place south east of the city, near Cashmere. On Tuesday morning, we drove to the Antarctic Building by the airport, enjoyed being frozen, etc., and generally found it to be very well done so that we have no desire to go near the Antarctic!

We decided to cut the visit short and drive into the City Centre for lunch/coffee and general look around. Just short of the Centre, the car turned to rubber & went anywhere and everywhere—out of my control.

My first thought was that all 4 tyres had ruptured & the steering disconnected!. All cars stopped & people got out & then we realised that it had been a huge quake shock. The big trees were swaying around but luckily not falling. We drove a bit further into the City one way grid & could see the dust, flashing lights of a police car and fire engine and debris all over. We reversed back out of Colombo Street into a quiet street with no big buildings, parked & got out when another big shock hit nearly knocking us off our feet so we grabbed each other so as not to fall over!

There were people running around in shock, crying & hugging each other & probably some saying "good heavens Mrs Murgatroyd, what was that?" and so on. We walked a short distance toward the centre where there was still bits of masonry and buildings collapsing but then I thought –and said to Dee—"lets get the hell out of here now!"

We set off and found all of the streets flooding from broken mains and also the mud rising due to liquefaction-- never heard of that one before. There were cars and motor scooters already stuck in the awful mud. It was hard going as we had to constantly alter direction and streets to work our way to the North to get onto the ring road which we hoped would be in



better condition.

There were great lengths of water, road upheavals and mud so we just had to hope that the car in front didn't disappear into a

were ok and wend our way along the road/water/mud! We knew that if we got caught in the mud holes, that would be it.

Eventually we got onto John Ford Road and headed to the South and East , back past the Airport. The road there was ok but we had no idea of what to expect further on. The traffic had begun to get pretty heavy, as it had been closer into town. We came to an overpass so I hung back to let the cars ahead get clear and felt another couple of shocks then whizzed over fairly quickly in case of a collapse. During the run, there were a number of groups of people standing outside of their offices, some crying and others just hugging to comfort each other. All pretty stunned!

We eventually got onto Hoon Hay Road which was in pretty bad shape with some houses partially collapsed. The road had mud heaps, holes and mounds. The bitumen surface was in pretty bad shape as well. The nephew's house was ok, thank goodness and it was with huge relief that we pulled up outside, uninjured and alive! As I'd left my mobile in the house—no signal—no one there or here at home knew where we were except that all reckoned we'd be in the Centre having coffee/ looking around, etc. So, we all had a great tearful greeting and began to contact family & friends back here. The power & water were off but Michelle had an old phone which didn't need power so we could contact Australia.

The house was undamaged and still is ok although all of the severe aftershocks passed through it. There was another big shock last Saturday night—we felt it up near Amberley to the North. In our bedroom, a large, very heavy wardrobe had fallen onto our bed where normally Michelle would have placed a little boy of 2 years to sleep had our suitcases not been there. He would have been killed for sure!

We had a BBQ in the garage with candle power and amazingly power came back on at about 10pm. Water took some days so the family were able to collect water from delivery trucks for household use. That night, we all put our mattresses out onto the lounge & dining area floors and went to bed fully booted and spurred with doors unlocked so we could bolt in a hurry if need be. There were large aftershocks every half hour or so and the house would shake and rattle followed by some sort of sashay then off it would go. We all watched the ceilings and windows as they rattled away. It was a long and sleepless night. I can tell you. We drove off at around 8.30am heading out to Lake Tekapo, a good motel and long sleep.

What a business! My family reckon they'd had over 5000 shocks since the September quake. They had finally almost stopped when I phoned last Monday—for how long is the big question??

I had said to friends before we left home that I'd never before knowingly planned to go any place where we could be in harms way. In future I will stick to that!!

Barry and Dee Lister



Life in the current Fleet Air Arm

HMAS STUART Birdies prepare for OP Slipper in the MEAO.

As many readers will understand, Naval Aviation is a forever changing beast. HMAS MELBOURNE operated Sea Venom Fighters, Sycamore, Sea King and Wessex helicopters, Trackers and A4 Sky Hawks until 30th May 1982 when she was decommissioned. Aviation operations at sea have changed in the last 30 years and they are now a far different environment operating a single S-70B-2 Seahawk helicopter to the small flight deck of HMAS STUART. No only that, but we only have 190 Ships Company compared to the more than 1,350, including 350 Air Group personnel onboard Melbourne.



Loading a torpedo

A sea Draft for Birdies in the FAA these days consists of three distinct phases, and is likely to involve a 6 month Middle East deployment. Firstly the Workups, as will be discussed in this article, Secondly the deployment itself and thirdly the return to Australia, which we have 182 days to count down towards.

As mentioned, workups begin with Unit Readiness (UR), which is a 4 week process assessed by Sea Training Group (STG) and is used to direct, correct and formulate a plan in consultation with command and provides the ship with the core skills of operating at sea and allows the ship to deploy in international waters for a peacetime mission.

UR begins with shakedown. Shakedown is just that, it blows out the cobwebs and gets everyone on the ship, including the aviation department in a mindset that allows the basics of fire fighting, toxic hazards, floods and other ship emergencies to be dealt with (of course in fleet standard times).

For birdies that have not deployed on operations, the workup routine can be an overwhelming task. However with guidance

from their Oppo's and other ship mates the process seems less daunting as everyone becomes familiar with their roles and responsibilities.

816SQN Flight 1 joined HMAS Stuart on 30th Aug 2010, commencing workups for Rotation 25 in the MEAO. The Aviation department focussed on gaining aircrew currency (20hrs per month for pilots and 15 for Observers and Aircrewman) The flight also conducted flight deck training for the ships aviation team as well as a daily dose of damage control exercises. Safety briefs were presented by the Flight Safety Officer to all Ships Company to highlight the dangers of operating a turning, burning piece of machinery on, over and around a warship. Regular practice torpedo loading provided extra menace to deter the submarine for the anticipated CASEX's with HMAS COLLINS during the UR program.



Roomy Hangar

Workups for URE began on 20th Sep 2010 with the added safety enhancement of operating with night vision goggles (NVG). The NVG's not only enhance the aircrew situational awareness while flying the 21884lb Seahawk helicopter down to 100' at night over water, but also the ability to detect and identify contacts and the dreaded submarines feather on the surface at night, a capability only in its early days.

DC incidents that were dished out care of command and STG. For all those readers that have had the pleasure of serving or walking through an ANZAC class Frigate, we have DC responsibility from 1F AFT to the Flight deck and Quarter deck.

Numerous lessons were passed on from STG with the whole

ship including aviation completing URE with "Standard Achieved". The week after URE the Ships' Company then completed the mandatory pre-deployment briefs including setting up of wills, financial matters and support measures for you and our families when on deployment.



Going Down

The Flight moved into the MR (Mission Readiness) phase of workups conducting a series of defined evolutions focussed on providing top cover for boarding operations, surveillance for straights transits, flare firings and surface picture compilation. On 25th November MRE was complete and the flight was given "standard achieved" and now ready for operational deployment on OP Slipper in the Middle East Area of Operations (MEAO). The 21st November was an extra special day, as Tiger 75 celebrated her 4000th hour, with the obligatory birthday cake and flight photo the order of the day.

Standby for the next article, when Flight One INCHOPS to the MEAO.

LEUT Scott Gutterson

Flight records

Greetings,

I'm searching for information relating to a flight in an S2E Grumman tracker from Albatross to HMAS Melbourne sometime possibly November 1973.

The Surg Lt (Kingston) and I were onboard Melbourne at anchor in JB on the Sunday morning and I needed to reesterilize some packs I had as our autoclave had gone U/S. The Surg Lt requested a lift in the mail chopper back to the 'tross which was approved. During the course of the afternoon there were a series of vehicle crashes on both Nowra Hill and Albatross Rd necessitating "all hands to the sick bay".

It was not till late in the evening I suggested we contact the ship as we were supposed to have returned late in the afternoon by chopper. A call to the Comm. Cntr I was informed Melbourne had sailed and the airfield was closed.

Next morning I was able to arrange passage onboard a tracker doing "touch and go's" onto Melbourne. When finally we arrested onboard the look on Flyco's face was priceless. "Who's in the Sick Bay?" was his question as the Surg and the operating theatre L/S were both in the aircraft!!

I will be having dinner with Capt and Jo Stevenson this week and this will be another after dinner dit.

Viewing the Tracker warming up during our recent Melbourne Assoc Reunion at Albatross started me thinking I'd like to find out the details of the aircraft and the crew. How could this be achieved?

Regards

Phil Whitton LSBA (o)
whittons@ozemail.com.au

Perhaps someone's logbook will give up the required information

Rumours abound that the RAN may be acquiring an ex-RN Bay Class Landing Ship Dock (LSD) as a result of the UK MoD defence cutbacks.

The specifications for JP2048 Phase 4C as stated in the White Paper are: "a large strategic sealift ship to move stores, equipment and personnel".

"Based on a proven design, the new ship will have a displacement of 10,000 - 15,000 tonnes, with landing spots for a number of helicopters and an ability to land vehicles and other cargo without requiring port infrastructure."

One blogger sees this as basically a description of the Bay class, and that there was the expectation that we'd buy the design off the drawing board and contract either BAE Systems or Scheldt to build one.

"One of the Bays becoming available suits us perfectly: it saves us a fair bit of cash (budget is \$150-200 million, and I'd imagine we'll get one of the Bays for ~\$70-100 million, bear in mind the dollar is strong at the moment too), and it's available right now.

"Recall that at the moment the LPAs [Landing Platform, Amphibious] are experiencing some pretty major problems related to the age of the vessels, so getting the JP2048 P4C vessel into service by the end of next year would really get us out of a bind, since it'd allow the RAN to either repair only one of the LPAs or run the LSD(A) in parallel to the LPA but reduce the



burden on the LPAs (the Bay class run with a crew of about 60 so the RAN should be able to man one without too much difficulty)."



Another observer has doubts as to whether the RAN would cancel an LHD for the sake of a cheap LSD – pointing out that the LSD probably won't do the job of a dedicated fleet supply ship, which is what Success is due to be replaced with. However, he adds that a Bay class ship would be a perfect replacement for Tobruk (which is what they were designed for in any case).

It appears that at one stage the RAN was looking at the Dutch Rotterdam class as a replacement for HMAS Success - guess what? The Bay class is based on the self-same design. Even more interesting – Spain uses the same design, built by Navantia as the Galicia class.

A final comment: This could be an easy SRP win, if they buy a new-ish ship at mate's rates. Would it compromise RAN amphibious capability?

Not sure.

Does it matter?

Not sure.

But it's still probably worth looking into.

LHD launch paves the way for amphibious transformation

The hull of the first of the Royal Australian Navy's two new amphibious ships has been launched in Spain, heralding a new era for Australia's amphibious capability.

Chief of Navy Vice Admiral Russ Crane led the launch and said the event was enormously significant.

"These ships are officially known as Landing Helicopter Docks or LHDs and are the largest the Australian Navy has ever owned,"

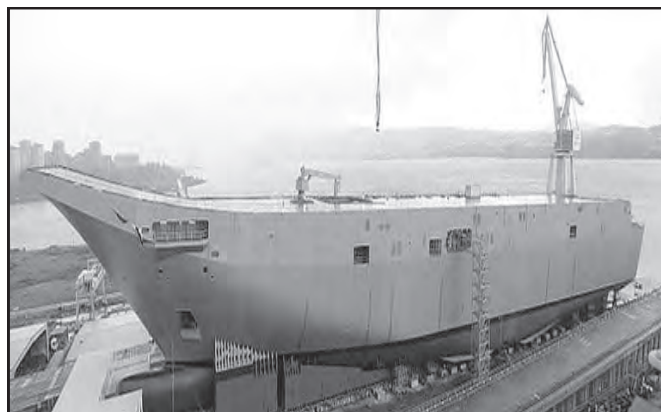
Vice Admiral Crane said.

"LHD01's hull launch was held at the Navantia dockyards at Ferrol in northern Spain with the event having a distinctly Australian feel, as children of Australian diplomats in Spain joined the official delegation, waving Australian flags".



A Canberra regional sparkling wine was broken over the Canberra Class ship's hull. Vicki Coates, wife of the late Rear Admiral Nigel Coates, who commanded the previous HMAS Canberra, was the 'launch lady'.

Vice Admiral Crane said that with a new generation in technology would come a new way of thinking in terms of how Navy would operate and crew this new capability.



"We are well progressed in our planning for the LHD arrival. I am confident we will have the people and the knowhow by the time the first LHD comes on line. Most importantly for now, this project is on time and on budget."

Both ships will be based at Garden Island in Sydney. Crewed by all three services, the LHD will mark a significant strengthening of the ADF's amphibious capability and tri-service culture.

First of class, HMAS Canberra (LHD01) will arrive in Victoria next year where it will be fitted out before being accepted into service in 2014 with sister ship HMAS Adelaide (LHD02) to follow the year after.

The ships, will be the largest ever operated by the RAN, and will be capable of operating up to eight helicopters, plus carry troops and equipment for all three Services.

The Australian Government announced the new ships in 2007 when it said the two 27,000 tonne Navantia landing (LHD) ships would be built at a cost of about \$3 billion.

The philosophy behind the purchase was to add significantly to Australia's military capability and to also help with disaster relief. The ships would be able to land more than 1,000 personnel along with their vehicles - the M1 Abrams tanks, artillery and supplies, and use helicopters and water craft integrated with amphibious operations.

About a quarter of the construction work on the landing ships will take place in Australia, generating about 600 jobs.

The superstructure would be constructed and the majority of the fit-out would be completed in Melbourne with an estimated value of about \$500 million. The majority of the combat system design and integration work would take place in Adelaide and the value of that work would be up to about \$100 million.

LHD PERFORMANCE

	Max	20.5 kts
Speed	Top (Normal)	19.0 kts
	Economical	15.0 kts
	Standard	6,100 nm at 15 kts
Range	Option	7,050 nm at 12 kts
	Core Complement	50 days

PLATFORM CHARACTERISTICS

Length	Overall	230.8 m
	Waterline	207.2 m
Beam		32.0 m
Draught		7.18 m
Displacement	Maximum	27,851 t
	Crew	243
Complement	Embarked Forces	978
	Crew	36
Additional	Embarked Forces	146



R.A.N. in VIETNAM
16 -19 August 2011
HOBART TASMANIA

The Tasmania Branch of the Vietnam Veterans Association of Australia will mark Vietnam Veterans Day 2011 by commemorating the role of the R.A.N. in Vietnam. The city of Hobart will be the venue.

The broad and varied role performed by the R.A.N. in Vietnam is little known or understood and inevitably as the years begin to slip by with increasing rapidity, a valuable and important part of our heritage is gradually in danger of being lost.

While Vietnam Veteran's Day has been set aside on the calendar to remember and pay tribute to our fallen comrades, we must never lose sight of the fact that Australian losses were incurred across all the service arms.

Guest Speaker will be VADM D.W. Leach A.C., C.B.E., L.V.O., R.A.N. (Ret).

An invitation is extended to all serving and ex-service RAN personnel, their families and friends, to attend the lead up functions commencing on 16 August culminating with the 18 August commemoration service. Our invitation is also extended to the families of veterans whose husband or father, or brother served in any of the R.A.N. Vietnam assets.

RANHVV- QUEENBOROUGH-HOBART-VENDETTA-
 CDT 3-PERTH-VAMPIRE-QUIBERON-JEPARIT-SYDNEY
 -ANZAC-STUART-SWAN-DUCHESS-MELBOURNE-
 BOONAROO-BRISBANE-YARRA-TORRENS-
 QUICKMATCH- PARRAMATTA-RAN MEDICAL TEAMS-
 RAN (SHORE BASED) LOGISTICAL SUPPORT
 PERSONNEL.

To register your attendance, please include the names of those attending, ship/unit, email address and the State travelling from. Early registration is requested to assist the planning organisers. Accommodation offers have been negotiated with a number of hotels in Hobart and is available together with a full itinerary of events to all those who have registered. We need your support to ensure that the Role of the RAN in Vietnam commemorations becomes an informative and memorable event.

To register please contact :

Warwick Luttrell
Tasmania Branch President
Vietnam Veterans Association of Australia
vvaataspres@aussiebroadband.com.au
Telephone (03) 6431 2627
Mobile 0408 333360

THE FLEET AIR ARM ASSOCIATION OF AUSTRALIA WEBSITE

faaaa.asn.au

The FAAAA Website is there to help promote the Association. Divisions and individuals might like to make more use of it, which in turn would let others know that we are an active Association.

The Website has a 'getting in touch' area where anyone can post a message, either to find a former colleague or to ask a question. Again this could be better used, and the more information that is posted, the more people will be attracted to the website, and thus to the Association.

The website has recently undergone a re-design to simplify the main menu and to make information updates/additions easier to find.

A lot of info, including historical info, has been updated / simplified as part of the re-design.

Essentially, the more the Association uses the website (to publish information), the more readership it will attract.

The new concept is:

Home page -

The menu reads:

Home - What's New (Date) - About Us - News/Information - Contact Friends - Pictures - Links

Then comes a picture of the FAA's most recent helicopter and an air crewman. (This picture can be easily changed periodically.) Below the picture are several major, recent news items.

At the foot of the home page (and in fact on all pages) are links to 3 files - Disclaimer, Contact Addresses, and Webmaster.

2nd level pages -

These are the main pages you reach by using the links on the home page. They have the same menu as the home page except that the What's New page does not contain a date. They also use a smaller version of the home page picture. Again it is easy to change this picture if the home page picture changes. They have a standard-sized heading, followed by relevant text.

Please keep in mind that although a lot of the menu categories have disappeared, you can still access all material which was on the previous website.

Divisions and Members are encouraged to make greater use of the website in particular much more information could be forthcoming from all Divisions as this section of the website is under utilized.

Our Webmaster Harley Dadswell (to be replaced shortly by Peter Welsh) is only to happy to assist both Divisions and Members to make the website one of their main means of communication with other Divisions and Members

Thanks must go to Harley for the fine job he does of maintaining the site in such an efficient manner and for ensuring that all relevant information is posted as soon as possible

“To all Divisions and Members it is your Website please make more use of it”

Dick Martin

To all Navy /ex-Navy Personnel

The HMAS Sydney & VLSVA(Vic Inc.) have designed a special R.A.N. 100th Anniversary Embroidered Badge. The designed has been approved by the Navy.

You can have this badge embroidered on a Polo shirt to mark this special occasion.

As the badge is quite intricate, (over 30,000 stitches) the price is a little more than our normal Polo shirt.

eg.

1. Polo:

Anniversary badge left Breast. Right Breast, your name and years served underneath = **\$35.00**

2. Polo:

Anniversary badge left Breast, years served underneath. Right Breast, Ships crest (eg VENDETTA), your name underneath = **\$37.00**

The badges can also be embroidered on rugby tops, chambray shirt and reversible vests. Prices available on request.

Full details and order form can be found on the associations website: <http://hmassydney.com/poloshirts.html>



THE AUSSIE DUNNY

They were funny looking buildings, that were once a way of life,
If you couldn't sprint the distance, then you really were in strife.
Some were nailed, while some were wired, but most were falling
down,
There was one in every yard, at every house, in every town.

They were given many names, and some were even funny,
But to most of us, we knew them as the outhouse or the dunny.
I've seen some of them all gussied up, with painted doors and all,
But it really made no difference, they were just a port of call.

Now my old man would take a bet, he'd lay an even pound,
That you wouldn't make the dunny with them turkeys hangin' round.
They had so many uses, these buildings out the back,
You could even hide from mother, so you wouldn't get the strap.

That's why we had good cricketers, who didn't mind the bumps,
The pathway was the wicket and the dunny door the stumps.
Now my old man would sit for hours, the smell would rot your socks,
He read the daily back to front in that good old thunderbox.

And if by chance that nature called sometime throughout the night,
You always sent the dog in first, for there was no flamin' light.
And the dunny seemed to be the place where crawlies liked to hide,
But never ever showed themselves until you sat inside.

There was no such thing as Sorbent, no tissues there at all,
Just squares of well read newspaper, a hangin' on the wall.
If you had some friendly neighbours, as neighbours sometimes are,
You could sit and chat to them a while, if you left the door ajar.

When suddenly you got the urge, and down the track you fled,
You played dodgems with the magpies who tried to peck you on
your head.
I remember when the big wet came, and the rain it never stopped,
If you had a really urgent call, you had to run between the drops.

The dunny man came once a week, to these buildings out the back,
And he would leave an extra can, if you left for him a zac.
For those of you who've no idea what once was called a zac,
Then you're too young to have ever had, a dunny out the back.

Last night I got so drunk that when I got to the bottom of the stairs, I
took off my shoes, coat, top, trousers and underwear.
Then I crept upstairs very quietly, so as not to wake the kids or my
other half. It was only when I got to the very top I realised I was still on
the bus home.

Veteran to Veteran

When a Veteran leaves the 'job' and "retires" to a
better life, many are jealous, some are pleased, and others,
who may have already "retired," wonder if he knows what
he is leaving behind, because we already know.

1. We know, for example, that after a lifetime of
camaraderie that few experience, there will remain a long-
ing for those past times.
2. We know in the Military life there is a fellowship which
lasts long after the uniforms are hung up in the back of the
closet.
3. We know even if he throws them away, they will be on
him with every step and breath that remains in his life. We
also know how the very bearing of the man speaks of what
he was and in his heart, still is.

These are the burdens of the "job". You will still look at
people suspiciously, still see what others do not see or
choose to ignore, and always will look at the rest of the
Military world with a respect for what they do; only grown
in a lifetime of knowing.

Never think for one moment you are escaping from that
life. You are only escaping the 'job' and merely being
allowed to leave 'active' duty.

So what I wish for you is that whenever you ease into
"retirement", in your heart you never forget for one moment
that you are still a member of the greatest fraternity the
world has ever known.

NOW! Civilian Friends vs. Veteran Friends Comparisons

CIVILIAN FRIENDS: Get upset if you're too busy to talk
to them for a week.

VETERAN FRIENDS: Are glad to see you after years, and will
happily carry on the same conversation you were having the
last time you met.

CIVILIAN FRIENDS: Will take your drink away when they think
you've had enough.

VETERAN FRIENDS: Will look at you stumbling all over the
place and say, 'You better drink the rest of that before
you spill it!' Then carry you home safely and put you to
bed.

A veteran - whether active duty, "retired," or reserve- is
someone who, at one point in their life, wrote a blank cheque
made payable to 'Their Government and Nation, for an amount
of up to and including my life'



Elder Associates

Nowra's Fleet Air Arm Museum appeals to many people on different levels, some come to be educated or entertained while others come to reminisce about their service life or that of a family member.

Museum Manager & Senior Curator Mr Terry Hetherington can recall many occasions when, either by accident or intuition, he has stopped and spoken to visitors and discovered they have a deep personal or family connection to the Navy and the Fleet Air Arm in particular. "From the perspective of an historian and curator these occasions are invaluable", Mr Hetherington says. One of these occasions occurred when the Inasmuch Retirement Village visited the Museum last year. The group were admiring a model of the first Australian seaplane carrier, the HMAS ALBATROSS, when Mr Hetherington was, fortuitously, walking past. One of the residents, Mr Ron Rowe, was inspecting the model a little more intently than the others and when Mr Hetherington stopped to talk to the group he discovered that Mr Rowe had served on board the Albatross as a Royal Marine when it took part in the D-Day landings at Normandy in 1944.



Mr Rowe told Mr Hetherington he had a photo of the Albatross which he would donate to the Museum and in January this year Mr Hetherington visited the retirement village to accept this very generous gift. It was obvious that Mr Rowe's room at Inasmuch contained only the most treasured objects of his 89 years and the fact that he still had the photo of the Albatross was an

indication of its importance to him.

While very frail, Mr Rowe was able to talk about his life as a marine during the war years; the ships and engagements in which he had served during his 9 year career as a Royal Marine and the family connection with military life as evidenced by the photograph of his father, Sergeant Walter Rowe, in his British Army uniform which held pride of place. "A very brave man" Mr Rowe said of his father who was awarded the Military Medal and Bar.



Another topic of conversation was, of course, the photo of the Albatross which Mr Rowe said was taken at Sierra Leone.

Sadly, just two weeks after this visit Inasmuch staff rang to tell Mr Hetherington that Mr Rowe had passed on.

Mr Hetherington says he feels extremely privileged to have met Mr Rowe saying "Gentlemen of his stature and background are gradually but surely fading away, and it is an honour to now have a tangible part of his history preserved in the Museum."

Replacement Windows

Last year I replaced all the windows in my house with that expensive double-pane energy efficient kind, and today, I got a call from the contractor who installed them. He was complaining that the work had been completed a whole year ago and I still hadn't paid for them.

Hellloooo,..... just because I'm blonde doesn't mean that I am automatically stupid. So, I told him just what his fast talking sales guy had told me last year, that in ONE YEAR these windows would pay for themselves! Helllooooo? It's been a year! I told him.

There was only silence at the other end of the line, so I finally just hung up.



MOMENTS IN TIME



Anzac Day - Junction Street Nowra—1950



Mulvanny	?	?	?	?	?	?	?	Cundy	?
?	Nugent	?	?	?	?	?	?	Carroll	Cornell
?	Hilliard	?	Jenkins	Duggan	Smith	Giese	Boyd	Morgan	?
Lt Cdr Sykes									



MOMENTS IN TIME



Guard of another type and era - GG's Guard
A couple of faces are familiar



How many of these can you pick ?



RANC Building Upgrades

Over the past two years the RAN College at Jervis Bay has been undergoing a major facilities upgrade and the reconstruction of Geelong House and Cerberus House is almost complete. Ailsa Chittick, the Collections Curator, has provided significant assistance in the form of historical photographs of College activities since 1913, and biographies of notable College graduates to enhance the interior of these buildings. Ailsa has received great support from Toz Dadswell in compiling the biographies, which, is an extension of the historical research Toz has been doing at CRESWELL for several years. The buildings retain their heritage exteriors and have been transformed internally with ultra-modern academic and recreational facilities.

Visit by Mrs Sandy Neilson

In late January Mrs. Sandy Neilson and her two teenaged daughters paid a sentimental visit to Nowra and ALBATROSS. The visit coincided with the tenth anniversary of the fatal aircraft crash involving her late husband, SQLDR Murray Neilson RNZAF. The Neilson family were hosted for a Base tour and spent quite a while in the Museum looking at 2 Squadron memorabilia and photographs.

National Vietnam Veterans' Museum

An agreement is in place with the National Vietnam Veterans Museum, located at San Remo, Victoria, for the long-term loan of Westland Wessex 831 to exhibit in their museum. A technical team visited during the first week of February to prepare the aircraft for road transport to Victoria. When installed, the Wessex will compliment an Iroquois cabin section also on loan from the FAAM.

Visit by Mr. Keith Payne VC, OAM

In cooperation with the Nowra-Greenwell Point RSL Sub-branch, the FAAM was privileged to host Mr Keith Payne VC, OAM, and Mrs Florence Payne, on 18th February. Mr and Mrs Payne spent a week in Nowra as guests of the RSL and attended many official and social functions in their honour. Captain Stefan King RAN and the staff of HMAS ALBATROSS welcomed the Payne's for a tour of the base, as did Captain Jaimie Hatcher RAN, at HMAS CRESWELL.

RANHFV veterans and Nowra RSL executives held a lunch at the Museum for Keith and Florence, after they had been flown to

and from CRESWELL in the RAN Historic Flight's 'Iroquois' helicopter, courtesy of the OIC, CMDR Graeme Hawkins and pilot CMDR Stuart Harwood. This was Keith Payne's first Huey flight since completing his service in South Vietnam, and the only helicopter flight his wife Florence had ever experienced.

Air-shows

The annual 'Wings over Illawarra' air-show was held at Albion Park Airport on 27 Feb with major participation by FAA elements from HMAS ALBATROSS. The RAN Historic Flight's 'Iroquois' helicopter was a popular attraction as ever, and the Museum also staged a public display. Hard on the heels of this air-show, the biennial Australia International Air-show in Avalon, Victoria was held from 2- 6 March and many of the same FAA participants attended Avalon.



Hawker Sea Fury

Hundreds of visiting military and civilian aircraft created a great spectacle for the estimated 170,000 public and trade visitors at the show. The Museum's exhibition was ideally located in a large marquee with other FAA and RAAF Squadrons, adjacent



B-1B Bomber

to the Historic Flight Iroquois, and the current Sea King, Sea Hawk and Squirrel helicopters.

Museum Activities and Events

As part of our contribution to the region's cultural heritage, the Museum is coordinating this year's round of Shoalhaven Museums and Galleries working breakfasts. Managers and curators from all the local institutions gather monthly at a chosen venue to share matters of mutual interest. Ailsa Chittick planned the first event for the year at the FAAM and the Shoalhaven City Council Tourism Manager, Mr Tom Phillips, was our guest speaker. A good example of the cooperation that exists between the Shoalhaven Museums and Galleries is the loan by FAAM to the Lady Denman Museum at Huskisson of a collection of WW2 artefacts for their latest exhibition 'There's a War On'.

Ian Chorlton and his technical volunteers continue to uphold very high standards of presentation and restoration within the main hangar and the ongoing Gannet engine rebuild is at a turning point. Ian has commenced the reassembly process and within a few months the exhibition will be back in operation.

In coming weeks there will be a visit by veterans and members of the Spitfire Association of Australia, including our stalwart member Nat Gould, and they will be visiting 723 Squadron and the yet-to-be commissioned 808 Squadron, as well as the Museum and Historic Flight. With Easter approaching, the school holidays will bring the usual increased visitor numbers. This year ANZAC Day coincides with Easter Monday and the Museum will feature a special ANZAC display to also highlight the Centenary of the RAN in 2011.

Visitor numbers to the Museum have been consistent with previous years, and figures for January averaged 110 per day, dropping down to about 35 per day for February and March. Our TV advertising campaigns during the school holiday periods have been most successful, and will continue to be used as the principal means of promoting the Museum.



In an earlier issue of Slipstream I featured photographs of a Tracker formation over Jervis Bay. Graeme Hawkins sent me this email and photo recently that adds further detail to that event.

"I can give you details about the photo of the 3 aircraft in the break. The photo was taken 08 March 1984. It was taken from the ramp of a Caribou.

The lead aircraft (847) was flown by LCDR Richard Scott and I believe LEUT Greg Tindall was his TACCO.

The second aircraft (851) was flown by SBLT Graeme Hawkins and his TACCO was SBLT Chris Porter.

The third aircraft (856) was flown by SBLT Andrew Davis and I believe his TACCO was SBLT Steve Elms.

I have attached another photo taken the same day."

TERRY HETHERINGTON
Manager

In the late 1700's, many houses consisted of a large room with only one chair. Commonly, a long wide board folded down from the wall, and was used for dining. The 'head of the household' always sat in the chair while everyone else ate sitting on the floor.

Occasionally a guest, who was usually a man, would be invited to sit in this chair during a meal. To sit in the chair meant you were important and in charge. They called the one sitting in the chair the 'chair man.' Today in business, we use the expression or title -

'Chairman' or 'Chairman of the Board.'

Personal hygiene left much room for improvement. As a result, many women and men had developed acne scars by adulthood.

The women would spread bee's wax over their facial skin to smooth out their complexions. When they were speaking to each other, if a woman began to stare at another woman's face she was told,

'mind your own bee's wax.'

Should the woman smile, the wax would crack, hence the term 'crack a smile'.

In addition, when they sat too close to the fire, the wax would melt . . . Therefore, the expression 'losing face.'

Ed,

I Am currently reading a book on HMAS PERTH 1 by Kathryn Spurling, titled "CRUEL CONFLICT".

I have included a couple of excerpts from the book that may be of interest to our older members. To them these named persons will be well known.

In chapter 3, part of a paragraph reads as follows.

'One crew member who would have stayed on the cruiser was Victor Zamit, a Maltese sailor attached to the ships canteen. When Victor joined, he had spoken very little English and the sailors took it upon themselves to teach him the language. Unfortunately, the language he was exposed to was liberally accented with aussie swear words best avoided except within the mess decks on RAN ships. Once he had to speak to some Sydney suppliers to replenish stocks. The suppliers were unimpressed with the hapless Zamit's use of English and called the police. After a police interview the RAN decided it was in Victor's interests to be sent ashore to a canteen and give him corrective English.'

Also in Chapter 3 is.

'One of the congregation points on PERTH was the canteen, and one of the more popular individuals on board was Alfred Hawkins who ran it. along with staff of three civilians; he sold items not on RAN issue, from shaving cream to tooth brushes, postage stamp to cigarettes, which those on board greatly appreciated.

Born in 1900 Hawkins had enlisted in the RAN as an engine room artificer in 1921. In June that year he joined the ships company of the RAN Flagship Australia, but had scarcely had enough time to acquaint himself with the ship before he was sent to Brisbane six months later, then six months later to Melbourne.

Additional training involved shore time and a draft to Platypus and Swordsman. He did not enjoy himself on either ship and, although he qualified as an ERA 11 by 19228 he began to wonder about his chosen path .

Alf had also married and he and his wife Florence had a son Alfred, named after his father and grandfather.

The ERA had applied for discharge ten months prior to the end of his twelve year service, and the RAN agreed on condition that he gains selection as canteen manager of HMAS Albatross (the Ship).

Three years later he was canteen manager of Moresby and then Adelaide. The irony was in fact that life as a canteen manager meant as much time at sea as a sailor. Recognised as one of the most experienced and capable

canteen managers, he joined the new Cruiser (Perth) in July 1939. At least there was an added dimension to service on Perth; now as his sixteen year old son Alfred joined him on staff along with John McCullan and Ken Borough.

The two Alfred Hawkins were confusing so the ships company referred to the ever cheerful senior as "Happy".

Also Chapter 3, alludes to when the Perth is along side in Malta with a merchant ship "Essex" berthed aft.

During an air raid, Perth was damaged and the "Essex with 4000 tons on ammunition took a direct hit and was set alight"

- Several of the Perth's Crew fought the fire on the Essex. The Perth's party successfully extinguished the flames before the dangerous cargo could ignite; several of these men received bravery awards one of these awarded a BEM was a canteen manger "Happy Hawkins".

Same "Happy" we knew !!

Yours Aye
Barry Simpson

A must read for Grandparents..

At one point during a game, the coach called one of his 9-year-old players aside and asked,

'Do you understand what cooperation is? What a team is?'
The little boy nodded in the affirmative.

'Do you understand that what matters is whether we win or lose together as a team?'

The little boy nodded 'yes'.

'So,' the coach continued, 'I'm sure you know, when a free kick is given, you shouldn't argue, curse, attack the referee, or call him a dickhead. Do you understand all that?'

The little boy nodded 'yes' again.

He continued, 'And when I take you out of the game so another boy gets a chance to play, it's not good sportsmanship to call your coach 'a dumb arse' is it?'

The little boy shook his head 'NO'.

'GOOD', said the coach.

'Now go over there and explain all that to your grandmother.'

Fleet Air Arm Association of Australia

Blazer Order Form

Blazers made by C E Wise 780 – 782 High Street Thornbury Vic 3071

Tel 1300 700 000

Fax (03) 9484 2212

Web Address: <http://www.cewise.com.au/>

Email: sales@cewise.com.au

Specification: 80%wool / 20%polyester jacket with FAAA monogram.

Price: \$209 (including GST) postage included.

How To Order?

Irrespective of whether you order via the *internet*, *fax* or *post* we will need the following details:

Full Name _____

Postal Address _____

Contact Details (Home) _____

(Mob) _____

Credit Card details (including expiry date) _____ (expiry) __ / __

Security code (last three digits on number on back of card) X X X X / ____

Chest Measurement in cm or inches _____ Height _____ (in cm or inches)

By Internet go to: <http://www.cewise.com.au/>

Click on “Online Uniform Shops”

Click on “Fleet Air Arm Association of Australia” and follow the prompts.

By Fax: Fax this completed form to: (03) 9484 2212

By Post: Post this completed form to: CE Wise Pty Ltd. 780 – 782 High Street Thornbury Victoria 3071

By phoning us on 1300 700 000 and asking for assistance

On receipt of your order we will manufacture and dispatch to you a standard size FAAA blazer which corresponds to your chest measurement. This will be sent to your postal address within 14 - 21 days. Should the blazer need alteration we ask you to return the blazer along with a completed alteration form (which will be mailed to you with your blazer) and we will make a specially fitted blazer. There is no cost for either the alteration or the subsequent delivery.

Plaque Application Form for "Fleet Air Arm Wall of Service"

PLEASE PRINT DETAILS CLEARLY - ERRORS CANNOT BE CORRECTED AFTER CASTING

Name:

/No.:

Address :

Email :

Rank / Rate (official listing on completion of service) :

Perio Period of Service : (month /year to month / year)

Qualifying Postings / service :

RAN uniformed personnel who were posted to a RAN squadron, or to the Air Department of a RAN ship or Shore Establishment are qualified to have their name placed on the Wall.

Non RAN personnel – postings or attachments must be to an **actual Squadron or FAA Facility**. Postings to ships companies do not qualify.

Final approval is by the Executive Committee of the NSW branch. An appeal to a decision may be made to the National Executive Council of the FAA of A for final determination if the original application is refused. Some more precise service information on these matters may be requested by the approval committee.

Costing : \$110.00 (Cheque / money order to be attached to application . Made payable to FAAA of Australia - NSW Division)

The Administrator
WOATA I. Warren
C/- FLEET AIR ARM MUSEUM
HMAS Albatross
Naval Post Office
Nowra Hill 2540



NATIONAL PRESIDENT



I wish to welcome any new members and thank our existing membership for their continued support of the Association. We have had our first National Executive meeting for the year, which coincided with a NSW Division gathering at the Campbelltown RSL. It was very nice to be included with the NSW team who seemed to be having a good time.

As a National Executive we are determined to try and increase our membership base and reach out to the younger serving aviation personnel at Albatross and those embarked in with the ship's flights. We were approved by CDRE Laver to place a FAAA of A flyer in the quarterly Flying Safety magazine – Touchdown. I hope this might generate some interest.

With Anzac Day approaching, I wish all divisions a successful Anzac Day march and following get together to renew friendships and tell a tale or two. It is also a day to remember those mates that have passed on, as well as the FAA members proudly serving overseas.

I also believe the Wings over Illawarra air show was a great success and that Terry and the Fleet Air Arm Museum workers were very busy and then headed south to the Avalon air show.

It was great to see the Historic Flight Huey receiving some positive comments and real interest at Avalon. The crew that flew her down and looked after 898 for the week also looked the part. Well done fellas. In fact having spent the week at the air show, the FAA was very well represented with the AS 350 Squirrel pairs display and Seaking and Seahawk displays.

To all, be safe and be proud of our heritage.

Fly Navy.

Geoff Ledger

In deference to The Archbishop of Canterbury and The Royal Commission for Political Correctness, it was announced today that the local climate in the UK should no longer be referred to as 'English Weather'.

Rather than offend a sizable portion of the population, it will now be referred to as 'Muslim Weather'.

In other words - partly Sunni, but mostly Shi'ite.

NATIONAL SECRETARY



Well its time for another edition of Slipstream and again I must stress the need for you the members to ensure that your postal addresses are up to date, please inform your club Secretary's of any change and an email to me as well and between us we should get it right.

The Reunion in Tassie is drawing closer and TAS Browning and his members will be busy organizing all the activities I hope that a good representation from all Divisions will make an attempt to attend. It's a long way to go I know. Kay and I will be going and then going on to tour the Island.

Last month the NSW Division held a get together at the Campbelltown RSL and a good day out was had by those who attended it was good to catch up with some old mates who I had not seen for some time.

At the time of writing this most of the division will be or have all ready held their AGM'S so it is timely to remind all Divisional Secretaries to get their 2011 Membership Lists and Slipstream Lists to me as soon as possible to ensure that their Division is not out of pocket by paying for too many "Slipstreams"

The National Executive held their Quarterly Executive Meeting in February and it was decided to donate a sum of \$500.00 to the Queensland Flood Appeal. I know we have a number of members who have been affected by the devastation up there in their state. I am sure that all members wish them well.

Guess that's about it the Editor will be screaming about late copy, so I will sign out

Yours Aye

Pincher (Dick) Martin

Woke up this morning a bit late, about 8:15 ish. Called down to the wife and got no answer.

Got up and went downstairs to the kitchen and there she was, face down on the floor. Dead!

At that moment I completely lost it, my whole world fell apart, tears were welling in my eyes.....Then a moment of pure inspiration.....

...McDonalds do Breakfast until 10:30 !

ACT DIVISION



Hi again to all for the first edition of Slipstream in 2011. I have just finished my 12 month stint back in uniform, which was a thoroughly enjoyable experience after being out of the RAN for six years. I have now taken up my previous position in DMO so will still continue to keep my ties with Defence.

I believe the Navy and FAA is in great shape for the future challenges that lie ahead and it is going to be an exciting few years coming up with the new LHD ships, Air Warfare Destroyers and Naval Combat helicopters soon to enter service. Whilst I was back in the Navy, I had the privilege of visiting HMAS ALBATROSS, HMAS CERBERUS, RAAF Townsville and RAAF Wagga on a number of occasions during the last year to speak with many FAA personnel and young Aviation Technician trainees and the majority of personnel I met are certainly very keen to see the arrival of these new ships and aircraft.

For those serving FAA members and those ex-serving Association members that may work with or alongside young FAA officers and sailors, I seek your assistance in promoting the FAA Association to our junior serving members, as I believe it is important to encourage these young men and women into our association. I know the national President Geoff Ledger is working hard on this initiative as well so let's see if we can work together to increase the FAAA membership by encouraging others to join up.

Our first get together this year for ACT Division members was held on Friday 25th Feb at the CSC. A small turn out, although a couple of new faces were present amongst us regulars, including Ben Hall, Bruce Kinsman and Harry Holness.

Next planned get together will be the Anzac Day March on 25th April.

ANZAC Day will see the ACT Division marching under the FAA banner on ANZAC Parade in Canberra and a post march get together at the Canberra Services Club in Manuka for drinks and no doubt to spin many a 'warrie' or two. Once I have details of the order of march and timings I will send out an email to all members and Canberra based Birdies. I encourage you all to come along if you are in Canberra as it is a great day and it's always good to catch up with comrades and others that may be visiting our Capital.

The ACT Division will be holding its Annual General Meeting in May and the date will be finalised shortly. I will email all with details once we have confirmed the dates and venue.

Our Secretary, Bruce Tunnah, has decided to stand down after the upcoming AGM due to work commitments; Bruce has held the position of Secretary since the ACT Division was reformed in 2007. We will be looking for a new Secretary and if anyone is keen to assist it would be appreciated. The task is not that time consuming and I hope that we can find a willing volunteer by the time the AGM occurs.

A huge thank you from the Committee must go to Bruce as he has been a stalwart in getting the ACT Division reformed and keeping us all on track. Bruce, your efforts have certainly been appreciated and on behalf of the ACT Division we wish you all the best and I know you will continue to be an active participant at our functions and events.

At this stage our next get ACT Division together after ANZAC Day will be held on Friday 24th June.

I will advise details of the event once we have discussed it at the AGM. I will also be attending the HMAS CANBERRA 'Damask IV' reunion on Sat 2nd April in Sydney at Bells Hotel in Woolloomooloo, which will see quite a few of us 'Birdies' from the Seahawk and Squirrel Flights that were embarked during this deployment travel from ACT, NSW and QLD for this event.

RADM Tim Barrett and CDRE Pete Laver (who are both still serving) were members of the Seahawk Flight and our ACT committeeman ex-CPOSN Jak Goudman was also a member of the ship's crew during the seven month deployment of CANBERRA to the Red Sea from Sep 1992 - April 1993. It should be a good night catching up with old shipmates and I hope to have a few photos of the event in the next edition

Anyway not much other news at this stage so will wrap up for this edition. Take care and look forward to catching up with you again soon.

regards,
John (*Schonners*) Schonberger
President
ACT Division

BEST EVER BLONDE JOKE

A blonde calls her boyfriend and says, "Please come over here and help me; I have a killer jigsaw puzzle, and I can't figure out how to get started."

Her boyfriend asks, "What is it supposed to be when it's finished?"

The blonde says, "According to the picture on the box, it's a rooster."

Her boyfriend decides to go over and help with the puzzle. She lets him in and shows him where she has the puzzle spread all over the table. He studies the pieces for a moment, then looks at the box, then turns to her and says,

"First of all, no matter what we do, we're not going to be able to assemble these pieces into anything resembling a rooster."

He takes her hand and says, "Secondly, I want you to relax.

Let's have a nice cup of tea, and then," he said with a deep sigh,

Let's put all the Corn Flakes back in the box."



QUEENSLAND DIVISION

What a start to the year! I don't think any of us have seen floods like the recent saga.

We were concerned for a few of our members from Toowoomba and the Lockyer Valley after that disaster, but all were accounted for thankfully. I haven't heard of any of our members being flooded out in the Brisbane area.

Arthur Johnson and Maxine battened down the hatches in Townsville as the big cyclone approached. He got his boat out of the water and slung for safety and they filled the bathtub with water and spent the night in the office in his house and were safe.

Arthur has sold his Cessna 170 and now has a new Carbon Cub—similar to the Super Cub (Piper) and it has a 180hp engine rather than the 150hp usual installation. It was shipped out from USA and he flew over my place yesterday morning en route from Melbourne to Townsville. I spoke to him as he was refuelling at Bundaberg. All being well, he'll be in Townsville now.

We had phone calls and emails from around the world asking if we were ok., Dee's cousin from UK said that the TV mob placed an overlay of the cyclone over UK and it covered UK easily so all were very alarmed.

We were very lucky here on the Sunshine Coast to have had all of the nasties avoid us. So far so good!

At our Nerang gathering, the subject was raised by Bill Strahan that we should look at having another QLD Reunion at Bundaberg. All thought that was a good idea so Dee & I went up to Bundaberg in January to check everything out. My report and details are in a separate article in this edition. Mark the weekend of 3rd to 6th November in your diaries! **STOP PRESS—HANDLER'S REUNION SAME DATES—NEW DATE WILL BE ANNOUNCED SOON.**

We are holding our AGM on Sunday, 20th March, at the Bribie Island RSL and having our usual gathering after the meeting. We're told that the BBQ area has been upgraded & ideal again for a picnic. We hope to have a good turnout.

Warren Walters knee repair recovery is going well. He's just had his 1st game of golf since the operation and all went well. He's also had cataracts removed from both eyes and now suffers from 20/20 vision!

Arkansas has also had a couple of small quakes there for the 1st time, in all probably because Dee & I have just been in the NZ quake! See my article on that business with some photos in this edition as well. Lots of fun!

Our membership has been steady—Kev Rasmus has recently joined—welcome, Kev.

There are still outstanding subs and we will have to encourage payment of same very soon. We sent a payment to the Flood Relief fund last month.

We hope those terrible bush fires in & around Perth didn't affect any of our people.

Let's have a good remainder of the year! Very best wishes to all from us here in Queensland.

SOUTH AUSTRALIA



Time for another report and I am pleased to say that our lunchtime meetings continue to attract a good roll up of members and partners. At this time we have 59 members in our Division.

Our AGM was held last week and the new committee is ;

President Leon Coppins
 Vice-President.... Mike Stubbington
 Treasurer .. Gordon Gray
 Secretary.. Roger Harrison
 Delegate.. John Saywell
 Auditor .. Michael Cain
 Newsletter Editor.. Dinsley Cooper

Committee Members.. John Saywell, Roger Harrison, Mike Stubbington, Ian Laidler, Dinsley Cooper and Gordon Gray.

Social Secretary duties to be conducted by committee members as required

Consultative Council of Ex SOs-SA . John Saywell

VALE .. **Des Reardon.**

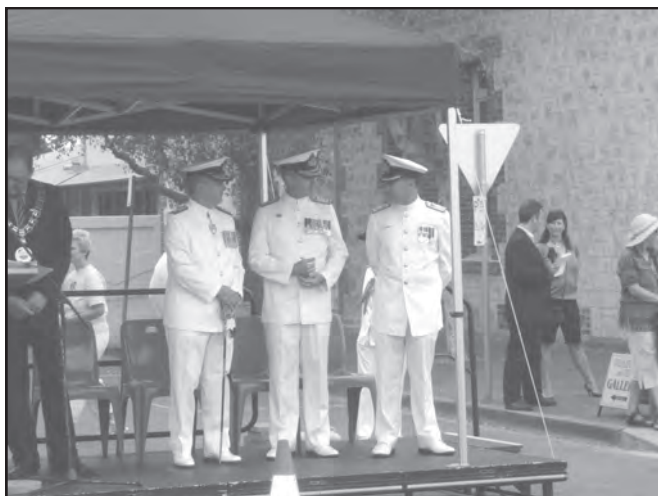
Des passed away on the 10th March 2011 from a suspected heart attack. His funeral was on Monday the 21st March 2011 followed by a reunion at the McLaren Vale RSL, where he was a valued member.

Mike Stubbington and Garth Perkins spoke on behalf of our Association as we farewelled Des who was a much valued and admired member of our FAAAA-SA Division. Our condolences go to Bev and her family and we extend any help that we can give in this time of difficulty.

The major recent event was the annual 817- Goolwa fly –in, held over 25,26 and 27th Feb. 2011. This year marked the 24th anniversary of the association between 817 and Goolwa and also the disbanding of 817, (to be followed by the new 808 Squadron).COMFAA Cmdre Pete Laver accompanied 817 with Commander Paul Moggah in charge.

On Friday 25th the book “ A Special Kinship” was launched, detailing some of the history of the partnership over the 24 years. The Goolwa RSL and the Alexandrina Council are to be congratulated on maintaining the event over the years and we all look forward to the continuation with 808 Squadron in the future.

On Saturday the 26th February Freedom of Entry was granted to 817 Squadron with a March through the town by RANAS Nowra with the Salute taken by the South Australian Governor H E Rear Admiral Kevin Scarce AC CSC RANR, Commander Australian Fleet Rear Admiral Steve Gilmore AM CSC RAN and COMFAA Cmdre Pete Laver.



At 1800 there was a Memorial Service for 817 Squadron at the RSL followed by a Ceremonial Sunset and Beat Retreat on the Goolwa wharf. Thousands of people witnessed the event as the weather was good and the Wooden Boat Festival was also in progress.

The next event was the RAN Centenary Service held in the SA Naval Memorial Gardens in Adelaide on the 1st March 2011 followed by a Reception at Government House.

Anzac Day approaches so we hope the weather holds good.

Ian Laidler will represent us at the Service at the Repat. Hospital and Henry Young will do the honours at the Adelaide Dawn service.

Our reunion will be held at the OG Hotel after the March AGM.

Forward planning includes our FAAAA-SA Chapel Service at the RGH on the 28th August 2011 as part of the RAN Centenary Year celebration

Federal Minister Kate Ellis continues to support our Division by providing some print services for our Newsletter, from her Adelaide Office.



Leon Coppins with RADM Steve Gilmore



Leon Coppins with Cmdre Peter Laver

Cheers

Leon Coppins

**VICTORIA
DIVISION**



On behalf of the Executive Committee may I extend our best wishes to all members where ever you may be.

Our Division Christmas BBQ breakup was held on Sunday 12th December, a well attended event and a very enjoyable day was had by all. A belated presentation of a Certificate of Service to a very worthy recipient, John Champion for his efforts in making the models which he generously donated as raffle prizes for the Division fund raising activities. Well done John your efforts are greatly appreciated by all.

Our next event was the 2011 Annual General Meeting, conducted at our usual venue the Melbourne Naval Centre (ESU), situated at 146 Toorak Rd South Yarra on Sunday 6th February. The following positions were duly appointed for the ensuing 12 months.: President, Ron Christie, Vice President Charles 'Hank' Fargher, Secretary Mal Smith, Treasurer John Ikin,; Committee Members, Peter Barnes, Les Jordan, John Champion, Ralph Mayer, Alan Clark, Division Chaplin Lawrie Styles and Social Co-ordinator Val Christie.



The Executive Committee

Peter Barnes declined nomination for Secretary due to work commitments and we thank him for all his efforts over the past 4 years as Secretary, his effort is greatly appreciated.



Secretaries old and new

The next major event for the Division is of course Anzac Day, including the march and the 'after march reunion', unfortunately at this point in time I have not received any details in regards to the march so as soon as they are available they will be promulgated via "Flight Deck News". As for the reunion, it will be convened in the usual venue, The Melbourne Naval Centre.

The Social Co-ordinator has obtained the services of the same caterer as we have had for the last 2 years due to the fine fare and the cost is the same as last year - \$15.00 per head. This entails a two course meal, bookings are essential and 'No Booking, No Lunch'. Bookings and payment can be forwarded to her prior to and no later than the 18th March, all cheques should be made payable to FAAAA (Vic) Inc.:

Social Co-ordinator
V. Christie
15 Bianca Court
Rowville Vic 3178
97645542

Your co-operation on this matter is necessary and will be greatly appreciated. Thank you.



Ron Christie, Val Christie and Lawrie Styles



In closing, our thoughts go to those people affected by the floods, bush fires and now the dreadful earthquake in New Zealand.

Yours Aye, Ron Christie President



**WESTERN AUSTRALIAN
DIVISION**



From all Members in Western Australia we pass on our best wishes to any Member and family who have been affected by the horrific weather that has been affecting us all, you have all been in our thoughts.

We copped a big blow on the last day of summer, broke the drought and a lot of trees and homes in and around where I live. Jim Caldwell in Exmouth has been on sentry duty for a couple of months directing those cyclones down and around the cape and onto Bluey Quinn in Carnarvon.

We have had our AGM for 2011 and there were no changes to the Committee, so its more of the same.

The WA Division, like all others are always looking to attract new members, so we are in the process of drawing up plans for a Naval function to be held on a significant date to the Fleet Air Arm to showcase the Association and make current serving Members and ex-Members aware of the history and achievements in Naval Aviation of the RAN Fleet Air Arm.

With the weather we have had - B.B.Q's have been the order of the day. In January Winston and Marie James with son Geoffrey as chief Chef, put on a magnificent spread for around 20 Members and wives at their home in Duncraig. It was a great afternoon enjoyed by all. Our thanks to Marie;Winston and Geoffrey. Clive and Margaret Mayo will open their house to us later this month for another feast bonanza.



Margaret Mayo, Sharron Spargo, Shirley Gardiner & Sandra Winchcombe

Winston and my-self along with our wives as representatives of the FAAAA, were invited to the annual HMAS Perth Survivors Regatta at the Nedlands Yacht Club, along with Theo Bushe-Jones and daughter Sharron representing the Naval Association.



Sharron Spargo and Theo Bushe-Jones

The four remaining survivors from WA were there along with their wives and the widows of several other survivors now departed and members of Hector Waller's family. It again was a fitting tribute to these men, their wives and families as this Yacht Club extends every year.



The James

The guest speaker was Captain Malcolm Wise OAM RAN captain of HMAS Perth 3 just re-fitted with the most advanced radar defence systems in the Navy and getting ready to trial it in Hawaii.

If you have an interest in HMAS Perth memorabilia, when in Perth a visit to the Nedlands Yacht Club would be worthwhile.



Theo speaking with Robby Roberts; Fred Skells OAM; Arthur Bancroft and Norm Fuller with proud sons behind.

Fred Skells book "Java Rabble" is a good read as well as Arthur Bancroft's latest "Arthur's War"

Yours aye
Keith (Squizzy) Taylor

TASMANIAN DIVISION



Not a great amount of news from us this issue although we are still here.

In the sickbay list I am reliably told that Geoff Singline has had a few heart problems and was ambulated to hospital - stents fitted now, fully recovered. In his own words "now a man of steel".

My wife Mitzi is coming along fine and could be released from hospital within a couple of weeks - after almost 4 months laid up. Things didn't look too good for a while but the medical staff in Launceston General Hospital have done an excellent job. They all deserve a medal as big as a frying pan.

Roma Simpson (Barry's wife) is on the mend now and is home recovering with Simmos help and guidance. She had a spell in the Launceston General Hospital as well.

I was not able to go to our last meeting but Geoff tells me there

was a good attendance. Tas Browning's "Kapyong Day" got a lot of discussion. he still needs some more registrations to boost the numbers for the event.

Particulars are in the last issue of "Slipstream". Lets support him and his event, otherwise its a lot of work for little support.

We have not had any input from our Southern Members but no news is good news - so we must assume all is good. Speak up down there !!!

That's it from us till next issue when we hope to have a lot more. Cheers for now

Matt Jacobs (Jake)

Complete and Finished

People say there is no difference between COMPLETE & FINISHED.

But there is.

When you marry the right one, you are **COMPLETE**.

And when you marry the wrong one, you are **FINISHED**.

And when the right one catches you with the wrong one, you are.....

COMPLETELY FINISHED.

VALE : NIGEL GOWING

Born Birmingham 1925 to farming stock, he joined the RN as a Cadet RNR at 14. As a Midshipman RNR did his 'knife, fork and spoon' course in 1942.

Shipped to the USA to undergo pilot training, wings in 1944 and then back to the UK.

Joined HMS Venerable in 1945 and came to Sydney n June.

War ended in August and all aircraft (American) were dumped over the side off Sydney. Returned to UK in HMS Implacable and was discharged in 1946.

Hitchhiked to Australia by air in 1947/48 where he became employed in the motor trade, the entertainment world and a long time employee of the insurance sector.

He was a long standing member of the Naval Officer's Club, the Conway Club and the Fleet Air Arm Association.

In his latter years Nigel suffered a lot of ill health including diabetes. He is survived by his daughters Gabriel and Linda, four grand daughters and three great grand children.

Gabriel O'Grady

NSW DIVISION



Our AGM has just been held and only one change to the Committee has been effected. Ron Batchelor has taken over as Treasurer from Phil Robinson.

My thanks go out to the outgoing Committee for their diligence and efforts for the past 12 months and especially to Phil for a job very well done. Not only has he done the job for the last few years but as well he has re-organised the whole financial structure to make it more efficient and simpler to operate. Again there is a lot to be said for 'new brooms' periodically as they always tend to bring with them alterations and advances that more often than not benefit the organisation.

The Constitution needed a lot of minor alterations and amendments to bring it up to date and rather amend a rather lot of minor alterations and create a nightmare it was decided last year to do a re-write and adopt all the changes in one go. Is also a much more satisfactory method as changes have to be forwarded to the Dept of Fair Trading and they charge us a fee every time we submit any changes. This way we only have the one alteration as far as they are concerned and we now have a tidy neat document. Copies of the 'new' constitution made be requested in an electronic form from either the President or the Secretary, ensure when you ask you let them know if you operate in Office 97-2003 or 2007 as the files present in a different manner in each even though the wording is the same.

The annual raffle was also drawn at the AGM and the prizes are as follows:

1st prize : Painting by John Downton—ticket number 5571
Stephen Watkins—Newcastle

2nd Prize: Painting by John Downton— ticket number 5211
John Arnold—Nowra

3rd Prize: Sound System— ticket number 2402
Peter Marshall—Nowra

Thanks to all that supported the raffle, all winners have been notified and their prizes are on the way.

A gentle reminder from the Secretary, quite a few have not paid their membership fees as yet, this edition of Slipstream will be mailed to all listed members but any following editions will not be sent to unfinancial members as the costs involved very quickly become onerous and this burden is not something the

Association is prepared to cover. Our best wishes go out to one of our members recognised in the Australia Day Honours, Rod Coupland. Rod and Bob Morris (another ex serviceman) spent many long and arduous times fighting the bureaucracy in an effort to get recognition for those that served in Korea and did not get the medals and benefits due. They won in the long run under the canopy of the Korean War Veterans Recognition Committee, and were also justifiably rewarded for their effort with an Order of Australia (General Division).

We held a reunion at Cambelltown in February and although the numbers were well down on what we hoped for all went off as planned. The Committee wishes to thank Peter Weir for organising the event (this is on a sad note as Peter passed away just days after the event and due to illness could not attend either). A group from Nowra travelled up by coach and there was also a good sprinkling from all over the state present.



Ron Robb and Staff Lowe



Brian Carling and Jim Lee



Arthur Jenkins and Alex Stevens



Geoff Ledger, Denis Mulvihill, Greg Wise and Peter Welsh



Brian Carroll and Ian Ferguson

The next major event on the calendar will be Anzac Day.

Greg Wise

VALE:



'Billy' BOYD passed away early on the morning of 28th January, 2011. He was a close personal friend of mine and a next door neighbour way back in the „dark ages“ when we were both serving in the Fleet-Air-Arm living at Nowra, on the South Coast of New South Wales.

Bill had a special love of all his family, he was particularly proud of his little Grandson Tyler, his close friends, Peter DAWSON, and Matthew MEALING. Bill also loved every minute of being among the „band of brothers“ that we call the *Coffee Club* ... He will be sadly missed by us all!

SMOOTH SAILING ON YOUR FINAL POSTING BILL.

Information re the passing of CMDR Bill Newton, USN.

In the last batch of plaques affixed to the Wall of Service was one for CMDR William Newton, who was an exchange officer at Nowra from July 1975 to November 1977. During his exchange time, he was involved in the organisation of the replacement 'Trackers' after the big hangar fire. He and his wife Mary totally enjoyed their time here in Australia and we have kept in contact since then.

Bill contacted the dreaded Alzheimer's Disease and entered a home where he remained until his death in August last year. He donated his body to be used for investigation into this disease after his death. After a three year period his remains are to be cremated.

His wife Mary can be contacted on +1 760 940 4632 in California.

Larry Larder

I was in the six-item express lane at the store quietly fuming. Completely ignoring the sign, the woman ahead of me had slipped into the line pushing a cart full of groceries. Imagine my delight when the cashier beckoned the woman to come forward, looked into her trolley and asked sweetly, 'so which six items would you like to buy'?

Wouldn't that be great if this happened more often !

FLEET AIR ARM *** WALL of SERVICE

These are the latest plaques fitted to the wall and as each order is processed and plaques fitted they will be acknowledged in this column. Orders are placed with the foundry in groups so as to keep the price structure within reason and the paperwork under control and thus there will be some delay between you placing an order and the final end result (the plaque mounted on the Wall).

If anyone requires a copy of their plaque an electronic reproduction of the proof from the foundry can be obtained by contacting the NSW Division Administrator of the project and he will organize it for you or your family.

Please ensure that your details are **PRINTED CLEARLY** on your application form. It is very hard and expensive (a complete remake) to correct an error once the bronze has been cast.

Application forms are available from the Administrator, on the front desk at the Fleet Air Arm Museum, The Fleet Air Arm Web site (<http://www.faaaa.asn.au>) or, if you contact your State Secretary he will be able to organize one for you or any other ex FAA personnel .Suppliers of the forms, when you give them the application form you might suggest membership for this association as well. All states can accommodate new members and then they would only have to write out one cheque.

If you are attempting to have a plaque installed for a third party , it is a requirement that NOK permission must be obtained (in writing) and a copy attached to the application form.

You will see by the number of plaques fitted since the last magazine that progress is good, there will always be a pause or two over the Xmas period as logistics(holidays that we all have to have) will govern the production. The back page of this issue has a photographic record of the actual plaques recently affixed to the Wall . If a group (old class or similar) wish to have their plaques fitted alongside each other get together And submit the group as a 'parcel' and they will be kept together otherwise all plaques are placed on the Wall in the order that the application is received. There are quite a few smaller groups and family members already together on the Wall.

The Administrator
WO Warren
PO Box 7115
Naval Post Office
Nowra Hill 2540
lan.warren@defence.gov.au

The 'Wall' is now starting to look quite a spectacle, especially in the afternoon with the sun full on the plaques.

We have filled eight rows on the front face and have now started on the front face of the rear wall. Rather than made all of us young chaps bend too far to read the plaques this was thought to be a better idea. It will make no difference to the overall vista as there is no particular way the plaques are fitted and perhaps in 50-100 years one of the descendants of a serving member may wish to have his plaque affixed and it will fit in no matter where on the Wall it is sited.

Latest plaques fitted

**NONE FITTED SINCE LAST
EDITION OF THE MAGAZINE, A
BATCH IS AT PRESENT AT THE
FOUNDRY.**

For anyone that has paid for a plaque and it is not on this list, there is another order at the foundry at present and we would expect the product in the near future, on receipt it will be affixed to the Wall. You have to accept the sometimes there may be quite a while between your order and the photo in Slipstream as regardless of numbers, new orders are closed every two months and processed even if the normal minimum numbers have not been achieved.

By request you will find an application form for a plaque on page 24 of this issue. Remove the page , fill it in and forward it to the address on the form. The form is double sided so just disregard the other form on the back. If you wish to provide a copy of the form to a friend just copy the relevant side.

New or alterations of email addresses :

Secretary Victorian Division : Mr Malcolm Smith
r59167@bigpond.com

FAA Association contact details

NATIONAL EXECUTIVE

President : CDRE G Ledger DSC AM RAN (Ret'd) - 58 Wilkens St, Mawson, ACT. 2607

(02) 6286 1140

email : chadled@webone.com.au

Secretary : Mr Dick Martin -

(02) 44225860

PO Box 7115, Naval PO, Nowra. 2540

email : rfmartin@tadaust.org.au

WESTERN AUSTRALIA

President : Mr Winston James -

(08) 94477727

19 Hilarion Rd, Duncraig, WA. 6023

email : winstonj@bigpond.net.au

Secretary : Mr Keith Taylor-

(08) 95721487 0409 913252

26 Hefron St, Mount Helena, WA. 6082

email : ktt59345@bigpond.net.au

SOUTH AUSTRALIA

President : Mr Leon Coppins-

email : amwild@internode.on.net

VICTORIA

President : Mr Ron Christie-

(03) 9764 5542

15 Bianca Court, Rowville, Vic. 3178

email : seafury1@bigpond.net.au

Secretary : Mr Malcolm Smith-

(03) 98130308

24 Invermay Grove, Hawthorn East, Vic. 3129

email : r59167@bigpond.com

TASMANIA

President / Treas : Mr Avelon (Tas) Browning - 8 Addison St, Devonport, Tas 7310

(03) 64246314

email : avelon.browning@bigpond.com

Secretary : : Mr Garry Sommer-

14 Emma St, West Launceston, Tas. 7250

email : gsommer@bigpond.net.au

QUEENSLAND

President : Mr Barry Lister -

(07) 54934386

3 Royal Close, Regatta Pk, Wurtulla, Qld. 4575

email : blister@caloundra.net

Secretary : Mr Trevor Tite -

(07) 54993809

37 Miles St, Caboolture, Qld. 4510

email : trevlor@tadaust.org.au

NEW SOUTH WALES

President : Mr Greg Wise -

(02) 44471602

4 Bindaree St, Greenwell Point, NSW. 2540

email : gregwise@pacific.net.au

Secretary : Mr Mike Heneghan-

(02) 44412901

98 Suncrest Ave, Sussex Inlet, NSW. 2540

email : mheneghan1@scelco.net.au

ACT

President : : Mr John Schonberger- 41 Noarlunga Crescent, Bonython ACT 2905

0412 882 810

email : John.Schonberger@defence.gov.au

Secretary : Mr Bruce Tunnah-

0414 308852

53 Enid Lorimer Cct, Chisholm, ACT. 2608

email : Bruce_Tunnah@optusnet.com.au

PATRON -

CDRE. T.A. Dadswell AM RAN (Rtd)

VALE:



He will be missed - Max Gant

VALE:

JOHN DAY - MAY HE REST IN PEACE

I don't know how many EMUs who may remember John (Jack) Day, he was not on the EMU Email list.

John passed away on Friday 31st December 2010, in Victoria, Australia. John is survived by two sons, David and Robert and five grandchildren.

John had been suffering Alzheimer's for the past couple of years, his wife Pat died unexpectedly in 2000.

*Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning. We will
remember them.*

A LAST FAREWELL

The Association records with regret the deaths of the following members, shipmates and friends:

Bill Newton CMDR USN : 2010

Nigel Gowing : 2010

Roy Torrens : December 2010

John Day : 13th December 2010

Sid Bull : January 2011

Bill Boyd : 28th January 2011

Ken Spragg : 8th February 2011

Peter Weir : 22nd February 2011

John (Cal) Pain: 7th March 2011

Des Reardon : 10TH March 2011

DISCLAIMER

Slipstream is published by the Fleet Air Arm Association of Australia Incorporated. All rights reserved. Reproduction in part or whole is forbidden without the express permission of the Editor "in writing".

All care will be taken with material that is submitted for publication but no responsibility is accepted or assumed by the publisher or editorial staff for any loss or damage incurred to it. The views and opinions expressed in this publication do not necessarily reflect the views and opinions of the Association or Committee of Management.



Back cover