



# Get Ready for the Future

**Anyone interested in Aviation, which includes all of our readers, will have been watching the fall and fall of the global aviation industry during COVID-19.**

All over the world airlines have been grounding flights, laying-off staff and predicting massive losses in revenue.

In the short term, major airlines have lost between 50% to 90% of their passenger revenue: for example, Qantas suspended all of its international operations and cut its domestic capacity by 60%. It grounded 150 aircraft and laid off two-thirds of its employees. This is also typical of other carriers, who have all scrambled to enact similar measures. As a result, all of them are haemorrhaging money.

Analysts have been busy forecasting how the industry will fare in the longer term, and which airlines might survive the holocaust and which will not. The consensus is that large, low-budget carriers such as Europe's RyanAir, will fare relatively well, whilst 'traditional' carriers such as Lufthansa, will struggle to survive if capacity is not rebuilt in the next three months.

Qantas' Chief Executive, Alan Joyce, has indicated that

social distancing will not be possible on its flights once operations are resumed. Maintaining separation guidelines of 4sq metre per person, he argues, would mean a 130 seat Boeing 737 could only carry about 12 passengers – clearly not an economically viable solution. His vision, presumably, is like the bad old days:



But is it realistic to expect people to cloister themselves in a small, air conditioned tube with scores of other people for extended periods of time? Probably not. Humans adapt quickly to changing situations and, for the most part, are [\(continued page 3\)](#)

## Wall of Service Update



The Fleet Air Arm Wall of Service is a unique facility which records the names of *members* who have served (or are still serving) in or with the Royal Australian Navy Fleet Air Arm. This is achieved by means of bronze plaques affixed to a custom-built wall situated adjacent to the FAA Museum in Nowra, NSW. It is not a memorial wall – rather, it records the names of people who have served and/or continue to serve their country in (or attached to) the RAN Fleet Air Arm. It is, to our knowledge, unique in the world.

You can order a plaque simply by filling out a little form on line, or printing out a hard copy and sending it in. The website has full instructions and details of cost etc.

No 45 has now closed and was submitted to the Foundry on 26<sup>th</sup> May for manufacture of the plaques. A list of those included in this order is shown below.

**L. THURGAR** R 133429 ABMET Apr 82 to Jul 87  
**D. MASTERS** O 58680 CMDR SNM AV Feb 62 to Feb 92  
**J. SIEBERT** O105905 CMDR SMN P Mar 69 to Aug 15  
**P. COOPER** O 125697 CMDR Jan 79 to Jul 05  
**K.C. McNALLY** R 45854 EM 1 (A) Aug 51 to Aug 57  
**G. MORTON** O 1984 CDRE G+ Jan 61 to Mar 00  
**G. WILLIAMS** S141998 CPO Jun 87 to Nov 06  
**A. IGNATIEFF** A 46512 LCDR (P) Jan 52 to Nov 65  
**L. GRATION** 8096177 POATV Feb 94  
**D. GRATION** S 140608 CPOATV Feb 97 to Mar 18  
**I. MISFELD** O 2362 LCDR GLEX (O) Mar 60 to Jun 01  
**C. JOHNSON** S 139753 WOATA Jun 86 to Jul 13  
**A. DORHAUER** R 63392 LASE May 64 to May 73  
**C. BLENNERHASSETT** O 2167 CMDR GLEX (P) Apr 63 to Apr 98

Order number 46 is now open, so get your name in now if you want a plaque, or wish to give one as an awesome gift. Click [here](#) for more information, ✈

## What Is This? - Answers

Last month we asked if anyone knew what this was, pictured strapped to the side of a Sea King.

**Spike Campey** thought the photo looked like a Nuclear Depth Bomb (USN/RN Sea King). He flew with an 'inert' one (same in shape to the one in the photo) as a procedural trainer strapped to the port side weapons carrier on a Wessex 3 out of RNAS Portland late on a Friday morning in June 1976. The RAN didn't have the NDB on its inventory, so if the photo was of one of our Sea Kings the weapon would be something else. We believe



the photo is indeed of an RAN Mk 50 as it was in an archive of Australian Sea King images.

**Keith Englesman** suggested that the item was a Mk.82 bomb, which was fitted to one of our SKs in August 1984 when AMAFTU was tasked to carry out First of Class Flying Trials (FOCFT) on HMAS Stalwart.

Because a lot of the work would require ops at MTOW, it was decided to provide a means to quickly jettison ballast if the pilot ran out of power.

Ballast in the weapons racks seemed like a good solution, and two inert Mk 82 bombs were obtained and fitted with high drag tails to increase weight to about 600lbs each. The high draft tail was wired so it could not deploy.

The weight was about the same as a Mk44/46 torpedo, so it was within the limits of the racks. Carriage tests made before embarkation did not reveal any influence on performance or flight handling qualities, other than the increased weight.

The master arming circuits were not used, and if the pilot needed to get rid of them it would be by use of the jettison handle. The bombs were painted orange, and designated MK82 INERT MF2 WT 600LB.

Keith recalls that the jettison system didn't have to be used in anger, but one fell off and the trial was completed with only 600lbs of quick release ballast.

**Jack Kinross** also thought it was a 600 pound bomb for the FOCFT and Helicopter In Flight Refuelling trials on Stalwart, and confirmed they were for jettisonable ballast should the pilot get into strife power-wise during the conduct of the trials. He also confirmed that the first time it was fitted (as per this photo) it was in its original colour, but they were later painted orange.

So...job done! 600lb bomb it is. Thank you to all who took the trouble to respond. ✈

## † REST IN PEACE †

Since the last edition of 'FlyBy' we have become aware of the loss of **Arthur Nixon**.

You can read a little more of this sad event on our Obituary pages [here](#), and, if you are a member of the Association, you can leave a comment there if you wish. ✈



# Message of Hope from Switzerland

Our page showing social distancing Anzac Day photos in the last edition prompted David Farthing to send us this stunning image of the Australian flag being projected onto Switzerland's Mount Matterhorn in a message of hope and solidarity during the COVID-19 pandemic.

The mountain overlooks Zermatt, a town in southern Switzerland, which can be seen in the foreground.

Zermatt Tourism tweeted: *'Australia is having a hard time with the bush fires and now the Coronavirus. Today we think of the Australian people and send hope and courage to get through the crisis well'*



The projection is one of many by light artist **Gerry Hofstetter**. It is generated by a powerful laser positioned some distance below the summit, which can be programmed as required. ✈

## Get Ready for the Future (continued from page 1)

very aware of the potential dangers of flouting social distancing requirements. Take airlines in America for example, which under the terms of the CARES bill passed by the US Congress, must continue to service every city in their networks. To make money, 85% of their seats must be filled, but regional flights are, according to a National survey, averaging just one passenger per 20 seats, or less than 10% capacity.

Drastic times call for drastic steps, however, and airlines all over the world are taking them in an effort to stay alive. Older aircraft are being retired: 757s, 767s and some older 737s and A330s are being converted to freighters, scavenged for parts

or heading for desert graveyards. A380s, the giants of airline fleets, are being set aside with predictions they may never fly again.

And less planes mean less people: in the US it takes about 100 employees to operate one aircraft, so when the CARES bill expires in September there are forecasts of around 100,000 airline employee redundancies in the United States alone. Consider the flow-on impact to ancillary industries, such as aircraft manufacturers and airports, and the scale is devastating.

But even with a leaner inventory, how will airlines coax passengers back? The bottom line is that travellers must feel safe, so pre-flight health checks and less seats are likely to be the normal for at least three to five years – but in an industry where carriers typically made only \$5 profit per passenger, even the loss of a few seats will drive bankruptcy. Prices will need to go up, and 'givens' such as airport lounges, baggage check in, leg-room and meals are likely to become more expensive options.



Technology will play an important role in supporting the recovery – for example, advanced temperature screening devices are already being deployed with the capacity to process thousands of people an hour. Using Artificial Intelligence to recognise a person's face even if covered by a mask, glasses

or other accessories, the scanner measures their temperature from a range of up to five metres to a reported accuracy of  $\pm 0.3^{\circ}\text{C}$ . Anyone with an abnormal reading will be singled out for human **investigation**.

*(Continued on page 7)*

# Just Like The Real Thing



A month or so ago we received an email from **Doug Bain**, asking if we would like to see details on the build of his 1/72<sup>nd</sup> scale model of the MV Sycamore. Doug is an ex-Armourer and has been building highly detailed and intricate models since he retired from work in 2007.

Doug wrote: "Currently I have 10 RANFAA fixed wing aircraft, and 6 FAA helicopters, mainly 1/48 scale. As a member of the ACT model boat club, and also a member of Task Force 72 Scale Model Boat Association (TF 72) I have built several 1/72<sup>nd</sup> scale boats including HMAS Teal (Minesweeper), HMAS Huon (Mine counter measures vessel), SS RIP (ex HMAS Wyhalla, Bathurst class Corvette), and my latest build is MV Sycamore (Multi-role Naval Aviation Training Vessel)

General arrangement drawings were obtained, and I had a TF72 member from Wagga (RAAF) mould a fibreglass hull for me (photo 1). Another TF 72 member loaned me about 300 photos of the ship which allowed me to include much more detail than was shown on the GA drawing.



Work started in June 2019 with the installation of running gear, i.e. props, rudders, motors, bilge keels, stabilizers, and radio gear. Before fitting the running gear, you need to work out where it is situated so if there is problem it can be accessed (photo 2). Bridge and part of the bridge deck are removed to allow access to battery and radio gear. The Helicopter control station/assist compartment is also removable to allow access to the motors.

Next was to cut out all the openings in the hull and install supports for the decks. The decks were made from either 2mm or 1.5mm sheet styrene. I started with the quarter deck as this is covered by the flight deck (photo 3, below). Once that was fitted the main deck, except for the flight deck was fitted, the main accommodation deck is only the side panel so as to allow for installation of the radio gear and battery, then the bridge deck was fitted.





### Statistics of the model.

Length: 1.3M  
 Beam: 190mm  
 Propulsion: 2x545-46 electric motors, 1x19mm bow thruster  
 Battery: 6v 10a/h gel cell  
 Build time: 9 months so far.  
 Radio Control: Spectron 2.4 g/hz transmitter/receiver, 3 x speed controllers (1 for bow thruster, 2 for motors) .



Bridge, funnel, mast, helicopter control station and Assist compartment were constructed from 1mm styrene sheet (photo 4). Once the quarter deck was detailed the flight deck was fitted and the forward section of the main deck was completed.

The hull was then painted, and once superstructure sections had been detailed with lights ladders etc, they have been painted too. Work is continuing on the mast before final painting (photo 5).

There is still a lot more detail to be fitted, including, handrails, hi abs, ladders, RIB/lifeboats, davits, and anchor winch etc. I also have an EC 135 helicopter which still must be built.

In a floatation test earlier to check for leaks, before gluing the decks on, it will require about 5kg of ballast which includes the battery. It was hoped to have it running on the water at the Carriers and Escorts weekend at Wagga on the June long weekend, but this has now been cancelled due to the

Coronavirus situation."

Our thanks go to Doug for his contribution to *FlyBy*, and our best wishes for the model's Maiden Voyage. ✈

### NSW Regional Sub-Group Formed

The various Executives/Committees of the FAAAA are constantly looking for ways to improve the Association and what it can offer to members, within the constraints of its resources.

The tyranny of distance often works against us, however. Members who are outside of each Division's central hub (typically the capital cities of each State/Territory or Nowra for NSW Division) are geographically far from regular meetings or events - which either rules them out, or commits them to travelling long distances if they wish to be involved.

One answer is to form 'Regional Sub-Groups', where people can meet without too much difficulty, and/or which offers local support. Typically these Groups would be in areas where there are clusters of people of like interest who are not too far apart.

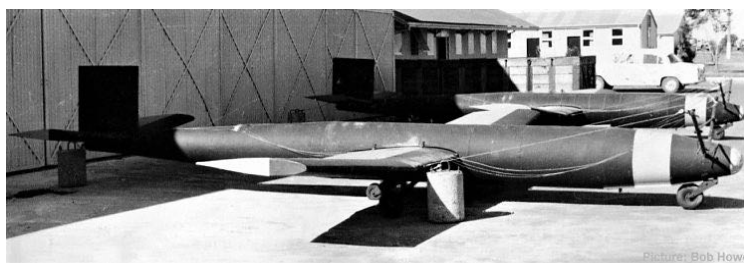
**John Macartney** has volunteered to form a 'mid North Coast' group in NSW, open to any ex-FAA members or their families. At the time of going to press about 25 people have indicated their support, which is more than enough to start a Group. It is hoped that more will indicate an interest in participating in the next few days/weeks.

So, if anyone reading this column lives in the mid-north coast of NSW and is interested in joining this Regional Group, please drop him an email [here](#) for more details. This is NOT a 'splinter' movement away from the FAAAA: it is simply a way that like people in the same geographic area can get together either physically or virtually, for mutual support and companionship.

If you are interested in holding your hand up to set up a similar group somewhere, let us know. Far North Queensland, for example? Sydney? It is not an onerous task and your Division can assist, with the help of our National Database to identify known contacts in any particular region. Speak to your local Secretary, or email the webmaster [here](#) who can put you in touch with him/her. ✈

### Mystery Photo No.56 Answer

Our Mystery Photo (upper right) showed a couple of winged devices and asked what they were and when they were operated. We got a good response, with several people identifying them correctly. In fact it opened up a whole forgotten chapter of our history, with a couple of really interesting stories surrounding their use.



Picture: Bob Howe

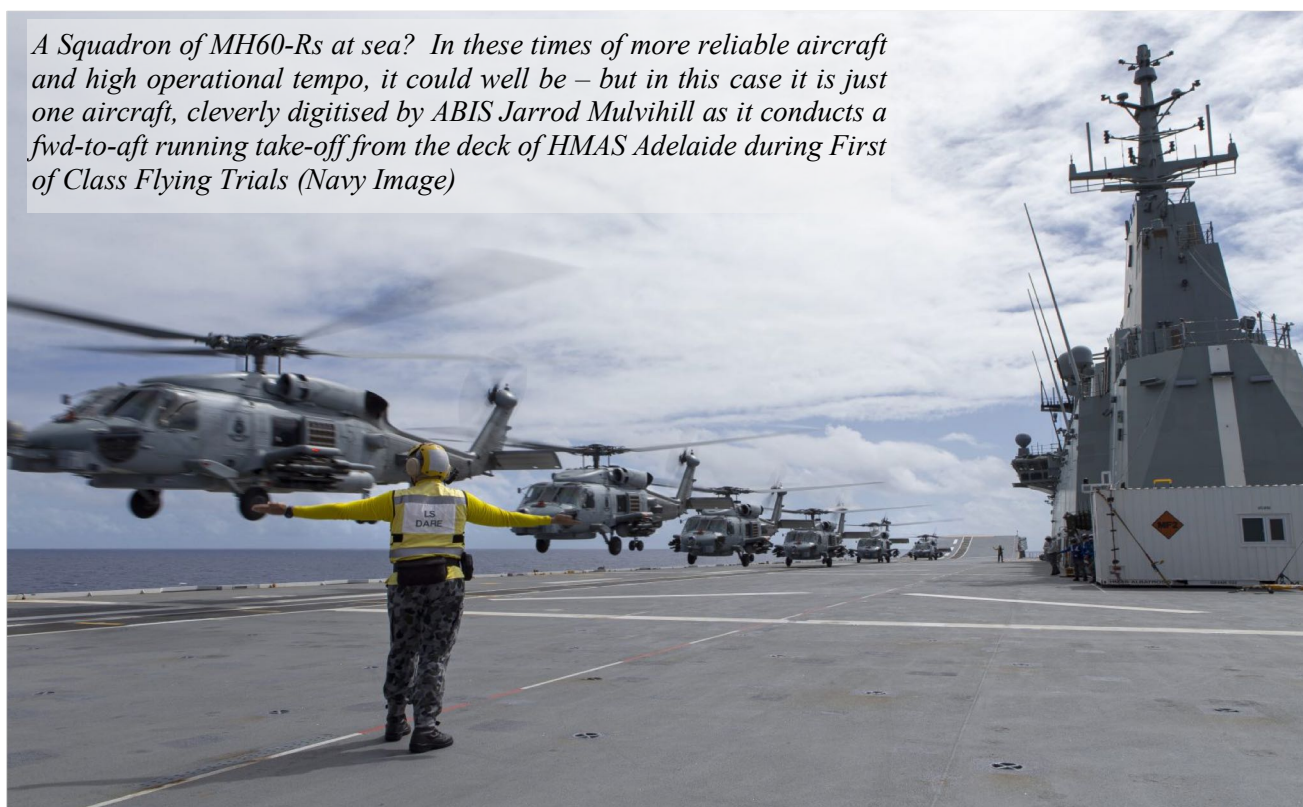
Mystery Photo No. 56

The devices were Towed Glider Targets, made by a British Company called "International Model Aircraft". IMA was known as manufacturers of FROG (Flies Right Off the Ground) model aircraft, but they had seen a market for full size towed targets and seized the opportunity. IMA was also, incidentally, owned by parent company Triang Toys – some readers may remember their brightly coloured toy cars and trains made from pressed steel.

Anyway, back to the targets. When the Brits departed from HMS *Nabbington* (Albatross) in early '46 they left a bunch of them lying around. They were not without their problems, as described by Charles Birch RN who attempted to tow one for a gunnery shoot with HMS *Argonaut* whilst serving in 723 Squadron (then an RN unit). After an abortive first attempt they finally became airborne in their Miles Martinet, only to see the glider start to swing violently from side to side, threatening to stall their aircraft. The startled Gunner cut it loose and crashed somewhere in the bush adjacent to the airfield – never to be seen again.

Or so they thought. Some 45 years later a 723 (RAN) Squadron helicopter spotted some unidentified wreckage which was eventually identified as a Towed Glider – most probably the one discarded by Birch.

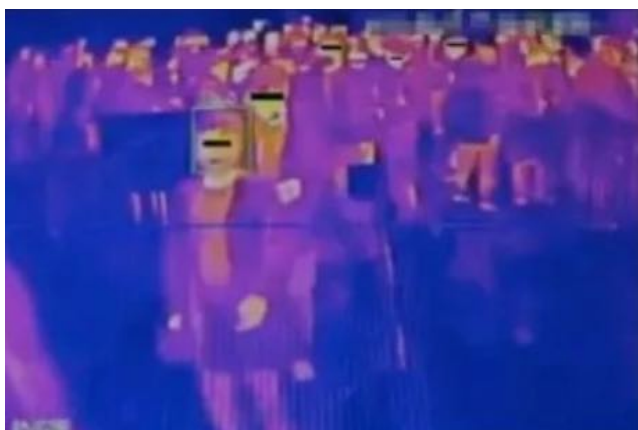
*A Squadron of MH60-Rs at sea? In these times of more reliable aircraft and high operational tempo, it could well be – but in this case it is just one aircraft, cleverly digitised by ABIS Jarrod Mulvihill as it conducts a fwd-to-aft running take-off from the deck of HMAS Adelaide during First of Class Flying Trials (Navy Image)*



The targets were also used by the RAN, being towed behind Fireflies in support of gunnery shoots. Our website tells stories from two pilots who remember them.

Read the full answer to Mystery Photo No. 56 [here](#). ✈

### Get Ready for the Future (continued from page 3)



*National AI champions Megvii and Baidu of Beijing have already rolled out artificial-intelligence powered thermal scanners with the capacity to monitor thousands of moving people. (South China Morning Post)*

E-gates and biometrics, which negate the need for anyone to touch your ticket, boarding pass or passport are also being rolled out.

Paradoxically, airports will not only deploy such technology but will insist on social distancing requirements for the foreseeable future. Alternate seats in departure lounges will be blocked off and concourse shops restricted: but once you get aboard your flight, all bets are off. It comes down to revenue, and full seats is the holy grail.

But will passengers be prepared to travel? Well, that depends.



What is this?

This isn't a formal Mystery Photo but we wondered if anyone would like to venture an opinion, serious or not, on what this pilot has come up with. Apparently it was developed on his kitchen table (wouldn't you know!) and he had to sell his car to help cover the R&D costs.

Whether the Department of Defence will come to the party is another matter – and, if they do, we wonder what the mark-up from notoriously expensive contractors might be. Send your thoughts to the editor [here](#). ✈

Whilst traveller numbers in some countries are rising, most are related to work requirements, rather than leisure. It will take a rebound in tourism before numbers start to even contemplate pre-COVID levels – and that could, according to many analysts, take up to five years. “Assuming no silver bullet, like an effective vaccine,” one source reported, “people will be reluctant to shut themselves in a confined space with many other people for hours at a time. They would rather take a car trip or stay at home and wait until it is safe.”

There is the matter of border closures, too. Many countries will be reluctant to open their gates to travellers from high-risk areas, no matter how much they want tourist dollars. Instead, we are likely to see neighbouring ‘bubbles’ of acceptable destinations, such as New Zealand and the South Pacific for us, China and South Korea, and the Baltic nations.

One thing is for certain: the days of hopping on a crowded commuter airline, or long international journeys with 400 other people in close proximity, are something we will not see for a while yet. The future is here. ✈

### Sea Fury Mystery



HARS recently distributed the above photo of Iroquois 895 hovering over the Main Gate of Albatross, as part of their update on the Navy Historic Flight (both Hueys in their collection are going to be rebuilt to flying status).

What caught the attention of **Richard Kenderdine**, however, was the Sea Fury ‘gate guard’. Although it is not possible to see its serial number, he pointed out that it is probably either WH588 or WH589, as they were the only two aircraft that we know of that were painted overall blue. We were not aware that one was ever on the gate, however – we only knew of Firefly WJ109 and Sea Fury VW623 displayed there.

Can any of our readers confirm that the Fury in the photo is either one of WH588 or WH589? Send your thoughts to Richard [here](#). ✈

### Slipstream Indexing Project Update

Work continues on indexing the historical ‘Slipstream’ library, with about 10% of the collection processed so far. The index is on-line and functional and can be found [here](#). Our thanks to Ron Marsh and Paul Norris for their work.

## What Is It?



Here's another question for readers: **Michael Heenan** asked if anyone knows what the badge shown above is. If you have any ideas, please contact the webmaster [here](#). ✨

## Supermarket priority assistance programs open to Gold Card holders

Although lock-down is easing up for many people, older Australians should continue to be conscious of their vulnerability to COVID-19, and remain vigilant about social distancing.

Department of Veterans' Affairs (DVA) Gold Card holders are still able to access a range of priority assistance from Australian supermarkets, when purchasing online or shopping in-store.

Coles, FoodWorks, IGA, and Woolworths have signed up to help vulnerable veterans and their families during the coronavirus crisis.

While the Gold Card is not a concession card it does identify our most vulnerable veterans, and war widows, of which there are over 120,000 across Australia.

### Coles

Coles will recognise DVA Gold Card holders who wish to use their Coles Online Priority Service, which was set up to support vulnerable members of the community access everyday grocery essentials.



More details are available on the AIRCREW reunion to be held over the weekend of Friday 23-Sunday 25<sup>th</sup> October, 2020, at Albion Park, NSW.

This weekend coincides with the Fleet Air Arm Association's AGM which is to be held at the FAA Museum on Saturday 24<sup>th</sup> October. All are welcome to attend that, too.

The aircrew reunion details can be found on our website [here](#). It gives all current details and includes a registration form to express your interest in attending one or more of the scheduled events. Please fill this in as the organisers really do need to get an idea of numbers.

Filling out the form does not commit you at this stage, so please help out by doing so. ✨

DVA Gold Card holders will be able to order items online and have their groceries delivered to their door, or have them collected in store in person, or by a neighbour, friend, family member or carer. The Coles Online Priority Service will provide veterans with access to dedicated home delivery windows for their orders.

Veterans and their families need to enter their DVA Gold Card number when they register for the Coles Online Priority Service [here](#).

For those veterans who would prefer having their groceries delivered by Australia Post, the Coles Community Box includes grocery and household items, plus some everyday essentials. For more information click [here](#). To order the Coles Community Box, you will need to register for Coles Online Priority Service first.

### FoodWorks

FoodWorks has added DVA Gold Card holders to their list of vulnerable people able to access their priority home delivery services. Veterans can access the priority service when they order online, over the phone, or via email, by providing their Gold Card number during checkout when prompted.

For further information click [here](#).

*(Continued next page)*





Mystery Photo No.57 shows a ship's helicopter flight aboard one of her Majesty's Australian vessels. We would like to know the type of helicopter shown, and where the ship was when the image was taken. See a larger photo and submit your answer [here](#).

### IGA

The IGA Priority Shop will allow Gold Card holders to access essential items, either in store or home delivered. Registration can be done on line or over the phone, with confirmation of eligibility within 48 hours. Orders and payment can be done over the phone.

IGA also has four pre-set boxes of groceries to meet your basic needs and other essential items. For more information click [here](#).

Information on IGA's Priority Shop program can be found [here](#), or call your local IGA.

### Woolworths

Through Woolworths Priority Assistance program, veterans will need to register online [here](#) and enter their Gold Card number when signing up. This will give veterans access to dedicated home delivery windows for online.

Woolworths has a Basics Box that can be ordered online and is delivered, generally, within 2-5 business days via Australia Post. This can be ordered by a Gold Card holder, or on your behalf by someone in your family or community. For more information click [here](#). ✈



edition we will bring you the story behind it, and of the painstaking technical work that was required before the final product was complete. ✈

### Next Month...

Aviation Art enthusiasts will know of the magnificent painting by Jim Rae, entitled "Finals Four Greens". In next month's