



Edition 61 - September 2022

Fly By



The A4 Skyhawk Story Retold

Re-digitised - the story in words and pictures

The Radial Flies Again

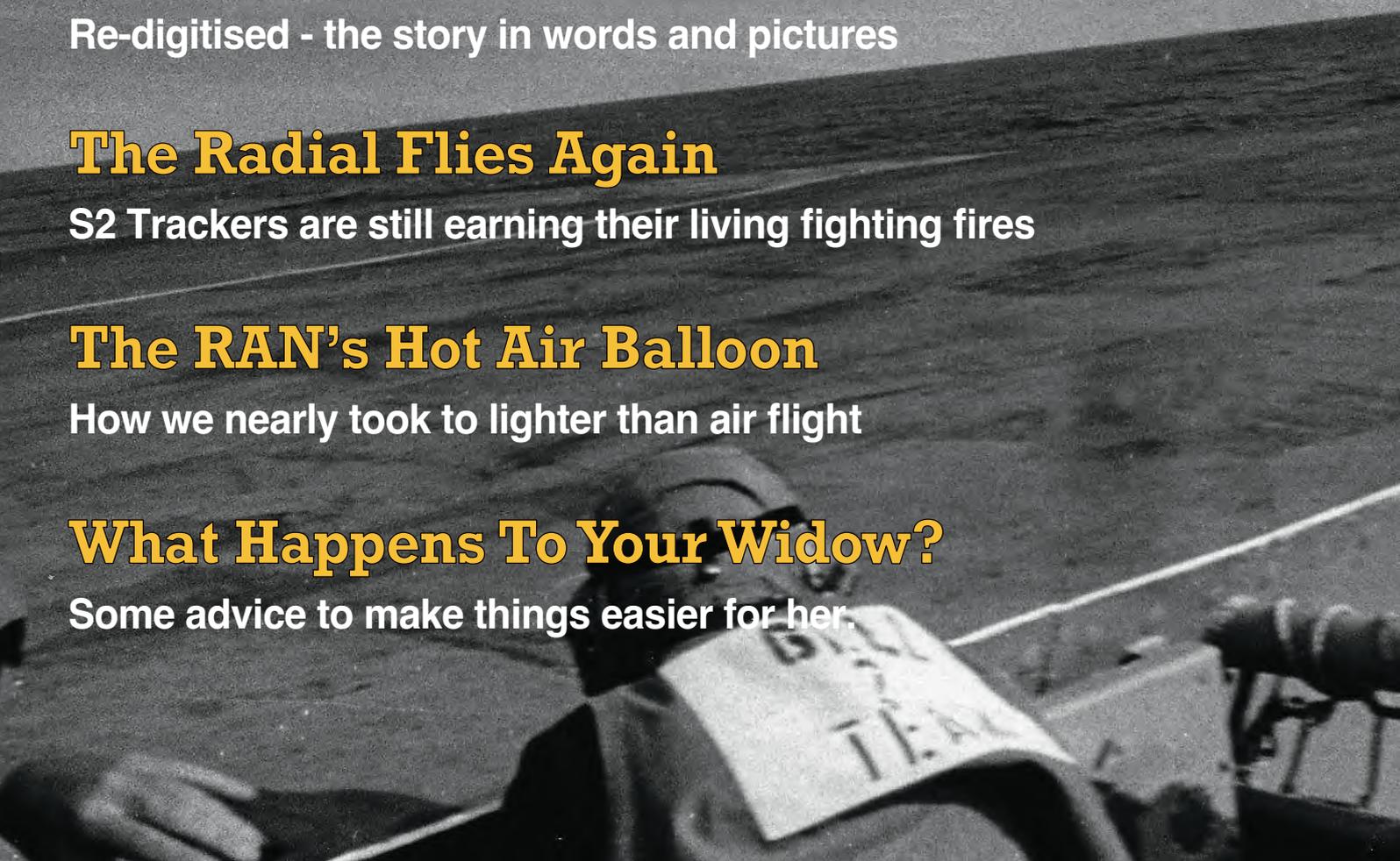
S2 Trackers are still earning their living fighting fires

The RAN's Hot Air Balloon

How we nearly took to lighter than air flight

What Happens To Your Widow?

Some advice to make things easier for her.



EDITORIAL

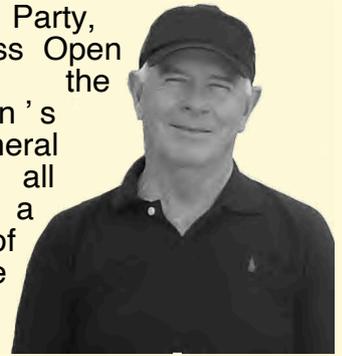
Well, here we are on the first day of Spring. We are suddenly into the ninth month of the year and, if you are like me, you're wondering where the time has gone.

Aside from that bizarre little time warp, we have a bumper issue this month, with stories and articles which I hope will appeal to every taste. The centrepiece is the re-told story of the A4 Skyhawk in RAN Service. This was on our website in the old HTML format, but has been re-digitised and converted into a high definition PDF file, complete with new material. It is fully scalable and of course you can easily print and/or store it should you wish to do so.

This article comes just as we hear the news that two FAAAA members, **Peter Greenfield** and **David Prest**, have completed the rough draft of a brand new book on the A4, which captures experiences, stories and photos of that aircraft from the point of view of RAN people who maintained or flew it. The book, when it comes out, promises to be a sensational collector's piece for anyone who has an interest in the A4 and its place in our history.

This month also brings more news of the FAA Events weekend shaping up for 21/22 October in the Nowra area. The current program includes a free Seminar on the FAA past and present, the launch of "Flying Stations II", a Freedom of Entry

March, Street Party, Dinner, Albatross Open Day and the Association's Annual General Meeting. It all promises to be a great couple of days and I hope that as many people can make it as possible. See the next page for more detail.



The other news is that we have managed to fill the positions of Slipstream Editor and Secretary NSW Divisions. Thank you to the two new volunteers for that! We are, however, always looking for folk at the National or State level to give a little of their time in assisting the veteran FAA community, so please speak up if you're interested.

Until next time.

Marcus Peake, Editor.



Cover Photo:
"Heads Down"!

Jack Mayfield's image of a Skyhawk is evocative of the last fixed wing days of our Fleet Air Arm, and is a fitting introduction to this month's feature story on this iconic aircraft and its story in both the RAN and RNZAF. ➔

CONTENTS

75 Years and Beyond	3
The Ten Commandments	4
Understanding Your Benefits	5
Letters to the Editor	6
Wall of Service Update	8
Around The Traps	9
The Navy's Hot Air Balloon	13
Mystery Photo Answer	14
New Mystery Photo for the Month ...	16
The Radial Rides Again	17
What Happens to your Widow?	21
Seahawk S-70B Appeal	23
The Skyhawk Story	24

FLYBY is a periodical of the Fleet Air Arm Association. The views expressed within it are not necessarily endorsed by the Association or any of its agents.

75 years & Beyond

Fleet Air Arm Events Weekend 21-22 October 2022

The RAN, Australian Naval Institute and the FAAAA are putting together a program of events for Friday 21st and Saturday 22nd October. So far it looks like this:

Friday 21 October 2022 (HMAS Albatross/Nowra).

- ANI/FAAAA Seminar commencing at 0830. Keynote address by CDRE David Frost and then guest speakers on the FAA past and present. Free admission but booking essential. Click [here](#) to book.
- o/c. Book Launch of “Flying Stations II” by Desmond Woods OAM with introduction by VADM Tim Barrett AO CSC RAN.
- RAN Ceremonial Sunset and Freedom of Entry March through the streets of Nowra.
- Street Party in Nowra.
- Informal evening function (dinner) if there is sufficient support. See box below.

Saturday 22 October 2022 (HMAS Albatross)

- 1000-1300 HMAS Albatross Open Day with limited flying program (subject to weather)
- o/c FAAAA Annual General Meeting in the FAA Museum.

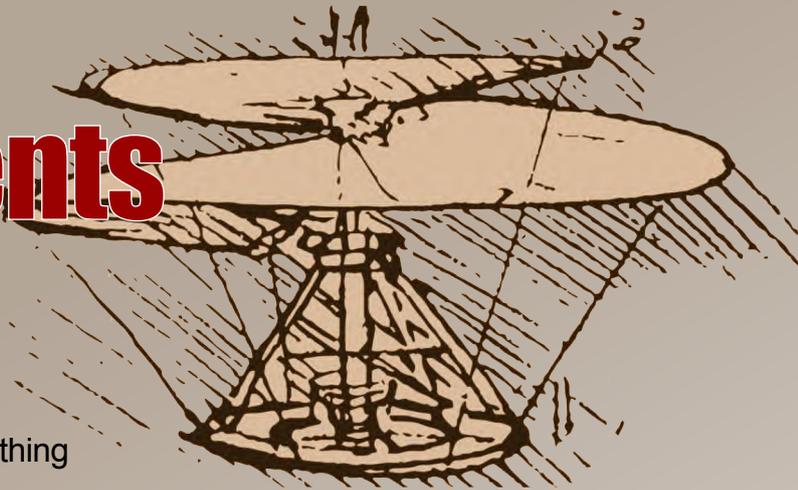


This is a draft program and is subject to changes as events are firmed up. You can check our website for the latest, minute-by-minute program and for more details on all the above events.

Click on the button below for the latest updates and to register your interest for the Friday night Dinner.

[Click Here](#)

The Ten Commandments of Helicopter Pilots

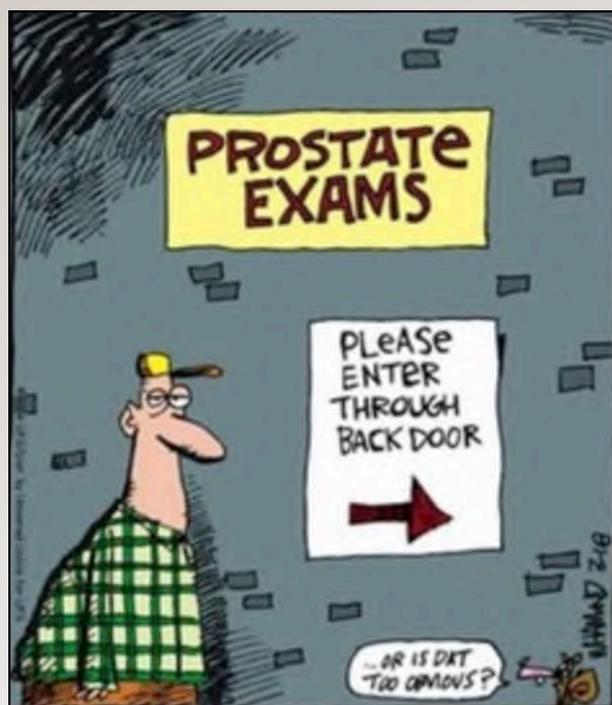


1. Keep always thine RPMs, for without them the gates of heaven shall close to thee, and though shalt pass directly to Brick City.
2. Guard thy tail rotor as thy loins; it is a sacred thing and its loss maketh the earth spin, and rise up and smite thee.
3. Pickest thou up and sittest thou down with great care lest thy machine roll in the mud like the swine and maketh thou an impoverished pedestrian.
4. Loadeth not thy machine unevenly or excessively, les thou wander and stumble like the braying ass.
5. Run not thy fuel or oil dry, for surely it is easier for the camel to pass through the eye of the needle than for a fool to autorotate into the wilderness.
6. Linger not in the curve of the deadman, for it tempteth fate, and shall bring thee back pain.
7. Swoop not low without good reason, for many are the snares of Edison and Bell; their wires yieldeth not, and maketh thee a yo-yo.
8. Loseth not sight of the earth if thou are not a master of the black art of "hard IFR", else thy machine shall seek the earth without thy counsel, and thy friends shall mourn the passing of a fool.

For the non-birdy/non-helicopter folks:

- **Rpm** = keep the rotor blade speed within limits, or the blades may 'clap hands' and you die.
- **Tail Rotor** = Lose it through hitting something and you will crash. Also, walk into it and die.
- **Landing** = Pick level ground to land on or you may experience 'dynamic rollover' with the possibility of dying.
- **Weight and Balance** = Keep it within limits or the helo will crash and you'll die.
- **Autorotation** = ability of the helo to land if the engine dies (lack of fuel or oil) using high rate of descent to keep the rotor blades turning to help you land safely. Requires fine judgement, which if stuffed up, may cause you to perish.
- **Edison and Bell** = Running into power and phone lines will cause you to crash and expire.
- **Curves of the deadman** = a section of the flight envelope where, if you experience an engine failure, you won't recover before striking the ground (and potentially dying).
- **Hard IFR** (Instrument Flight Rules) = Flying in cloud when you don't know how to will cause disorientation, loss of control and...death.
- **G** = In some rotor types, inducing negative G will cause a 'mast bump' and possible rotor separation. You will certainly die if this happens
- **Descending without forward airspeed** can induce 'Vortex Ring' with catastrophic (and fatal) results. →

9. Loseth not thy Gs for the sake of a pushover or other folly, lest thy blades shall smite thee, and journey on without thee.
10. Descendeth not without airspeed, for the air beneath thee is wrathful, and wouldst conspire with the granite to swallow thee up, far from the seeing eye of SAR. →



Understanding Your Benefits

By Jim Bush

Heart Health Program

DVA provides a free 12 month health and fitness coaching program under the Heart Health Program for eligible returned veterans and peacekeepers with operational service. An eligibility checker to determine eligibility is attached and may be read [here](#).

The program is run on behalf of DVA by Corporate Health Management and aims to help increase your physical health and well being through practical exercise and by health coaching and advice on healthy lifestyle choices.

Access and registering your interest to take part in the program can be obtained by calling Corporate Health Management on 1300 246 262.

The program is provided in 2 forms that consists of the Heart Health Group Program held at gym locations, and the Individual Heart Health Program by phone, web and mail for those veterans who are unable to participate in a group program. DVA cannot pay the travel costs to attend program sessions for those attending the Heart Health Group Program at gym locations.

A link to the DVA web page information sheet, "Heart Health Program" that sets out the eligibility criteria is attached and may be read [here](#). ➔

FAAAA AGM

The FAAAA will hold its Annual General Meeting (otherwise known as the "Federal Council Meeting") on Saturday 22 October 2022, in the FAA Museum at HMAS Albatross.

More details of this meeting will be provided in the next edition of FlyBy.

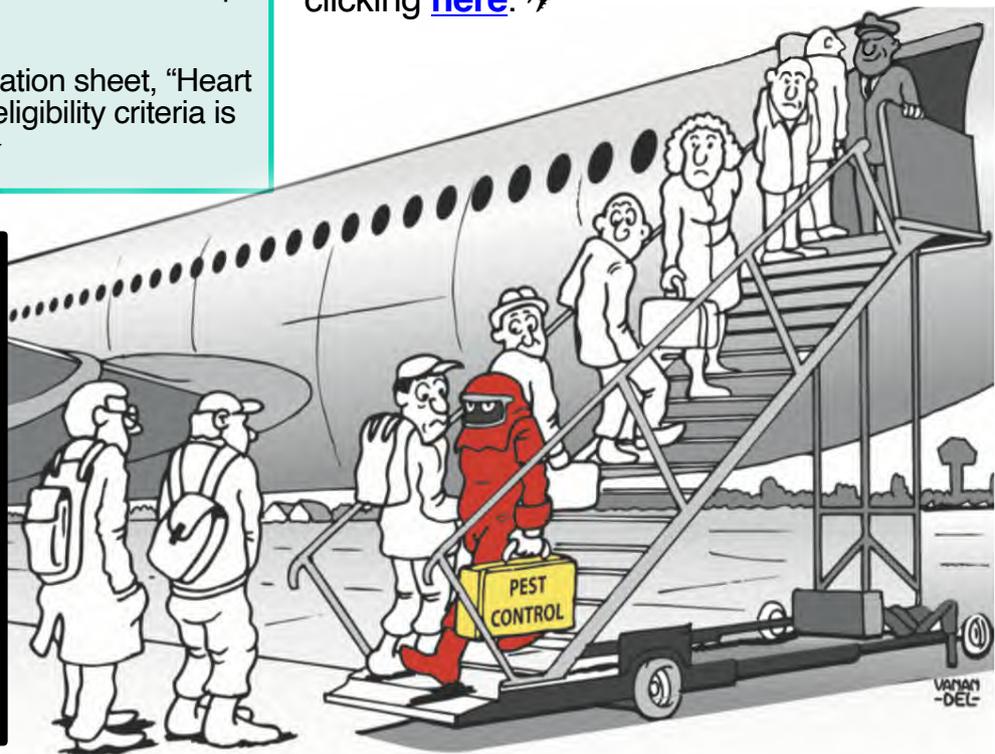
Please note that this is the day after the FAA Seminar (see previous page), so it is hoped that Federal Council delegates will be able to attend the Seminar and stay over on the Friday night for the meeting the next day.

We also expect a Freedom of Entry march for the RAN and an Albatross Open Day which had been postponed from July due to inclement weather. Click on the button on the previous page to update, as things firm up

If there is sufficient interest, the NSW Division will host a 'social event' on the evening of Friday 21 October - most probably a dinner in a club or pub in town - and the cost of the meal is to be subsidised to keep the costs down.

Please register your interest by clicking [here](#). ➔

If you weren't in the Fleet Air Arm, you couldn't possibly understand.



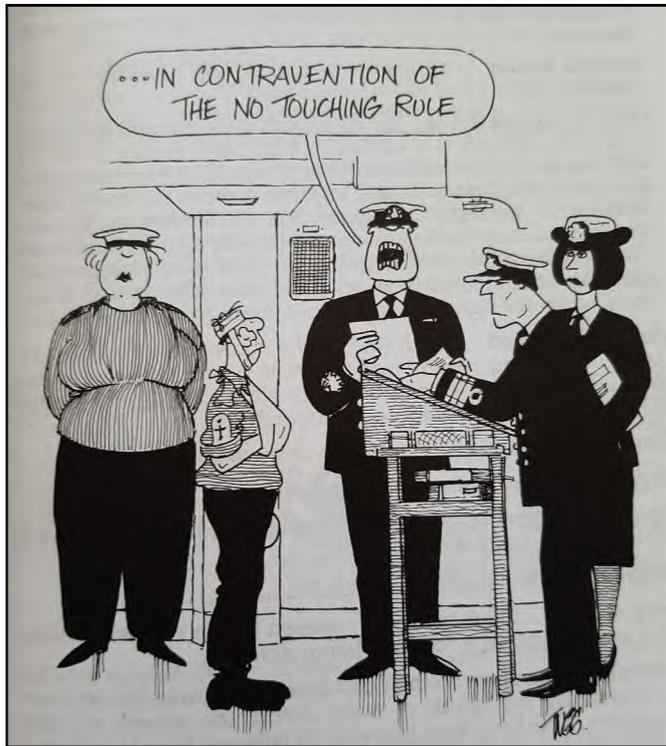


Dear Editor,

There was a Facebook entry bouncing around about a RAN sailor up on a charge for "touching".

It reminded me of one of my favourite cartoons by "Tugg" in the book of RN slang called *Jackspeak* (A written guide to British Naval slang and usage) written by Rick Jolly.

Yours aye, **David Prest.** →



Dear Editor,

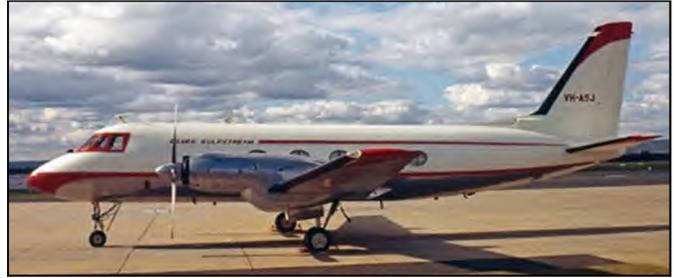
I just came across the issue re the Lockheed Jetstar.

The aircraft was not designed, nor ever used as a commuter as far as I'm aware.



The JetStar originated as a private project within Lockheed, with an eye to winning a United States Air Force (USAF) requirement that was later dropped due to budget cuts. Lockheed decided to continue the project on its own for the business market. The aircraft was looked at by Associated Airlines based at Essendon Airport, which provided air transportation for BHP executives, for possible purchase. The company pilots talked about the possible purchase when visiting our home.

In the end the company purchased the Gulfstream I pictured below in 1960, the Jetstar being deemed unsuitable for the airstrips normally visited, Derby being typical. The Jetstar made it to market the year after the Gulfstream was purchased.



The Chief Pilot of Associated at the time was **Len Diprose**, he had the distinction of being the first pilot in Australia to be rated on the DC-3 when he served as Chief Pilot of Australian National Airlines in the 1930s. The life story he penned is an interesting tale of the fledging airline industry, though only encompasses a half dozen or so pages. The company were responsible for my aviation interest as they took me along in all their aircraft when possible, the Lockheed 12 initially, then de Havilland Heron, Fokker Friendship on lease from TAA to get used to operating turbo props – particularly the Rolls Royce Dart which also powered the Gulfstream, and finally the Gulfstream, then I joined the Navy.



Above. Lockheed 12 purchased by BHP 1937. A second aircraft was purchased 1946 VH-ASG, had served with the USAAC in Queensland since 1942



Above. De Havilland Heron purchased 1957

Cheers, **Brian Abraham.** →



Dear Editor,

Regarding the photograph of the Sea Venom & Aircrew names- late 1966 & into 1967 816 Squadron consisted of A Flight & B Flight- if I remember correctly A Flight was equipped with Gannets & B Flight Sea Venoms while the rest of the CAG was 817 with Wessex Mk 31's. (I was a "boggie ASLT" on my first deployment with 817)

The Venom flight was rather short on "O"s so Wayne (Lofty) Kimpton and Jim Firth (both 817 Observers) were given a short Venom Conversion and flew both types at least on the final deployment for the Sea Venom & Gannet in Melbourne 1967 for the Far East cruise that year.

CMDR Ian Josselyn was CAG & flew the Venom - obviously CAG & Lofty were nominally crewed up & had names on the side of the Aircraft- NAMs Washbrook & Allen were nominated Plane Captain etc. Mike Asbury was the Squadron CO & Bill Callan OIC B Flight if my memory serves me correctly.

Cheers, **Jeff Dalgliesh.** ➔

Dear Editor,

The Sea Venom "on show" in Tim's junkyard in the latest edition of Slipstream is WZ.939. The aircraft had spent many years on a pole at Tuggerah Lakes before being acquired by Bob Jarret of Classic jets museum at Parafield.

It acquired a set of new booms during its restoration (Its original booms ended up on the remains of WZ.911) The aircraft was on display for a few years before being sold of recently and heading for the NT.

It sold for the princely sum of 14k.

I've spoken to the owner about acquiring the aircraft and swapping it with a less valuable airframe that I could make from bits. Otherwise I fear we will lose another one.

Cheers, **Steve Long.** ➔

Dear Editor,

I trust that you are well and still acting in the role of the webmaster of the Fleet Air Arm Association of Australia?

I have just come across a video on YouTube entitled "5 4 3 2 1 Birds Away" which features the Charles F Adams Class guided-missile destroyer HMAS *Hobart* (II) conducting a surface to air missile firing against a

Jindivik drone aircraft.

The video can be found [here](#) and was posted on 23 April 2021.

I suspect that you may already aware of it, but in the unlikely event that you are not, I'm taking this opportunity to bring it to your attention.

Regards, **Jim Worsley.** ➔

Dear Editor,

Just visited again the August Flyby, another excellent offering, and a chance comment in your story regarding the efforts of your one time HWI whereby you stated that Gibraltar was 'surely one of the most overestimated runs ashore'. It tweaked my memory of the first night in GIB for the crews onboard HMAS *Melbourne*, HMAS *Brisbane* and HMNZS *Canterbury* during the 25th Jubilee Cruise to the Old Dart in 1977, and I thought that some of those onboard for that trip may disagree with your comment.

Our docking in Gibraltar was only our second stop after leaving Australian shores and occurred after the only previous stop where all were allowed ashore being Colombo (Sri Lanka), with another day's stopover in Sudha Bay in Crete, where we dropped off some WW11 Bofors carried as deck cargo for presentation to a war memorial and also where only a select few were allowed to disembark as part of the presentation.

I was an LSATA at the time and due to also being the duty Air Department LSAT was lucky, or unlucky, enough to draw a short straw to be part of the RAN shore patrol contingent for the first night in port, and what an experience (particularly as this was also my first time on shore patrol duty).

The shore patrol party went ashore a couple of hours after the gangway was in place and were embedded with the permanent RN shore patrol at their base, which just happened to be located in the back of a small shopping arcade housing a cinema (the relevance of which will become apparent).

The first couple of hours ashore were pretty quiet as we received a brief from the experts (RNs) and had a decent brew. We then received our first call-out which involved picking up a comatose Kiwi from *Canterbury* who was laid out in a gutter and was suffering from the obvious effects of an over indulgence of RN rum. We transported him back to his ship, carried up the gangway, still comatose, and were instructed by the OOD to deposit him onto the deck, which did. We then headed back to Shore patrol HQ, where we spent another couple of quiet hours prior to the storm erupting.

From about 1600hrs onwards it was nonstop until the very early hours of next morning when I was able to eventually return back onboard *Melbourne* for a bit of Kip before being able to check out the sights myself as a libertyman.

The events of that first day have remained with ever since and included such instances of picking up one 'out of his brain' *Melbourne* member who was so far out of it that during the transit back to shore patrol HQ

(we were obliged to take any apprehended souls back there for interview by the duty officer). Three of had to sit on him in the back of the shore patrol vehicle, where said member alternated between threatening to kill all of us and asking for his mother. As access to the shore patrol HQ was through the shopping arcade and our arrival coincided with the finish of the current viewing at the cinema, it made for an interesting transit through the arcade with the spectators and the actions and expletives of our 'passenger'.

During the requisite 'interview with the duty officer, the haranguing continued and was accompanied by spitting at the officer, so our next journey was back to the docks with said passenger, where a bunk up in 3 ALPHA was waiting for him.

As night fell on the Rock, further call-outs involved removal of a group of 'over excited' pussers posing on a hotel balcony that overlooked Main Street, retrieving another 3 souls from the cells at the Gibraltar police Station (the cells resembled something akin to the Black Hole of Calcutta - not that I have been to the aforesaid holes, but you get the idea; and rounding up a member of VS816 SQN who shall remain nameless, who was riding a 'borrowed' RAF push bike on the Eastern side of the Rock back to the docks. He claimed that it had been leant to him by a RAFIE Chappie and he would return it next day. Needless to say both he and the bike were transported back to the ship. Where the bike eventually ended up I don't know.

Pretty fair to say, I think that most members of the crew of all three ships in the Jubilee group would probably agree that GIB WAS a good run ashore and I recall the RN shore patrol guys saying before the night was over that only a couple of weeks beforehand the American Enterprise group had been in port for a period of days and nothing encountered during that visit compared to our first night in.

I also drew the short straw again for the first night when the group docked in Rotterdam after exercises in the North Sea and Polar region and I must say that first night was an absolute breeze compared to the first night in Gib.

Regards, **Paul (Rocky) Norris** Ex CPOATA



Order No. 51 is now open and currently contains the following applications:

Hart J.M.W. O 2473 LEUT (P) Mar65-Mar70
Shipp N.E. R 59629 LACM Jan63-May69

FLYBY MAGAZINE INDEX

Flyby magazine is published each month and, for the moment at least, is available free to members as well as anyone else who wishes to subscribe. This policy is under review.

Noting there's over a thousand pages of news, snippets and stories now collectively available in the over 60 editions published to date, an index under construction. At the time of writing this edition the index covers the most recent 30 magazines published to date. It is expanding slowly, with the target of being complete by the end of the year.

It's easy to use. Simply type "[FlyBy Index](#)" into our website search engine, and then type in your keyword into the proffered box. The search function will then bring up a list of all editions and their page numbers which contain that keyword.

Note down the details of the edition you want and then access it through our FlyBy library, [here](#).



"The Navy recruiter described a completely different experience to me."

Huelin A.J. O 2271 ASLT (P) Jul66-Jan69
Casadio A.A. O 2361 LEUT (P) Aug64-Aug68
Phillips O'B.C.I. R56859 POACM Mar60-Aug68
Newbery I.R. O 106919 CMDR Jan 71-Aug98

For those that don't know, the Wall of Service is a way to preserve your name and details of your Fleet Air Arm Service in perpetuity, by means of a bronze plaque mounted on a custom-built wall just outside the FAA museum. The plaque has your name and brief details on it (see background to photo left).

There are over 1000 names on the Wall to date and, as far as we know, it is a unique facility unmatched anywhere else in the world. It is a really great way to have your service recorded.

It is easy to apply for a plaque and the cost is reasonable. Simply click [here](#) for all details, and for the application form. ➔

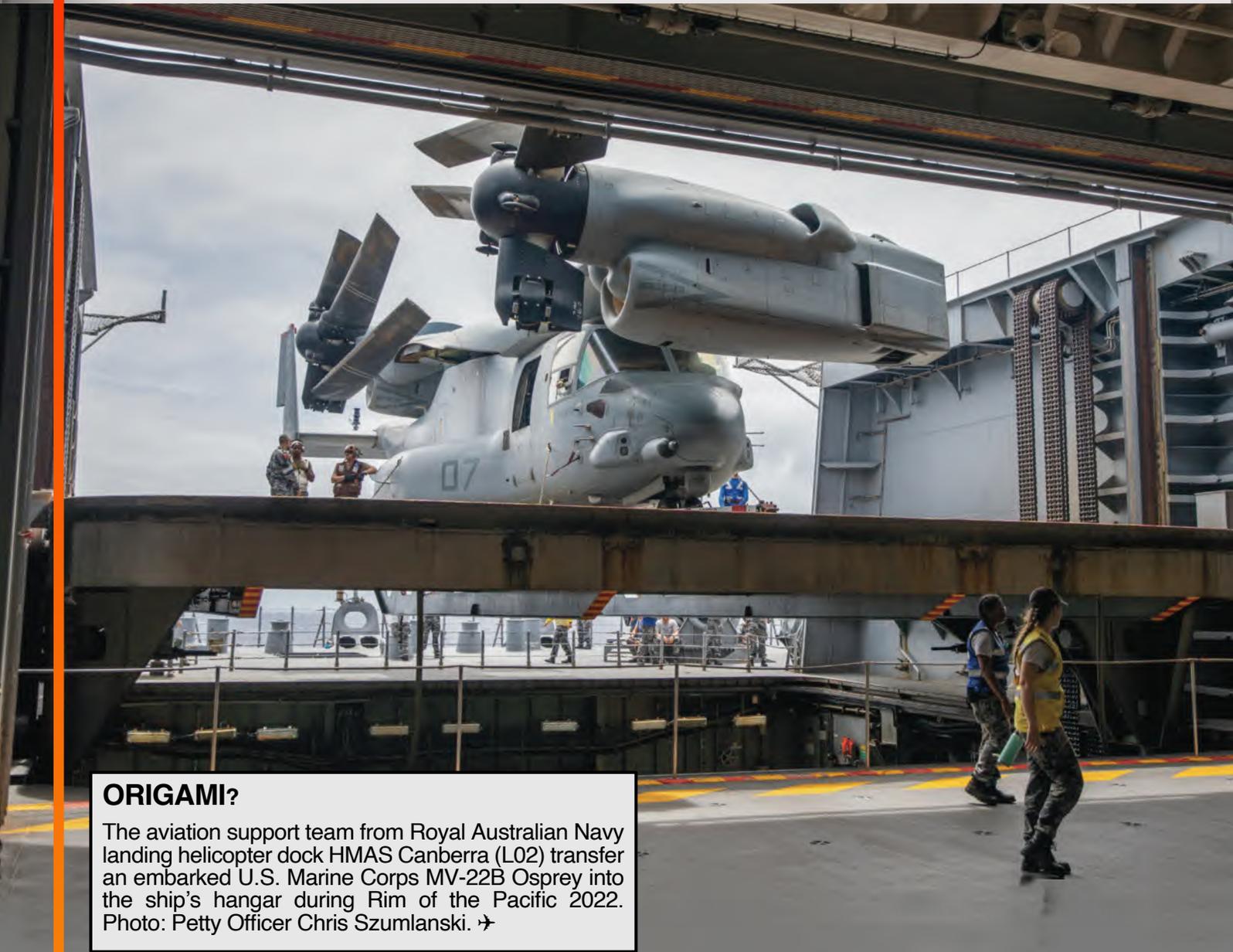
Around The Traps

We hear through the grapevine that **Jim Buchanan** has recently moved from Old Bar, NSW, to Canberra. Jim doesn't know many folk there so if you were able to reach out to him it would be much appreciated. You can get contact details from his daughter, Emily, [here](#).

Jim joined the RAN in October 1962 as an aircrew officer. He began his flight training in March 1963 and after qualifying as a pilot he was posted to HT 725 Squadron in February 1964.

Following several postings at sea and ashore Jim was posted to the Royal Australian Navy Helicopter Flight Vietnam, arriving in the Republic of Vietnam in October 1970. There, he became the commander of the Second Lift Platoon, flying daily combat assault missions at the controls of a Bell UH-1 Iroquois helicopter in which he routinely came under heavy enemy fire.

On 4 December 1970 Jim performed an extraordinary act of flying skill while operating in the U Minh Forest area. While engaged in the medical evacuation of a wounded crewmember from a South Vietnamese patrol boat the group came under heavy attack, with another patrol boat, 50 metres away, exploding following a direct hit from an enemy rocket. Realising that the boat with which he was operating was disabled and drifting towards the enemy-held shore he pressed the skids of his helicopter onto the deck of the vessel and manoeuvred his aircraft to push the boat to safety. All the while, his aircraft was receiving heavy automatic weapons and 82mm mortar fire. For his coolness, determination and courage under fire in the face of a determined enemy, Buchanan was awarded the Distinguished Flying Cross. ➔



ORIGAMI?

The aviation support team from Royal Australian Navy landing helicopter dock HMAS Canberra (L02) transfer an embarked U.S. Marine Corps MV-22B Osprey into the ship's hangar during Rim of the Pacific 2022. Photo: Petty Officer Chris Szumlanski. ➔

Veterans' Day at Old Bar a Stunning Success

COMFAA presents Principal Deb Scanes (left) with a FAA 75th anniversary plaque as a thank you. LEUT Sophie When is on the right.



The mini reunion and Vietnam Veterans' Day at Old Bar kicked off on Tuesday 16 August with a Meet and Greet at Club Old Bar where we had "our room" for the three days with some memorabilia of days past on display. COMFAA's support also arrived on Tuesday night.

On Wednesday 17 August the big event the whole of Old Bar Public School had been waiting for finally happened – the EC135 landed in the school grounds to much cheering and excitement. After COMFAA received his rock star status from the students, they were shown over the aircraft and had their individual and group photos taken. Pilot Sophie and S/Lt Jess were a hits with the students.

Wednesday night we held our dinner where Commodore David Frost gave a short speech on the impact the RANHFV has on the modern day operations of the FAA. Our National President RADM Mark Campbell and the FAA support crew also joined us for a great evening.

Thursday we formed up near the old airfield and marched up to the school where COMFAA, who was standing in for the Chief of the Navy, took the salute and the EC135 returned for a fly over before the ceremony.

Once again the Old Bar Public School did a magnificent job in hosting the service and I also thank Bob Ray for donating the prizes.

Presentations were made by RADM Mark Campbell, CDRE Dave Frost, Dr David Gillespie MP and NSW Police Area Commander Chris Schilt.



On completion of the service Thank Yous and Goodbyes were made and the EC135 whisked COMFAA back to Albatross.

As a footnote I was in line waiting to be served on Friday afternoon and a little girl behind me proudly advised me that "she had Frosty's autograph"! You're a local hero mate.

Many thanks to all who attended and were involved with the VV Day 2022 – greatly appreciated.

John Macartney.



Veterans' Day (continued)

Barry Grainger preparing to make the opening prayer with some of the attending veterans



Above. The Albatross contingent who helped make the day such a success. *Right.* CDRE David Frost during his address. *Below.* Enjoying dinner. Clockwise from left, Dave Carriage, June Liddell, Carol Vidal, Guy Cooper, Geoff Vidal, David Farthing, Tom Staadt, Rodger Cooper, Dave Frost and Mark Campbell.





New Scribes

We have a new 'scribe' for the position of Secretary NSW Division: **Jeff Dalglish**. Jeff, who lives in Sydney, has kindly offered to take over from **Dick 'Pincher' Martin** who has been an office bearer over many years both in a National and State capacity.

And whilst on the subject of scribing, **Ron Batchelor** has offered to take back the role of Slipstream Editor, following the resignation of **Paul Shiels** on the grounds of ill-health.

Our thanks to both Dick and Paul for their Stirling service over the years, and to Jeff and Ron for stepping up as volunteers. ➔

Vietnam Vets Remembered

On Thursday 18th August the National Secretary, **Terry Hetherington**, represented the FAAAA at the Shoalhaven Vietnam Veterans' Day service at Walsh Park Bomaderry.

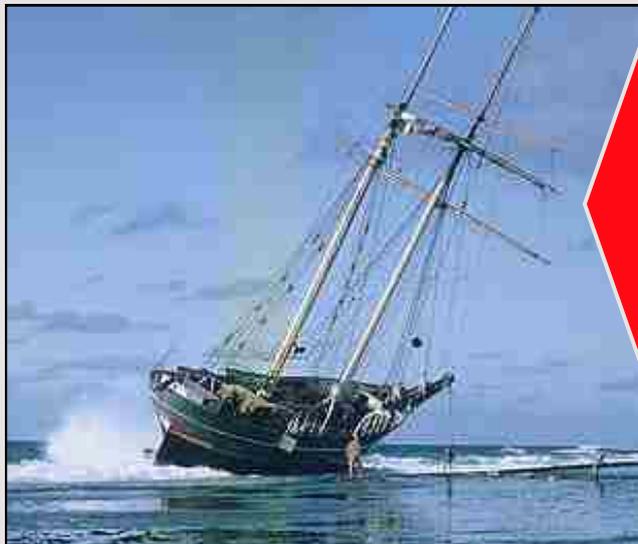
The organisers said it was the best turnout of veterans and guests for many years, notwithstanding Covid.

Our wreath, first on the left, was supplied free of charge by **Hyam's Florist** of Nowra.

The speakers included Captain **Robyn Phillips**, CO of HMAS Albatross, who spoke of the history of the RAN Helicopter Flight, Federal member for Gilmore Mrs **Fiona Phillips** and Mr **Carl Robinson**, a former war journalist with the American Associated Press who lived and worked in South Vietnam from 1962 to 1975. Carl migrated to Australia with his wife and family following the fall of Saigon. ➔



The speakers included Captain **Robyn Phillips**, CO of HMAS Albatross, who spoke of the history of the RAN Helicopter Flight, Federal member for Gilmore Mrs **Fiona Phillips** and Mr **Carl Robinson**, a former war journalist with the American Associated Press who lived and worked in South Vietnam from 1962 to 1975. Carl migrated to Australia with his wife and family following the fall of Saigon. ➔



Not At All At Sea

Ted Goater picked up from last month's Editorial that I'd been in the Cook Islands, and forwarded the photo to the left in response.

He used to fly into Rorotonga (capital of the Cooks) in the 70s and remembers seeing the wreck of this beautiful Schooner, named "Yankee" on the reef right in front of his hotel. The story goes that the crew all went ashore except the cook, who subsequently didn't know what to do when the vessel dragged its anchor. It was a total write off.

The moral of the story is don't trust the cook with the safety of the ship, even in the Cook Islands! ➔

How The Navy Nearly Had a Hot Air Balloon Unit

By **Brett Dowsing** (illustration by Marcus Peake)

It all started with a phone call one morning just as I was preparing for the day's work as Director Naval Air Warfare in Russell A, Canberra in 1990. The caller was the Chief of Navy, Vice Admiral **Michael Wyndham "Mudguard" Hudson**, a gruff naval officer of the old school.

"Be at my office at 0900, and bring Hodgman with you!"

"Aye, aye Sir. Is there anything in particular you wish us to prepare for?"

"I'll see you two at 0900."

Having quickly advised my immediate superior, the Chief of Naval Operational Requirements and Plans, Rear Admiral **RAK Walls** of my appointment with CN, and not knowing what it was about, CNORP directed we report back to him as soon as CN had enunciated what he had in mind.

At 0855 **Paddy Hodgman**, who was Director of Navy Co-ordination, and I were sitting outside CN's Office when in strode Vice Admiral Hudson in a flying suit – "Come in boys – I've just had a brilliant idea and I need you to look into it."

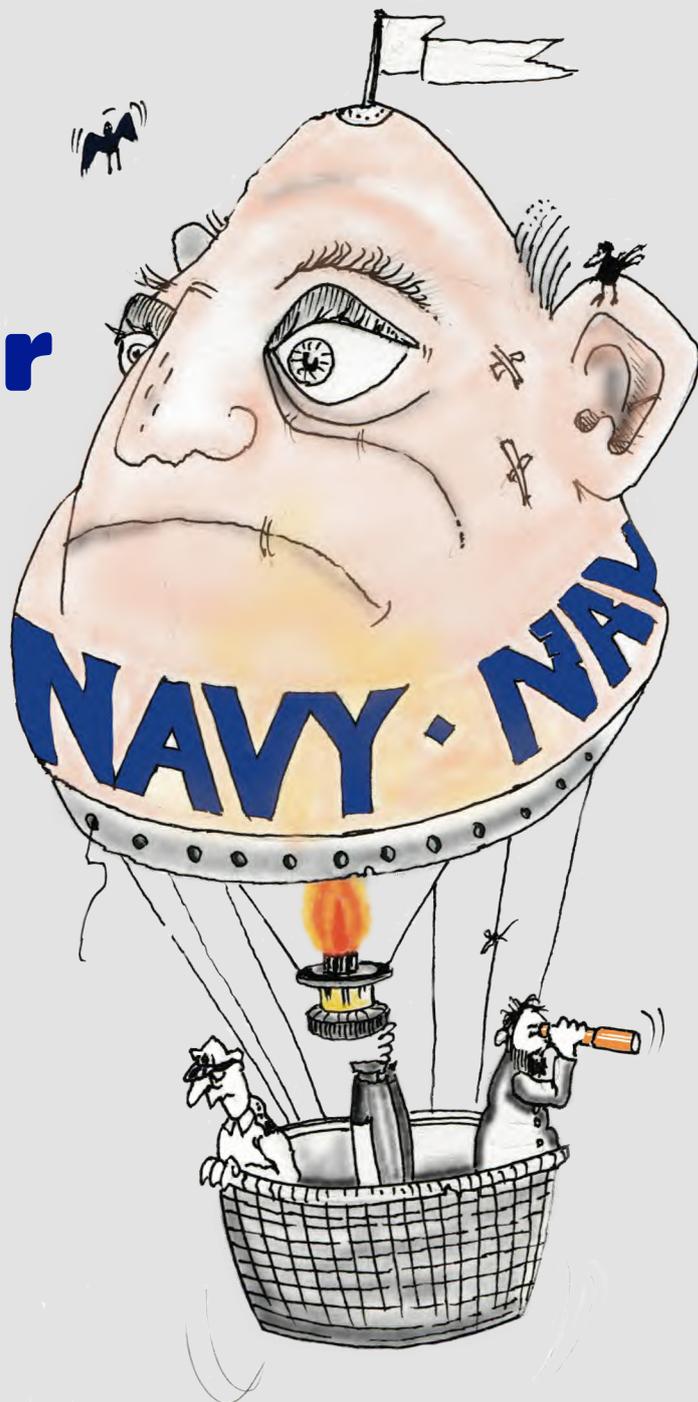
The Admiral had just returned from an early morning flight across Canberra in the RAAF hot-air balloon, at the invitation of the Chief of Air Force.

"What the Navy needs is a Hot-Air Balloon Unit that can travel around the country areas of Australia supporting our recruiting efforts. The Air Force does it and I think we can do it. Investigate and report back in two weeks. Dismissed!"

Speeding downstairs to CNORP and hastily explaining the one-way conversation with CN, Admiral Walls exploded – "A bloody hot-air balloon with Navy emblazoned on it!! That's not what we need, we need an 18-footer (racing yacht) with Navy on its spinnaker screaming across Sydney Harbour. Leave it with me lads; I'll sort this out with CN." And off he raced upstairs to CN's office.

About 10 minutes later, CNORP returned to us in his office – "Right lads, we're going to look at getting a hot-air balloon and an 18-footer. You two come back to me in 10 days with a feasibility study and I'll get another couple of staff officers to look into how we'd go about getting an 18-footer. Dismissed."

Over the rest of that week Paddy and I flew up to



Australia's hot-air balloon centre at Cowra to find out all we could about operating hot-air balloons, their costs (acquisition, operating and life-cycle), options, limitations and alignment with Recruiting Centre programs. We also consulted with the Air Force but they proved of limited help as they were operating their Hot-Air Balloon Unit largely only for public relations purposes around Canberra and hadn't the fidelity expected of what it was costing to operate the Unit.

So, early the following week, Paddy and I fronted up to CNORP to outline that it would cost about \$4m to acquire a hot-air balloon, a couple of Toyota Landcruisers, an off-road trailer and a further \$2m per annum in wages, accommodation and incidentals for a 6-man aircrew and support staff, insurance, spares and fuel/gas. We also advised that the balloon could only be operated in benign conditions and such availability would be at best only about 15-20% of the year and usually only very early in the morning and late in the

afternoon. Effectively, the Unit would be chasing suitable conditions and alignment to Recruiting programs, which was likely to be problematic.

CNORP had slightly better options with the 18-footer so off he went to CN and laid both these and the constraints of hot-air balloons before CN for decisions. Fifteen minutes later he returned to his office to brief us and the 18-footer team of the outcome.

“Right, the hot-air balloon is dead and we’ll sponsor a civilian 18-footer racing team to use Navy emblazoned spinnakers.” It was a close-run thing, but sanity prevailed.

Paddy and I left the office relieved, not mentioning that his and my staff had spent the past week coming up with designs for the balloon that were not overly complimentary of CN’s bald head and jug-like ears - just in case. →



Mystery Photo Answer

Last Month we asked you to identify the strange looking machine above, and we received just one correct response - from Ted Goater.

Believe it or not, it was a machine built under Air Ministry contract and was being considered as a front-line fighter, but it ultimately failed to gain Ministry approval for production and faded into history. Nonetheless, it had interesting characteristics.

Named the “Pterodactyl”, after the winged pre-historic bird (shown in the inset), it was developed by Captain G.T.R. Hill in an attempt to deliver safer aircraft.

Geoffrey Terrance Roland Hill was an experienced combat and test pilot who had fought during the First World War with the Royal Flying Corps. He was one of those men who, aside from favouring the use of his full names, was unconventional in his thinking.

His desire to improve the safety and stability of the aircraft of the time wasn’t surprising. The latter fighters of WW1, most prominently the Sopwith Camel, had instability designed into them. This gave outstanding manoeuvrability, but also dangerous handling characteristics for the unwary pilot - the Camel reputedly killed as many allied pilots in accidents as it brought

down enemy aircraft.

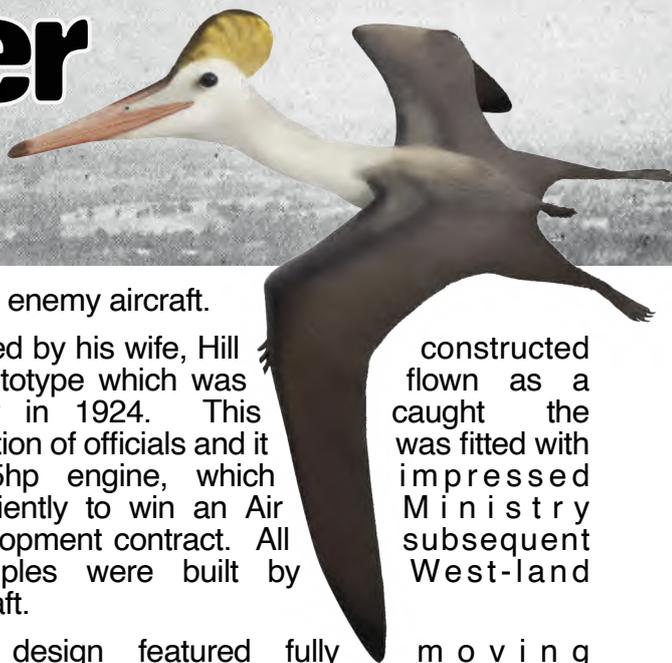
Helped by his wife, Hill a prototype which was a glider in 1924. This attention of officials and it a 25hp engine, which sufficiently to win an Air development contract. All examples were built by Aircraft.

The design featured fully moving wingtips. If both were moved in the same direction they functioned as elevators, or in opposite ways, as ailerons.

The aircraft was designed to handle safely at all speeds without any definite point of stall, allowing reliable recovery without loss of altitude. The wing featured a slight twist, which reduced its angle of incidence progressively towards the tips. This provided a near stationary centre of pressure, ensuring the aircraft was stable in pitch. No horizontal stabiliser was necessary and the aircraft was tailless, allowing the fuselage to be very short.

Yaw stability was provided by vertical fins, but

constructed flown as a caught the was fitted with impressed Ministry subsequent West-land





Far left. Conventional designs of the day, such as this Sopwith Camel, had instability built into them - which gave excellent manoeuvrability but dangerous handling characteristics. Left. It was envisaged the Pterodactyl would be fitted with a turret machine gun designed by Hill. Below: The Mk. I version, with its canvas skin. Last. The Mk.V bearing the Westland designator "P8"



that arrangement varied between types and even between individual flights as the design was modified.

Five variants were built and others envisaged, including a four-engined reconnaissance version and a transatlantic airliner. Of the models built, each showed successive improvements, with the Mk V being fitted with a 600 hp Rolls Royce Goshawk engine - which provided plenty of power when it was working. Unfortunately it was horribly unreliable (Rolls Royce only built around 20 of the engines), and did little to endear the design to watching Air Ministry officials.

Despite its unconventional characteristics the Pterodactyl showed promise however, and the program continued until 1936. By then, the Ministry had assessed the design to be inferior to its current two seater, the Hawker Hart, and work on the Mk. V was suspended. The prototype was returned to its hangar where it languished for a year or two before being scrapped.

By then Hill had left Westland and taken a post as Professor of Mechanical Engineering at University College, London. His departure and the lack of official support spelled the end of his odd-looking aircraft. →

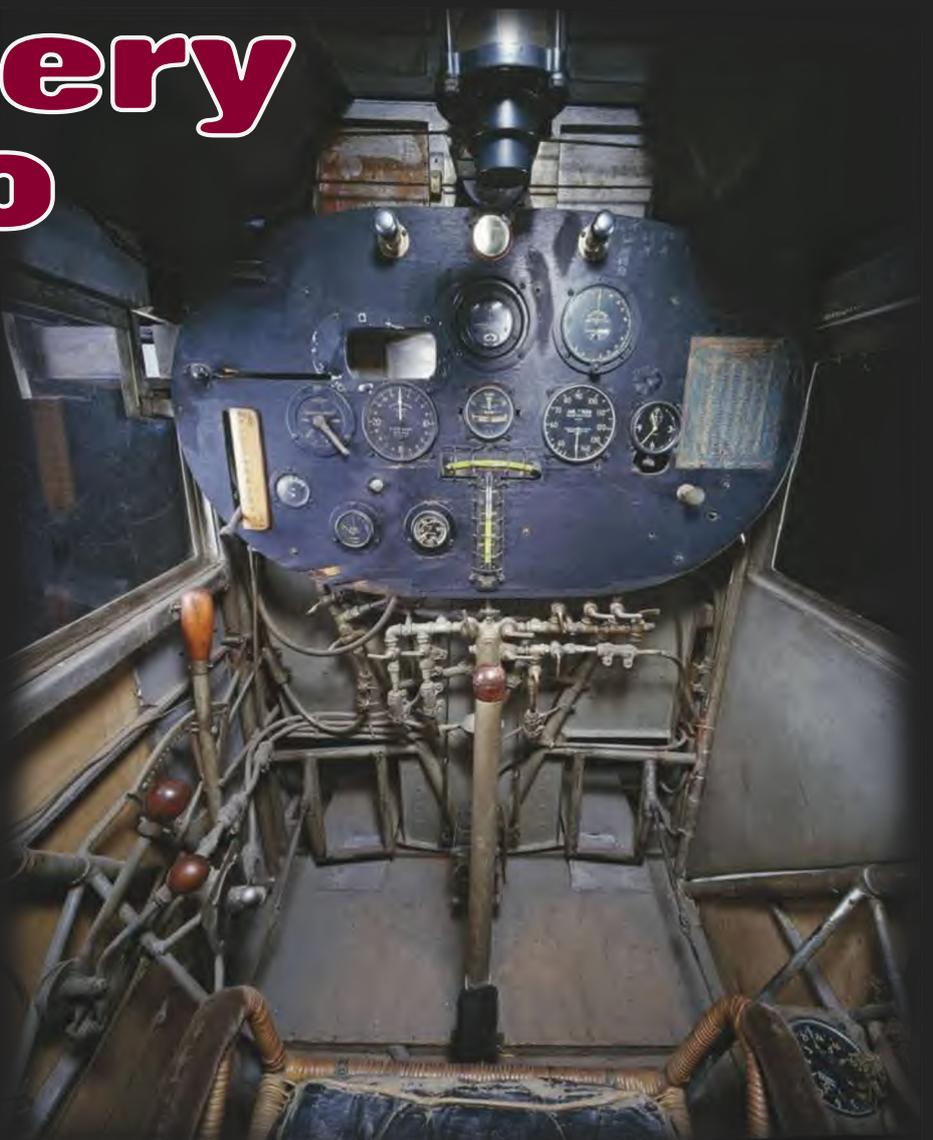
[See Video](#)

This Month's Mystery Photo

This month's Mystery Photo, courtesy of Ron Marsh, differs from previous ones which have generally asked readers to identify an aircraft type.

The photo shows the interior of a mechanical device featuring some instruments, rudimentary controls, a wicker chair and a periscope.

Do you know what it is, and the story behind it?



BELL 206 ARTICLE NOW BIGGER!

Last month our Feature "Heritage" Article was on the Bell 206. Since then it has been expanded by extra pages from **Brett Dowsing**, recounting his experience flying this little aircraft whilst serving as Flight Commander aboard HMAS *Moresby*.

You can see the new expanded article [here](#).



NEW DATASHEET PUBLISHED!

The FAAAA is gradually replacing all of its embedded HTML website articles with updated, re-digitised 'data-sheets', each of which tells a story about some aspect of the FAA.

The newest of these is the story of HMAS *Sydney's* involvement in the Monte Bello nuclear test of 1952 and its aftermath.

You can read this and many other fascinating stories by clicking on the image to the right.



FLY NAVY



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THE RADIAL



RIDES AGAIN

Above: The radial S-2 received a second chance at active fire service after Bill Garrison and his team worked diligently for many months to return the aircraft to flight ready status.

Having worked in the agricultural aviation industry for over 20 years, Bill Garrison's entry into the aerial firefighting world was somewhat non-traditional.

Garrison started working in the AG aviation industry in 1996, starting his own company Ag Air Services Inc., in 2000. After many years flying multiple types of ag aviation aircraft, Garrison's operation settled on Air Tractors, flying the AT-301 and two AT-400s serving Kansas and surrounding states.

The AT-301 began his aerial firefighting career in Kansas after being approached to assist in dropping water on some smaller fires over several years by local agencies.

In 2017, the wind-driven grass fuelled Highland wildfire tore through Kansas, garnering national attention, scorching over 7,000 acres, and forcing thousands to evacuate. At the time, Garrison called the Fire Chief in Nickerson, Kansas, to see if he could assist with the blaze. The Fire Chief told him to bring whatever he could to help. Over the next eleven hours fighting the Highland fire, Garrison would drop more than 20,000 gallons of water alongside the only other air assets available, a pair of Kansas Army National Guard Black Hawk helicopters using Bambi buckets.

During firefighting efforts over the Highland fire, Garrison realised that there was a lot of heavier brush in some areas. He felt that a bigger airplane would be

better for aerial firefighting than the Air Tractor he was using with just a standard agricultural gate.

Garrison's first thought was potentially the much larger 800-gallon Air Tractor AT-802F. However, at over a million dollars, it was too large of an investment to make on something that may not make enough money back to support it. So he began to start looking for an available and affordable solution.

"I'd kind of narrowed it down to a Neptune or Tracker. As for the Neptunes, we looked at one that Evergreen used to have, but it had been sitting outside way too long and started having corrosion issues, so that ruled out the available Neptune at the time." With Evergreen's Neptune out of the running, Garrison then stopped in California to look at some S-2 Trackers that were available and found several more located in Carson City, NV.

In Carson City, Garrison met Rick Clements, the Cactus Air Force Wings and Wheels Museum owner, who had two Grumman Trackers that the museum had purchased as surplus aircraft from CAL FIRE. Garrison looked over the plane, telling Clements what he wanted to do with them, eventually striking a deal to buy a flyable Tracker from the museum.

Several months later, Garrison and his mechanic, Tim Coons, arrived back at the museum in Carson City to start working on getting one of the S-2 Trackers into



airworthy condition. In addition to the mechanical work that needed to be completed, the data plate had been lost when the museum purchased the aircraft as surplus from CAL FIRE. Garrison had to obtain a data plate reissue from the FAA. Additionally, a maintenance program needed to be written for the veteran aircraft. A ferry permit was also required to fly the Tracker from Carson City back to Kansas.

The process of getting the Tracker flying again wasn't considered problematic. However, it was more time-consuming than anything, said Garrison about the overall experience of bringing the S-2 back to life. Everybody involved in getting the aircraft ready to ferry, including Garrison, had extensive maintenance experience, not so much on S-2 directly, but a great deal of expertise on radial engines. The two spent the next two months working on the S-2 at the museum in Carson City, spending money on hotel accommodations and copious parts purchases.

Along with 16-hour workdays, that was what it took to get the aircraft airworthy for its eventual ferry flight to its new home base at the Hutchinson Regional Airport in Kansas.

Upon the aircraft's arrival at its new home, the additional work of getting the aircraft ready to fight fires began. Due to Garrison having to keep up with the ag spray season during the summer months, the complete restoration would take Garrison the better part of a year. During this time, he replaced all of the

oil and hydraulic hoses, then moved through the rest of the associated systems to get the S-2's four-door, 800-gallon belly tank/ fire suppression system operable. Upon the aircraft's retirement, CAL FIRE had disabled the aircraft's wing fold system, which Garrison chose to leave as it was for the time being. The next order of business was getting the Automatic Dependant-Surveillance Broadcast (ADS-B) installed and radios using the same band as the Kansas Forest Service's (KFS's) radio equipment.

Meanwhile, Garrison was also working with the Federal Aviation Administration (FAA) to issue an airworthiness certificate. Initially, Garrison had bought three engines for the S-2 in cans from a salvage dealer in the Denver area, which was the total of spare parts he had while bringing the aircraft online. During a type rating check ride, one of the engines on the S-2 failed, which quickly used up one of the spare engines, bringing the replacements now down to two. Since then, Garrison has bought another S-2 in military configuration, which he is currently using as a parts aircraft for QECs (Quick Engine Changes), and other spare parts as needed.

Garrison also has a good relationship with the Wichita Flight Standards District Office (FSDO), who he asked to come out several times during the restoration process, so there was knowledge of the aircraft when it came time for the issuing of a new certificate for AAIP (Approved Aircraft Inspection Program). "While it took a little bit, I would say it went



pretty darn smoothly,” Garrison stated.

Kansas’ fire season, unlike west coast seasons, typically runs from late November through May, which is when Garrison then switches back to ag spraying in the summer months. Garrison currently foots the bill for his labor of love, restoring the S-2 and using it to fight fires. “The Forest Service didn’t front any of the money for this. I was doing it on my own, in the hopes that if I could do it, and do it right, I could get a contract.” As one might imagine, the KFS had been interested in seeing Garrison’s progress and if he would be able to get his air tanker project off the ground. So, while all of the maintenance, flight training, and preparations were at his own expense, Garrison knew that if he could have the airplane up and running, they would call when they needed him. Nearly a year after its ferry flight to Kansas, Garrison’s Tracker was finally ready to fight fires, receiving a two-year call when needed (CWN) contract with the Kansas Forest Service.

Despite all of the work and effort that had gone into getting the aircraft airworthy and once again ready to fight fires, perhaps one of the most challenging aspects of the entire project for Garrison was dealing with all of the different agencies involved in getting an aircraft such as the S-2, which is only currently in use as a turbine in California, approved for use.

Garrison was able to get through the hurdles and red tape by remaining determined and focused on getting this program started while also doing his best to maintain good working relationships with those various government agencies throughout the process. Now that his aircraft is finally in the air and performing the missions he had purchased it to do, Garrison takes great pride in the fact that he has “proved that it can be done and even though it was an older aircraft and everybody thought I was nuts - I’ve proved everybody wrong.”

Looking back on the entire project as it has come together, Garrison is very happy with how it has all come together and can’t put his finger on any one

thing that he regrets or wishes went differently than it did, except perhaps that he may indeed wish that he had gotten a second, flying S-2.

The S-2 tanker can respond anywhere in the region in a matter of minutes, whereas it may take the National Guard hours to ready their aircraft. Garrison has flown his Tracker under contract on three fires so far this year, and now that the first fire season of his two-year CWN contract is under his belt.

Chris Hanson, the District Fire Management Officer for the Kansas Forest Service, stated that while unconventional in its inception, the S-2 program has proven to be a welcome addition to the state’s aerial firefighting program. It has evolved from its initial beginnings to be a program that now utilizes a state agency member as a fire management officer with Garrison in the cockpit that acts as a fire controller in the air onboard the S-2 during fire operations directing the state’s role in the firefighting effort.

Hanson stated that since the program’s inception, the S-2 had flown operationally for 81 hours on fires over the last several years, fighting everything from small fires to 10,000-acre fires like the Cherry Creek Fire in Cheyenne County.

While the aircraft-dropping retardant is still an option, the complexities of Kansas having to set up retardant bases is still a somewhat far-off option in the future due to the logistics involved for the state, said Hanson.

Garrison and the Kansas Forest Service also spend a great deal of time educating local fire agencies on the operation of the S-2, often flying the aircraft to different airports around the state to teach local fire agencies how to reload the aircraft with water so that when there is a need for local assistance, the response from local firefighters is swift and speeds up the refilling operation of the aircraft while completing the refilling in the safest manner possible for the ground units assisting.

When compared to other programs, Garrison’s S-2

program is most certainly still in its infancy. However, from Garrison as the pilot, down to the maintenance crew, ground operations staff, and the cooperation from the State of Kansas; all involved are doing their best to ensure that they do everything right, every time - adhering to a 'crawl, walk, run' approach when it comes to this unique air tanker program.

Deconfliction over fires can be a complex issue on extensive fire grounds; however, much of the time, Garrison is the primary or only responding aircraft, unlike many other more congested fire grounds seen in other states. Usually, the only other aircraft on the scene would be the Black Hawks from the National Guard, if they've been requested, which typically only occurs after several hours of being on a fire ground. Hanson stated that the state response to fires is relatively quick, being that a local agency can request help from the state. The state then puts Garrison into action, sometimes within the same hour. In contrast, if the National Guard is asked for, that has to go through the national requisition process, which must go through NIFC and then on to the National Guard request process, often taking several hours for the aircraft to get on scene.

While Kansas may not be at the top of the list when you think about fire danger, the state does have years that could be devastating without the intervention of the Kansas Fire Service and their ability to employ the use of a nontraditional system like that of Bill Garrison's S-2. The teamwork between Garrison and agency representatives like Chris Hanson, who strive to make a difference in aerial firefighting, shows that the future of the industry in Kansas looks bright.

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WHAT HAPPENS TO YOUR WIDOW WHEN YOU DIE?



Nobody relishes the idea of shuffling off this mortal coil, but the brutal fact is that most of *FlyBy's* readers are over the age of three score years and ten - and that, according to the Bible, is the design limit of the human body.

We are unique amongst the animal kingdom insofar as we are aware of our mortality – i.e. we know we are going to die. It is surprising then, how often we hear of those who we leave behind struggling to do things that, with a little preparation beforehand, could have been resolved easily.

The Defence Force Welfare Association (DFWA) circulated a simple guide on some of the things you can do now, to save your partner grief and effort when your time comes. We reproduced it in 'FlyBy' a couple of years ago, but timely reminders are always good...before its too late.

PERSONAL BANK ACCOUNTS Some banks freeze or regulate joint accounts on the death of a signatory. Your spouse will need an account **IN THEIR OWN NAME** before they can receive pension benefits. It would therefore be prudent for both you and your partner now to each have at least one account in your own names.

WILLS, etc. **WILLS, POWER OF ATTORNEY and ENDURING POWER OF ATTORNEY** Every adult over the age of eighteen should have a current Will and a Power of Attorney. Kept in a secure place, the location of which is known to your Partner and one Executor; the Will should be updated on a regular basis.

FUNERAL ARRANGEMENTS Each Partner should know the other's choice of funeral arrangements, have them written down and preferably kept with the Wills.

BANK ACCOUNTS, CLUB AND ASSOCIATION MEMBER-SHIPS An up to date list of organisations of which you are a member, along with the membership numbers, will be a help. A list of regular accounts (eg, rates, home and content insurances, vehicle insurance, health insurance, phone and mobile

providers, internet providers, water, gas and electricity), how and when they are paid, and the approximate dollar amounts will save your partner from uncertainty and likely distress if he/she is not in the habit of handling such accounts. Preferably, both partners should be equally familiar with arrangements for paying household accounts.

VETERANS' ENTITLEMENTS Your widow may be entitled to benefits from the Department of Veterans' Affairs (DVA), but to apply she will need documentation and proof of your Defence Service. Collating this information **NOW** and having it on hand will greatly assist in any applications to DVA. (Note: A Gold Card is not transferable. However if a widow is granted a War Widows pension or is the widow of a TPI pensioner, she will be entitled to her own Gold Card).

OTHER MATTERS TO CONSIDER FOR THE NEWLY WIDOWED

Based on the experiences of the ACT DWSG the following are just some of the issues the newly widowed may face. Your partner will deal them with at a difficult time so any forward planning will be appreciated. The information is neither definitive nor applicable in all States but is intended as a guide. Further details should be sought from your solicitor, your advocate or the relevant Government Departments.

YOUR DFRB/DFRDB/MSBS BENEFIT Upon notification of the death of a recipient of a DFRB/DFRDB benefit, Comsuper will cease payment until the necessary forms, correctly filled out, are submitted. Only then will the widow receive her entitlements, paid into an account **IN HER OWN NAME**. These entitlements generally are:

DFRB: A lump sum equal to seven weeks of the difference between his (old) and her (new) pension, plus the commencement of a fully CPI indexed pension (being five eighths of the husbands old pension), paid fortnightly.

- **DFRDB:** A lump sum equal to seven weeks of the difference between his (old) and her (new) pension, plus the commencement of a CPI indexed pension (being five eighths of the husband's old pension if he had not commuted his benefit when leaving the Service), paid fortnightly.
- **MSBS:** These benefits are quite different from DFRB / DFRDB and are calculated on an individual basis upon application.

CHILDREN If there are dependent children and/or full time students, additional benefits may be payable. Documents required will include copies of the Marriage Certificate and the Death Certificate (though a copy of a newspaper notification of death may be accepted until the Death Certificate is available).

BANKING As advised above, a widow will need an account IN HER OWN NAME. Some bank loans may be written off if an insurance fee was paid. A signature of the widow or executor is needed to access bank security boxes.

THE HOUSE After a required period of time (usually 28 days) a house in joint names may be transferred to the surviving Joint owner upon application to the relevant Titles Office.

Documentation required may include copies of the Marriage Certificate, Death Certificate and the Will, and Title documents. Westpac or the National Australia Bank will need to be advised regarding Defence Service Home Loans. The house and contents insurance notices will need to be transferred to a single name.

THE CAR The deceased's car can be transferred to the partner if she is the sole beneficiary of the Will. Ideally, the family car should be registered in both names. The deceased's driving license may be eligible for a refund of the remaining valid period. Copies of the car registration papers and the widow's driving license as well as the Marriage Certificate, Death Certificate and Will may be required. Insurance companies will need to be advised of any change of car ownership.

TAX RETURNS A tax return will need to be lodged with the Australian Taxation Office on behalf of the deceased's estate. Other related matters to note include possible Capital Gains Tax for shares purchased after 1985 or other assets, stamp duty and other fees.

CLUBS, MEMBERSHIPS, and SUBSCRIPTIONS All the deceased memberships will need to be cancelled. Refunds may be payable. Centrally kept records will help manage these matters.

LEGACY The widow may be eligible for assistance from Legacy due to her husband's service in a War Zone, operational service, or training for operations. Contact Legacy for further details.

VETERANS' AFFAIRS ENTITLEMENTS If death

was caused by a Service-related injury (or the Serviceman was already in receipt of a DVA pension) the widow may be entitled to a DVA pension. Be aware of the possible entitlements prior to needing them. Contact the DVA, RDFWA, Legacy, Vietnam Veterans' Association of Australia, Vietnam Veterans' Federation of Australia, or other agencies for further information. If there are entitlements to any other compensation payments these need to be submitted as soon as possible. Entitlements for dependent children may also be payable.

PRIVATE HEALTH INSURANCE Benefits may be payable from private health insurers. Future premiums may be reduced, particularly if the family rate reduces to the single rate.

PENSION ENTITLEMENTS If the total income of the widow is below a certain amount, a Centrelink pension either full or part, may be payable. Bridging finance prior to the start of the Comsuper pension may be provided. Copies of the Marriage Certificate, Will and Death Certificate will be needed.

POWER OF ATTORNEY and ENDURING POWER OF ATTORNEY These vary from State to State / Territory. The new widow may like to include details for her own funeral in the new Will, bearing in mind that Power of Attorney ceases at death and the executors of her Will have the authority to act. A solicitor should be contacted to assist in the revision of the Will of the surviving partner and the raising of a new Power of Attorney / Enduring Power of Attorney.

CONTRACTS The current trend towards contracts for mobile phones, Internet, security systems and the like can cause problems and may have to be paid out in full. Some contracts may need to be re-negotiated or transferred to the surviving partner.

FINALLY, it is advised that the newly widowed keep an exercise book to record all business phone calls etc made after her partner's death. In the fog of grief, memory can be faulty and a record of calls and decisions made will be very useful. Relatives and friends may make decisions and arrangements on her behalf and trying to remember all these will be difficult. A copy of all correspondence and forms completed and kept in an accordion file is an added bonus. ➔



REST IN PEACE

Since the last edition of FlyBy we have been advised that the following people have Crossed the Bar:

Tom Henry, Michael Johnston, John Harrison and Ian Febey

You can find further details by clicking on the image of the candle. ➔



Seahawk S-70B



Over the years we have brought you ‘Heritage Features’ on past aircraft types of the Fleet Air Arm. An article yet to be written is of the Sikorsky Seahawk S-70B, an indomitable workhorse that served us for over 30 years.

Can you help us tell its story?

Please contact our Historian, [Kim Dunstan](#), if you were involved in:

- Project Acquisition
- Test and Evaluation
- Maintaining the Seahawk
- Flying the Skyhawk

The Douglas **Skyhawk**



Image: Jack Mayfield



The feature article on the RAN's Skyhawks has been removed from 'FlyBy' and is now available as a separate, stand alone PDF.

Click on the button below to access it.

[**Read Skyhawk Feature**](#)