

FLYBY

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See our website [here](#)

A periodical of the Fleet Air Arm Association of Australia
Edition 23 June 2019.

A Word from the Editor



As reported in the last edition, 'FlyBy' has a new role.

This has been brought about by a change to *Slipstream* by the magazine's Editor, **Paul Shiels**.

Paul has advised that he intends to make

Slipstream magazine 'meatier' by including many of the articles that would previously have been published in this newsletter. His first edition will be later this month.

No organisation wants two competing publications and it is right and proper that *Slipstream* (SS) takes precedence – so you'll find many of the stories and articles normally found here in the next and forthcoming editions of SS.

Some of what 'FlyBy' contained, however, is time sensitive – advice on forthcoming events, requests for information, and updates on the Wall of Service and/or other events, for example. This role will continue – but it will mean a slimmer newsletter – and, depending on how we go, one whose frequency may change from time to time.

The good news about electronic media is that it can be pretty much instantly changed, so 'FlyBy' can adapt to whatever the future brings. For the moment, however, please treat it as it is intended: as a service you can use both to be informed and to inform others, should you wish to contribute.

Another positive outcome is that I can turn my attention back to the Fleet Air Arm Association website, which has been somewhat neglected over the last year. Since its major overhaul in 2014 the site aspired to become a major player for anyone who wants to find out anything about the RAN FAA - but there's still an enormous amount of work required to complete this lofty task. You can help by contributing your old photos, ideas or stories. Just send them [here](#). ✈

Wall of Service Update

Order No 42 is now closed and was sent to the Foundry for manufacture in mid May. The names in this Order are:

LCDR GLEX(P) K.J. MacKenzie	L/WRMTD M.A. Cocks
CMDR GLEX(AvWI) A.R. Milsom	CPO ATWO D. Bain
CPOA G. Jesser	POWTR T. Atkins
LCDR G.S. Wall	SQNLDR B. Kelly
ABATA B.J. Harries	LCDR P. Williams
LCDR GLEX(AvWO) G. M. Ryan	CPO T. Raftery BEM
LEUT (O) R.J. Henderson	

Order No. 43 is now open for applications. You can find information on what the Wall of Service is, and how to order a plaque [here](#). ✈

New Mystery Photo (Number 53)



Last month's Mystery Photo was kindly provided by Ray Godfrey, which prompted some of his less charitable friends suggested it was only because the photo featured beer.

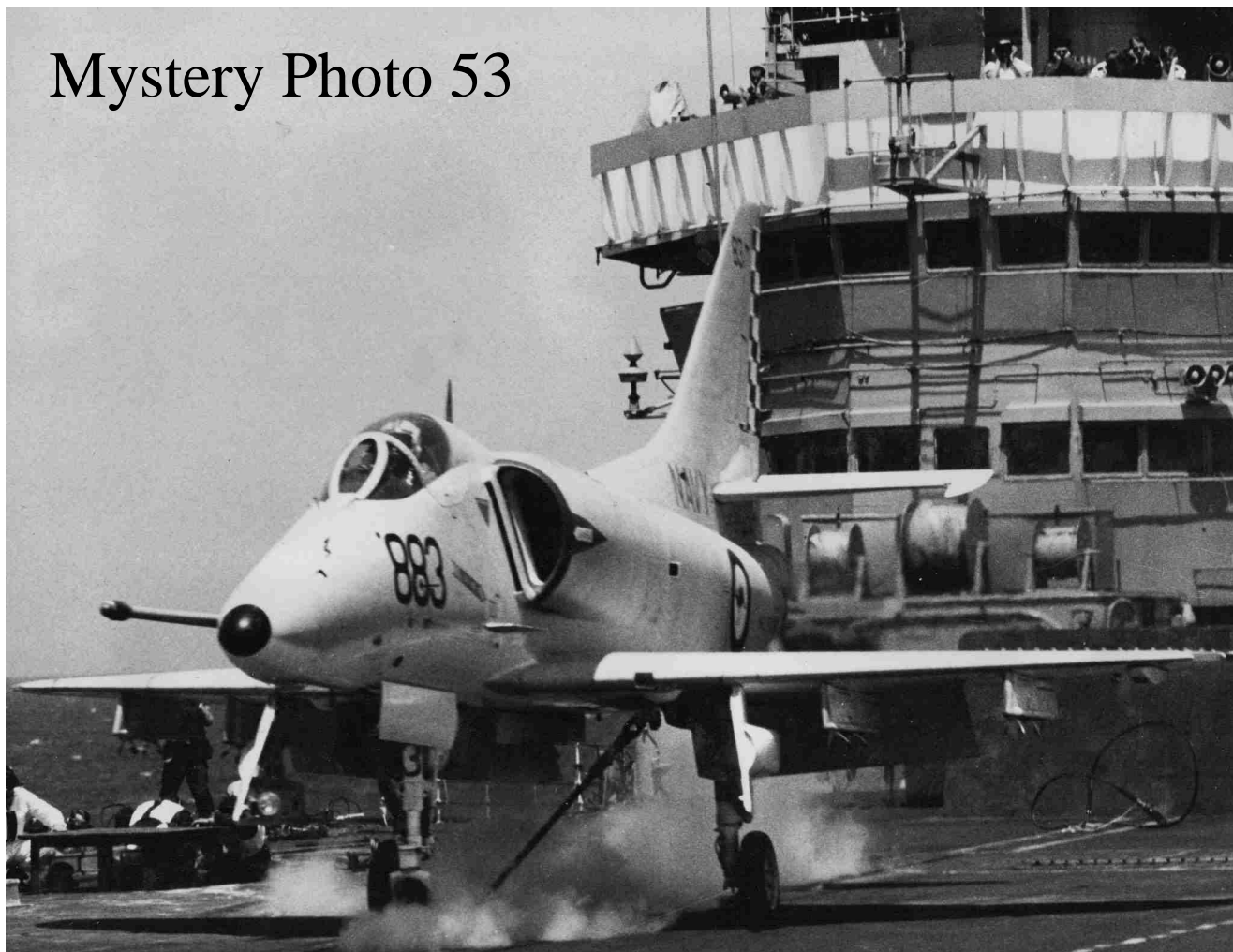
It did indeed. The photo was of a Mk IX Spitfire delivering kegs of the golden liquid to Squadrons in France post D-Day. The operation became quite sophisticated with different types of beer on each wing. Each keg held 18 gallons (82 litres), and to justify the operation the installation was given an official title: 'Mod XXX Depth Charges'.

According to one correspondent, beer was given a low priority on freight runs with regular supply aircraft and so it was decided to use jettisonable fuel tanks on fighter aircraft instead. Not surprisingly the previous contents of these tanks tainted the beer, so regular wooden beer kegs were fastened to the underwing racks instead. There was some concern about the casks' structural integrity but apparently they did just fine.

The beer deliveries caused some problems if you missed the deadline or dropped the tanks, as thirsty Squadron personnel hated the offending pilot for a week or so, until the next delivery placated them.

You can read the full story, including a number of other photographs, on our website [here](#).

Mystery Photo 53



New Mystery Photo (Number 53)

Mystery Photo 53, above, shows a Skyhawk about to launch. What is the historic significance of this photograph, what was the date, and, for a gold star, what was the name of the pilot?

Skyhawk Information Wanted

A while ago the editor advertised for any material people might have on the early days of the RAN Skyhawks. The appeal received precisely one response, for which he is grateful!

We still need your stories, memories and/or photographs of those very early days of the A4. In particular, the first maintainer training courses in the United States – who was on them, what were they like and, if possible, any newspaper or other materials telling the story.

WANTED

We urgently need a contact address for any living relative of LEUT Peter Ey (deceased).

Peter was one of 50 Midshipmen sent to the USA in 1966 for Aviation Training. He was a South Australian, his wife's name was Pauline and one of his daughters was called Vanessa.

Please email the editor [here](#) if you can help.

We would also like to hear from anyone who has any material (stories/photos/articles) about loading the first batch of A4s onto Melbourne and the journey to Oz, and disembarking them at JB for their journey to Albatross.

Finally, what was the A4 like to work on? We often hear what pilots thought about them, but what about the maintenance crews? Were they easy to maintain, compared to the earlier generation of British aircraft (Gannets and Venoms)? What were the main difficulties?

There are still a lot of people around who worked on these aircraft, so please help out by contacting us [here](#).

Forthcoming Reunions

Here are some of the Events coming up that we are aware of:

Vietnam Veterans' Day Old Bar: 16-18 August. A range of activities over the 3 days including a "Meet and Greet", Breakfast, Reunion Dinner and of course the Veterans' Day Parade and Service. Events can be booked (and paid for) separately. See our website [here](#) for details and an application/expression of interest form.

All Navy Reunion Maroochydore 25-27 October. Events are expected to include Registration/Meet and Greet; Navy on Display (Guard and Band); Reunion Dinner and/or Brunch in the Park. Details from Mark or Bill on 0438 800 799 or 0411 024 985 respectively. ✈

Gap Payments For Gold/White Card Holders

We have become aware that a Gastroenterologist based at Chermiside has been charging veterans a \$500 gap payment.

The Department's assurance program has found an area of concern, where some health providers are charging entitled person's co-payments (gap fees) for some of the services they provide. The charging of gap fees to Gold and White card holders clearly contravenes the DVA requirements in respect of the treatment of DVA entitled persons.

When a health provider agrees to treat a DVA client, they also agree to rules detailed in the Schedule of Fees and the Local Medical Officer (LMO) Notes (medical practitioners and specialists) and the Notes for Allied Health Providers (collectively 'the Notes').

The Notes stipulate that, by accepting an entitled person's Gold or White card and billing the Department of Human Services, the provider agrees to accept the DVA fee as full payment for health care services without making any additional

charges to the entitled person. Should there need to be a claim for services in excess of the Schedule of Fees, the provider must seek prior approval from DVA.

Providers who have charged entitled persons a 'gap fee' should immediately refund that fee to the entitled person. Health providers can contact DVA for advice on this issue using the provider enquiry numbers or mailing address on their ['Contact Us'](#) page. ✈

Coming Soon...

The original "Skyhawk Heritage" article on our website was the very first attempt at such a project, done at a time when the webmaster was still learning how to, well, web master! It was, by today's standards, modest. It certainly didn't reflect the importance or the sheer history of the A4G.

So, we are working on a new one, bigger and better than any of the Heritage articles published thus far. Keep an eye open for its release, expected later this month. ✈



Can you help? The above picture was taken in 2004 and features aircrew who took part in the multi-type formation (Sea King/Squirrel/Seahawk/Seasprite) fly past for the departing Maritime Commander, RADM Rowan Moffat. We would like to add names to the faces. It's a bit small to see on this page but if you click [here](#) you can see a larger version and use the "Contact Us" box there to offer your suggestions. Thanks very much! ✈
