



AUSTRALIAN ASSOCIATION of RETIRED AIRLINE PILOTS and AVIATION PROFESSIONALS

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Issue 39 (March - May)

EDITORIAL

It's AGM time again and the date has been set as 14 July, 12h00 start at the Broadbeach Bowls Club, 169 Surf Parade, Broadbeach - as per last year. At least this time we should be able to walk around unrestricted by Covid protocols. Of course, when the AGM rolls around, so does the time to renew your annual dues. Lunch buffet \$25.00 per head and renewal costs \$20.00 per annum. Where possible our treasurer would like you to pay by bank transfer. Please include your name if doing so, so he can save you a seat at the table and renew your membership.

You will have received a Mailchimp message telling you of Paul Edgley's book "Into the Wind", which was published by Boolarong Press. It is available for purchase through their website <https://boolarongpress.com.au/product/into-the-wind/> and Paul's <https://pauledgley.com>. What I failed to make clear is that Paul managed the publishing of the book himself under a 'hybrid' arrangement whereby Boolarong published the book and Paul covered the costs. As such this is a non-money-making exercise. Another reason to buy the book?

You may recall in Issue 35 we recorded the passing of Tony (Raucus) Webb? In that valedictory we wrote *"After about a year Tony and a TAA mate moved down to the Gold Coast and commuted to BNE for any flight duties required of them. (Ed. Note: Rumour has it that when "Mr. Brown" was busy blackmailing Qantas out of \$500,000 during the 1971 bomb hoax incident, it is alleged that Tony and another pilot with whom he was flatting at the time (John Sanguinetti?), were graced with a visit from the constabulary. Apparently, a neighbour had contacted the police because "These two blokes seem to always have a lot of money and they never go to work!")*

With a little digging we were able to find the story and it's included in this issue. Many of you will remember it, but perhaps not all the details.

Most of you will be aware of the change of policy with regard to the publication of the newsletter. Essentially too many addressees amongst you were having the newsletter dumped into Trash or Spam mailboxes. Additionally, we were receiving many returned emails where the receiving email server was rejecting our emailed newsletter. As a result, it has been decided that the newsletter will be posted on our website. You can either read it there or download it.

Printing the newsletter becomes exponentially more expensive as we add pages and that is why we have previously limited it to 8 pages. As it is now being published on the website, this restriction no longer applies, which allows for more content.

For those members who don't have computer access, we will continue to print and post an 8-page edition. However, if you have a friend or relative with internet access, you can of course have them download and print you an individual copy.

Finally, I guess everybody worked out that the Ohio number plate in the last issue features the Wright Flyer flying backwards!

CHAIRMAN'S REPORT

The weather certainly has not been kind to us over the last couple of weeks, maybe it's the elections!

Another successful Sunny Coast combined Luncheon was attended by around 40 members and friends over the course of the afternoon, with many old stories resurrected and of course a few beverages consumed. These lunches seem to last longer each year, or is it we just lose track of time these days.

The 2022 AGM is now locked in for Thursday July 14th at the Broadbeach Bowls Club (169 Surf Parade, Broadbeach). The AGM will be held in the Management Office at 11.30am, which will give us more privacy and less noise. The meeting will be followed by a Carvery two-course luncheon at 12.15pm on the elevated area in the bar/dining section.

Cost is \$25 per head. Please send payment with names and numbers as soon as possible to the Treasurer, Bob Neate (bobneate@bigpond.com). Payments preferably by direct transfer to: - AARAP. BSB.484799. Account.000044125. Remember to include your name.

Annual subscriptions of \$20, which are due in July, could also be sent at this time ensuring your eligibility to vote at the meeting.

Email reminder notifications will be sent out, but we once again ask you to send in your notification to attend early, as it makes planning much easier.

Phil James

Brian Henderson was the AFAP Industrial Officer at the Sydney office during the 1980s before being *kidnapped* to Brisbane in late 1989. Hendo is the gentleman in the North's footy jumper. Lee Godfrey joined in to celebrate his 85th Birthday at Woorim Golf Club, Bribie Island on 10th April, 2022.



RIP

Captain Barrie Sigley (ex AN) No further details at the time of publication.

VALE

Captain Geoff Litchfield (12 June 1930 – 9 March 2022)



Geoff Litchfield had close to 18,000 hours up and had flown 22 aircraft types by the time his flying days finished just shy of his 91st birthday. Born in Glenn Innes NSW in 1930 Geoff's desire to fly was inspired by the barnstorming pilots of the 30's and the Elementary Flying Training School in Tamworth as a result of living in Werris creek and Tamworth during WW2.

Geoff joined the Fleet Arm in 1952. After receiving his wings in May 1953, he converted on to the Wirraway for 160+ hours before heading off to the UK in July 1953 for further training / conversions and introduction to carrier deck landings.

Flying predominantly Sea Furies, Geoff was based at Lee on Solent / (Harvards), Lossiemouth Scotland / (Seafires) and Yeovilton (Sea Furies). His first carrier landing was on the HMS

Illustrious.

He returned to Australia in April 1954 and was attached to 805 Squadron (HMAS Albatross – Nowra). Here he engaged in further training including strafing and bombing flying Seafuries. Further deck landings were done this time on the straight deck HMAS Sydney. During this time, he converted to the T34 Vampire.

With the HMAS Melbourne on its way to Australia Geoff was off again to the UK in April 1956 for further conversions on the Sea Venom 20 and the Meteor T7 as well as conducting night-fighter courses at RAF Nth North Luffenham.

On return to Australia in early he joined 808 squadron at Albatross on the Sea Venom FAW 53 and also flew in the RAN formation aerobatic teams. During his time in the RAN, he completed over 350 deck landings (42 at night). Suffice to say this type of flying was dangerous and over 8 members of his original course were lost in accidents.

Although he did not see action, he was on active standby in his cockpit on the HMAS Melbourne in the Sunda Strait during the Malaysian Insurgency when radar picked up a flotilla of small communist vessel approaching the carrier group. They eventually turned back.

Geoff loved the Fleet Air Arm so it was no surprise when he opted for a permanent commission and spent time more on naval activities than flying. With a change of direction by the Menzies government with regard to the Fleet Air Arm Geoff and a number of others resigned their commissions and set about commercial airline flying careers.

In October 1960 he joined TAA being too old for Qantas by 2 years and took a base in Sydney after 10 hours training on the F27 at Mangalore. He considered this as the "boring part of his career" after having flown in the services.

Being a late entry to the TAA ranks Geoff used the opportunity to be seconded to the Bureau of Mineral Resources. He interspersed this with airline flying. He flew for the Bureau at varied locales including Cobar, Mt Isa, Zeehan, Kalgoorlie, Batchelor, and Leigh Creek. In between he regularly flew as first officer on the F27 before converting to the L188 in October 65. In November 1965 he took command on the DC3.

Geoff's favourite time flying was when being based in PNG (1966-74). Initially on the DC3, in October '68 he converted onto the F27 and returned to PNG. He flew as a training and check captain before returning to Australia in 1974 based in Melbourne.

June 1974, he converted to the DC9 after training by Hawaiian Airlines in Hawaii where he was check and training and Flight Captain DC9. In 1979 he converted to the 727 and was a check captain until resigning from that position in 1986 to 'get more line flying in before retirement'. While flying the 727 he participated in flights with VH-TJB in segments of its around Australia ad campaign. With its tail mounted camera, they flew low level over some of Australia's most iconic landmarks and this became a world recognized advertisement.

In 1988 he converted to the A300- B4 and in early '89 Geoff was seconded to Air Niugini. He flew VH-TAA to Singapore and Manila from Port Moresby and racked up 400 hours during his 4-month secondment. In 1989 he resigned during the dispute.

From 1991 to 2001 he regularly flew his own C180 on a number of around Australia flights with his wife Sue and attended C180 club meets. From 1995 to '99 he undertook a number of courses as a Flight Training Instructor at the Tamworth Flight Academy jet training for Air Vietnam pilots.

After moving up to Port Macquarie in 2005 Geoff was encouraged by the Hastings and District Aero Club to be current on their Sports class type aircraft which he did on the Sling and the Sling 2. He continued to fly occasionally, doing mainly local flights right up till just shy of his 91st Birthday.

The family set up a YouTube memorial to Geoff, which can be found at <https://www.youtube.com/watch?v=0DxuaSljcWc&t=316s>. Also, they have copies of his book "Fly Boy" should members be interested.

Captain Ted Elliott (31 March 1925 – 31 January 2022)



Ted Elliott grew up in the bush and left school at 14, after boarding with a family in Gympie where he established himself as an accomplished tennis player, he left the farm to join the RAAF towards the tail end of WW2. After a brief deployment to Borneo on the HMS Glengyle, Ted was posted to Hiroshima as an LAC Wireless Maintenance Mechanic with the British Commonwealth Occupation Forces in early 1946.

Ted commenced his flying career in early April 1951, starting his first job as a freight pilot out of Bundaberg. In 1955, he joined Australian National Airways (ANA) and moved to Cairns. He eventually became the Ansett Senior Regional Captain in Cairns.

In 1972 Ted moved to Brisbane to fly the DC9 and not long after, the B727. His career of approximately 17,000hrs on 19 different types included two aborted take-offs, an emergency descent in the 727, and two forced landings, one into the Finke River between Alice Springs and Uluru. He also had 17 engine failures, two at night, leading some of his friends to question him as to whether he was a very bad pilot or a lucky one! As Ron Brennan said in his eulogy to "Epic Ted", "Being on a flight deck with him was never boring, there always seemed to be something happening or might happen. I genuinely looked forward to flights when I was rostered with him."

Captain Joe Anderson (1941 – 7 May 2022)

Joe Anderson joined Mandated Airlines in 1964 on the DC3. He subsequently moved to Ansett in the '70s finishing with the dispute as a B727 captain. He joined Compass One and Compass Two retiring from airline flying when they failed. He returned to Narromine where he became president of the local aero club

Captain Ray Tulloh (19 May 1935 – 2 April 2022)



Raymond Tulloh was born in 1935 near Crookwell. His father and uncle were builders so Ray went on the tools early as a carpenter & builder so he could pay for his flying lessons. He trained at Archerfield and later flew out of the Gold Coast with Coastal Airways who in 1962 purchased VH-EMV, a Czechoslovakian built Morava L-200A (pictured) to operate charter and joy flights out of Mackay. Ray moved to Mackay to fly the Morava.

In 1964 Ansett saw the value in the Mackay operation and acquired it together with Ray and the Morava. It was painted in Ansett colours and after several changes of ownership over the years was restored and donated to the Historical Aircraft Restoration Society at Illawarra Airport, Wollongong.



Ray's career with Ansett included commands on the F27, DC9 and B727. Circa 1986 Ray was transferred to Air Jamaica in a leasing of a B727 and four Ansett 727 pilots. In 1987 he was sent to Samoa to train Air Polynesia pilots on the 727. Post the dispute he ended his flying career in Belgium with DHL on the 727. He died as a result of an accident at home.

NEW JOINERS

Welcome to **Captains Ken Atkinson, Norman Fitzpatrick, John Howie and Ray Jarvis.**

Ken joined Ansett in '78, ex GA. He flew F27, DC-9 and B737 as an F/O and F27, F50 and F28 as captain before leaving in August '89. Ken then spent seven and a half years in MAS on the F50 and B737 before joining SilkAir for nearly 6 years on B737 and A320. He spent his last 12 years flying with Dragonair out of Hong Kong on the A320 and A330, retiring in 2016.

Norman is ex RAAF. He joined ANSW and moved between Ansett and ANSW flying the 727, F27 & F50. He was with Ansett on the 737 in '89. Then 4 years with MAS, 8 with Royal Brunei on 757/767 and finally 8 years with SIA on the 777. He retired in 2010.

John is ex RAAF, Cathay Pacific and Dragonair, retiring in 2007 off their A330. After the RAAF he spent 5 years as an Examiner of Airmen, based in Queensland. He then joined Cathay Pacific before moving to Dragonair.

Ray is ex Ansett 1979 – 1989 and then Cathay Pacific until retiring in 2009 off the B777.

The LONGEST EVER FLIGHT was over 64 days in a cessna 172

Often, when we think of long endurance flights, our first thoughts jump to military operations. Big planes with highly-trained crew will fly for long periods, using air-to-air refuelling to stay aloft for extended periods.

However, many of the longest duration flights have been undertaken as entirely civilian operations. The Longest of all happened to be undertaken by that most humble of aircraft, the Cessna 172. From December 1958 to February 1959, Bob Timm and John Cook set out to make history. The duo remained aloft for a full 64 days, 22 hours and 19 minutes, setting a record that stands to this day.

One might expect that such an effort was undertaken to push the envelope or to strike new ground in the world of aerospace engineering. However, the real truth is that Bob Timm was a slot machine mechanic and former bomber pilot who worked at the Hacienda casino in Las Vegas. Proprietor Doc Bailey was always on the hunt for promotional ideas, and Timm pitched his boss that a record attempt in a plane bearing the casino's branding would be a good way to go. Bailey agreed, and committed \$100,000 to the effort.

Modifications to prepare the aircraft for the stunt took the best part of a year. The pint-sized Cessna was fitted with a 95-gallon belly tank, paired with an electric pump that could transfer fuel to the main wing tanks as needed. Special plumbing was also added that would allow the engine oil and filters to be changed while the engine was still running.

The interior was stripped out, and the standard co-pilot's door was also removed, replaced with a folding-style accordion door instead. A platform was also rigged up that could be extended out of the co-pilot's side of the aircraft. This allowed the co-pilot some additional room to move during the crucial refuelling operations.



Refuelling was handled by lowering a hook via a winch down to a fuel truck that would trail the plane on a straight stretch of road, usually twice a day. The winch would then pull up a fuel hose from the truck, which would be used to fill the belly tank in around three minutes. The same system was used to regularly pull up food, oil and other supplies like towels and water for shaving and bathing.

Initial attempts faced issues. The plane had been fitted with a brand-new engine from Continental Motors Corp., fitted with an alcohol injection system at Timm's insistence, despite the protests of lead mechanic Irv Kuenzi. The aim was to reduce carbon

build-up over the long duration flight, but the engine suffered burnt exhaust valves which curtailed the third attempt. After the first three flights, the plane had never stayed aloft longer than 17 days.

Other hurdles came up, too. Timm wasn't getting along with his co-pilot, and pilots Jim Heth and Bill Burkhart had just set a record of their own. The duo had managed to fly their own Cessna 172 for a full 50 days, landing on September 21 1958. It was clear changes were needed.

For the next attempt, Kuenzi reinstalled the plane's original engine, which had 450 hours on the clock. The alcohol injection system was quietly modified to harmlessly squirt the alcohol overboard instead of into the engine. The original co-pilot was dismissed, and 33-year-old John Wayne Cook, a pilot and airplane mechanic, was given the job instead.

The plane took off once more on December 4, 1958, at 3:52 PM from McCarran Field, Las Vegas. Officials monitoring the record chased the plane down the runway in a convertible Ford Thunderbird, putting white paint on the tires as an indicator to ensure the plane didn't make any secret landings during the attempt.

Over the course of the near-65 day flight, the plane was refuelled by its truck over 128 times. This, and the job of flying the plane kept Timm and Cook plenty busy. What downtime was available was spent reading comics and making up simple games such as counting cars on the roads below to pass the time.

Fresh meals were cooked for the duo by the chefs at the Hacienda, though the food had to be chopped up to fit in thermos containers to be passed up to the plane. Bathroom duties were handled with a folding camp toilet and plastic bags, which were then deposited over uninhabited areas of the desert.

The long flight wasn't all trouble-free, as one might expect. An incident on January 12, 1959 saw Timm caught out while bathing on the platform outside the co-pilot's door. With Cook at the controls, the pilot realised the plane would not clear a ridge with the platform extended, and quickly yelled to Timm to pull it in. Reportedly, Timm wrestled with the platform naked with toothbrush still in mouth, managing to avoid the ridge in time. The scare pushed the duo to reschedule their bathing activities for times when they were flying over safer areas.

The long flying hours, high work load, and poor sleep began to wear on the crew over time. On January 9 around 2:55 AM, Timm fell asleep while flying over Blythe, California, a few minutes before the end of his 4-hour shift. Cook remained asleep, and Timm eventually woke up at 4 a.m, with the aircraft having flown itself for over an hour with the wing-levelling Mitchell autopilot keeping the plane in the air. Speaking to a reporter after the flight, Timm noted "I made a vow to myself that I would never tell John what had happened."

Over time, equipment failures began to stack up. A generator failure meant that fuel transfers to the wing tanks had to be done using a hand pump. Other failures took out the autopilot, various lights, the tachometer, as well as the fuel gauge for the belly tank and the crucial winch. With the engine racking up over a thousand hours of continuous operation, carbon build-up was starting to reduce engine power, too, making it difficult to climb the plane with the fuel tanks brimmed.

On February 7, 1959, the plane finally landed at McCarran Field. The pilots reportedly had to be helped out of the airplane, which looked somewhat the worse for wear after its extended adventure. The plucky Cessna that could have covered over 150,000 miles in the course of its journey.

Afterwards, Cook continued on as a pilot, while Timm resumed working on slot machines at the casino. As for the plane, it was shown off at the Hacienda for two years after the record flight. It then went to a new owner up in Canada for some years, before Timm's son Steve located it and brought it back to Vegas in the late 1980s. The plane now hangs in the McCarran International Airport, above the baggage claim area for incoming passengers.

The flight serves as a great example of endurance of both machine and man. Running a small aircraft engine from the 1950s for 1500 continuous hours is remarkable. Similarly, living in such a confined space with continual noise for over two months is one hell of a feat. It may be for that very reason that the record has not yet been beaten.

One could imagine, with the resources of the world's militaries, that a much more comfortable record attempt could be made on a larger bomber or transport aircraft. With more crew and more room to move, the feat need not be so onerous. However, given a tiny 1950s Cessna was able to achieve such a great record, there is perhaps little to prove by going further!



The plane now hangs in Harry Reid (previously McCarran) International Airport Las Vegas.

The pilot shortage in the U.S. continues to cause problems for airlines to meet the increasing demand for air travel despite higher salaries and bonuses offered by airline operators to attract and maintain talented flight crew.

According to a report published by Bloomberg news agency, United and American signed contracts with the Colorado bus-as-flight company Landline to transport passengers and their luggage by bus on short, domestic routes. For instance, United takes passengers from Denver to smaller cities by bus, including Breckenridge and Fort Collins.

American is expected to start its bus service starting from June 3rd. Passengers will be transported between New Jersey and Pennsylvania by buses painted by American Airlines' corporate livery.

Delta Air Lines announced that it was lowering its education requirements to overcome the pilot shortage, including a requirement for a four-year college degree.

United has recently announced that it dropped 29 destinations from its summer schedule because its feeder company SkyWest Airlines didn't have enough pilots to serve those routes.

America's newest regional airline Breeze Airways is trying to solve the pilot shortage by recruiting pilots from Australia under the E-3 visa program.

The 1971 QANTAS BOMB HOAX — one of Australia's most audacious heists

"Call me Mr Brown," the man said, as though he was in a conference call, not making a bomb threat.

Qantas flight 755 from Sydney to Hong Kong was carrying an explosive, he warned. And it was set to detonate as the plane came in to land. If that sounds like a plot ripped straight from a kitschy Hollywood movie, that's probably because it is. It's the larger-than-life tale of Australia's great plane robbery — one of the nation's most brazen aviation heists, born out of greed and undone by sheer stupidity.

What started with a chance rerun of the film Domsday Flight inside a kitted-out van in Townsville some 48 years ago would inexorably set in motion a chain of events that ended in the extortion of half a million dollars — and stopped the nation in its tracks. It was May 26, 1971 — still some six months before the notorious criminal known as DB Cooper would enter the public consciousness after hijacking a Boeing 727 and parachuting to an uncertain fate — and an otherwise ordinary day in Sydney. That is, until the phone rang.

The bomb was set to detonate if the plane dropped below a certain altitude.

Mr Brown would tell staff at Qantas House he had hidden a bomb onboard an international flight to Hong Kong. For a mere \$500,000, he would lead authorities to its exact location, sparing the lives of all those on the flight. But if you don't believe me, he taunted, why not inspect Locker 84 at Sydney's Kingsford-Smith International Airport where I've placed a replica device?

Mr Brown was not bluffing — or at least, that's what authorities were led to believe. Inside the unassuming metal locker, police uncovered the unthinkable: a bomb constructed of gelignite with an altimeter-triggered detonator.

With it was a note: should the plane descend below 20,000 feet (6,000 metres), the bomb will explode. "If you don't pay, or if you interfere in any way, you will lose your plane. And this will be repeated," the letter continued. Captain William Selwyn did not know what altitude the bomb was set to go off at. "We were told to maintain our altitude at 35,000 feet," Captain Selwyn would later say.

Authorities sprang into action. The replica bomb was defused, and the explosives were replaced with a light bulb. There was only one way to test the veracity of Mr Brown's claims — and that was to take the duplicate to the skies. The bomb was loaded onboard a second Boeing 707, and the plane climbed to 8,500 feet before beginning its precarious descent. When it dropped to 5,000 feet, the light bulb on the altitude activator came on — had the explosives remained inside, the aircraft would have been blown to smithereens. This was not a game. Authorities had to act.

The 116 passengers on flight 755 to Hong Kong, blissfully unaware of the danger they were in, were told they were returning to Sydney because of a "technical fault". In reality though all bets were off. Flight 755 was living on borrowed time. The aircraft could never actually land lest Mr Brown's threats

came to fruition, but it was slowly running out of fuel. After hours of the plane circling the city, Qantas ceded. Mr Brown, not one to be tested, would receive his ransom after all.

The Kombi and the pay-off

The money exchange was organised to take place outside Qantas House in Chifley Square, Sydney. At about 5:30pm, Qantas deputy general manager Phillip Howson took the call. It took less than 10 minutes for Mr Brown to detail the terms and conditions of the drop. A yellow van would pull up outside Qantas House in Chifley Square in the city at 5:45pm. The driver would identify himself by shaking his keys out the window. The getaway vehicle was not to be followed. Any deviation from the plan would end in irreversible catastrophe, he warned.

Captain RJ Ritchie, a Qantas general manager, made the rendezvous to deliver the ransom as Mr Brown had instructed, and began pushing suitcases full of cash into a Volkswagen Kombi. But there was a hitch in the operation. Four police vehicles parked in Chifley Square were never given the signal the drop was taking place — or so the rumour goes. "Unfortunately, the plan didn't go the way in which it was designed," then-police commissioner Norman Allen would concede in the Sydney Morning Herald the following month. "[The] van could not be kept under surveillance all the way to the spot when it was abandoned."

At 6:20pm, authorities received one final call.

"You can relax," Mr Brown said. "There is no bomb aboard the plane. You can land her safely." And so, under the cover of nightfall, an incognito Mr Brown had fled with his earnings — leaving police none the wiser about the real identity of the criminal mastermind.

Who was Mr Brown?

Peter Macari was no stranger to the wrong side of the law, but no-one could have predicted the otherwise unremarkable man would assume the moniker that would spark a cross-continental investigation. An English migrant, he had arrived in Australia some two years earlier on a false passport after skipping bail in Britain on an indecent assault charge. Macari's transition into Australian life, however, was far from smooth sailing. After opening a small factory at Brookvale in Sydney which produced fibre-glass boats, he was reported to have lost half his life savings and began to travel. It was on this jaunt across the country that his grand scheme was inexorably set into motion.

The movie "Doomsday Flight" was credited as inspiring Peter Macari

Inside what witnesses described as a "fitted-up van" where Macari had been residing in Townsville, the 1966 television-thriller film *Doomsday Flight* played on a small television set. Set in the United States, the film sees a bomb threat made against a Douglas DC-8 airliner. A bomb equipped with an altitude-sensitive switch is on board, police are told, and it will detonate if the plane tries to land. Director Rod Serling would later lament having made the film — which authorities believe inspired three separate airline extortion plots — saying he had done a "vast disservice to airlines". "I didn't realise there were that many kooks in the woodwork," he told the *Nashua Telegraph* newspaper some four days after the Qantas hoax. "I wish ... I had written a stagecoach drama starring John Wayne instead. I wish I'd never been born." Regardless, Macari's plan had been set in motion. "That would be a good way to make money," witnesses would recall him saying upon watching the film. A budding friendship with Francis Sorohan — who would later be charged and acquitted as a minor accomplice — sealed the deal. Sorohan sold Macari gelignite and detonators for a mere \$100 during a trip out west, having stolen them from his employer, the Mount Isa Mines. And so, all that was left to do was to make the call.

The manhunt and capture of Peter Macari

Catching the elusive Mr Brown was big business, and authorities vowed to leave no stone unturned.

Fifty thousand dollars was offered for any information leading to his capture, and detectives worked alongside Scotland Yard, Interpol and the FBI in a bid to narrow down the list of suspects. Phonetic experts were brought in to listen to recordings of Mr Brown's voice, while sketches and flyers were released to the public — all, it would seem, to no avail.



Ultimately, it was a tip-off from a service-station attendant about a "free spending" man — now known as Mr Brown's accomplice, Raymond James Poynting — that would undo the entire operation. Though most would have the sense to lay low after pulling off one of Australia's most brazen heists, 28-year-old Poynting was not most men. So, when the former engineer-turned-barman — a regular customer — pulled in for

petrol in a new E-Type Jaguar, it would come as no surprise that he turned heads. When he returned some weeks later in yet another luxury car, those around him grew suspicious of his stories of good fortune. Detectives of the Consorting Squad placed him under surveillance.

Poynting, proving there is no honour among thieves, confessed to his role in the robbery.

On August 4, 1971, Mr Brown and his co-accused were arrested. Now all that remained to run its course was the epilogue. The missing money — and comeuppance. Macari and Poynting were indicted in the Central Court of Petty Sessions in Sydney for their role in the hoax. Prosecutors would allege Macari, or Mr Brown, was the mastermind behind the operation, while Poynting was charged as a co-conspirator, accused of aiding the operation. Both men would ultimately plead guilty, and the saga that had once gripped the nation drew to a close — or so it would seem.

Despite cracking the case, one question remained: where was the missing money?

A little over half of the ransom, some \$261,387, had been recovered by detectives — hidden under floorboards in Balmain, a fireplace in Annandale and through the sale of a series of lavish cars — but the remainder had disappeared without so much as a trace. Macari, true to form, spun authorities a tale of a wider criminal network that he had unwittingly been roped into. A third man — the *real* mastermind, Macari claimed — had taken the lion's share of the ransom for himself.

"You said you gave \$220,000 to a person known as Ken," Judge Staunton said upon sentencing, "this statement I reject."

It's a theory police too have unequivocally dismissed, although some still believe the missing money may be underwater off Bondi Beach, languishing in two safes. Though the whereabouts of the ransom may remain a mystery, the fate of the men involved was sealed. Poynting was sentenced to seven years in prison for his part in the hoax, while Macari was handed the maximum 15-year sentence. The saga was finally brought to an ironic end on November 12, 1980. After serving nine years of his prison term, Mr Brown was deported back to Britain — on a Qantas flight.

A NEVER-ENDING NIGHTMARE FOR BOEING, as losses soar as it faces issues with all its new passenger jets.

The 777X is Boeing's new flagship and will come in two variants, the 777-8 and 777-9, the aircraft is an update larger and longer ranged version of the original 777-200 launched in the 1990s. Boeing has announced that the type's entry into service will be delayed even further to 2025, it was initially planned for 2020.

The aircraft has been delayed significantly over the years due to a variety of reasons such as production issues, engine issues, and certification issues. The type was initially planned to complete its first test flight in mid-2019 but that ended up getting pushed to early 2020. The delay was due to the new General Electric GE9X engines on the aircraft. These are the biggest engines ever on a commercial aircraft. The engines were having durability issues causing a delay in their certification. Another issue with the aircraft was a door that blew off during stress testing. Adding to all these

issues, Boeing is now facing a much more stringent certification process for the 777X due to the 737 MAX debacle.

Many customers such as Emirates are not pleased with these delays. Carriers have been relying on Boeing's timeline for their fleet planning and aircraft retirements. Emirates has repeatedly expressed their frustration with the program. They are the type's biggest customer with 115 aircraft on order. Emirates CEO Sir Tim Clark has repeatedly threatened to cancel the airline's order if the entry into service date were to be pushed out again.

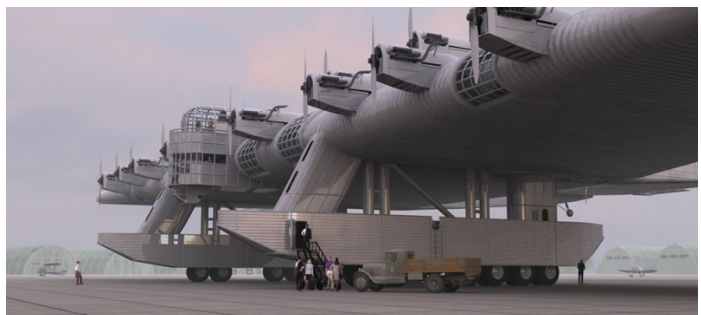
In a statement Boeing said: *"To minimize inventory and the number of airplanes requiring change incorporation, the 777-9 production rate ramp is being adjusted, including a temporary pause through 2023. This will result in approximately \$1.5 billion of abnormal costs beginning in the second quarter of this year and continuing until 777-9 production resumes."*

The 787's issues date all the way back to 2013. Just two years after the type entered service it was grounded for three months. The issue pertained to the aircraft's APU batteries, the design was modified, and the issue was resolved. The current concerns for the program are Boeing's quality control and production processes for the type. This has resulted in the FAA stepping in to get involved. One of the issues are the aircraft's titanium plates and some composite parts. The plane maker said that some of the titanium plates and composite parts used in some planes built over the last three years are not as strong as they should be resulting in the company having to do repairs to these airframes. It is also expected that these airframes will age faster and will require more inspections over the years as they accumulate more flight hours. Other issues include large gaps between fuselage panels and in the wing structure. 787 production has started in very low numbers however deliveries are still on hold.

The FAA has also revoked Boeing's self-certification rights for the aircraft, and is instead certifying each undelivered 787 itself. This, according to Boeing will result in high supplementary costs for the program. Boeing has submitted a new certification plan to the FAA and hopes to get its self-certification rights back before deliveries are planned to resume.

Boeing seems optimistic about getting the 787 safe again and commencing deliveries this year. They plan to deliver 8 per month by late 2023. They also seem optimistic about certifying the 737 MAX 10 by the end of the year, though that seems more unlikely. As for the 777X, they're aiming for certification by Q4 2024 and entry into service by 2025.

The Kalinin K-7 Built in Russia during the 1930s. The designer, Konstantin Kalinin who headed the aviation design bureau in Kharkiv, Ukraine, wanted to build two more K-7s but the project was scrapped. It was of unusual configuration, with twin booms and large underwing pods housing fixed landing gear and machine gun turrets. In the passenger version, seats were arranged inside the 2.3-metre-thick wings.



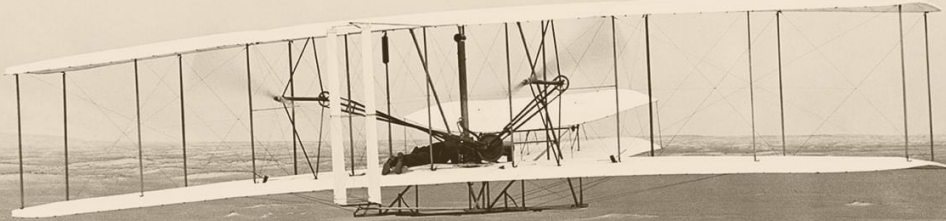
The original design called for six engines in the wing leading edge, but when the projected loaded weight was exceeded, two more engines were added to the trailing edges of the wing, one right and one left of the central passenger pod.

The K-7 first flew on 11 August 1933. The very brief first flight showed instability and serious vibration caused by the airframe resonating at the engine frequency. The solution to this was thought to be to shorten and strengthen the tail booms, little being known then about the natural frequencies of structures and their response to vibration.

The aircraft completed seven test flights before a crash due to structural failure of one of the tail booms on 21 November 1933. The accident killed 14 people aboard and one on the ground.

October 4, 1902

On October 4, 1902, the Wright brothers modified their glider to have a movable vertical rudder. It tied into the wing warping



controls, and counter-acted the tendency of the nose of the aircraft to turn to the outside of the turn. The Wrights had discovered how to counteract adverse yaw.

Because of this, the Wrights were the first Airframe mechanics to become Pilots. They chose the less honorable profession, and started a long line of pilots who would make Aircraft Mechanics grumpy, forever more.

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