



## AUSTRALIAN ASSOCIATION of RETIRED AIRLINE PILOTS and AVIATION PROFESSIONALS

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## **Issue 41 (October – February 2023)**

### **EDITORIAL**

It's been a while between newsletters as we've been hoping to get some details on the life and times of members who have left us lately. Unfortunately, with time running out, we've had to defer those valedictories hopefully to the next issue. Included however, are valedictories for Captains Keith Barr (AARAP Vic) and Bob Neille (AARAP WA).

Work has been progressing on our upgraded website and Phil tells us it should be up and running very soon. You'll be advised by Mailchimp when it's completed. The website will include a Financial Members Only section, which will serve as a reminder to those of us who've overlooked our annual subscription payment. Also, your committee has settled on a new logo for the association which it feels is more in tune with our aims and membership diaspora.

### **CHAIRMAN'S REPORT**

Members enjoyed another successful Christmas luncheon with over a hundred in attendance. There were lots of laughs and storytelling as usual.

We are all looking forward to the combined Sunny Coast lunch on April 3<sup>rd</sup> at Alexandra Headland Surf Club. Notification has already been sent out and there will be reminder closer to the date.

This year there may be a change of venue for the mid-year AGM. Notification will be sent once the committee make a decision.

Only a few more days until the end of summer and hopefully the start of some cooler weather. I'm looking forward to catching up with those that can make to the Sunny Coast April 3<sup>rd</sup>.

**Phil James** Chairman

## SECRETARY'S REPORT

Just a reminder for those who aren't financial. Subscriptions were due 1 July 22 for the FY23.

## WELFARE & RECRUITMENT REPORT

As the years roll on, we find some of our members aren't fairing too well and sadly some have passed away since our last AGM and Newsletter.

The Welfare group try to visit and assist those members who need support and sometimes perhaps just someone to talk to, as some are unable to leave home for various reasons.

We need to know if a member that you know may be sick or in need of help, so please contact one of us (Bob Allan, John Gadsby or Laurie Gillham) if this occurs. It is acknowledged that all information regarding someone's situation is confidential and remains within the Welfare subcommittee so members can feel comfortable speaking any one of the three of us should the need arise.

Recruitment-wise we have had some new applications recently, but it's important for us to keep our numbers up, so if you know of any colleagues that you think could benefit from being a member, they can either download the application form from the website or you could print one for them. Of course, prospective members are most welcome to the breakfast at The Spit on the first Wednesday of the month.

**Laurie Gillham** Welfare & Recruitment

## NEW JOINERS

**Gary Cox** ex CX; QF

**Chris Nelson** ex Bush Pilots; TN; (post 89 – Aero Medical; O'Connor Airlines; Airport Manager Mt Gambier.)

**Roy Phillips** ex RAAF; QF

**Jeremy Smith** ex Bush Pilots; TN; EK; KE; VA

## VALE



**Captain Keith Barr** had wanted to fly since around age five or six. A joy flight arranged by an uncle when he was ten cemented his determination to become a pilot. As family circumstances meant this would not be possible financially, he joined the Air Training Corps on his sixteenth birthday. However, his hope that the RAAF would finance his flying training was dashed by the end of the war.

Keith left school at fifteen and gained employment as a Cadet Draughtsman. He attended night school to achieve his leaving certificate and then on to a Diploma in Mechanical Engineering.

He commenced flying training at Bankstown in April 1948 and soloed in July. Fortune was with him on one of his early solo flights when he had an engine failure following an overshoot due to a DC2 crossing in front of him. This necessitated a half circuit

and crosswind landing after which the owner/chief-instructor was so grateful he had an undamaged aeroplane that he granted Keith 20 hours free flying as a reward.

In 1956 the airlines were beginning to recruit pilots. So, with 1400 hours and an engineering background, he applied to ANA, Qantas and TAA. He was offered a job with all three and chose TAA as it was the government airline. He started with them on 3 December 1956, retiring 31 years later.

As First Officer, he flew DC3, Viscount 700 and 800 and Electra. He gained his command in 1964 and was posted to Brisbane on the DC3. There was a lot of 'station hopping' involved along with servicing the inland towns like Birdsville, Windorah, Quilpie, etc. Thirteen take-offs and landings in one day were not unknown.

After 5 years on the DC3, he moved to the F27 and became a Check Captain. To move onto jets, he transferred to Melbourne in 1971 and took up the position of DC9 Flight Captain. He remained on the DC9 for seven years. For a period of 2 years, he was Senior Regional Captain Southern Region and converted onto the B727. Having found office work not to his liking, he returned to the 'line'. He converted to the Airbus A300-B4 in 1982 and retired on that aircraft at age 60 in 1987.

Keith was part of the team that restored VH-AES, the DC3 which carried out TAA's first line flight in 1946. This allowed him to return to flying as he crewed it in the 1988 Bi-Centennial Air Race. He was then later able to fly other DC3's on charter work.

Between 1990 and 1994 Keith assisted a number of First Officers with simulator training who had lost their jobs in the '89 dispute. They then went on to get jobs overseas as captains.

He ended a satisfying and rewarding career with just under 20,000 hours.

### **Captain Robert 'ZAP' Joseph Neille (6 Dec1938- 28 Nov 2022)**



Bob left school early to pursue an apprenticeship in the family business, a butcher's shop in Mount Hawthorn, Perth. Flying was always Bob's true passion however, and by selling a much-loved motorcycle (and trumpet), and using all his hard-earned wages, he was able to finance monthly flying lessons at the Maylands Aerodrome in Perth where he trained on the Chipmunk DHC-1.

Bob achieved his goal, earning his Private Pilot's License in 1958. Keen to bump up his flying hours, he accepted a position with the Missions in New Guinea a year later **initially as a butcher**, but this very soon led to an opportunity for him to build on his flying experience. He came under the tutelage of Father Ivo Reuter, who guided him safely through the high terrain and rapidly changing weather of New Guinea, showing him the ropes. Bob attributes the fact that he stayed alive in these often-demanding flying conditions to Father Ivo's advice and teaching. The two men became great mates and Bob often spoke of him with great respect and fondness.

While in New Guinea he mainly flew the C180 and the Dornier 27. Eventually he was proud to be cleared to operate throughout the entire missionary network.

Bob loved to talk about the time he spent in New Guinea and the people he met there, many of whom were larger than life characters. There were colourful tales to be told, such as the time he delivered a Tiger Moth that had certainly seen better days, to a far-flung island. The gentleman in Ops took one look at Bob and the Tiger and asked if he wanted to make a bet as to whether he would return alive. As the aircraft's range was too limited to make it to the island, Bob had to refuel mid-



flight with some sort of arrangement involving a petrol can and a wobble pump. I believe he used his legs to fly, as he furiously carried out some primitive kind of in-flight refuelling. Needless to say, the mission was completed and Bob would often lament that he never did collect the five-pound wager.

In 1961, Bob returned to WA where he flew the C180 for the Royal Flying Doctor Service based out of Meekatharra. A story from those "Meeka" days, which Bob liked to tell, was when being the only pilot in town, he was asked to airlift a heavily pregnant lady to the hospital. Whilst in flight, Bob was suddenly pushed hard against the control column as the lady began contractions in the back seat. Alarming, before he knew it, the aircraft was pointing towards the ground. After some swift action to regain control of the aircraft and some further mid-flight drama requiring some quick work by the nurse, a new baby arrived, whereby Flight Service was radioed and the Souls on Board were amended to four.



Later Bob realized his dream job, joining MMA in 1964. He was trained on the DC-3 by Captain Norm Dorrington who later became a lifelong friend. Shortly after he was endorsed on the DC-4, which became his favourite airliner.

Bob would often joke that if MMA had kept the DC3s, he would have retired very early, as a night sector up North in Western Australia in terrible weather with no radar was not his idea of fun. He would explain how these lovely old aircraft with their low wing loading would get sucked up by the violent thunderstorm updrafts and shortly afterwards, hammered back down again towards the ground by the inevitable down drafts. He said that he much preferred aircraft that didn't rain on the inside and that his fingerprints were embedded in the bottom of those DC3 pilot seats!



The airliner Bob was most passionate about was the DC4 Skymaster which he flew regular national freight trips with the crew rest being on top of the freight boxes. Once with his old friend Foxy Lovett, they blew an engine out of Perth. They headed to the fuel dumping area west of Rottnest Island. As First Officer, his duty was to extend the jettison hose and start pumping fuel over board to reduce weight. As the fog began rolling in, it was time to stop the jettison and head back to the airfield. Much to Bob's dismay, the jettison system malfunctioned and there was no way to stop the fuel pumping over board. "What now Foxy?" was Bob's cry. Foxy replied, "I guess we will have to burn a few lawns!"

In the early 1970s and as a newly promoted Captain on F27s, Bob was seconded to the newly formed Malaysian Airlines and was based in Kuching training cadet pilots with his friend and fellow pilot Dave Scanlon. Apart from the often-interesting flying, they and their families delighted in the local culture and would often frequent the historic Kuching Sarawak Club, one of the pleasures of expatriate life in the 70's.

Bob moved back to MMA in 1974 as a Training Captain on the F27 and was later seconded to Port Moresby for Air Niugini in 1977. Returning to Perth as a Training Captain on the F28, then the BAe146 until 1989, he loved training new pilots on the routes of WA and the Northern Territory. These were

the thoroughly enjoyable days of aviation whereby a layover often included a round of golf and a trip to Berry Springs for a swim and some liquid refreshment.

Bob completed his flying career in his much-loved state of Sarawak, Borneo where he operated the F50 for his last five years in aviation and had a great time in the company of the Scandinavian and Malaysian crews. They had a lot of fun and Zap and his mate Al could often be seen cruising the tarmac of the aircraft parking bays, cool box in hand, selling their much sought after home-made pork sausages.

Bob said that he couldn't imagine a better way to wind down his flying days than operating the coastal routes of Borneo, regarding it a pleasure and an honour to have encountered and flown with such a large range of great characters from so many nationalities and cultures.



## MIRACLE ON THE HUDSON (A different perspective.)

As you may recall, Tom Hanks played Captain Sullenberger's character in the 2016 movie. The film is said to have grossed more than \$250 million. The efforts the producers went through to ensure details were accurate were remarkable, down to the point of making sure the pilots' IDs resembled those worn by Captain Sullenberger and First Officer Skiles on US Airways flight 1549 on Jan 15, 2009. Hanks wore a replica of Sully's Air Force Academy class ring. The movie producers even obtained two worn-out US Airways A320s out of the desert. One of them was dunked in a lake at Universal Studios to recreate the appearance of splashing down in the Hudson River. The cockpit of the other plane was placed on a gimbaled platform to film the flight deck scenes with Hanks and his Hollywood first officer. The mock NTSB board room was nearly identical in appearance to the real one.



**The realism ended abruptly, however, at the point in the movie where NTSB interacted with Sully. And how do I know? Because I was chairman of the board of enquiry for that accident. Let me tell you how it really played out.**

An investigative hearing, such as depicted in the movie, is where sworn testimony is elicited from hearing witnesses. NTSB designates "hearing parties" to government agencies, companies and associations whose participation in the hearing can assist with gathering relevant information. Parties to this hearing were FAA, Airbus, CFM International, US Airways, US Airline Pilots Association and Association of Flight Attendants. Each party is offered the opportunity to ask questions. This structure enables questions from each organisation because each has its own viewpoints and clarifications it wishes to highlight.

The hearing lasted three days, with testimony on topics such as bird detection and mitigation; aircraft certification standard regarding ditchings and forced landings on water; cabin safety; and certification standards for bird ingestion in engines. Like all NTSB hearings, this one was open to the public and also was webcast. The full transcript is available on the NTSB's website and an archived video of the entire hearing is available on YouTube.

I stated in my opening statement: "In preparation for this hearing, I flew through the accident scenario in a flight simulator. I've listened to the CVR in real time and as an experienced pilot, I can tell you this flight crew had a lot going on. They had a lot going on in a very short period of time. And, in considering what could have been done differently, there is certainly no intention by the Safety Board to diminish the crew's and first responders' extraordinary success in saving the lives of all passengers and crew that day."

Captain Sullenberger was the first to testify. Because of his stardom status, we allowed Sully to enter and exit the hearing room through a hidden back door that was accessible only through a series of meandering corridors in the building's basement. That allowed him to circumvent the swarm of spectators. The only other time I saw someone enter the board room that way was three years earlier, when then-Vice President Dick Cheney came to swear in a new NTSB chairman. *Unlike in the movie, First Officer Skiles did not testify, nor was he present.*

One might imagine that as a key witness, Sully would be questioned for hours, perhaps even days. The reality is that he was questioned for a total of 38 minutes. His testimony was factual and professional. There were no "drop the mic" moments.

The movie depicts a hard charging panel of NTSB investigators interrogating Sully in a prosecutorial manner. In fact, it was anything but that. *In truth, we were a bit worried about how the media might pick up on something that could have been interpreted as unfavourable about Sully's performance.*

The hearing document is made public when the chairman gavel opens the meeting at 9am on the first day of the hearing. The docket contains all the NTSB's investigative material to date, including the transcript of the CVR, crew interviews and test results performed to date by the NTSB. One of these was benignly titled "Operations/Human Performance [Exhibit] 2DD—Attachment 28: Simulator Results." This 36-page document discussed simulator test flights that NTSB investigators and party members performed at Airbus headquarters in Toulouse. These tests were conducted seven weeks earlier - not live and broadcast into the hearing room in real time as depicted in the film.

One of the objectives of these simulator runs was to "identify and evaluate the various options available to the flight crew of US Airways Flight 1549 following the bird strike (e.g., land at an airport or land on the Hudson River) and to determine the implications of each of those options." In other words, did this crew do the right thing by landing in the Hudson instead of dead-sticking at LaGuardia? Important to note that participating in these tests wasn't just the NTSB. Also assisting were representatives from US Airways, the pilots' union, Airbus and NTSB's counterpart, the BEA.

The results were a mixed bag: Of 15 simulator runs the replicated the bird strike scenario faced by Sully and Skiles, the sim study showed that the simulator pilots were able to successfully land at LaGuardia or Teterboro on eight of those runs. Once the 35-second allowance for a startle effect was added to the simulations, none of the simulator pilots was able to make it to an airport. By the way, the movie depicted Sully making the suggestion to account for this startle effect. No - that decision was made by NTSB Ph.D. human factors experts.

We feared the results of these tests could be damning for Sully - perhaps the media would key-in on these tests and draw the conclusion that Sully, too, could have made it back to LaGuardia and that landing in the Hudson was the wrong decision. It wasn't that we were trying to protect Sully, it's just that we feared it would appear like the NTSB was trying to put a stain on this hero. Despite our fear of such, it wasn't the NTSB that made the NTSB look like villains, it was Clint Eastwood's movie.

Although we feared some in the media would question his decision, Sully's testimony on this point was solid. "Looking at where we were and how much time, altitude and distance would be required to turn back toward LaGuardia and then fly toward LaGuardia, I determined quickly that was going to be problematic, and it would not be a realistic choice, and I couldn't afford to be wrong. Once I had turned toward LaGuardia, it would have been an irrevocable choice, eliminating all other options. I had to make sure I could make it before I chose that option. I decided I couldn't."

His testimony wasn't an interrogation like portrayed in the movie. We ensured we treated Sully fairly and with dignity and professionalism. We can only expect a witness to testify on areas in which they have expertise. If a question is out-of-line with those expectations, it was my responsibility as chairman of the board of enquiry to intervene. I did so when one party spokesperson questioned Sully how long he thought passengers could have survived in the cold waters that day if they had not been picked up by rescue boats. At that point, I turned to Sully and asked whether he was an expert in water survivability. He replied he wasn't, so we moved past that question.

Having no more questions from the investigative staff, the party members, or the board of inquiry, I told Sully. “I want to thank you very much for your testimony, for being here this morning, and for representing the piloting profession as you do. You are excused from the witness stand. Thank you very much.”

And with that, Sully left the same way he entered – through the secrecy of the underground passages from which he entered.

Eleven months later, when NTSB board members and investigative staff gathered in that same room to complete the investigation by deliberating the crash and adopting the final report, one of the finding of the investigation stated: “The professionalism of the flight crew members and their excellent crew resource management during the accident sequence contributed to their ability to maintain control of the airplane, configure it to the extent possible in the circumstances, and fly an approach that increased the survivability of the impact.”

Every story needs a protagonist, and every story needs an antagonist. NTSB drew the short straw on this one. Google “NTSB hearing US Airways 1549” or something similar.

See for yourself that the NTSB never sullied Sully.



**Robert Sumwalt** was a member of the NTSB from 2006-2021, including being chairman from 2017-21. Before that he managed a corporate flight department for a Fortune 500 company, and previously was a pilot for US Airways and Piedmont Airlines.

## FLIGHT SAFETY

**A Qatar Airways Boeing 787-8**, registration A7-BCO performing flight QR-161 from Doha (Qatar) to Copenhagen (Denmark), departed Doha's runway 16L in night-time conditions at 02:00L (23:00Z Jan 9th) and had climbed to about 1800 feet when the aircraft entered a steep descent losing 1000 feet within 24 seconds. The aircraft was subsequently recovered, climbed out and continued to Copenhagen where the aircraft landed safely about 6 hours later. According to information The Aviation Herald received on Feb 7th 2023 the first officer was pilot flying.



At about 1600 feet the aircraft was cleared direct to the next waypoint and the first officer attempted to turn towards that waypoint flying manually and without flight director indications (the captain was slow to put the Direct into the FMS) but lost situational awareness sending the aircraft into a descent that reached 3000 fpm sink rate and exceeded the flap speed limits until the captain took control of the aircraft and recovered about 800 feet above water.

**The occurrence was not reported to the authorities and only came to light later.** ADS-B Data show the aircraft reached about 1850 feet MSL measured to standard pressure (QNH 1013) then entered a descent reaching 850 feet (standard pressure) 24 seconds later while turning from 157

degrees true (runway heading) to about 110 degrees true, the aircraft subsequently levelled off momentarily and began to climb again.

The airline reported on Feb 8th 2023, that they are aware of an incident of QR-161 on Jan 10th 2023, an internal investigation is ongoing and the event has been immediately reported to the authorities.

## Lockhart River Final

**A Cessna 404 with a pilot and four passengers on board** was being flown 1,000 ft below the recommended descent profile before it collided with sand dunes about 6.4 km (3.5 NM) short of the runway at Lockhart River, an ATSB investigation report details.



The twin piston-engine Cessna was operating a charter flight under the instrument flight rules from Cairns to Lockhart River on the morning of 11 March 2020. Consistent with the weather forecast, at Lockhart River there were areas of cloud and rain that significantly reduced visibility. Recorded data showed that the pilot commenced a go-around while conducting an area navigation (RNAV) GNSS instrument approach, using the aircraft's instruments and two GPS units, to runway 30.

The pilot then commenced a second approach to land at Lockhart River, during which the aircraft probably entered areas of significantly reduced visibility, including heavy rain. "The aircraft appeared to have been in controlled flight up until the time of the impact, and there was no evidence of any medical problems or incapacitation for the pilot, nor pre-existing mechanical problems with the aircraft or its systems," said ATSB Chief Commissioner Angus Mitchell.

## More on the DC10

**Captain John Ridd**, who flew the MD11 for Thai airways has an interesting adjunct to the DC10 story featured in the previous newsletter -

John writes: "When we did the ground school with Thai, Bjorn, the Swedish ground instructor told us that both aircraft (DC10/MD11) were actually "Fly by Wire". The primary controls were conventional cable activated when hand flying, but the autopilot electronically activated the controls. Apparently, when the American Airlines aeroplane lost the small cargo door, part of the floor collapsed and jammed the control cables. The crew immediately selected the autopilot, and managed to save the aeroplane. Unfortunately, the Turkish guys didn't have that knowledge or awareness, and lost the aeroplane!"

**\$20.00 Annual Subscriptions for the financial year 22/23 were due 1 July.**

For accounting and recording purposes, payment by Direct Deposit is preferred. **Suncorp BSB 484 799 Acct No 000044125 AARAP.** Remember to include your name when you do the transfer. However, if electronic transfer is not possible, please send your cheque to AARAP, P.O. Box 172, Isle of Capri, Qld, 4217



# HISTORY

## THE LAST B747

After more than 53 years and 1,574 planes built, the last Boeing 747 jumbo jet has rolled off Boeing's famous assembly line in Everett, Washington.

The 747 started commercial service back in 1970 with Pan American World Airways. Since then, the aircraft has become an icon of modern aviation and one of the most recognizable aircraft ever due to its hump. The aircraft helped make long-haul travel much more accessible than before, and it revolutionized aircraft design with its wide-body.



The aircraft, while being very revolutionary back in the 70s and 80s, has now become obsolete and inefficient for passenger operations with the introduction of newer twin-engine aircraft such as the 767, 777, 787, A330, and A350; airlines can't wait to get rid of their four-engine aircraft such as the 747. Twin-engine aircraft allow airlines to operate multiple flights daily to the same destination allowing for more daily flights. In other routes, it will enable them to have less capacity, allowing them to serve destinations with less demand. However, while the 747 has gone out of favour in the commercial airline space, in the cargo sector, it has not. The hump with the cockpit in the upper deck allows for the aircraft's nose to open, allowing for more oversized cargo and more effortless loading; this, coupled with the aircraft's huge payload capacity, has made it an ideal aircraft for cargo airlines. Many 747s have been converted to a cargo configuration, and many others have been specially built to haul cargo. (Editor's Note: While "airlines can't wait to get rid of ...", Lufthansa have recently announced they wish to refurbish their 747-8's due to customer demand.)

The 747's end has come at a time when Boeing is struggling; it all started with the 737 MAX fiasco, which led to two crashes and 346 people losing their lives; the company is now trying to certify the 737 MAX 10 but is facing issues with regulators, very long delays on deliveries of its 787, and a five-year delay on their 777X program which has some customers on the verge of cancelling their orders, they also have to deliver two 747s meant to serve as Air Force One by 2025; however, these, too, are facing delays and significant cost overruns.

The 747 program's end was imminent, with rival Airbus ending production of its A380 last year. The 747 managed to stay in production for a bit longer, with it only being saved by cargo orders for UPS and Atlas Air; now, the last 747, line number 1,574, has been built and will be delivered to Atlas Air.



## The Man Who Built It



**Joe Sutter**, the legendary Boeing engineer who led development of the 747 jumbo jet, was known for his bold technical designs, for tough but inspirational leadership, and for a roguish sense of humour that made him a vibrant personality to the end of his days.

Mr. Sutter died age 95. His son, Jonathan Sutter, said his father had developed pneumonia but was recovering and was expected to leave the hospital when he died suddenly.

Just prior to his demise Mr. Sutter had been working on Boeing's behalf: At the family's summer compound on Hood Canal, he hosted a Boeing party for executives of Cathay Pacific who had just taken delivery of a new 747 — the sort of event he'd thrown several times over the years for various airlines. In a message to employees, Boeing Commercial Airplanes Chief Executive described him as "one of the giants of aerospace and a beloved member of the Boeing family." He Mr. Sutter "an inspiration — not just to those of us at Boeing, but to the entire aerospace industry."

Born into a large Catholic family with Eastern European immigrant parents whose family name was changed at Ellis Island, Sutter grew up on Beacon Hill overlooking Boeing Field.

He attended Cleveland High School and the University of Washington, where he earned a degree in aeronautical engineering. On leaving the Navy after World War II, Mr. Sutter returned to Seattle in 1946 and soon accepted a job offer from Douglas Aircraft in California. Luckily for Boeing, his wife, Nancy, had just given birth to their first child, and so he deferred that move and accepted a "temporary" job with the local plane maker. There, Mr. Sutter fell under the spell of inspiring engineers, such as George Schairer, who were leading Boeing toward its pioneering development of jet airplanes. He never left.

Mr. Sutter worked on Boeing's first jet aircraft, the 707, riding along on early demonstration flights with airline officials. Later he led the technical staff on Boeing's first short-haul jet, the 727. During development of the 737, Mr. Sutter earned a patent for the way the engines were placed tightly under the wings. In 1965, Mr. Sutter began a study of a new long-distance jet, the 747, with which his name will forever be closely linked. In his book, "747," he wrote of that jet program: "More than just the high point of my career, it was what I had dreamed of since I was a boy." Built to an unprecedented size, the initial model would carry two and a half times as many passengers as the 707.

He and his engineers initially played second fiddle to the more glamorous Boeing development project at the time, the Supersonic Transport (SST). But the U.S. government ultimately killed funding for the SST, and the 747 turned into the icon of international long-haul flying that established Boeing's supremacy in commercial aviation for more than two decades after the plane entered service in January 1970.

Mr. Sutter's team became known as "The Incredibles" for producing what was then the world's largest airplane in record time — 29 months from conception to rollout. Conner noted that this "remains a staggering achievement and a testament to Joe's 'incredible' determination."

As a leader, he was known for his strong-willed pugnacity. His son, who worked at Boeing for 20 years while his father was there, recalls his fierce reputation at work for standing firm for what he thought was the right thing to do. "Dad would listen to everybody and then he would make a decision — and that's the way it was going to be," Jonathan said. "At home, for us children, he was too easy. When we'd get in trouble, he'd look the other way and love us. But he was tough at Boeing, really tough." Fighting for his technical people, Mr. Sutter sometimes butted heads with Boeing's corporate executives. He successfully argued against the idea of basing his engineering team in Walnut Creek, Calif., instead of Everett, where the plane was to be assembled. "The engineers have to be with the production people," he told executives discussing the possible move.

When development money was tight and Boeing Chairman Bill Allen requested cuts, Mr. Sutter insisted to all the top brass in a tense meeting that cutting his team of 4,500 engineers by 1,000 heads would ruin the program. In an interview ahead of Boeing's centennial celebrations, Mr. Sutter said he walked out of that meeting certain he would be fired. But he kept his job, and so did all his engineers. He also had to win over customers, such as Juan Trippe, the head of 747 launch customer Pan Am. To persuade Trippe to let go of his wish for a double-decker aircraft in favour of Mr. Sutter's alternative concept of a cabin interior wider than anyone had ever seen, Boeing had a plywood mock-up built that suitably impressed the airline executive — and so was born the widebody jet.

In 1986, at 65, Mr. Sutter was appointed by President Reagan to serve on the high-level committee investigating the explosion of the space shuttle Challenger. Appalled that NASA's safety standards were lower than those in his commercial-airplane world, Mr. Sutter was typically vocal in his criticism and pushed a key recommendation of the committee to implement a new safety-management system.

## And FINALLY, Boeing considering a 737 replacement



ARLINGTON, VIRGINIA — Boeing is exploring the possibility of introducing a cutting-edge plane it has been developing alongside NASA into its line-up in the next decade, Boeing's CEO Dave Calhoun confirmed.

The US plane maker is scheduled to fly a prototype of the single-aisle jet, which could potentially replace the 737 MAX, later this decade. The plane is designed with extra-long, thin wings connected to the fuselage by

diagonal struts, which could help reduce drag and fuel consumption. The concept has been in the works for almost 15 years.

Engineers from both NASA and Boeing have been working on a new aircraft design with technological upgrades to its engine that could reduce fuel consumption and emissions by up to 30% when compared to the Boeing 737 MAX and Airbus A320neo, both popular choices for many airlines around the world.

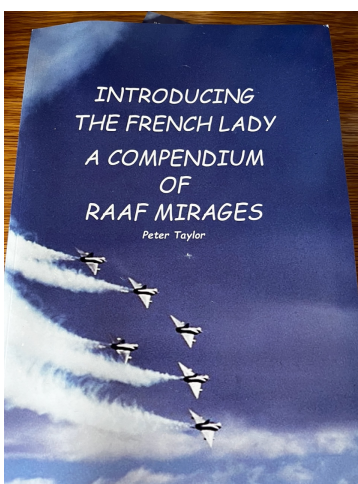
Such gains would meet the "standard needed to launch a commercial airplane," Calhoun said Wednesday during an earnings conference call. "The program that we've embarked on here is how do you commercialize it?" Calhoun said of its futuristic design. "So, there's real intent there to be able to do it."

Last year, Boeing CEO Calhoun appalled Wall Street with the announcement that the aviation giant wouldn't be investing in a new jetliner this decade in order to try and close the gap with Airbus in the narrowbody market. However, recently Boeing received a \$425 million grant from NASA to develop a new range of eco-friendly jetliners with the aim of bringing them to the commercial market in the 2030s. Boeing and its partners will be investing another \$725 million in the project.

The new jet, which has yet to be assigned a snappy name like Boeing's other models, is currently known as the Sustainable Flight Demonstrator, or the "transonic truss-braced wing" among Boeing's staff. While the capabilities of the jet have yet to be determined, it is unclear if the concept could be applied to widebody jets that are designed to fly long distances. "It will definitely have a role to play someday in the narrowbody world," Calhoun said.

## BOOKS

Captain Mark Hayler recommends -



I can strongly recommend this 295-page book compiled by retired "Sumpy", Peter Taylor.

The first 20 pages are devoted to the acquisition and building of the Mirage and then each tail number is afforded 2 pages with a brief history and mostly coloured photos. Following this is a section dealing with all Mirage units and showing the various tail markings. The final 15 pages are devoted to miscellaneous photos of pilots, troops and significant events.



Peter is now collecting expressions of interest from those who may wish to purchase the book. Email Peter at [pcwh@bigpond.com](mailto:pcwh@bigpond.com) The previous print run was for 250 copies with the cost being \$32 plus \$11 postage. This print run will be

a few dollars more but, in my opinion worth every cent. Peter does not make a profit from the sale of the book - the compilation is his hobby.

## WEB SITES

[https://youtu.be/AbGO1BBWt\\_A](https://youtu.be/AbGO1BBWt_A)

<https://www.theaustralian.com.au/inquirer/raafs-no-75-squadron-was-key-in-the-defence-of-australia-in-wwii/news-story/c8e40bbd0f13841f79855e2e2fce4691>

<https://wingsoveroz.com/password>

<https://www.bbc.com/future/article/20221020-the-tank-that-could-fly-into-battle?ocid=ww.social.link.email>

<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fyoutu.be%2F-cVzn-1NLLs&data=05%7C01%7C%7Cef39915d56e44a2c0d1708da7752a550%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C637953494103631884%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=Y2eldDviFPPEoIGB0H%2FYZhw%2FhghVVjhWdjpuUcFG76U%3D&reserved=0>

<https://youtu.be/rzyOlwjYK7E>

<https://www.goodall.com.au/australian-aviation/ford-trimotor/fordtrimotor.html>

[https://www.youtube.com/watch?v=DCMmCekKO\\_c](https://www.youtube.com/watch?v=DCMmCekKO_c)

## REMEMBER THE GOOD OLD DAYS?



**Scandinavian Airways meal service (circa 1969).**

*Somehow, I don't think this was Economy Class?*