



AUSTRALIAN ASSOCIATION of RETIRED AIRLINE PILOTS and AVIATION PROFESSIONALS

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EDITORIAL

Firstly, apologies for this issue representing over 4 months. Normally Lee and I try to put a newsletter out quarterly but with both of us unavailable for much of the period, we've been unable to fulfil our normal schedule.

At the time of going to print, Australia had experienced four mid-air collisions this year. Tragically, one of those involved member Dave Maddern together with his wife, Jan. The ATSB preliminary report has been released and is included in this edition. It won't bring them back, but questions would have to be asked of the student pilot involved and the standard of his/her training.

We welcome three new members in this edition. I met Garry Honour back in 1973 when I was briefly with Air Niugini. Garry currently lives in Armidale, NSW and retired with 41,000 hours! Also joining us is Bob Backhouse who hides away west of Samford and Ted Walters who is even further away; domiciled in Hanoi.

Often times as editors, we find it difficult to 'classify' a story. We came upon this problem in this edition. Should the story of the Ural Airlines A320 landing in a wheat field fall under "Flight Safety" or "Humour"?

Season's Greetings to all.

CHAIRMAN'S REPORT

Well Christmas is upon us and soon it will be 2024.

Another successful Christmas lunch in BNE; it was wonderful to see so many members laughing together and telling old war stories. This year we had 9 Ancient Aviators of which 6 were at the function to receive their certificates. Photos will be published on the web site.

There have been glowing reports about the new website which makes all the hard work worthwhile.

I wish all members and their families a very happy and safe Christmas and look forward to catching up in 2024 at the Sunny Coast lunch or the AGM. (Dates TBA)

NEW JOINERS

Captain Bob Backhouse: ex TAA

Captain Garry Honour: ex Tamair; Territory Airlines; TAA; Air Niugini; Air Pacific; Airlines PNG; Singapore Airlines

Captain Ted Walters: ex Ansett; DFO Ansett Worldwide Aviation; (consulting) Vietnam Airlines, Pacific Airlines & Vietjet Air

RIP

Captain John Laurent: 3/9/1934 – 5/8/2023

Captain Dave Maddern: 1/4/1957 – 28/7/2023 & Jan Maddern

Captain John Regan: Died 31/10/2023 (Aged 92)

Captain Ron Stacey

VALE

Captain Raymond Francis Meany: 26/9/1934 – 20/6/2022

Ray was born in Sydney and started to learn to fly with the Aero Club at Bankstown in 1956. In 1958 he joined Butler Air Transport in Sydney as a first officer on DC 3's. Butler was then taken over by Ansett Airlines later that year.

In 1960 Ray moved to Melbourne as a first officer on DC3's with Ansett. Over the next 31 years Ray's career saw him in command on the F27, Electra, DC9, B727 and B767.

In 1985 Ray transferred to Brisbane as a captain on the Boeing 767. Unfortunately, the Pilot's Dispute of August '89 caused Ray to take early retirement.



Ray enjoyed many hobbies of which some included a workshop filled with "Boy's Toys" including his lathe, a milling machine and various other assorted equipment. He also enjoyed success in the garden producing tomatoes, pumpkins, pineapples and bananas when in season. Also, he had an interest in the stock market and shared his knowledge and experience with many friends.

Unfortunately, in mid 2022 he found it necessary to be admitted to the Mater Hospital in Cleveland and 5 weeks later passed away on the 20 June 2022.

Captain Keith Radke 13/5/1936 – 13/9/2023



Keith worked in the QLD railways for a time as an apprentice electrician before becoming an electrician with Trans Australian Airlines.

It was during this time at TAA that he learned of a colleague, Ron Austin, who had been accepted into the airline pilot training scheme in the early 1960's. He said, "If Ron Austin can do it ... then I can do it." He mentioned his aspirations of becoming a pilot to one of his managers at TAA who was quick to tell him that 'you will never make it as a pilot because you were from the railways'!

Keith started his airline career in Perth in 1961 with MacRobertson Miller Airlines, as a First Officer on the DC3.

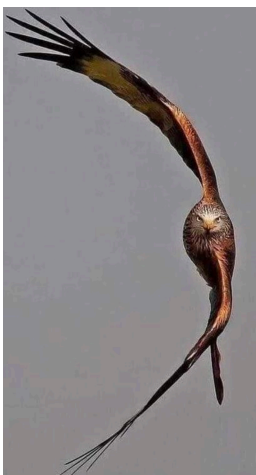
After the few years in Perth, he was accepted into TAA as a pilot. At around the same time he attained a flight navigators' licence even though they were no longer required.

With TAA, he flew as an FO on the Viscount, F27, DC9 and B727. Following conversion to captain he flew the F27, DC9, B727 and Airbus A300.

Post dispute, Keith joined Singapore Airlines as a captain on the B747. Whilst there a story goes that he was famous for creating the acronym C.V.E when it came to the Singapore Airlines fuel policy. Post each flight the captain had to justify why they carried extra fuel. Keith for a long time simply put CVE in the box to which no one in management was brave enough to show weakness and ask what it meant. Upon his retirement, one flight ops pilot finally asked Keith what it stood for, to which he informed him it stood for 'Captain's Vast Experience'.

Keith retired with around 20,000 hours and continued his involvement in aviation owning and operating an Aero Commander 500u.

He was a long-time member of both AARAP and the Phoenix Club.



This guy should be giving flying lessons!

FLIGHT SAFETY

ATSB RELEASES PRELIMINARY REPORT FROM ON-GOING CABOOLTURE MID-AIR COLLISION INVESTIGATION



A preliminary report details factual information established as part of the ATSB's ongoing investigation into a mid-air collision at Caboolture airfield on the morning of 28 July.

The report does not contain findings but outlines the accident's sequence of events.

It details that a Piper PA-25 glider tug aircraft, with a single pilot on board having just launched a glider, was returning to land from the west on Caboolture's runway

06, while a Jabiru J430 light aircraft, with a pilot and passenger on board, was preparing to take-off to the south-east from the intersecting runway 11.

A third aircraft, a Cessna 172 was taxiing at the airfield, with a solo student pilot on board, prior to departing on a solo navigation flight.

Caboolture is an 'aircraft landing area', which is an airfield that has not been certified by the Civil Aviation Safety Authority. In addition, it is located within class G non-controlled airspace, where pilots make and monitor radio positional broadcasts on a designated common traffic advisory frequency (CTAF) to ensure separation from other aircraft.

Several witnesses monitoring the CTAF recounted hearing the Piper pilot broadcast that they were commencing a final approach to runway 06 and that they would be 'holding short', indicating they would not cross the intersection with runway 11/29.

The pilot of the Cessna, meanwhile, **reported having turned down the aircraft radio volume to conduct engine run-ups** (Editors Emphasis) near the intersection of the two runways and had not subsequently restored normal volume. As a result, the pilot did not hear any transmissions from the pilot of the Piper PA-25, and was not aware of the aircraft approaching on runway 06.

Just prior to the Piper touching down, the Cessna taxied across runway 06 ahead of the Piper. The pilot of the Piper initiated a go-around, broadcasting their intention to do so, according to witnesses. As the Piper began climbing while maintaining the runway 06 heading, the Jabiru lifted off from the intersecting runway 11.

About 5–10 seconds later, while both aircraft were climbing on crossing tracks, the pilot of the Jabiru commenced a left turn, likely in an attempt to avoid a collision.

The two aircraft collided above runway 06, just north-east of the intersection with runway 11, at a height of about 200–300 feet. The Piper PA-25 remained flyable and landed soon afterwards, while the Jabiru J430 collided with the ground near the end of runway 06. Both occupants of the Jabiru aircraft were fatally injured.

“Thanks to CCTV footage, some recorded radio calls, witness accounts, and an examination of the accident site, ATSB investigators have been able to build an understanding of this tragic accident’s sequence of events,” said ATSB Chief Commissioner Angus Mitchell. “However, I would caution against making any assumptions as to the contributing factors to this accident, and I would note that aviation systems have multiple layers of defence in place to prevent accidents,” he continued.

“Not all radio calls at Caboolture were recorded and our analysis of witnesses recollections of radio calls is continuing, so we are still building our understanding of the nature of the calls made, and giving consideration to a range of other potential factors.”

As the investigation continues, investigators will continue their analysis of aircraft flight paths, with particular attention given to potential visibility restrictions –trees between the intersecting runways partially obscure visibility. They will also further review aircraft, pilot, aerodrome and operator documentation, analyse procedures at non-controlled aerodromes with intersecting runways, and further examine of aircraft components and other items recovered from the accident site, including two data recording devices from the Jabiru. A final report, which will include analysis and detail the ATSB’s findings, will be released at the conclusion of the investigation.

RUSSIAN AIRBUS A320 MAKES FORCED LANDING IN A FIELD

Ural Airlines Airbus A320 made an emergency landing in a field near Kamenka, Russia, after a hydraulic failure and fuel concerns. The aircraft suffered damage to the gear and wings, but all 165 people onboard, including passengers and crew, were safely evacuated.

Aviation authorities launched an investigation, and a criminal case was opened for violating air transport safety regulations.

On September 12, 2023, an [Ural Airlines](#) Airbus A320 operating a domestic flight from Sochi (AER) to Omsk (OMS), Russia, was forced to make an [emergency landing](#) in a field while diverting to another airport.



The aircraft departed Sochi at 00:55 UTC. It was scheduled to arrive at Omsk around 07:50, but on final approach, the crew initiated a go around after reporting a hydraulics failure. The aircraft climbed to about 18,000 ft (FL180) and diverted to Novosibirsk (OVB). However, the crew feared that the [A320](#) would run out of fuel about 180 km from OVB, prompting them to land in an open field near the village of Kamenka.

The Ural narrowbody, registration RA-73805, was operating flight U6-1383 with 165 people onboard, including passengers and crew. There were no casualties or serious injuries reported, but the aircraft took damage to the gear and wings.

In a press conference following the incident, the Ural Airlines CEO stated that the aircraft's green hydraulic system failed while making its way to Omsk. The governor of Omsk added that after realizing the failure, the crew feared the OMS runway was not long enough to make a safe landing. The Omsk runway is 8,200 ft. The failure of the hydraulic system affected the operations of the spoilers and flaps, increasing the required landing distance for the aircraft. As such, the pilots decided to divert to Novosibirsk, which has a longer runway, measuring 11,800 ft.

Initial calculations suggest the aircraft should have had enough fuel to reach the alternative airport. However, the aircraft flew with the landing gear doors open, increasing fuel consumption. Furthermore, strong headwinds did not help the situation. After realizing they could not make it to Novosibirsk, the crew landed in the wheat field with the landing gear extended.

The aircraft in question is a 19-year-old A320-200. It was built in February 2004 and leased out to Ural Airlines in 2013. However, it became part of the carrier's fleet in March 2022. According to

another publication, the A320 is one of the aircraft not returned to lessors after Russia's invasion of Ukraine. It previously operated with the registration VP-BMW, belonging to [AerCap](#).

RA-73805 operates regular flights for Ural. From September 10, the aircraft operated over nine flights to various domestic destinations, including Dushanbe (DYU), Yekaterinburg (SVX), Makhachkala (MCX), Sochi (AER), and Moscow (DME). Ural has 52 aircraft in its fleet, including 23 A320-200s.

The airline's CEO stated that there was no outward damage to the plane, and when first responders arrived, it was still standing on the landing gear. According to the Novosibirsk governor, an operational headquarters was set up in the region to assist the affected passengers. Additionally, an An-26 rescue plane and buses were organized to provide further assistance and transport services.

While the Omsk governor and Ural Airlines CEO commended the pilots for the safe emergency landing, aviation authorities began investigating the incident. Russia's Investigative Committee has also opened a criminal case for the possible violation of air transport safety regulations.

A similar incident occurred in August 2019 when another Ural Airlines-operated aircraft [crashed into a cornfield near Moscow](#). The Airbus A321 suffered a dual engine failure following a bird strike. All passengers and crew survived, while the captain was considered a hero. However, like the September 12 incident, experts suggested that the pilots could have handled the situation better. An investigation by the Interstate Aviation Committee stated that psychological stress caused the crew to act inconsistently and chaotically. The captain of the flight disagreed with the statements.

HISTORY

PILOT HELD AT GUNPOINT ON TAA PLANE IN BRISBANE

Soon after take-off, an airline pilot and a hostess aboard a Coolangatta-Brisbane flight were confronted by a desperate man with a loaded shotgun.

First published in *The Sydney Morning Herald* on June 9, 1979

BRISBANE. — A hijacker with a sawn-off shotgun held up the pilot of a TAA DC9 c airliner in flight last night. After the plane landed in Brisbane the hijacker allowed the 41 passengers to leave, but continued to hold up the pilot. Transport Department officials said a hostess eventually grappled with the hijacker. The rest of the crew then jumped on him and helped overpower him. Police stormed the aircraft and took him into custody.

The officials said the man had been armed with a fully loaded 12-gauge shotgun. Three other cartridges were found in his possession.

The captain was named as Grahame Mackelmann and the first officer as John Pyman.

The hijacker boarded at Coolangatta a plane on a scheduled flight from Melbourne to Brisbane. Passengers said he strode up and knocked on the pilot's cabin about five minutes after the plane took off. The man yelled obscenities when approached by hostesses.

The man grabbed one hostess by the arm and demanded to be let in to the pilot's cabin. Passengers said he threatened the pilot with the shotgun. After circling Brisbane airport for about five minutes, the plane landed and taxied to the far north-east corner.





Hostess Esme Qazin and Captain Grahame Douglas Mackelmann at Brisbane airport.

THE ICONIC CATALINA AMPHIBIOUS FLYING BOAT IS TO BE RESURRECTED AS NEW PRODUCTION TRANSPORT-CATEGORY TURBOPROP.

Catalina Aircraft, holder of the Type Certificates for the 28-5ACF Catalina, today announced on Jul. 25, 2023 during Oshkosh AirVenture the rebirth of the iconic and legendary Catalina as the Catalina II Amphibious Turboprop. A production re-start program has been formalized for the Next Generation Amphibious Aircraft (NGAA) Catalina II twin turboprop amphibious flying boat, and the company is preparing to take pre-orders as part of the turboprop production re-start program.



Based on the design fundamentals of the Federal Aviation Administration (FAA) & Transport Canada (TC) Large, Transport Category certificated 28-5ACF Catalina amphibious flying boat, Catalina Aircraft is offering two new production variants, a NGAA Civilian Variant and a NGAA Special Use Variant, both of which represent the quintessential standard in airborne amphibious operations for the private, commercial, government and military sectors.

“Interest in the rebirth of this legendary amphibian has been extraordinary. The capabilities this modernized iconic platform offers, being capable of performing so many unique missions, and in a variety of market segments, speaks to the heritage of the Catalina product line. The NGAA Catalina II is a modern amphibian with advanced engines and avionics and will offer capabilities no other amphibian can provide today.” said Lawrence Reece, President Catalina Aircraft, in a company news release. “We are looking forward to moving this program forward rapidly.”

The NGAA Catalina II targets two major aircraft client groups, the civilian / commercial operator and the Government / Military customer. The NGAA Catalina II will be the largest, fastest, longest range, highest payload, and most capable amphibious aircraft available worldwide with Western Certifications. Capable of operating from runways, grass, dirt, lakes, rivers, bays, and open water. Utilizing green energy power initiatives, the NGAA Catalina II provides civilian, commercial, government and military operators a significant capabilities expansion over many current platforms employed in amphibious operations today. The NGAA Catalina II provides unmatched precision, speed and flexibility from land to air to sea.

The NGAA Catalina II Civilian Variant is a new production 32,000-pound Maximum Take-Off Weight (MTOW) unpressurized, twin turboprop, sea state 2 capable, amphibious flying boat designed to accommodate up to 34 passengers or 12,000 pounds of cargo operating in the private and commercial market segments.

NGAA Catalina

The NGAA Catalina II Special Use Variant is a new production 40,000-pound Maximum Take-Off Weight (MTOW) unpressurized, twin turboprop, sea state 3 capable, amphibious flying boat geared to support government and military type CONcepts of Operations (CONOPs).

Both the Civilian and Special Use Variants are constructed using modern corrosion resistant materials, assembly practices and supportability initiatives to ensure the Material Availability and Operational Availability remains at the highest rates possible. Many existing and proven in-service systems are employed to minimize logistics footprint growth and provide for commonality of components between the NGAA Catalina II and existing / emerging in-service aerial platforms. With an almost limitless multi – CONOPs potential from a single platform, the NGAA Catalina II offers a single asset solution capable of replacing several existing platform types, thus reducing overall Acquisition, Operational and Sustainment costs.

In response to an October 1933 order from the US Navy for a monoplane patrol aircraft, Isaac Laddon of Consolidated Aircraft designed the all metal Model 28 with a number of unique features, including a parasol-mounted wing incorporating internal bracing to reduce the need for external struts, and retractable stabilizing floats that folded upward to become wingtips in flight. The overall effect was an aerodynamically clean aircraft far superior to previous flying boat designs.

One of the most recognized aircraft in the world, the Consolidated PBY Catalina not only served in the US Navy, but also with the air arms of Britain, Australia, New Zealand, Canada, the Netherlands and the Soviet Union. The PBY was involved in almost every major operation in World War II, and figured significantly in defeating the U-boat menace in the Atlantic.

EARLY ANSETT-ANA ADVERTISEMENT



Courtesy John 'Blackjack' Norrish's memorabilia collection. Anyone recognise her?

HUMOUR(?)

MARRIED BRITISH AIRWAYS PILOT MIKE BEATON SNORTS COKE OFF TOPLESS WOMAN – THEN TRIES TO FLY PACKED HOLIDAY PLANE TO UK

On a Monday in August of this year, a plane full of passengers travelling from Johannesburg to London was delayed for 24 hours while British Airways sorted out a staffing emergency. That emergency involved a night of drugs, drinking, and marathon sex by one of the airline's pilots.

Based on texts he sent to a stewardess friend, recounting his Joburg party, what he described left little doubt that he would not be fit to act as first officer for a flight out the next day – after he "couldn't even lift my head" until 14:00 the next day. She reported him, and the flight was cancelled. Beaton was flown home the next day as a passenger, subjected to a drug test, and then fired.

Beaton's reported texts describe a "standard Joburg setup" that went from a bar to the "Grillhouse", thought to be the steakhouse branch in Melville Arch, and then to the Tiger's Milk restaurant. At the bar he met a "young Spanish bird" and a "Welsh chick", and at the club their group of three met "two local lads who live in the compound", likely Melrose Arch.

The married Beaton said he snorted cocaine from the breasts of one of the women (after starting a debate about which woman's breast would be best for this exercise), before he started to think "things were getting way out of hand". So, he returned the women to their hotel, where he had drug-fuelled marathon sex with his new Welsh acquaintance. Beaton continued to boast about his exploits even after his friend, who initially solicited the story, expressed discomfort at the cocaine use.

The CAA confirmed that Beaton's medical certification had been withdrawn. In order to fly again, he would have to satisfy the regulator that he had been fully rehabilitated.

IN AN UNUSUAL INCIDENT ON A BRITISH AIRWAYS FLIGHT, a passenger traveling from Lagos, Nigeria, to London found himself stuck in his first-class seat. The incident took place on July 29, 2023, during a 6-hour flight on a Boeing 777-300ER aircraft.

The passenger was seated in 1A, a spacious first-class seat with 78 inches of legroom and a seat width of 22 inches, according to Seat Guru.

Thankfully, the aircraft landed safely at London's Heathrow Airport around 05:00 local time. However, it was only then that the passenger realized his predicament, leading to immediate assistance from flight attendants who tried to help him out of the seat while keeping him calm.

The situation took an unexpected turn as an engineering decision was made to remove the suite door and employ a hoist to safely extricate the passenger from seat 1A.

An insider at British Airways revealed, "The passenger was mortified. It's astonishing because the seats are the most spacious available. It was as embarrassing as it can get for him — especially when a door in the cabin had to be removed."

This incident highlights the reactions and challenges faced by airlines when dealing with overweight passengers. In the past, similar cases have stirred reactions among fellow travellers. For example, in October 2022, American Airlines offered a travel credit to a passenger who felt "wedged" between overweight passengers on a flight. Additionally, in 2015, an Australian passenger sued Etihad Airways, claiming back pain after sitting next to an overweight person during a flight.

Different airlines have varying policies concerning overweight passengers. For instance, United Airlines requires "customers who require extra seating" to purchase an additional seat in advance, while some airlines offer refunds if extra seats are available after flight takeoff. It remains essential for passengers to be aware of these policies before traveling to ensure a comfortable and safe journey for everyone involved.

If life were fair, Elvis would still be alive today and all the impersonators would be dead.

If God had intended us to fly, he would have made it easier to get to the airport.

I have kleptomania, but when it gets bad, I take something for it.



