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EDITORIAL

Reading this newsletter, you could be forgiven thinking your editors are anti-Boeing. However, we are all aware of the statement *McDonnell-Douglas bought Boeing with Boeing's money*. I recently read the book "The Man Who Broke Capitalism" which is not as dry as the title suggests. It's the story of how corporations around the world embraced the management philosophy of Jack Welsh returning ever higher returns to stockholders and management themselves often at the expense of workers, consumers and innovation. Boeing management embraced the philosophy and, at the time of publication (2022), the author, David Gelles, maintained they continued to do so.

And, at the risk of repetition, we've included two further articles reflecting on Boeing's woes. For such a highly respected aircraft manufacturer to find itself in such a position is a tragedy, particularly for those of us who flew a Boeing product.

On the subject of books, Ted Walters ex AN, has submitted an excerpt from one of his books "Vietnam Civil Aviation Pre WW1 to 2020", which is included in this edition. Links to this and his other book, Tasmania to Vietnam and Many Places In Between - An Australian Airline Pilot's Memoir 1961 – 2002, can be found in the WEBSITE section of the newsletter.

Also included is an engrossing article from Arnold, Broese-van-Groenou on operating the 737-200 in the Canadian winter.

In a previous issue we featured the story of a seaplane which crashed into a house in New Farm, which at the time, was owned by the mother of Joan Patch. Joan remained a member of AARAP until her death in 2019. The article in this issue is courtesy of the New Farm and Districts Historical Society and is included as it makes reference to a Bob Parkin who, if memory serves was one of aviation's characters and carried the nickname Boom-Boom?

Welcome to new joiners, Hugh Clarke and Stuart Gordon both of whom had interesting careers post '89. Good use of Google or Wikipedia will help in determining the airlines they flew with until retirement!

CHAIRMAN'S REPORT

The Sunny Coast combined lunch was another very successful afternoon and evening with 40 members, partners and friends enjoying each other's company. The photos from the event will be published on the AARAP website shortly.

The 2024 AGM is planned for Friday, the 12th of July, once again at the Italian Club on the Gold Coast. Details will be sent closer to the event so keep the date free.

Please note that annual subscriptions are due before the AGM at \$20.00. After the AGM subs will increase to \$30.00 per annum. We have kept the cost constant for many years but like everything else, running costs have forced our hand.

I look forward to the AGM and catching up with everyone.

WELFARE REPORT (Bob Allan)

My wife Maureen and I, who both recently turned the ripe old age of 80, went to the cinema the other day and saw a movie titled "The Great Escaper" starring Glenda JACKSON and Michael CAINE. Based on a true story of a 90-year-old who "escapes" from his retirement home to visit France for the 70th. anniversary of the D-day landing commemorations in Normandy back in 2014. Without wanting to spoil the plot, suffice to say it's about the mental scars that combatants on both sides of the conflict carried throughout their long lives.

Michael CAINE, who plays the lead of the 90-year-old Bernard JORDAN was 90 years old when the movie was made last year and I couldn't help thinking how old and frail he looked. Ten years ago when I turned 70, I didn't feel or look much different to when I retired and now that I'm 80 I guess I'm starting to show and feel my age. If I'm fortunate enough to reach the age of 90, along the way I can expect a gradual deterioration of physical and possibly mental ability (some would argue that my mental ability has already taken a dive). I find that being involved with AARAP is one small way of keeping the old grey matter churning over and hopefully delaying the mental cognitive process.

At the risk of sounding like a broken record, spare a thought for a colleague that you may not have heard from recently and pick up your phone and give him/her a call and let him/her know that they are not forgotten and fellow colleagues are interested in their welfare.

NEW JOINERS

Captain Hugh Clarke: ex AN; SQ; TR Captain Stuart Gordon: ex EW; DE; GF; BR; QF; VN: HM Captain Ray Brampton: ex TN; SQ; MH; KE Captain Jim Bartlett: 20 Jan 1923 - 26 Dec 2023 Captain Brian Kerr: 2 Feb 1936 – 15 Mar 2024

VALE

Captain Maxwell John Read: 19 Oct 1937 - 30 Dec 2023



Max was born in 1937 in Grenfell, New South Wales. He was the second child to Ron and Myrtle Read – with sister Nancy and brother Dudley. Father, Ron, was a sheep shearer, farm labourer and WWII veteran. At school he excelled at swimming, and, whilst daydreaming at school, he watched a Tiger Moth plane fly over his school and land on a nearby hill. Max thought, *"Wow, fancy doing that."*

His first job was with the Grenfell branch of the Commonwealth Bank. Max excelled and was soon transferred to Sydney.

After paying for board each week, he had 10 shillings to himself and thought, 'This is alright'. Attention to detail was one of Max's strengths. He remained in Sydney for a couple of years and was then was transferred back to the bush – to Broken Hill, in 1956.

At "the Hill", Max lived in the bachelor's quarters known as the Batch. Then Bob Doddridge was transferred in. Meeting Bob was to be a pivotal moment in Max's life - Bob was a pilot. It wasn't long before Bob took Max into the air for his first flight. He was hooked.

Max applied for a flying scholarship at the Broken Hill Aero Club. He immediately joined. With his scholarship prize, and a subsidy from BHP, the flying cost for Max was 3 pounds per hour. Max budgeted and saved, but at times had to make some tough decisions. He said, "I could either have a drink with the blokes and spend the 3 pounds a week, or I could go for an hour's flying, so I decided flying was better than the beer-drinking".

He gained his student pilot licence in 1957, and began his flying tuition in a Chipmunk. His first solo flight was 6 months later and he achieved his Private Pilot Licence within a year. Max knew the first 2-300 hours were the most dangerous for inexperienced pilots.

For his stint in National Service, Max trained as a clerk and technical radar assistant. He was assigned the back lines at gunnery practice, using a technical drawing he would calculate the distance and elevation for 25-pounder. When Max was asked if he wanted to be an officer, he thought, no way in the world – he just wanted to get it all over and done with.

He worked for three years at the Broken Hill and really enjoyed himself. His time at the Hill launched his flying and Max said years later, 'To some extent, I grew up in Broken Hill'. When he was transferred back to Sydney, he took up flying at Bankstown Aero club – which was more expensive than at Broken Hill. Along with the Chipmunk, he was now flying Cessnas.

Working in the bank, Max found it difficult to fit in flying and studying, so in 1960 he resigned from the bank to give flying his all. He began driving taxis at night. This gave him the days to fly and study. He completed many courses. He wrote countless applications to get work all across the country as a pilot – to no avail. At times, he thought about giving up flying altogether.

But then he found out about the Airline Pilots Training Scheme – and if he successfully completed the course, he was guaranteed a job with Ansett-ANA. But how was he to pay for this course! He investigated a loan, and his sister Nancy and her husband Ron Irvin lent Max enough for the deposit.

Max's parents lent him the first 6 months loan repayments. Max never forgot how generous they all were, and how fortunate he was.

In 1962, towards the end of the APTS course in Sydney, Max met Estelle McCarthy. Max and Estelle married 6 months later, lived in Melbourne for a few months before choosing Brisbane as their new home. In very quick succession, along came 5 children - in 6 years.

At Ansett, Max began as First Officer on the DC3 and then moved onto the Viscount, Lockheed Electra and Command on the Piaggio. He used to ride his push bike out to the airport, until he was pulled aside and told that wasn't becoming of an Ansett pilot. By 1969 he was in command of the DC4 and then for the next 3 years a Training Captain.

Next was command and training captain on the Fokker Friendship, the Electra and Boeing 727. Max enjoyed his check captain and simulator duties. In September 1979 he took a management position as Acting Senior Regional Captain in Brisbane for 3 years.

In May 1988, back flying, he converted to the Boeing 767, and then in 1989 the government ended Max's flying career in Australia; along with the careers of hundreds of other pilots – many his friends and colleagues. After flying to Sydney and in an overnight hotel, Max was suddenly told that he was stood down and had to make his own way back to his home in Brisbane.

Post dispute, he did short stints in Kuwait and Germany until he found work as a simulator instructor for the Boeing 747 with Cathay Pacific – spending 4 years in Hong Kong, until his retirement at the age of 60.

His favourite plane to fly, he would reflect much later - was the Electra. He said, 'you were *really* flying that plane'.

Back in his early 20s, Max wrote in his journal about his 3 main goals in life; to make flying his career; to get married and raise a family, and to help his dad buy a farm. Although he didn't manage to buy his dad a farm, he did go into partnership with him in working bee hives and producing honey.

After retirement, Max moved to Orange and established a vineyard. Courses at TAFE, biochemistry, soil science, wine-tasting. He bought bee hives again; his life had turned full circle. Most grapes were sold to a local wine-maker, and they did produce their own label too – Snow Drop. Just as this venture started to break even, he retired for the second time at age 70, and returned to Brisbane.

Aged 86 years, he leaves 5 children, 5 grand-children and 8 great-grandchildren.

Captain John Regan 18 Aug 1930 – Nov 2023

Captain John Regan, an AARAP Ancient Aviator, died November 2023 after a lengthy flying career in Australia, New Guinea and the Middle East. He was 91.

John commenced flying training with the Royal Newcastle Aero Club, Coffs Harbour section in the early 1950s qualifying for a Commercial Pilot's Licence with Instructor rating. His first employment was at South Grafton Aero Club and later, again as an instructor at the Rockhampton Aero Club.

Having gained sufficient flying experience, in the late 1950s John joined Mandated Airlines in Port Moresby TPNG on DC3s which he later flew in command. He also flew the Fokker F27 as a check and training Captain. In 1975 TPNG gained independence from Australia and internal air services previously flown by MAL and TAA were combined under the banner of Air Niugini and John chose to continue with the new PNG national carrier. As an independent nation PNG needed international air routes and John converted to the Boeing B707 flying between PNG, Australia, The Philippines and Hong Kong. While flying for Air Niugini John formed a relationship with Bryan Grey, a senior Air Niugini Manager. In 1982 Bryan Grey succeeded in a takeover bid for East-West Airlines, based nominally in Tamworth, NSW but predominantly in Sydney at Kingsford-Smith Airport. John Regan left Air Niugini and became Director of Flight Operations at EWA under Bryan Grey's ownership. EWA successfully challenged the Australian Government's "Two Airline policy" and route and fleet expansion followed including new-build F27s and F28s. When Grey sold EWA to Rick Stowe's Skywest in December 1983, John, knowing he was unlikely to survive a management re-shuffle, joined EWA's flight crew list, initially on the NSW Air Ambulance Beech Queenairs based in Dubbo, NSW and later on the F27 and then F28. When Ansett took over EWA, John transferred to Ansett mainline where he was in training when the events of August 1989 took place. John, like the majority of pilots, chose not to return to Ansett.

Bryan Grey however, was still in the picture and in 1990 formed Compass Airlines with John Regan as Director of Flight operations. Compass folded in 1991 and John then found himself in the Middle East managing Oman Airways.

John later returned to PNG as an Airways Examiner with the PNG CAA. He was subsequently offered a job in the right-hand seat of a Dash 8 by Airlines of PNG and was later promoted to Captain in 2005 at the venerable age of 75. John flew in command for another year before retiring to Urunga in northern NSW where he lived until his death in 2023.

John is survived by his wife Laurel and their son Tim and two grandsons.

Captain Eric Moody who saved 263 lives after navigating through volcanic ash, has passed away aged 84. He was in command of British Airways Boeing 747 flight BA9 from Kuala Lumpur to Perth in June 1982 when the flight ran into an ash plume erupting from Mount Galunggung in Java, Indonesia.

All four engines stopped for 14 to 15 minutes while the jet was sandblasted and plunged into darkness. Capt. Moody said the ash cloud resembled a St Elmo's Fire electrical storm - as a bright blue glow lit up the sky around them.

After 14 minutes of silent flight and aiming to ditch in the ocean, Mr Moody and his two fellow officers managed to relight the engines in clear air and land their 260 passengers and cabin crew in Jakarta, Indonesia, saving all on board. Pilots today are trained to do what Capt. Moody did if faced with that situation.

The landmark incident of June 1982 was the first potentially catastrophic encounter between an airliner and high-altitude ash. The captain and his two fellow officers were decorated and the passengers acclaimed them as heroes.



Capt. Moody's announcement to the passengers after losing power has gone down in airline lore. "Ladies and gentlemen, this is your captain speaking. We have a small problem. All four engines have stopped. We are doing our damnedest to get it under control. I trust you are not in too much distress."

He told The Times in 2010: "They copied what we did and published it in every pilot's manual in the world. Before us, I don't think they even saw ash as a danger".

Even when three of the four engines were running again, Flight 9 had difficulty landing because the pilots could see almost nothing through the sand-blasted opaque windshield. Captain Moody told The Times that it was "a bit like negotiating one's way up a badger's arse". Captain Moody received the Queen's Commendation for Valuable Service in the Air.

NEW PREMIUM QANTAS SERVICE

(With thanks to our AN cabin crew colleagues newsletter "Down to Earth")

National carrier Qantas has announced a special new top-end fare that will allow customers to enjoy a flight on an aeroplane with every flight purchased.

It represents a step-up from standard Qantas fares, which include a flight confirmation email, but not the flight itself. Ex-CEO Alan Joyce said as the premium carrier in the market, Qantas was always looking for new ways to delight its customers. "We thought about different ways we can add value to the Qantas experience – a free snack, an extra luggage allowance – and then we had this idea of including an airline flight. It was quite a breakthrough moment," he said.



Customer services manager Elise Samadas said the new service was the result of extensive research. "We asked customers what they really want out of a flight, and being flown to their destination was right up at the top of the list, which surprised us," she said.

Joyce said they were well set up to offer the service, given they already had aeroplanes. "I've always wondered why we had all of these aeroplanes, and now it just seems to make so much sense," he said. The new "Flying-Class" fares will come at a premium cost, to reflect the extra service.

Customers can choose to upgrade further, by having their baggage flown to the same destination as them.

THOUGHTS ON FLYING THE B737-200 IN THE MOUNTAINS OF BRITISH COLUMBIA AND YUKON (LATE 60S TO MID 90S) (Arnold Broese-van-Groenou)

The B737-200 was a totally manually controlled airliner. As far as flying and navigating, nothing was controlled by computers. Every input had to be done by hand. Calculations were mostly done with reference to charts and tables, although later on, a small computer was an added option to help with calculations of speeds, fuel and altitude selection, but it had no control input.

The area we flew in, extended north from Vancouver, to the Yukon, and east to the Rockies. Many airports lay in valleys and required visual tight circling approaches. Often, winter not only reduced the circling visibility approaches to 600' minimums, but presented us with icy runways and gusty crosswinds. Braking information (from 'G' reading JBI accelerometers was helpful), if the airport had measured the runway braking deceleration G force. A JBI less than .3 G was particularly concerning in a crosswind.

Slippery take off conditions would have us into the books working out a suitable reduced V1 and flap setting. Our stick handling was never better than when flying the mountain valleys.

The working days could run as few as two legs, or six to seven. We were constantly into the books in regard to fuel and weight calculations; for not only this departure, but the next airport, so as not to land with too much fuel and limit the weight for the next take-off. Alternates were carefully checked, and a second airport considered a times.

Navigation aids for approaches were minimal at some airports, some consisting only of an NDB beacon or a non-precision VOR aid. Runway lengths ranged from 5000ft to 7000ft in mountain valleys.

We were so in-touch with manually flying the machine, that it became "muscle memory." In my opinion, automation has severed the direct link to the airplane, and "instinctual" flying skills are suffering as a result. For example, auto throttles not monitored and the plane running out of speed, as has happened several times. Humans are not generally good at monitoring; that is where

computers excel. Other crashes have come about, such as Air France AF447 over the Atlantic, when the airspeed information failed and kicked the auto pilot off. Control was unnecessarily lost through lack of basic flying skills,

Here is a description of a manually flown, mountain valley approach, into Terrace, B.C.

Picture a mountain valley with the airport at the far end. Think of it as a bathtub, and the "drain" is the airport. The "tub" is 25 nautical miles long (46 km), and you start your approach at the end opposite the airport. The aim is to descend in the valley, on instruments, until within a couple of miles of the airport. Remember, we had no display-screen to draw a picture for us. The entire scene of situational awareness had to be derived from round analogue instruments – a skill that needed constant practice.

Before any approach is started, there is a briefing on the approach aids to be used, the name of the approach and runway to be used, minimum altitudes, radio navigation aids set up and identified, and the missed approach procedures.

The Terrace approach is an offset localizer - circling. Once in the valley, you cannot turn around, until reaching the end, where the airport is, and it's wide enough to turn. You must land into the wind that was behind you on the way in. If you can break out of the clouds at circling minimum, and keep it in sight, you will have to fly past it, to turn around, and land in the opposite direction to what you came in.

You are now in cloud, so you don't see the "lip of the tub" as you slide over it, descending into the valley. You know you are now surrounded by mountains, and must stay on course. There is a strong southerly (tail-wind) pushing you along, and you are having difficulty getting the plane slowed up as you descend in a series of steps, as shown on your approach chart. You want to reduce thrust, but ice is forming on the windows, and extra power is required to supply hot anti-icing bleed air to the engine intakes.

The latest weather report indicates you won't make it in. You get a clearance, in the event of a missed approach, to your alternate airport. The First Officer copies all this down, and updates the alternate weather reports. While all this is going on, the aircraft isn't standing still. Approach, and landing checks have to be done, and calls for altitudes and re-tuning radio navigation aids made.

The instruments indicate that you are close to the airport, but you only catch glimpses of tree tops through the fractured clouds, as you pop in and out of them. You have instructed the First Officer to keep his eyes on the instruments while you look outside. At circling minimums, it is too easy to lose critical speed or altitude in seconds. As given in the briefing, when you pass the "missed approach point", you initiate the missed approach procedure. The airport is only about 4 km. before the end of the valley, and you start an immediate turn to the left, to avoid flying into the end of the "bathtub", until you point once more to the way you came from. Only now, do you start to, accelerate, clean up flaps, and reduce power to climb thrust.

You retrace your way to climb out of the "tub". The weather at Prince Rupert alternate is above limits, but there is a howling 25 knot crosswind. The decision is made to go there, but only one approach is possible if we want to keep the option of a third airport available for diversion. The fuel situation won't allow for an inefficient approach. (One can burn as much fuel in a minute of approach, as in a minute of high-speed cruise.)

It takes only twenty minutes to reach the initial approach aid at Prince Rupert. In the meantime, we have encountered lightning and thunderstorms, as well as snow and ice on the way in. This is winter, and the lightning is surprising.

On ILS final, you see the airport come into view. You are also aware that the gusting crosswind has required a lot of "crabbing" to compensate, and you seem to be flying sideways. A wind like this has caused you to miss this approach in the past, because of violent turbulence. It's important to keep the plane from being displaced from profile. It must slide down the glide path in a steady motion. If

it's displaced, or the speed fluctuates too much, getting back to position will be out of the question. Throttle adjustments are constant to keep speed and descent on target.

The runway is wet and slippery, so the plane must be put down unhesitatingly and firmly. This will allow the tires to punch through the water, and braking to commence immediately. At the same time, one must be aware that the plane is still not going in the direction it points, because of the crosswind. The ideal is to have the plane pointing straight, as the wheels grab pavement. Any sooner, and you will drift off the side of runway with the wind. You make sure to keep the wing facing the crosswind down as you straighten and line the 737 with the runway. The moment the wheels touch you select reverse and deploy the spoilers (if they don't come up immediately due to hydroplaning).

On touchdown, you are relieved this approach worked just as planned, but use plenty of reverse thrust, until you are sure that you haven't hydroplaned. (A situation that can come about with smooth landings on a wet runway. The tires never make contact with the surface, instead, sit on top of a layer of water, wedged under the tire. The wheels won't even be turning, so braking contributes nothing as the wheels are already stopped.) That's another reason you ensure that the Ground Spoilers have deployed automatically. How many passengers realize that a smooth landing isn't always good in these circumstances?

You taxi in. It starts to snow heavily. We learn our next destination Vancouver, has now completely fogged in. We must think about de-icing the aircraft, and about the procedures to depart from a slippery windy runway. Unessential cargo will be left behind for a start, in order to reduce weight in case of a rejected T/O.

This was an actual trip, (my first in command less than a month after assuming command of the B737) into Terrace, on the 24th December late seventies.

AIR VIETNAM 1951 – 1975 (Ted Walters)

The following article has been extracted from my book "Vietnam Civil Aviation Pre WW1 to 2020" and provides an overview of civil aviation activities, particularly Air Vietnam, in southern Vietnam in the period from the end of WW2, until unification of the country on 30 April 1975.

During WW2, the Japanese occupied all French Indochina, Cambodia and for a period part of Laos. On 9 March 1945, as the Allies approached victory in Europe, the Japanese initiated a coup in Indochina that overthrew the French, which ended with the Japanese general surrender on 15 August. To resolve this complex situation, the Allied conference in Potsdam (Germany) in July 1945 divided Indochina into two occupation zones at the 16th parallel (located just south of Da Nang in central Vietnam). The Allied leaders decided that China's Chiang Kai-shek would accept the surrender of Japanese troops north of this parallel and restore civil order in this zone. Lord Louis Mountbatten, British Commander-in-Chief, Southeast Asia Command, with General Sir Douglas Gracey as his Saigon representative, would accept the surrender of Japanese troops south of this parallel and restore civil order in this zone. But before the Allies could arrive, on 2 September 1945, in Hanoi, Ho Chi Minh declared the independence of Vietnam in the form of the Democratic Republic of Vietnam (DRV).

The French were determined to rebuild the Indochinese Federation they had lost during WW2. In the south, the British permitted the return of the French Expeditionary Corps in late 1945, whose troops took control of cities, roads, railways, and bridges below the 16th parallel. This was the opening phase of the first Indochina War which began in earnest in the south, and then spread to all of Vietnam by late 1946. By early 1947, following the departure of Chiang Kai-shek's troops, and the French reoccupation of significant parts of northern Vietnam, civilian flights by local French airlines from Saigon to the cities of Tourane (Da Nang), Hue, Hanoi, and Hai Phong, re-commenced and operated until the middle of 1954. In 1949, the French created the Associated State of Vietnam, appointing the former emperor Bao Dai as Chief of State. It was in this French backed state that Air Vietnam was established in 1951, operating until the fall of Saigon on 30 April 1975, by which time,

it had developed into a medium sized domestic and regional airline with a mixed fleet of piston, turboprop, and jet aircraft.

At the Geneva conference in the middle of 1954, following the defeat of the French at Dien Bien Phu on 7 May 1954, a cease fire was negotiated that temporarily divided Vietnam into two zones above and below the 17th parallel (located just north of the old imperial capital of Hue). The French and the Associated State of Vietnam regrouped in areas below that line, while the DRV maintained control in the north. This was intended to be a temporary situation, as the Geneva Agreement included a provision that national elections were to be held in 1956, allowing the Vietnamese people to decide by referendum the future of their proposed unified country. However, on 26 October 1955, Ngo Dinh Diem transformed the State of Vietnam into a fully independent Republic with its capital in Saigon, and he and his American backers refused the proposed countrywide elections, due to fears that Ho Chi Minh and his supporters would emerge victorious. As a result, the country remained divided until the fall of Saigon on 30 April 1975, when Ho Chi Minh's People's Army of Vietnam (PAVN) achieved a resounding military victory over the Army of the Republic of Vietnam (ARVN).

Air France resumed flights from France to Vietnam in early 1946, while in the following couple of years several new airlines and air taxi services were established in Saigon, operating aircraft such as Nord 1002, Airspeed Consul, Beechcraft 18, Bristol 170 (in a combi configuration), Junkers Ju-52, and DC-3.

Air Vietnam was founded on 8 June 1951, to take over the existing Indochinese domestic and regional route structure of Air France. During this transition, cooperation with Air France assisted Air Vietnam in the acquisition of aircraft, flight crews and the technical expertise necessary to commence operations. Air France also provided support with the training of reservations and other commercial management personnel. It was the foundation of Vietnam's first modern airline.

Logo of Air Vietnam



The airline commenced operations on 1 October 1951, with an initial aircraft fleet that included two ex-Aigle Azur DC-3's, three DC-3's from The French High Commission, three ex-SITA Bristol Freighters and three DC-4's chartered from Air France and with a staff of 311 that included 47 foreigners. Air Vietnam initially operated domestically between Saigon, Quy Nhon, Nha Trang, Ban Me Thuot and to French controlled destinations in the northern zone including Hanoi, Hai Phong, Hue, Tourane (Da Nang) and Dong Hoi. Following the establishment of Air Vietnam, the government did not permit any additional Vietnam based French airlines to operate in competition,

although there were several already established French owned airlines that continued to operate until the late 1950's.

Following the defeat of the French at Dien Bien Phu in May 1954 and the subsequent Geneva Accords, which divided Vietnam at the 17th parallel, Air Vietnam's domestic air services were cut by 50% and in June 1955, in accordance with a government directive, became the sole airline in South Vietnam.

Until 30 April 1975, Air Vietnam operated a mixed fleet of owned and leased piston engine, turboprop, and jet aircraft that included over various dates: 17 DC-3's, 15 DC-4's, five DC-6's, four Vickers Viscount (two 700 series and two 800 series), three Bristol 170 Freighters, three wet leased Curtiss C-46 from China Air Transport, three French Caravelles, one owned, and two wet leased from Far Eastern Air Transport, two Boeing 307 Stratoliners, two Boeing 727 and one Boeing 707. One DC-3, one DC-6B and two Viscount 800s were sourced by Far East Air Transport in Taiwan from Australian Aircraft Sales, a Sydney based company that acquired used aircraft from the Australian airlines.

Some members may remember the name "Honest" John Conley. The DC-3 was formerly VH-MAC (Ansett-MAL) which crashed at Phan Thiet on 24 April 1969, the DC-6B was formerly VH-INU (Ansett ANA) which crashed at Nha Trang on 22 December 1969. The two Viscount 800s were formerly VH-

RMH (Ansett-ANA) and VH-TVP (TAA). I flew VH-RMH as an FO between June 1967 and July 1969, accruing more than 100 sectors on this aircraft during that time. I suspect some other AARAP members may have similar memories regarding these aircraft that ended up in Vietnam.

Air Vietnam had a poor safety record, with accidents caused by the three normal causes – weather, mechanical issues, or pilot error on to which was grafted accidents caused by operating in a war zone, including mid-air collisions, ground fire and hijackings. Hull losses included: Five DC-3's, five DC-4's, two DC-6's, one Bristol Freighter and one Boeing 727

With the introduction of more modern turboprop and jet aircraft, Air Vietnam's route structure expanded beyond domestic flights to include Bangkok, Vientiane, Phnom Penh, Hong Kong, Singapore, Manila, Taipei, Osaka, and Tokyo. From 1964, due to the deteriorating security situation, domestic flights ceased operating between sunset and sunrise. In the same year the airline acquired its first jet aircraft – A French Sud Aviation twin engine Caravelle. In 1968, Air Vietnam purchased two new Boeing 727-100 aircraft from Pan American World Airways for USD13 million. Pan Am also managed a Technical Assistance Program supported by USAID to provide pilot and technical training in the operation of these aircraft. From the late 1960's until 1975, the airline acquired additional DC-3 and DC-4 freighter aircraft to transport fresh fruit and vegetables from Da Lat to Saigon (120 nm), due to communist guerrilla activity cutting both road and rail links. In 1974, there were 16 cargo aircraft involved this operation. In March 1973, Air Vietnam leased an ex-Pan American 707-331 (Registration N704PA) which it then purchased in December 1973, under a mortgage financing arrangement when the registration was changed to XV-NJD.



Boeing 707 XV-NJD at Kai Tak Airport Hong Kong – 8/12/74

The months preceding the fall of Saigon on 30 April 1975, were difficult for the airline as it was faced with a loss of route structure due to the DRV troops having crossed the 17th parallel, and their expanding southern occupation of cities such as Hue, Da

Nang, Quy Nhon, Nha Trang, etc., together with increasing risks of DRV ground to air missile attacks. There was also the desperate scramble of people trying to leave South Vietnam prior to the DRV's expected imminent occupation of Saigon. There are many Vietnamese references to the airline's operations during the last days of April 1975, and the fate of its aircraft, particularly the remaining Boeing 727 and the Boeing 707. There are stories suggesting that these two aircraft returned shortly after unification to be operated by the DRV's Hang Khong Vietnam. Other stories state that the Boeing 707 was used to carry gold bars out of the country, or was impounded in Hong Kong, on a scheduled Tokyo, Osaka, Taipei, Hong Kong to Saigon flight. From my research into these last days of Air Vietnam I think the fate of these two aircraft is as follows:

Boeing 727: On Monday 28 April, this aircraft arrived at Tan Son Nhut from Bangkok, probably around early to mid-afternoon. The timetable for this flight indicates an arrival at 14:35. This is confirmed by a French Reuters correspondent who recalled his flight to Saigon in late April as follows:

Vietnam remembered: I was there when Saigon fell.

I flew from an unseasonably cold Paris in the last week of April and changed planes in humid Bangkok. I was already totally exhausted when I boarded the Air Vietnam flight to Saigon on Monday April 28, two days before the Communists took the city. Aboard the nearly empty Boeing 727, there were just four passengers — a Belgian television crew and me. It was to be the last civilian flight into Saigon before the city fell.

The aircraft was then readied for a flight to Hong Kong which departed around 16:00 as described in the following account by Mrs Le Lieu Browne (Wife of former AP Saigon Bureau Chief, Malcolm Browne):

That Monday, April 28 I was driven to Tan Son Nhat airport expecting an Air Vietnam flight to Hong Kong at 10:00 but it was delayed, and I and other passengers waited for over two hours. Each time we inquired about the delay and each time the answer was that they had not finished refuelling. Sounds of cannon and crashing artilleries were heard around us and over our head. I went to the ticket counter to ask for reimbursement giving the reason that the airport was to be attacked and the flight could not leave. An Air Vietnam pilot happened to stand next to me, he immediately disappeared. A minute later, the loudspeaker announced the boarding for Hong Kong. We landed in Hong Kong when darkness descended. The person greeting me announced that it was the last plane out of Viet Nam.

The aircraft then continued from Hong Kong to Taipei. This sector aligns with the Air Vietnam published flight schedule detailing a regular Monday – Saigon, Hong Kong, Taipei flight that returned in the opposite direction the following Tuesday morning. The other supporting evidence that the aircraft ended up in Taipei, after this last Saigon to Hong Kong flight, is the following extract from the Taiwan Today newspaper dated 1 March 1976:

The government decides to take over the Air Vietnam Boeing 727 passenger jet stranded in Taiwan for more than nine months. The decision was based on the fact that Air Vietnam no longer existed and that Chinese properties in South Vietnam were seized by the Vietnamese Communists.

The aircraft was re-registered as B-188 and operated by China Airlines and later by the Taiwanese air force.

Boeing 707: This aircraft was on the ground at Tan Son Nhat Airport, Saigon in the late afternoon, of Monday 28 April, being prepared for a flight to Bangkok when shortly after 17:00, five A-37 light jet bombers struck the military side of the airport, causing significant damage and explosions that rocked the city. These aircraft were South Vietnam Air Force aircraft that had been captured by the invading DRV forces in Da Nang. This operation was commanded by a former South Vietnam Air Force pilot Nguyen Thanh Trung who on 8 April had conducted a bombing run on the Independence Palace in downtown Saigon. Trung, who was born in the southern Mekong Delta region, was recruited into the Viet Cong after his father's killing in 1963 at the hands of the Saigon regime, due to his secret links to North Vietnam. He eventually joined the South Vietnamese Air Force and was sent to the United States for advanced training on the Northrop F-5E fighter, which was used for ground attack operations.

On 8 April, when taking off on a mission from the Bien Hoa Air Force Base, east of Saigon, he broke away from the three aircraft formation and headed for downtown Saigon with the intention of releasing two bombs on the Palace and two bombs on the US Embassy compound. As the first two bombs missed the Palace, he decided to forget the US Embassy, and used the remaining two bombs for one more bombing run at the Palace. One landed in the Palace grounds, and one hit a section of the Palace roof. Although the material damage was small, the psychological damage was significant, as it was the first air attack in downtown Saigon. It showed the population that time was running out for South Vietnam's corrupt and incompetent leaders. After the raid, Trung flew to Phuoc Binh Airport (Binh Phuoc Province) in south-west Vietnam, in territory already taken over by the northern liberation troops, and landed on the 1,300-meter concrete runway, where he was greeted with a hero's welcome.

On the same day that Trung carried out his bombing runs on the Palace, seven Australian RAAF Hercules C130 aircraft were parked outside the Tan Son Nhat terminal having been dispatched to Saigon on a Humanitarian Relief Mission. The co-pilot of one of these aircraft, was Geoff Rose who left the RAAF three months later to fly for Ansett and from 1993 worked with me on the AWAS Boeing 767 wet lease operation for Vietnam Airlines based in Ho Chi Minh City in the period 1993 to 2001. His description of this bombing run is as follows:

"I was doing the pre-flight checks on our aircraft which was parked in the middle of the tarmac when Trung made the first pass. I immediately thought "something is going on" so I climbed up to the top escape hatch just in time to feel the blast and witness the explosion of the second bomb. The airport anti-aircraft guns had started firing by this time and I saw an aircraft climbing vertically through the surrounding smoke. In my state of (quiet) anxiety and (semi) panic, Trung's F5 looked like a MIG 21. Logically deducing this was the commencement of the anticipated final assault on Saigon, I made a quick exit from the vulnerable aircraft to the relative safety of the terminal. Who would have thought that 18 years later I would be sitting beside that same F5 pilot training him to become a captain on a Boeing 767?

In early April, northern forces in their move southward had captured some airports with their American aircraft still intact. Following Trung's bombing of the Presidential Palace and being the only "North" Vietnamese pilot familiar with the American A-37 aircraft, he took a group of North Vietnam Air Force MIG-21 pilots to Da Nang and taught them to fly the aircraft over a five-day period. Late afternoon, on the 28 April 1975, just two days before the fall of Saigon, he guided a formation of five A-37 aircraft in an attack on the military side of Tan Son Nhat Airport, throwing the entire American evacuation process into chaos. Most people on the ground did not suspect that these "friendly" aircraft were being flown by pilots from the North Vietnam Air Force. When I was flying with Trung, when he first started on the Boeing 767, he confirmed the above story, and when we were walking together through the terminal, I would often hear people say words to the effect "There is hero Trung". Notwithstanding the confusion following the above A-37 attack, the Boeing 707 managed to depart for Bangkok where it remained overnight, which is confirmed by the following newspaper article: Kim Ki Won spokesperson for the South Korean Embassy in Saigon who flew here (Bangkok) Monday (28) said he was sure the planes that bombed TSN airbase just before his departure were captured South Vietnamese aircraft flown by Viet Cong or North Vietnamese pilots.......He said he was in the departure lounge around 6:20 pm when the bombing started "Right afterward I asked the pilot (of the Air Vietnam 707 Kim was to take) "What about your plane?" and he said "Wait a minute and I will try to fly".

The airline must have decided to schedule the Boeing 707 on this sector, after the Caravelle wet leased from Taiwan based Far East Air Transport (FEAT) and normally used on the Saigon, Bangkok and return service, was returned to Taiwan. The published flight schedule shows that the Boeing 707 was used exclusively on the Saigon to Tokyo route via Hong Kong, Taipei, and Osaka six days a week. Northbound every Tuesday, Thursday, Saturday and southbound every Wednesday, Friday, and Sunday, with no operations on a Monday. As the 28 April, was a Monday, and without the Caravelle, the airline substituted the Boeing 707 for this flight.

On 29 April, the aircraft operated the Bangkok to Saigon flight but was unable to land due to hostilities on and near the airport, forcing the aircraft to divert to Hong Kong, as described by Time Asia journalist Barry Hillenbrand:

The last time I tried to fly into Saigon, I didn't make it. On April 29, 1975, I boarded Air Vietnam flight 787 from Bangkok, bound for the South Vietnamese capital. The plane got as far as the Mekong Delta, where the pilot began circling while trying to raise the tower at Saigon's Tan Son Nhat Airport. The night before, communist forces had rocketed the airfield, killing two U.S. Marines, and prompting Washington to launch Operation Frequent Wind, the final, helicopter-borne evacuation of Saigon. Fixed-wing aircraft did not land that day. While on the ground thousands of panicked Vietnamese clamoured to find a way out of Saigon, a couple of dozen people--Americans, Vietnamese, French-sat aboard my lumbering 707 desperate to find a way in. Most of us wanted to help friends or relatives escape the city. In my shoulder bag I carried copies of U.S. immigrant visas granted to my wife's mother and father, five sisters and brother. We were too late. Our plane--Air Vietnam's last-ever scheduled flight--was forced to bypass Saigon and fly on to Hong Kong.

After the Boeing 707 plane landed in Hong Kong on 29 April 1975, it was eventually impounded by the British Crown Colony authorities for unpaid service and storage charges owed by Air Vietnam, which had just gone out of business with the fall of the Republic of Vietnam. Pan American World Airways (Pan Am), the former owner of the aircraft, and who held a mortgage from Air Vietnam when the aircraft was sold in December 1973, also requested a court order to sell the aircraft to settle this outstanding mortgage debt. Additionally, the Provisional Revolutionary Government (PRG), which had been the underground communist government in South Vietnam since 1969, and had taken power in Saigon, also began demanding that the aircraft be returned to Vietnam. PRG representatives visited Hong Kong to press their case, stating that the aircraft's disposal was the responsibility of the government of Hong Kong, not the civil courts. Their demands were rejected and on 14 August 1975, the Hong Kong Supreme Court granted Pan Am possession of the aircraft. Pan Am sold the aircraft to a California based aircraft broker Aerotron Aircraft Radio Inc., based in Long Beach, and on 19 December 1975 the aircraft departed Hong Kong for its new home where it was scrapped, and its refurbished spare parts sold off.

When North Vietnam's victory over South Vietnam was officially celebrated in Saigon on 15 May 1975, Hang Khong Vietnam (the forerunner of Vietnam Airlines) had inherited 14 old western piston engine aircraft from Air Vietnam including, seven DC-3's, five DC-4's and two DC-6's as well as 2,166 employees from the now defunct Republic of Vietnam airline. In addition to these civilian aircraft, there were 76 United States and South Vietnamese military aircraft types remaining at Ton Son Nhat Airport including, C130, C123, C119, C7A, C47, and C-54. These aircraft continued to operate for several years, until the lack of spare parts because of the US/Vietnam Trade Embargo and inadequate maintenance gradually shut down their operation. When I first started working at Tan Son Nhat in 1993, many of these aircraft were still parked in an aircraft "graveyard" not far from the main terminal.

Aside from three old Boeing 707's that operated sporadically between 1978 and 1987, it was not until the early 1990's that Vietnam's post-unification civil aircraft fleet, which up to that time had been based upon various ex-Soviet aircraft types, was upgraded to modern Boeing and Airbus aircraft. This delayed introduction of western aircraft was due to the import limitations of the US/Vietnam Trade Embargo first implemented by President Nixon in 1974, which was gradually eased in late 1991 to permit the wet lease operations of Boeing and Airbus aircraft. With the termination of the Trade Embargo in early 1994 Vietnam's civil aircraft fleet was based solely on Boeing or Airbus aircraft with the last ex-Soviet aircraft finally ceasing operations in 1997.

GLOUCESTERSHIRE FIRM MAKING JET FUEL ENTIRELY FROM HUMAN POO



A new aviation company has developed a type of jet fuel made entirely from human sewage.

Chemists at a lab in Gloucestershire have turned the waste into kerosene.

Dr Sergio Lima, research director at Firefly Green Fuels, said: "What we are producing here is a fuel which is net zero."

Independent tests have found the fuel is nearly identical to standard fossil jet fuel.

BOEING WOES

The fuselage panel that blew off an Alaska Airlines jet earlier this month was removed for repair then reinstalled improperly by Boeing mechanics on the Renton final assembly line, a person familiar with the details of the work told The Seattle Times.

If verified by the National Transportation Safety Board investigation, this would leave Boeing primarily at fault for the accident, rather than its supplier Spirit AeroSystems, which originally installed the panel into the 737 MAX 9 fuselage in Wichita, Kansas.

That panel, a door plug used to seal a hole in the fuselage sometimes used to accommodate an emergency exit, blew out of Alaska Airlines Flight 1282 as it climbed out of Portland on Jan. 5. The hair-raising incident drew fresh and sharp criticism of Boeing's quality control systems and safety culture, which has been under the microscope since two fatal 737 MAX crashes five years ago.

Recently, an anonymous whistleblower who appears to have access to Boeing's manufacturing records of the work done assembling the specific Alaska Airlines jet that suffered the blowout — on an aviation website separately provided many additional details about how the door plug came to be removed and then mis-installed.

"The reason the door blew off is stated in black and white in Boeing's own records," the whistleblower wrote. "It is also very, very stupid and speaks volumes about the quality culture at certain portions of the business."

The self-described Boeing insider said company records show four bolts that prevent the door plug from sliding up off the door frame stop pads that take the pressurization loads in flight, "were not installed when Boeing delivered the airplane." the whistleblower stated. "Our own records reflect this."

NTSB investigators already publicly raised the possibility that the bolts had not been installed. The account goes on to describe shocking lapses in Boeing's quality control process in Renton. The work of the mechanics on the door plug should have been formally inspected and signed off by a Boeing quality inspector. It wasn't, the whistleblower wrote, because of a process failure and the use of two separate systems to record what work was accomplished.

Boeing's 737 production system is described as "a rambling, shambling, disaster waiting to happen." If that account of what happened is indeed fully documented in Boeing's system it should be readily verified by the investigation.

The Seattle Times offered Boeing the opportunity to dispute the details in this story. Citing the ongoing investigation, Boeing declined to comment. Likewise, so did Spirit, the FAA, the Machinists union and the NTSB.

CAN BOEING'S MISGUIDED LEADERS BE STOPPED? <u>Richard Aboulafia</u> January 23, 2024 (From *flightaware.com*)

Can anything save Boeing from its management? The recent high-profile near-disaster involving an Alaska Airlines Boeing 737-9 MAX is just another small step in Boeing's downward spiral, and it is far from clear what will arrest it.

The safety concerns and manufacturing errors plaguing the company's jetliner unit are just part of the problem. The production ramp-up has been a series of disappointments that will only worsen as regulators and customers scrutinize manufacturing and inspection processes.

The company is also quickly losing market share. CEO Dave Calhoun's November 2022 announcement that there would be no new Boeing jetliner this decade had a predictable result: a record 1,300 Airbus A321neo orders in 2023. Boeing will be very lucky to retain 40% of the market by decade's end. Given relentless cost-cutting and the demographics of the engineering workforce, it will be quite difficult for the company to create a new jetliner in the 2030s.

The situation may be worse on the defence side. Billions of dollars have been lost due to poor execution and ill-advised fixed-price contracts—over \$2 billion in 2022 alone. While an E-7 procurement program may help, these losses will not stop anytime soon. Worse, it is unlikely that the Pentagon will trust Boeing with the next-generation platforms—NGAD and F/A-XX—being decided in the next few years.

For years, Boeing management was accused of focusing on money rather than products, performance or people. (Editor's emphasis) Between 2014 and 2018, it gave away \$53 billion in dividends and buybacks. But that shareholder focus no longer works. Boeing is the only large-cap aerospace company in the world with a flat share price throughout the remarkable demand surge the industry has seen over the last three years.

As 2023 ended, the company's strategy department was abolished. Unit strategy functions were also reduced. The company no longer wants a plan for company-wide new technology development, new product development or, most crucial, restoring the links between the people who design and build aircraft and the people who manage the company. There are also no plans to promote technical

people to senior management positions. Stephanie Pope's recent appointment as chief operating officer means another finance person has been made Calhoun's heir apparent.

The future, if it can be called that, is simply to run the company for cash—deliver legacy jets, try to make existing defence programs profitable, and resume converting cash flow into shareholder returns. Management may also try to sell off parts of the company—or perhaps all of it. The implications of this for the U.S. aerospace industry, defence industrial base and even the broader economy are potentially enormous.

What can change the company's path? Strangely, there have been no indications that either activist investors or the company's own board will act. Airlines and lessors are angry and getting angrier, but given long waiting times at Airbus, Boeing management likely feels that it will not see any wholesale customer defections. The most airlines could do is encourage Embraer to enter the larger jet market, but that would take at least a decade.

That leaves the U.S. government. But in general, the U.S. does not do industrial policy. In fact, the U.S. is the only large country to let its de facto flag carrier (Pan Am) go out of business. NASA can provide some limited cash for design concepts such as the X-66, but that is not the same as creating a new product to compete with Airbus, let alone transform a dysfunctional company culture. There will be additional regulatory oversight from the FAA, but the agency is also under-resourced. It would be one thing if Boeing needed a government cash injection or a loan guarantee, as with the automakers in 2008 or Lockheed in 1971. This is different—Boeing simply wants to give away its money (when it starts making it again). There is no known U.S. mechanism to stop that.

As for potential Pentagon influence, industrial base concerns are not a criterion for source selection. Again, the services do not want to take a chance on poor execution. A new C-X strategic transport program might help Boeing, but others could bid, too. One thing the Pentagon can be expected to do is encourage new large aircraft competitors. That explains the Air Force's \$235 million prototype contract for JetZero and its partners, awarded in August. That is just a tiny fraction of what is needed to create a new aircraft, however, and this is an industry with some of the highest barriers to entry.

Thus, we may be witnessing the slow (but perhaps accelerating) demise of what was once the world's greatest aerospace company, with few if any identifiable roadblocks to an act of self-immolation. (Richard Aboulafia is managing director at Aerodynamic Advisory. He is based in Washington.)

A FORMER BOEING EMPLOYEE KNOWN FOR RAISING CONCERNS ABOUT THE FIRM'S PRODUCTION STANDARDS HAS BEEN FOUND DEAD IN THE US.

John Barnett had worked for Boeing for 32 years, until his retirement in 2017.

In the days before his death, he had been giving evidence in a whistleblower lawsuit against the company.

Boeing said it was saddened to hear of Mr Barnett's passing. The Charleston County coroner confirmed his death to the BBC on Monday. It said the 62-year-old had died from a "self-inflicted" wound on 9 March and police were investigating. Mr Barnett had worked for the US plane giant for 32 years, until his retirement in 2017 on health grounds.

From 2010, he worked as a quality manager at the North Charleston plant making the 787 Dreamliner, a state-of-the-art airliner used mainly on long-haul routes.

SEAPLANE CRASH, OXLADE DRIVE

A pilot and mechanic had narrow escapes one Sunday afternoon in January 1926, when a seaplane in which they were flying crashed into the backyard of a house near the riverbank at New Farm. A

thick wire helped to stop the aircraft and prevented the McClelland residence at 154 Oxlade Drive (then River Road) from being demolished. The aircraft came to rest on the fence of the property.

Mr William McClelland, who had been shaving, had been alarmed to see the plane swoop out of the sky and drop onto his lawn. When he hurried out of the house, he found the two aviators, pilot H.M. Bason and mechanic Harry Brittain, practically unhurt, looking at the wreckage.

It transpired that when the 'hydro-aeroplane' was almost opposite the Mowbray Park Baths, it rose to about 80 feet then turned towards the New Farm bank. The aircraft apparently encountered an air pocket which caused it to stall. As a newspaper report at the time explained, "There was no way in which the pilot could extricate himself from danger, and a violent landing was inevitable."

The aircraft, likely to have been a US-built Curtiss MF Seagull, was owned by Eric Videan, a pioneer of commercial aviation in Queensland and an owner of the Ascot Garage on Racecourse Road.

Present-day Kirribilli Apartments mark the site where the McClelland home once stood. Also, in the house that morning were Mrs Gertrude McClelland and the couple's baby daughter, Joan. Mother and baby, along with the family dog, were later photographed in front of the aircraft and the wrecked fence.

Joan Patch, aged 90 [in 2015; she died in 2020], says of the photo which shows her as an infant, "Perhaps it was a sign of my future?" She was alluding to the fact that she went on to marry Stanway Patch, a World War II pilot who later flew for Australian National Airlines (ANA) and Swissair.

The incident was reported in newspapers all over Australia, and would have been of particular interest to the McClelland's' next-door neighbour, noted photographer Frederick William Thiel (1896–1960). His 1919 views of Brisbane were the first photographs ever taken of the city from an aeroplane.

Only weeks before, on 30 November 1925, a seaplane, of unspecified name or make, had made a forced landing off Southport because of engine trouble. The uninjured pilot (Captain Snell) and the mechanic (again Harry Brittain) were buffeted by high winds and rough water for two hours before being rescued. The newspaper reported that the aeroplane had to be towed to Brisbane for repairs.

Considering how few aircraft there were in Brisbane in the 1920s, it is highly likely that it was the same aircraft in both incidents. It may be conjectured that New Farm crash came about when the aeroplane was being tested after the earlier incident.

The crashed Curtiss Seagull straddles the McClelland's' fence at 154 River Road, with Mrs Gertrude McClelland holding her 11-month-old baby. According to Joan, "My mother saw the seaplane coming towards her with me in her arms, and thought it would come in through the lounge window, but it hit the fence and saved further damage." — Photo: Joan Patch.

Another view of the Curtiss Seagull very close to the McClelland home. The houses in the background are on the other side of the river.







A Qantas Short "Empire" taxies past the metal works of Dyne & Co. in Oxlade Drive. The McClelland house was to the left of the photo

POSTSCRIPT

Joan Patch recalls — "I was an ANA hostess during 1949-51 before I married. "My father, William McClelland, was a dentist at Queen and Albert Streets in Brisbane in the early 1940s. He had an arrangement with the Aero Club: dental work in exchange for flights—30 shillings over the bay, and 15 shillings for over Shell House, the highest building in Brisbane at the time. As a result, I had many flights in the Tiger Moth and was allowed to fly the aircraft once in a while. "I spent a lot of time at Archerfield aerodrome as a child. I sat in the cockpit of the Airlines of Australia Stinson airliner the day before it crashed in the Border Ranges in February 1937. My parents were both born in Brisbane. My father went to Nudgee College and my mother, All Hallows. Our neighbours included Mr F.W. Thiel, the photographer of note; and Mr and Mrs W.J. Collin who had a dredging company. Dynes metal factory was a little way up the road.

"In 1950, Bob Parkin, an ANA pilot, began the squash court across the street. Before the Parkins lived in that house, there was an English family, the Cookes. I was very friendly with their daughter Cecile, but lost touch after she married an American and went to the States. I reconnected with her again via internet— after 70 years."



Mrs McClelland beside the wrecked seaplane — *The Week*, 22 January 1926.

FLIGHT SAFETY

Diversion due to fuel imbalance and engine shutdown emphasises importance of checklist diligence

A Boeing 737's crossfeed valve was not closed after a pre-flight fuel transfer, later resulting in a fuel imbalance warning which led to the flight crew unnecessarily shutting down one of the aircraft's engines, an ATSB investigation report details.

Just after reaching cruise altitude on a Perth to Adelaide flight on 25 October 2021, the captain and first officer of a Qantas 737 were alerted to a fuel imbalance, indicating there were unequal quantities of fuel in the left and right main fuel tanks, located in each wing of the aircraft.

Prior to the flight, the captain had identified extensive cold soaked fuel frost on the wings, due to cold fuel remaining in the main tanks from the aircraft's previous flight. "To remedy this, the cold fuel was transferred to the centre tank, and the main tanks were refuelled with additional, warmer fuel," ATSB Director Transport Safety Dr Stuart Godley said. The procedures required the crossfeed valve to be closed when the operation was completed, however, the valve was not closed. This was likely associated with the crew following the maintenance engineer's verbal instructions rather than referring to the relevant procedure. While this is permissible, referring to procedures is a more reliable method to ensure all steps are carried out."

During pre-flight checks, and later during the climb and level-off, the pilots did not notice the crossfeed selector in the open position, or the associated dimmed blue indicator light on the fuel panel.

Once the centre fuel tank was exhausted and its pumps were switched off, the open crossfeed valve allowed fuel to be continually pumped from the left main tank to the right engine, as a result of uneven fuel pump pressures. While the aircraft's manuals stated this could occur, the flight crew did not recall this, and the Boeing 737 imbalance checklist, worked through by the flight crew, did not provide sufficient guidance for an open crossfeed valve to be identified as the potential reason for a fuel imbalance. "This led the flight crew to decide there could be a fuel leak and then, partly as a result of confirmation bias, stress and perceived time pressure as the aircraft approached the Great Australian Bight where it would fly over water, they abbreviated the relevant checklists and mistakenly confirmed a fuel leak as the cause for the imbalance."

The ATSB's report notes the flight crew, when working through the fuel engine leak checklist, inadvertently performed a step out of sequence, invalidating the process, and contributing to their conclusion that there was a fuel leak. As a result of this incorrect confirmation, the flight crew unnecessarily shut down the aircraft's left engine during flight. After the flight crew diverted to Kalgoorlie and conducted a single-engine landing, a post-flight inspection revealed there was no fuel leak, and the fuel system was serviceable.

Dr Godley noted that, although the presence of information in the checklist about the effect of an open crossfeed valve probably would have led to a different outcome in this case, a fuel imbalance condition is itself usually a minor condition, and the ATSB considered the checklists adequate to address a more serious condition such as a fuel leak.

"This incident highlights the importance to all pilots of being precise when following checklists, especially when under stress," Dr Godley said. "Checklists are designed to minimise performance variability under workload and stress, increasing the likelihood that all required actions are successfully carried out."

Indonesia is investigating local carrier Batik Air after both pilots were found to have fallen asleep for 28 minutes mid-flight.

The two men - who have both been temporarily suspended - fell asleep during a flight on 25 January from Sulawesi to the capital Jakarta. One of them was reportedly tired from helping care for his newborn twins.

The Airbus A320 briefly veered off course but landed safely, with all 153 passengers and crew members unharmed. The 32-year-old pilot had told his co-pilot to take control of the aircraft about half an hour after take-off, saying he needed to rest. The 28-year-old co-pilot agreed, according to a report from the transport ministry. But the co-pilot inadvertently fell asleep as well. According to the report, he had been helping his wife look after their one-month-old twin babies.

Jakarta ATC tried contacting the Batik Air A320 after their last recorded transmission but received no response. That radio silence lasted 28 minutes until the lead pilot woke up and realised that his co-pilot had also fallen asleep. He also found that the aircraft had briefly veered off course. The pilots then responded to calls from Jakarta and landed the plane safely. Medical tests before the flight deemed that the men were fit to fly. Their blood pressure and heart rate were normal and alcohol tests came back negative. But while the pilots appeared to be fully rested, the tests failed to determine whether the quality of their rest was good, aviation expert Alvin Lie told BBC Indonesian.

Authorities have now "strongly reprimanded" Batik Air over the incident, with Indonesia's head of air transport, M Kristi Endah Murni, saying that Batik Air should pay more attention to their crew's rest time.

Batik Air has said it "operates with adequate rest policy" and that it was "committed to implement all safety recommendations".

WEBSITES

https://www.bbc.com/news/av/uk-england-gloucestershire-67806491

https://www.youtube.com/watch?v=7gmZ9X9Aplk

Tasmania to Vietnam and Many Places In Between - An Australian Airline Pilot's Memoir 1961 – 2002

https://www.amazon.com.au/s?k=tasmania+to+vietnam+and+many+places+in+between&i =stripbooks&crid=1J1K9H18XIT4H&sprefix=tasmania+to+vietnam+and+many+places+in+ %2Cstripbooks%2C606&ref=nb_sb_ss_fb_1_39

Vietnam Civil Aviation Pre-WW1 to 2020

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HUMOUR









"He was very romantic when we first got married, but you know how men change."

PEOPLE ARE SO JUDGMENTAL THESE DAYS.

I CAN TELL, JUST BY LOOKING AT THEM.

In response to uncommanded dives, exploding engines and large holes blowing out of their fuselages, Boeing has designed new cabin seating that minimizes cleaning after each flight.





"Sorry Arthur, your answer was actually correct, but Paul shouted his opinion louder so he gets the point. And an extra bonus point also goes to Sue as she was offended by your answer".

For contributions, comments and/or suggestions, please address your feedback to the Editors:

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