



AUSTRALIAN ASSOCIATION of RETIRED AIRLINE PILOTS and AVIATION PROFESSIONALS

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EDITORIAL

We were hoping to lay off Boeing in this edition but circumstances don't allow it. As I write this, Boeing Machinists are on strike. When you get to it later in the newsletter you will see that they voted against their own union leaders who had recommended a deal brokered with Boeing.

With a few of our members reaching that age where needing *care* becomes a possibility, we have included a letter from the Commonwealth Department of Health and Aged Care, which warns of scammers within the industry. Although addressed to residential aged care providers, it's worth reading as a heads-up.

The AGM was held on 12 July with over 40 either in attendance or by apology.

Our long-time secretary, Geoff Noble, stood down with Michael Gilsenan voted in as Secretary.

The Treasurer reported that our finances to the end of the FY 23/24 were \$4,731.09 this being down from \$5,264.31 last year. He reported most of the shortfall was due to the establishment cost of the website and Mailchimp email mailouts. Formal approval was gained for the increase in annual subscriptions to \$30.00.

Discussion was had regarding facilitating a library of aviation-related books and as we gain further control over our website it is hoped we can post lists of books available, together with committee meeting Minutes, previous newsletters, etc.

CHAIRMAN'S REPORT

Spring has sprung and for those still flying some nice weather to look forward to.

The Gold Coast Air Show was another success with some spectacular displays along the coastline.

Rex has now moved out of trunk line jet routes so there are a few more 737 drivers in the marketplace along with those from Bonza. Fortunately, there are still plenty of jobs overseas.

I have heard also that the flying schools are now overrun with applications to learn to fly and start the long road to the left-hand seat.

Your website is up to date with information including the date for this year's Christmas Luncheon on December the 5th at the Victoria Park Complex as per previous Xmas functions. Make sure you have marked the date on your calendar. A Mailchimp reminder notification and attendance form will be sent soon.

Enjoy the Spring weather.

Phil James
Chairman

WELFARE REPORT

We monitor and are always available for support to any members or former colleagues when they are not travelling the best. Indeed, we are all advancing in years and succumbing to the ravages of age whether through illness or our bodies wearing out. We do respect everyone's privacy and only mention names if requested.

We are there for any member who would like a chat about the good old days either by visiting or for a coffee or drink as with all being retired aviation professionals, we never close the hangar doors.

We do not intervene if not requested and rely on friends or colleagues to say if a person would like some contact.

On the recruitment side, we have not had many new members and are always on the lookout for suitably eligible new recruits. If anyone knows of friends or colleagues who may be interested in joining our organisation, we are happy to supply an application form or direct them to the AARAP website to do so online. Remember, it is not just retired pilots but aviation professionals.

A great way to catch up and see if joining AARAP is desirable, is to come along with potential new members to the monthly breakfast at The Seaway Kiosk on the Gold Coast Spit the first Wednesday of the month. There, in a relaxed informal atmosphere and enjoying a great brekky with a view we get very talkative about all things aviation be it past or present as well as our ailments and definitely solving all the world's problems.

NEW JOINERS

Eric Young: 35 years' service as an Air Traffic Controller with Air Services Australia and the Hong Kong Civil Aviation Department. He was based in Melbourne, Papua New Guinea,

Sydney, Canberra, Gold Coast and Hong Kong. Eric also holds pilot licences in New Zealand, PNG and Australia.

Robert Brian Shaw: was born in Sydney. As an apprenticed aircraft engineer, his spare time was spent on racing cars, surfing and later, windsurfing.

On taking employment in New Guinea, he spent over sixteen years exploring, caving, rafting and mountain climbing throughout that varied and exotic country. He learned Pidgin and met pygmies, former head-hunters and cannibals.

While salvaging over thirty aircraft, he survived two air crashes and various tribal battles, was held hostage and was later made honorary chief of a Sepik tribe.

On taking employment back in Australia as a licensed aircraft engineer with East West, Ansett and Virgin, he flew thousands of kilometres on jetliners crewing as a 'flying spanner' and rescuing numerous stranded airliners from outlying Pacific Islands. This, plus Shaw's travels through over 68 countries led to publication of numerous articles. For details on these articles and books, visit:

<https://www.tropicanapress.com.au/author/>

RIP

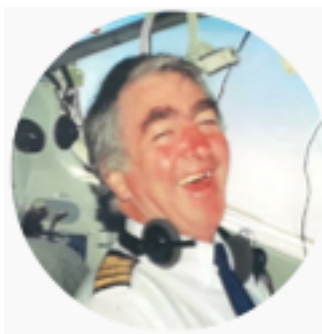
Captain Cliff Kropp: 14 Oct 1927 – 2024

(Unfortunately, no further details at this time.)



VALE

Captain John (Blackjack) Norrish: 17 Aug 1937 - 10 May 2024



Blackjack's interest in aviation began in 1944, aged seven.

Seven years later, he joined the ATC cadets while at Box Hill Tech and later at Essendon Technical.

While employed by the PMG as a Technician, in 1963 John was granted a Commonwealth Instructor's scholarship and gained employment as an instructor with the Walgett Aero Club.

The following year, he started with Ansett ANA on the DC3. In 1967 he moved on to the Viscount 700/800 and then to the DC9 as a First Officer.

Command came in 1971 on the F27 and then in 1974 on the DC9. He moved to the 727 in 1983.

Post dispute, Blackjack joined Singapore Airlines on the 747 finishing with them in 1994.

Darwin Cyclone Tracy

(Captain Ron Austin)

Dec 1973 was a most traumatic time to live in Darwin

The Darwin weather unit was monitoring the progress of a cyclone heading for Darwin, and so the residents received some warning of what to expect. Normally weather of this nature breaks up when hitting the coastline, but this cyclone continued and struck Darwin in the early hours of the morning.

The type of house built in Darwin had no provision for shelter from winds of such strength. Most were built well above ground level to assist ventilation and storage. They were also fitted with hinged glass windows. Alerted by the news on the radio, everyone carried out whatever precautions they could do around their homes to prepare in a very short time.

Bedding and protective blankets were carried to the bathrooms, which were central to house construction. Children were protected in warm clothing and told to stay on the floor out of the wind. Eventually, when the central core of the cyclone passed across the town, roofs were blown off or sucked off and some walls and windows finished up thrown across town. The occupants of the houses were terrified. To be uncovered by losing a roof created a sense of nakedness and distress.

When the storm had passed over the town, occupants of these wrecked homes emerged and gathered in the streets for mutual companionship and support. An unearthly quietness followed this noisy storm's progress across town with just the crying of children breaking the silence.

Emergency trucks began driving in wrecked streets advising folk to prepare to leave town with only their valuables as the town was to be evacuated.

Traffic began to gather at the airport just south of the town packed with survivors. Rumours were exchanged and it was not until a Fokker friendship flown by a TAA crew landed from Katherine, the closest airport to the wrecked city, that people took heart of a possible rescue plan for them.

A Fokker Friendship captained by Ray Vuillerman and crewed by First Officer Tony Burgess and two hostesses Debbie Marker and Marie Willis was the first aircraft to land.

When Ray reached Darwin from Katherine, he had circled to check the area and was surprised to hear his VHF radio burst into life. One of the RAAF officers based at Darwin was using a radio which was installed in a ground vehicle. This chap asked Ray how much clear runway he'd need to land. Ray told him 3000 feet and the chap said he would clear this length, would meet them at the end of the runway with his truck and lead him through the debris to the terminal area.

Ray told me that, to his surprise, he found the RAAF officer, Parry Mathews, who "talked" them in was a school friend of his. He now lives in Maroochydore and they still keep contact.

An Ansett F27 with Captain Ron Neve and crew did precede Ray's aircraft to Darwin. However, after finding the city destroyed and the runway littered with debris and without any ground contact, Ron diverted back to Katherine. In the meantime, Ray had depressurised his F27 at low level in an endeavour to take clear pictures. A lot of these photos were loaned to the press but the crew did not receive any credit. On the ground Ray discussed the situation with the "authorities" and only then did Government officials gain some idea of the task ahead.

As, on this flight, Ray was taking his daughter to Darwin to stay with his mother-in-law, he contacted her family to be told they were leaving to drive South. Ray was told later that on their way out of Darwin, they were stopped by a group of men who gave her VW beetle a safety check, fitted 2 new tyres and sent them on their way south.

Rumour had it that the cyclone could reverse direction and return so Ray and Tony stood by to fly their aircraft out of danger. Later that evening General Stretton arrived in a RAAF Hercules. Ray

met him and told him he had a serviceable refuelled aircraft. The General told them to find a bed in the RAAF base and be back early in the morning. They arrived back at 5.30 to be told they were to take a load of Mums and newborns to Brisbane. Qantas staff gave Ray the keys to their kitchen and so with loading biscuits, towels and mineral water they set off on the Brisbane flight with 57 souls on board. He was not needed to take any further part in the evacuation as the Qantas heavy aircraft had taken over the role of shipping out the people.

Clearing the runway of debris was the priority and Qantas despatched a Boeing 747 to Darwin to commence the evacuation. When they arrived, a decision was made to disregard the safety rules of passenger travel and the aircraft left Darwin for the East coast stuffed full of passengers and their valuables. To minimise the time people would be jammed in the 747 arrangements were made to land at Brisbane and tranship the passengers on to domestic Boeing 727s for a safer ride south without the overcrowding.

It was at the stage that I, as a Boeing 727 captain based in Melbourne, became involved in the evacuation. Qantas flew people to Brisbane and we, the domestic aircraft fleet, carried them on to Sydney, Melbourne and Adelaide. It was during this operation that I observed the Salvation Army in action. Whereas the Red Cross system participated in the caring by placing clothing in specific places at the airports for people to replace the gear they wore and carried, the Salvos entered the aircraft as we arrived at each city and physically assisted the families with their children and gear off the aircraft. So, loading our passenger aircraft we flew to the capital cities around the east coast, to allow passengers to leave the aircraft at locations they themselves desired.

A story you may find interesting. The TAA aircrew bulletin quoted an overseas magazine in which Ray and his crew were given credit for moving the F27 the night before the cyclone to save it. As Ray was in bed at home in Melbourne the night before the cyclone, he advised the Editor to correct the story but they never did change this.

In the morning as he was leaving Darwin with all the Mums and babies, a Qantas 707 arrived in the circuit unannounced. By that stage Perry, the RAAF liaison, had cleared the runway and was able to communicate. It was a great initiative on the part of Qantas. The 707 had direct communication with their Sydney base and were able to provide an update on the condition of the Darwin based staff.

All this happened 50 years ago but the details remain in our memories.

HISTORIANS CALL FOR CANBERRA'S FIRST AIRPORT, NOW BURIED BENEATH DICKSON, TO BE HERITAGE LISTED

Deep beneath the streets of suburban Canberra, one of the city's best kept secrets could be about to see sunlight for the first time in nearly a century.

Few Canberrans would know that just beside a bustling shopping district, underneath some sporting fields, lies the capital's first airport. Even fewer would know that possible rubble from Canberra's first known air fatality could still be beneath a suburban street.

Sheep paddock becomes Canberra aerodrome

An aerial view of modern Dickson, with the suspected location of Canberra's aerodrome outlined and location of a 1926 fatal plane crash marked.

In the 1920s the Dickson aerodrome was essentially a sheep paddock, turned over to become the national capital's first airfield. The airfield was originally marked on Walter Burley Griffin's plan for Canberra, and operated for a



short window in 1925 and 1926, before development began for the current airport site in the Majura valley.

Despite its short existence, it was a busy few years for the Dickson aerodrome, as daring air force pilots coaxed their flimsy WWI-era biplanes into the skies to conduct a multitude of aerial photography surveys of the National Capital. But, on February 11, 1926, tragedy struck, when a DH9 aircraft crashed on approach.



Philip 'Peter' Pitt, (left) was killed when his RAAF De Havilland DH9 crashed on February 11, 1926.



"They flew in over Mount Ainslie, came in and turned," local resident Jane Goffman, who has spent many years researching the history of the aerodrome, said. "As he was turning, the plane stalled. It spun, and crashed, and blew up basically." The pilot, Duntroon College graduate Philip 'Peter' Pitt, was killed in the crash, while his observer, William Callander, died afterwards from his injuries.

The location of Canberra's first air fatality is suspected to be what is now Blacket Street in Downer. Despite a 1926 obituary describing Pitt as "of the finest type — a great lad in every way", he was laid to rest in Queanbeyan in an unmarked grave. William Callander was buried, with his name misspelt, at St John's church in Reid. Ms Goffman said, hopefully, by raising awareness of the historic aerodrome, she might also attract a sponsor to finally provide formal and accurate recognition for the victims of the city's first fatal plane crash.

Calls for site to be surveyed and aerodrome's remains to be heritage listed

Fortunately for historians, pioneering Canberra photographer William James Mildenhall preserved the crash scene for posterity in a series of high-quality glass plate photos — which also help identify exactly where the plane came down. And Ms Goffman said there could be more to this story yet to be uncovered, as historians believe molten fragments of the aircraft might still remain under Blacket Street in Downer. Ms Goffman said the history of Canberra's first air fatality and the aerodrome more broadly was worthy of passing on to a new generation.

She is pushing to have remnants of the aerodrome surveyed and excavated, and placed on the heritage register. "This was the one and only aerodrome, and the first," she said. Ms Goffman said heritage listing would protect the site's scant remnants — including buried concrete markers that delineated the airfield's boundaries.

"It's really wonderful, it's an exciting opportunity to actually tell the heritage of the city," she said. "It goes back so far. And an aerodrome, what a wonderful thing!" Ms Goffman says a small, not well-known plaque at the Dickson Library, is the only public commemoration of Canberra's aerodrome.

The heritage nomination has the support of National Trust ACT, which wants to have key sites surveyed with ground-penetrating radar. "Old Canberra is vanishing rapidly before our eyes, and anything from the 1920s is worth preserving," National Trust president Gary Kent said. He said any concrete markers could be excavated and marked for posterity. "We are very sure there is something under there. Exactly what it is after 100 years, we're not sure," Mr Kent said. "But fingers crossed. Otherwise, no-one might believe us that there was an airport here."

Airbus Stock Plummets 9% Following Revised Earnings and Delivery Forecasts June 26, 2024

Airbus announced a significant revision to its 2024 financial and operational targets, resulting in a sharp 9% decline in its stock price recently. The aerospace giant revised its expected adjusted earnings before interest and taxes (EBIT) for the year to approximately 5.5 billion euros, a steep reduction from the previously forecast range of 6.5 billion to 7 billion euros, a figure that was reaffirmed as recently as April 25.

The company also adjusted its delivery expectations, now aiming to hand over about 770 commercial aircraft in 2024, down from its earlier target of around 800. This adjustment coincides with a delay in the ramp-up of production for its A320 series aircraft.

The downward revisions are attributed primarily to ongoing supply chain issues within Airbus' commercial aircraft sector. "Airbus is facing persistent specific supply chain issues mainly in engines, aerostructures, and cabin equipment," the company detailed in its announcement.

Moreover, Airbus is contending with rising costs in its space systems division, prompting the company to record substantial charges. "Commercial and technical challenges" have led Airbus to account for approximately 900 million euros in charges for the first half of 2024. These charges relate to "updated assumptions on schedules, workload, sourcing, risks, and costs over the lifetime of certain telecommunications, navigation, and observation programmes," as per the company's statement.

Earlier in the year, Airbus reported a weaker-than-expected operating profit for the first quarter, with CFO Thomas Toepfer describing the earnings as "not particularly strong" in a statement to CNBC.

This series of setbacks highlights the challenges Airbus faces in a turbulent global supply chain environment, casting a shadow over its operational and financial performance for the year.

Boeing's 777X Crisis Worsens: Test Fleet Grounded After Cracks Found

Boeing's next generation widebody – the 777X, with several size variants – faces new challenges today. It's years behind schedule, and the airframe manufacturer's test fleet has just been grounded.



As first reported by *The Air Current* a Boeing 777-9 test plane operated a Kona flight on Friday. When inspected after the flight, Boeing found "cracks in the thrust link structure." Furthermore, there's also been an issue with the mounting of the engine to the plane on Boeing's other two test 777-9s.

Each engine has two thrust links which "transfer thrust loads from the engine to the aft lower engine mount." If one fails, they're designed so that the engine will still be carried by the structure.

The design of the 777X thrust link is not common with other aircraft currently in operation. The plane's engines are larger and heavier than those on existing Boeing aircraft.

Over 500 planes have been ordered, with first delivery most recently expected in 2026. At least 403 777-9 orders have been reported, along with 43 -8s and 55 -8 freighters. The largest order came from Emirates.

Qatar Airways, Cathay Pacific, ANA, Singapore Airlines, Lufthansa and Korean Air are all reported large customers. No U.S. airline has ordered one.

It's unclear how a pause in testing will affect this schedule – that will be determined by any findings.

The plane's first test flight was four years ago.

To avoid strike, Boeing promises 25% pay hike —and to build next jet in Seattle



Boeing offers largest wage increase ever to avoid work stoppage it cannot afford.

Boeing is hoping to avoid a strike with a tentative deal reached with the Machinists union representing 33,000 of its West Coast employees fighting for better wages and working conditions.

If Boeing employees agree to the deal their new contract will provide the "largest-ever general

wage increase" in the company's history, Boeing Commercial Airplanes president and CEO Stephanie Pope said in a press release.

The potential deal guarantees that over the next four years, Boeing employees would receive a 25 percent pay raise, as well as "lower medical cost share to make healthcare more affordable, greater company contributions toward" retirement, and "improvements for a better work-life balance," Pope said. The offered contract also notably includes "a commitment to build Boeing's next new airplane in the Puget Sound region," Boeing said, which CNN noted dropped a "threat" of moving production to Boeing's non-union plant in South Carolina. It's unclear when Boeing will announce its next jet, the BBC reported, but Pope promised workers that the commitment ensured "job security for generations to come."

"Boeing's roots are here in Washington," Pope said. "It is where generations of workers have built incredible airplanes that connect the world. And it's why we're excited that, as part of the contract, our team in the Puget Sound region will build Boeing's next new airplane."

Workers represented by the International Association of Machinists (IAM) had asked for a 40 percent pay raise but were urged to accept the tentative deal, which IAM's negotiating team said was "the best we've negotiated in our history."

"We used every ounce of power we could to go after everything you said was important," IAM's negotiating team said. "We did not get everything we wanted, but you all can be proud of your Strength, Solidarity, and Unity because you have achieved the best contract we have ever had. An agreement that sets the bar for everyone else in the industry to strive for."

Workers get "seat at the table" to discuss safety issues

Workers will have to accept the terms for Boeing to avoid a planned strike. If the contract is voted down or there is a no vote, workers could potentially move ahead with the strike, which Boeing cannot afford according to JP Morgan analysts.

The shift to production in the Seattle area is significant, partly because Boeing has been under fire for inadequate safety testing at its South Carolina plant. In July, Boeing pled guilty to conspiracy to defraud the Federal Aviation Administration in connection with the agency's evaluation of the 737 Max after fatal crashes. One plane also had to make an emergency landing after a door blew off mid-flight due to missing bolts that investigators believed were left off during production at Boeing's factory.

Since the grounding of the 737 Max in 2019 and 2020, Boeing has reported operating losses totalling \$33.3 billion, CNN reported. This put Boeing in "no position to deal with striking workers for the first time in 16 years," CNN noted. IAM's negotiating team pushed workers to accept the deal and help right the ship at Boeing, a company workers "love" because they "couldn't be more proud of the jobs we do or the products we build."

"Financially, the company finds itself in a tough position due to many self-inflicted missteps," IAM's negotiating team told workers. "It is IAM members who will bring this company back on track. As has been said many times, there is no Boeing without the IAM."

In addition to better perks like 12 weeks of paid parental leave, a new floating holiday, and reduced mandatory overtime, the contract also would give workers "a seat at the table regarding the safety and quality of the production system," IAM's negotiating team said. That includes a chance to meet annually and raise concerns with Boeing's standing aerospace safety committee chair, the contract said.

Announcing the tentative deal, Boeing has promised to deepen its commitment to the Pacific Northwest in the aftermath of the scandals. The company's former CEO Dave Calhoun reportedly told investors that Boeing would have to work "hard" to avoid a strike because a work stoppage would risk further financial plight," CNN reported.

"We know wage asks will be big," Calhoun told investors, pushing to find a compromise with workers as the company seeks to bounce back, as "we're not afraid to treat our employees well in this process."

Workers will still have the upper hand as they gather to vote this week, at which point Boeing will learn if its "historic" tentative deal is enough to keep it on the road to recovery.

"Take these next few days and look over every change in this proposal prior to your vote on September 12th," IAM's negotiating team told workers. "Whatever you decide, know that your Union stands with you. We are prepared to fight if needed, but we believe this proposal will benefit all our Members and Our Future."

Boeing Co. will pay Embraer SA \$150 million for its failed combination with the Brazilian aircraft maker, forcing the US company to hand over funds at a time when it's trying to prop up its balance sheet.

The arbitration proceedings have ended and an agreement been reached, Embraer said in a stock exchange filing on Monday. Boeing walked away from the proposed \$4.2 billion transaction at the height of the Covid-19 pandemic. "We're pleased to have concluded the arbitration process with Embraer," Boeing said in a statement.

Boeing is currently working to secure a deal with its workforce after the main union in the Seattle manufacturing hub voted to strike, shutting down its main plane-making facilities in the area. The company, which has more than \$45 billion in net debt, has been bleeding cash after it was forced to pare back output in the wake of a near catastrophic accident in January.

A combination with Embraer would have given Boeing access to the Brazilian company's engineers to design a new, mid-range jet family as well as its existing range of smaller jets that compete against arch-rival Airbus SE's smallest A220 model. The termination of the deal came at

a time when Boeing's then-Chief Executive Officer Dave Calhoun said the company would need to adjust to a "new reality" as travel demand collapsed and airlines expected a slow recovery.

Last week, Moody's said it was reviewing Boeing's ratings for a possible downgrade and that it "will assess the strike's duration and impact on cash flow and the potential equity capital raising Boeing may undertake to bolster its liquidity." A descent into junk territory would increase Boeing's borrowing costs at a time when it's struggling to turn around its operations.

BOEING ASSEMBLY WORKERS GO ON STRIKE



Boeing assembly workers went on strike early Friday morning 13 September after 95% of the union members rejected the company's latest tentative contract, essentially shutting down production at factories in the Seattle area.

UNJAMMABLE NAVIGATION tech gets first airborne test



A UK aircraft has tested ground-breaking quantum technology that could pave the way for an unjammable back-up for GPS navigation systems. The government, which helped fund the research, said it was the first test of its kind to be publicly acknowledged.

While GPS is satellite-based, the new system is quantum-based - a term used to describe tech that is reliant on the properties of matter at very small scales. Science minister Andrew Griffith said the

test flights were "further proof of the UK as one of the world leaders on quantum".

GPS is a critically important system, used on planes ships and road vehicles and by the military, as well as helping your smartphone determine your location. But signals from GPS satellites can be jammed, or "spoofed" to give misleading location data. In March, an RAF plane carrying UK Defence Secretary Grant Shapps had its GPS signal jammed while flying close to Russian territory. Finland's flag carrier Finnair even had to suspend daily flights to Estonia's second largest city, Tartu, for a month, after two of its aircraft suffered GPS interference. Experts have accused Russia of causing disruption to satellite navigation systems affecting thousands of civilian flights.

Many military technologies, including drones and missiles, use GPS. But GPS jamming can also be carried out on a small scale; for example, by people driving vehicles their employers have fitted with GPS trackers.

GPS relies on receiving signals from space, but a GPS satellite emits no more power than a car headlight, meaning it can easily be jammed, experts say. The new system uses a group of atoms, cooled to -273C, almost as cold as its possible to get. Because they are carried on the plane itself, they can't be interfered with by spoofing or jamming.



an aircraft.

The aim is to use these atoms to measure the direction the plane is pointing in and its acceleration. All of that combined could be used to determine where the plane is with a high degree of accuracy. It is called a quantum system because that is the name of the science of very small particles. Individual atoms are mind-boggling small - a hair is about a million atoms wide - and working on this scale is difficult enough on the ground. The flight demonstrated that these atoms could be used in the very limited space, and generally challenging, environment of

According to the government, this is the first test of this type of technology in the UK on an aircraft in flight, and "the first such flights worldwide that have been publicly acknowledged". The trials, which concluded earlier this month, involved quantum tech firm **Inflection**, in collaboration with aerospace companies **BAE Systems** and **QinetiQ**.

But at present, despite the tiny scale of quantum technology, the equipment itself is large. Henry White, part of the team from BAE Systems that worked on the project, said for that reason he thought the first application could be aboard ships, "where there's a bit more space". However, he told the BBC that in five to ten years it could be the size of a shoebox, and a thousand times more accurate than comparable systems.

There has been concern about the vulnerability of shipping to attacks on satellite navigation. Mr White sees the system primarily as a back-up to GPS. "You're not going to get rid of your satellite systems, they are very convenient," he said.

Signals from GPS satellites can also be used as an extremely accurate way of telling the time. The test flight also took a quantum clock on board to see if it could work as a backup if GPS were blocked. In the lab, Mr White said the best quantum clocks can be incredibly accurate. "If you started them at the beginning of the universe, they may have lost a second by now," he said. Mr White believes the test is a "major milestone" but acknowledges it will take time before the technology is in active use.

Ken Munro of Pen Test Partners, a cybersecurity firm that works in aviation, said the test was a "big step in the right direction", but added "it would still be 10 to 20 years before we see any practical implementation", in commercial aviation in the UK.

FLIGHT SAFETY

Delta A350 Tears Off Tail Section of Delta Connection CRJ-900 in Atlanta

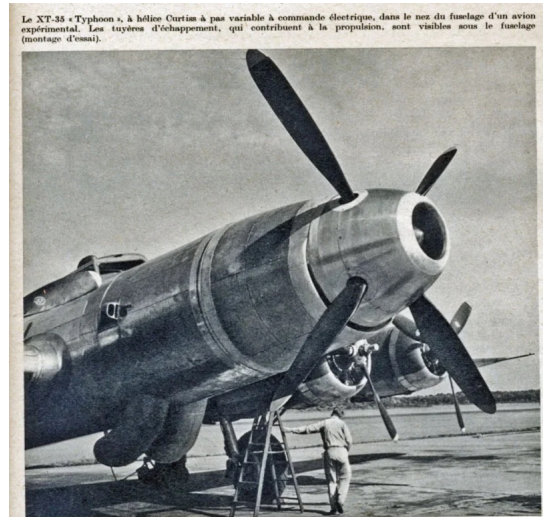
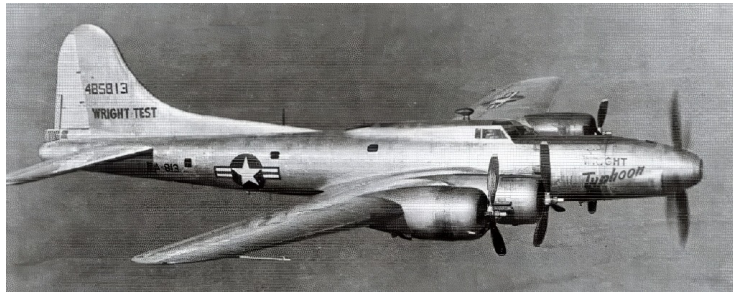
On Tuesday September 10, a Delta Airbus A350 came into contact with a Delta Connection CRJ-900 in Atlanta, completely tearing the tail section of the smaller regional jet.

In an official statement, Delta Air Lines confirmed the accident, saying:

"At approximately 10:07 a.m., the wing of an Airbus A350 taxiing out as DL295 from Atlanta to Tokyo-Haneda made contact with the tail of an Endeavor Air CRJ-900, DL5526 to Lafayette, Louisiana, on an adjacent taxiway, resulting in damage to the tail of the regional jet and the wing of the A350.



B-17 MODIFIED FOR TESTING THE CURTISS-WRIGHT XT-35 TURBOPROP



With all four propellers of the B-17 feathered, the aircraft flies using a single experimental Wright XT-35 Turbo Prop engine, generating approximately 5000 hp. This power output exceeded the combined capability of the four Wright Cyclones R-1820 engines.

Member and aviation author himself, Paul Edgley, advises Ms Morna Kenworthy has written a comprehensive account of the '89 Airline Dispute. Her book is called 'A Poisonous Affair'.

'A Poisonous Affair'

\$39 (including postage)

Contact (Morna): phone 93876333

Email: mornank@hotmail.com

Facebook Messenger.

Bank details: BSB 733 152

Account No: 783479

Morna just needs your name and address and the number of books required.

Some important news for electric car users.

If you break down in an electric car, you can still use the AA. But if you break down in a small electric car, you have to use the AAA.

You need a current licence to drive an electric car.

\$30.00 Annual Subscriptions for the financial year 24/25 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





Australian Government

Department of Health and Aged Care

Dear residential aged care providers,

We are aware of scammers who are targeting older people, their carers, and their families by impersonating aged care providers. Some scammers have been stealing Refundable Accommodation Deposit (RAD) payments from them.

Please ask your residents and their families to be cautious of unfamiliar emails, texts, or phone calls. They may contact you to confirm bank details before making payments or to verify that a request was legitimate.

The following information will also help them protect themselves from scams:

- They should always stop and check the person contacting them is legitimate before clicking on links, sharing personal details, or sending money.*
- If they're unsure, they should call you using contact details from your official website.*
- If something feels wrong, they should stop the transaction or conversation immediately.*
- If they think they've been scammed, they should act quickly. Report the scam to local police and their bank immediately.*

If you become aware that a resident or their family have been scammed, you should encourage them to report the scam to local police, [ScamWatch](#), and [ReportCyber](#). Reporting scams will help increase awareness and prevent future scams.

You can also direct residents and their families to the [My Aged Care website](#) for further information about spotting, avoiding, and reporting scams.

Kind regards

Department of Health and Aged Care

For contributions, comments and/or suggestions,
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