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Issue 54 Aug - Oct

EDITORIAL

This will be the last newsletter this year. Lee and I will aim to get one out in early January. Likewise, the recent Brisbane lunch (Oct 6) was the final one for '26 as the December function falls too close to our Christmas lunch.

On the subject of the Xmas luncheon, the AGM ratified the change in venue to Tattersall's Club https://tattersallsclub.com.au in the Brisbane CBD. There are many advantages with this arrangement, not the least of which is AARAP does not have to guarantee numbers and our membership pays for drinks at Tatt's club members' rates. For those who have to drive, parking is subsidised. The only "downside" is we have to abide by the club's dress rules, which in the case of men is long-sleeve shirt buttoned down and no jeans. Jackets and ties are optional.

Also at the AGM was the cry out for a Webmaster. If anyone has an inclination in that direction, please contact anyone on the committee.

CHAIRMAN'S REPORT
Phil James

I hope everyone has put 3rd December in their diaries for the 2026 Christmas Lunch?

This year it will be held at a brand-new venue, Tattersall's Club. This is a superb venue, and I encourage everyone who is able to attend.

This will be the first time in 11 years I have been unable to attend as I will be in Europe for my last remaining uncle's 100th Birthday.

Your committee members will ensure everything runs as per previous years. The Association remains in a good position for the fast-approaching year of 2027.

SECRETARY'S REPORT
Michael Gilsenan

I'm not sure how many of our members have kept their AFAP membership current? (The cost is $55.00 a year.) I suggest considering keeping or re-joining for the benefits. You become a member of **Union Shopper** https://unionshopper.com.au a buying service.

Last week my Mazda was serviced for $200 less than the Mazda dealer. (The AFAP Is listed as a fleet owner, for fleet rates.) Also, I purchased four new tyres at the fleet rate saving another $200 overall.

Furthermore, home and contents and car insurance is way better than I am able to obtain in general market.

WELFARE & RECRUITMENT REPORT
Bob Allan

I mentioned in the newsletter about 12 months ago that we were looking at starting a regular luncheon meeting for the Brisbane members and last February the inaugural lunch was held at the Geebung RSL. Your committee was represented by Merle and Bob Neate, Ken Hoy and Maureen and I. There was about 20 in attendance and an enjoyable day was had by all.

It was determined by the members that we meet on the **first Tuesday of every second month.** Gold Coasters and Northerners are welcome to attend.

On another matter, about 12 months ago a colleague who lived in Williamstown near Geelong passed away. After retirement he was further involved in the aviation industry having built up a successful pilot training theory correspondence business which was highly regarded amongst the pilot community.

His funeral unfortunately was not well represented by the pilot community and it was reasonable to assume that where we in Brisbane were well aware of his passing and funeral, that the Melbourne guys probably were not.

With that in mind your Welfare committee has arranged for a colleague, retired Captain Ross Oehms, ex Ansett and Singapore Airlines, who resides in Sunbury to act as a conduit to spread Queensland pilot news, particularly funeral arrangements of recently passed colleagues, to Victorian residing pilots. This arrangement will work both ways as Ross will pass on to us information, he feels Queensland guys would be interested in. Ross will receive Mailchimps and spread any appropriate news to his regular contacts.

NEW JOINERS

Captain Mark Bishop: ex AN; CX; EK. Mark retired in 2010 and currently resides in Kew.

Captain Warwick Daw: Ex Coair (PNG); Wilson Aviation; Skywest; AN; Pelair; National Jet Systems; KLM City Hopper; KLM; easyJet; Virgin Blue; Fiji Airways; Airservices Australia (Sim Instructor).

Captain Shane Simmons: Ex Connair; AN (AoA, ASA, ANSW, AWA); SQ; ANA; Tamair: National Jet Systems; CX; Nippon Cargo; SkyAirworld; Virgin Blue; Air Cargo Germany; Orient Thai; Baltia; SkyLease Cargo; Western Global Airlines; BVI Airways; AeroTRans Cargo; New England Airlines; Fly the Whale.

Captain Geoff Harley: Ex Ansett MAL 1968/68 (Retrenched); Island Airways 1969 before reinstatement to Ansett PNG; transferred to MEL, September 1973. Geoff currently resides in Sunbury.

Captain Simon Adams: Ex RAAF; TN; MH; CX.

RIP

Captain Jim McLeod: **(September 1939 – October 2026)** Jim joined TAA in January 1966. He had been ill for some time.

Nancy-Bird Walton honoured as Western Sydney International Airport (WSI YSWS) opens to passengers

By Wiriya Sati ABC Mid North Coast 23 Oct 2026

When she was a little girl, Nancy Bird would say "I'm an eppy-plane" as she leapt off fences with her arms outstretched. It seems one of the first Australian woman to hold a commercial pilot's licence always wanted to fly. On Sunday, (25 Oct) Western Sydney International (Nancy-Bird Walton) Airport (WSI) opens to passengers, who will see a large artistic tribute to the pioneer above the domestic departure gates.

Along with the air traffic control tower named Walton Tower, several roads — Nancy Drive, Trailblazer Drive and Barnstormer Way — and children's play areas are named in her honour. "I think being able to see the artworks and her presence there at the airport is a real permanent reminder — not just to me, but to my kids and all the family — that she was a special woman," Nancy's grandson Baron Walton said. "I think one of her greatest impacts is being a visual example, to women in Australia, of what was possible."

WSI chief executive Simon Hickey said the tribute would be a permanent fixture at the airport. "Nancy-Bird Walton's story is one of courage, curiosity, and determination, and one that continues to inspire all Australians to this day," he said.

Nancy was born in Kew, NSW, in 1915. She left school at 13 to work in her dad's shop at Mount George and that year, 1928, she took a joy flight at a country show in Wingham and her passion for flying was ignited.

In 1933 Nancy started attending Charles Kingsford Smith's flying school in Sydney. "The social norms was that it was not a place for a woman and Kingsford Smith even said that himself,

although his actions showed that he was willing to teach them how to fly," Mr Walton said. "She just did what no-one thought a young girl would do."



Nancy gained her commercial licence when she was 19 and bought her first plane, a Gipsy Moth she named Vincere. The word "woman" was emblazoned across the underside of the biplane's lower wing. "She used to fly over those hangars quite low so that everyone could see the young girl that they [had told]: 'You'll never fly, you'll never be a pilot — it's not your place," Mr Walton said. "It was also a way of showing that that's a woman in the air and everybody knew who it was at the time."

In 1935, Nancy began "barnstorming" — offering joy flights — at country shows for 10 shillings a pop. She did this with pilot Peggy McKillop and they became known as "Little Bird" and "Big Bird". But Nancy would become better known by the name she was given on her next adventure. 'Angel of the Outback'

During the barnstorming tour in 1935, Nancy was recruited to the Royal Far West Children's Health Scheme by the Reverend Stanley Drummond. From her base in Bourke, she began delivering medical assistance — including emergency services and maternity care — to people in isolated areas. It was during that time that Nancy heard the phrase that would become the title of her 1990 memoir, courtesy of a patient who could not contain his disbelief when he clapped eyes on the "Angel of the Outback". It was during that time that Nancy was the only charter pilot in Cunnamulla, Queensland, and heard the phrase that would become the title of her 1990 autobiography. This came courtesy of a grazier who was in trouble and needed rescuing from his property surrounded by floodwater, who could not contain his disbelief when he received a phone call from the pilot for the landing instructions and the grazier heard her voice. Nancy-Bird Walton defied plenty of expectations. After a stunned silence he said, "My God! It's a woman" — the title of her autobiography.

That was not the only surprise Nancy delivered during her time in Bourke. Aided by nurses sweltering under red coats and false beards, she also brought Christmas presents to children far from Santa's usual flight path.
In 1937 Nancy embarked on a world tour to promote an airline and met Charles Walton when she was on her way back home. The Englishman referred to the 24-year-old as "Nancy-Bird" and she adopted the name, along with his surname, when they married in 1939.

During World War II Nancy-Bird recruited and trained female support staff for the Royal Australian Air Force. In 1950 she founded the Australian Women Pilots' Association.

Baron Walton said his nan, who supported charities and received a number of accolades throughout her life, was "was a social reformer". "She was really passionate about what it meant to be Australian and about helping people that really needed it," he said. "I've had lots of conversations with the kids about Nan, around the notion that you determine your own destiny — not a person, a group of people, or society."

In 2008 Qantas named its first Airbus A380 in her honour. "Nan loved the party, even at 92," Mr Walton said. "She really hung out for it and made a joking comment at the christening of the aircraft: 'I said I'd stick around, and I'm here.'

Nancy-Bird died at the age of 93 on January 13, 2009, but she continues to inspire successive generations. "The amazing thing about Nancy was she wasn't just a pilot, she was a daring person, who moved women in that time," Baron's daughter Maysa Walton said. "She would always say, "If you're doing something that you know is right and it's annoying other people, that's usually a good sign."

On Saturday (24 Oct) Nancy-Bird Walton will be honoured at the Camden Haven Show in Kendall, which will feature a flyover from a Tiger Moth, weather permitting. The first passenger flight from Western Sydney International Airport will depart for the Gold Coast on Sunday.

EXCESSIVE DRINKING DURING LUXURY LAYOVER

British Airways has cancelled flight BA254 from Barbados to London Heathrow after members of the cabin crew were suspended for drinking so heavily during a luxury layover that they were deemed unfit to operate the return service. The incident, which took place on Sunday, July 5, 2026, marks the latest in a string of alcohol-related staffing failures to hit the flag carrier in recent months.

According to reports from Paddle Your Own Kanoo and The Telegraph, the crew had been staying at an all-inclusive beach resort in Bridgetown, costing approximately £500 per night and catering primarily to honeymooners and families – during a scheduled rest period when the drinking session took place.

Crew members drank vodka and beer throughout the evening. One female flight attendant vomited in the bar in front of shocked holidaymakers. One male flight attendant collapsed and had to be carried back to his room. When other guests complained about the behaviour, crew members reportedly slurred back: We are a British Airways crew, what's the problem?

Hotel staff lodged official complaints, leaving airline executives with no choice but to stand down the entire crew of up to 10 flight attendants. Approximately 336 passengers were left stranded in Barbados after the abrupt cancellation. The airline scrambled to arrange alternative travel plans, including hotel accommodation and re-bookings onto later services.

British Airways flew the Boeing 777-200 back to London empty as flight BA9156, as the airline lacked the minimum number of crew legally required for passenger service and needed the aircraft for its next scheduled flight.

This is not an isolated case. British Airways has faced repeated embarrassment over cabin crew behaviour during layovers at premium destinations. Industry insiders point to a growing concern within the airline about how staff conduct themselves during rest periods, particularly at destinations where luxury accommodations and free time create opportunities for excess. The airline maintains strict rules regarding alcohol consumption before duty. Crew members are required to observe a specific dry period before reporting for work, and any breach can result in immediate suspension pending investigation.

In this instance, four flight attendants were formally suspended, with British Airways flying them back to the UK as regular passengers on different flights over the following days. They arrived back in the early hours of Tuesday morning to face a disciplinary committee.

A British Airways spokesperson addressed the situation, stating that the airline expects the highest standards of professionalism from its staff and that any breach of these standards is taken seriously.

Flight cancellations of this nature carry significant financial and reputational consequences. Industry sources warn that the financial fallout could easily reach hundreds of thousands of pounds; one estimate puts passenger compensation alone at approximately $165,000 under UK261 passenger rights rules, though the total bill including rebooking, hotel accommodation, and operational costs will be considerably higher.

Beyond the immediate costs, the airline also faces the prospect of having to find entirely new accommodation for future crew stops in Barbados if relations with the current resort are permanently damaged.

Cabin crew unions have historically defended their members against what they see as overly harsh disciplinary measures, arguing that layover periods are legitimate rest time. However, the rules around fitness to fly are clear and non-negotiable across the industry. Pilots and cabin crew alike must be sober and rested before operating a service. Some current and former crew members have spoken anonymously about the pressures of long-haul work, describing layovers as decompression periods after demanding shifts. Others point out that the vast majority of crew members follow the rules without incident and that a small number of high-profile cases have damaged the reputation of the profession as a whole.

Wing Seong FATTY'S LEGENDARY RESTAURANT QANTAS PILOTS FLOCKED TO CLOSES AFTER 100 YEARS



Every family has them. Recipes that are a carefully guarded secret, lovingly handed down from one generation to the next. Their value to a family is immeasurable. Which is why it requires a very special relationship to share them with an outsider, let alone an entire airline.

When Wing Seong Fatty's closed its doors after more than 100 years, the small Singaporean restaurant bequeathed to Qantas the secret recipes for two of its hallowed dishes, speaking volumes about the connection they shared.

Fatty's has been a favourite of Qantas pilots for decades. The closure of Fatty's is a significant moment for thousands of Qantas crew, who had dined there during a working layover. The relationship between the unassuming eatery and the representatives of a global airline was born during World War II, when the owner and his son would smuggle food parcels to Australian and British Prisoners of War. Many of those POWs became commercial pilots, and thanked Fatty's with their loyal patronage post-war.

Eating at Fatty's became a pilgrimage forged into company folklore with every subsequent crew passing through Singapore for decades to follow. This loyalty in many ways contributed to the restaurant's end. The ongoing success of the business meant third-generation owners, brothers Skinny and Kelvin, were able to send their children to university, where they developed careers away from the red-awninged establishment, wedged between an electronics shop and a convenience store.

Now in their 70s, Skinny and Kelvin decided it was time for Fatty's to close. The decision was no doubt an emotional one for the family, but almost as much so for Qantas staff. Since the announcement, wave after wave have visited to dine either on layovers, or on personal leave, just to say thank you and goodbye. Among them, were some extra special visitors. Members of the airline's flight operations team including chief pilot Captain Dick Tobiano, travelled to Singapore to make a farewell presentation to Skinny and Kelvin, thanking them and their families for what they have provided to the countless Qantas crew who have sat at their tables over the past 80 years.

It may have bemused the brothers, who were always known better for their food than any friendly interest in their customers. But then, the return gesture: two of their most coveted and closely held recipes were handed over. One was for the Fatty's spring rolls which are chunky, bursting

with delicious fillings and are worth travelling the world for. The other was for a swirling clay hotpot drooling pilots dubbed nuclear chicken. For a limited period, Qantas first and business class lounge customers travelling through Singapore were able to taste both and contemplate the special story behind them.

Those recipes aren't shared with just anyone. My own attempt resulted in a screenshot from Kelvin's phone, all in Cantonese. An AI translator suggested 200 grams of "clothes" be added to the curry paste. I'm jealous that the Qantas chefs now know what that secret ingredient really is. I was only granted the screenshot because of my own small connection with Fatty's, having first written the story of the restaurant's history with Qantas in 2022. Fast forward to 2026, and that article prevented Fatty's from closing its doors quietly. With parts of it reproduced in local newspaper *The Straits Times*, it whipped up a frenzy among Singaporeans, many of whom had never dined at Fatty's before. They rushed to discover what had been hiding in plain sight for more than a century.

"Wing Seong Fatty's Restaurant (also known as Wing Seong Fatty's) is an historic, family-run Cantonese-Chinese restaurant in Singapore, established in 1926. The restaurant is closing permanently on June 28, 2026, after nearly 100 years. So, CFA and friends came by to enjoy dinner … perhaps for the last time! They don't take reservations and there is a queue these days. there were 3 sittings for dinner. BYOB. 175 Bencoolen Street, #01-31, Burlington Square, Singapore 189649 (near Bugis) Queues formed at lunch and dinner for the first time, and the phone was running hot. Staff were madly trying to keep track of a formal booking sheet, while an exasperated Kelvin explained, they hadn't needed "Reserved" signs in 100 years. Qantas crew swanning in for their usual table were suddenly asked if they had a booking. "Sorry, what?" Seventy-something Skinny, meantime, still wearing a COVID mask, was having to limbo under influencer selfie sticks. "Not very busy, so we decide to close, then everyone come!" he exclaimed in his limited English, delivering an eye-roll as he shuffled off to another table."

"It was hard not to feel sorry for these lovely old restaurateurs trying to keep up with the craziness of this unanticipated final spike in interest. Yet throughout the surge, Qantas crew did still get some special consideration. In those final few weeks, Kelvin was seen placing a bottle opener on the table, pointing to the fridge and saying: "help yourself, we will sort out the bill later". And the food was as good as ever."

Captain Tobiano said Fatty's held a special place in the hearts of many pilots and crew. "For generations of Qantas pilots, Fatty's has been far more than a restaurant. It's been part of our shared experience, a place where crew from different bases and fleets come together to share at the same table. We're grateful to the Au family and on behalf of Qantas we wish them a well-earned retirement."

Fatty's was more than a restaurant. It was a family that, more than 80 years ago, showed kindness and compassion to people in need. For the generations of airline workers it fed, it became a place of normality in a job that is far from normal. The familiar setting, smells, tastes and hospitality remained a magnet for Qantas crew until the last meals were served. On behalf of all my fellow crew, thank you Fatty, Skinny and Kelvin and your families, for providing us with food, friendship and laughter. We will miss you.
***Mark Hofmeyer is a Qantas captain**.*

The Saga of the 35% Tax Ruling in The Netherlands

Steve Woolcock

After the dispute I found myself in The Netherlands to fly with KLM Cityhopper. Cityhopper had just been formed from two small regional airlines and KLM was recruiting experienced captains from many countries. Australians found themselves with the regional Dutch, Norwegian, British, Canadian (and more) pilots to bring Cityhopper into a major operating position developing routes for KLM's expansion in Europe. It was a hectic time but when settled we heard rumours about a "the 35% tax ruling".

I checked and found that it was a continuation of the Marshal Plan brought in after WW2 to help European countries recover. One had to be recruited from overseas, with qualifications not available in The Netherlands. The interesting part for us pilots was, our declared gross salary could be reduced by 35% and THEN tax calculated. That would be a huge saving. A few pilots approached Administration in Cityhopper and were told that did not apply. End of that – except for me. I wrote to the Tax Department and was advised that it did apply, provided it was worked through the company payroll system. Easy! Except it wasn't. I took it further.

KLC Admin manager had no power to say "Yes" or "No" but managed to delay it all, making an effective "No". Time to isolate him. We approached the Pilots' Union to get to KLM management. (We being myself and two other pilots.) The Union, the VNV, immediately offered help stating that they could "…tie this up for years". Not exactly the help we needed but it did get us further up the ladder to meet with KLM management. They at least had the power to make a decision – unfortunately "NO" again. As we were leaving one said, "If we can't get it, you can't."

Time to talk to lawyers.

I had dealings with a legal firm so they were approached and allocated a lawyer to work for us. (Built on what followed, he later set up his own firm in Haarlem.) At about the same time we approached an accounting company in Amsterdam, who allocated a Tax Accountant to us. (She later started her own international tax company in Amsterdam.) To this point it was my curiosity that carried me, along with the expectation of someone simply saying "YES". I happily paid for these meetings myself but realised if we continued (and we would) it would be costly. I put a notice in KLM's crew room post boxes explaining the situation and inviting any pilot to my home to discuss it and donate. It spread to KLM and KLM Helicopters and within no time over 70 pilots donated, most without even visiting to discuss it.

KLM was refusing to discuss anything but asked, via our lawyers, for a list of the "affected" pilots. So, by default, the "first group" became a test case, named by KLM as "The Woolcock List". Another 90 pilots joined, paid and became part of our group but later classed as a second group by KLM. The "Woolcock List" become the test case and the, so-called, second group benefited directly.

We were now forced into a position of legal action in the lower court. Just before that date, KLM approached us stating that they did not want a court case and would agree to include the 35% ruling if we cancelled the court action so we did. All fixed! Except it wasn't. KLM then decided it was again "NO". Our lawyer had been angry at KLM's refusal when it would not cost KLM anything but for KLMs lawyers to go back on their word…. "It is not done". So back to court and as hard as it is to believe, KLM offered the same agreement to cancelled the case. We refused, went ahead and won.

We thought things were going rather well so I decided that we deserved a celebration. I reserved a Thai restaurant in Haarlem (I knew the owner) for all pilots and partners to celebrate. Of course, we had already donated money that covered this celebration and it felt timely and was enjoyable.

Background to the background.

A few, including Cityhopper's Chief Pilot, tried everything to make life difficult for me. I had no proof but along with all the other pilots, thought that he was trying to terminate my employment, thus stop further court action and become the hero in KLM.

He mismatched three instances in flights I had carried out and grounded me (on full pay). The union and I were called into the Chief Pilot's office, along with an HR representative, to be interviewed. I was immediately attacked for "my decisions" regarding safety and disadvantaging passengers. I will give one example as pilots would love to hear this.

As captain I was to fly Amsterdam to Rotterdam then Heathrow (and return the same way) with only passengers return between Rotterdam and Heathrow. The night was foggy so I carried

Heathrow for Rotterdam and then Stanstead and Norwich for Heathrow. (Operations had praised my forward thinking as nothing had been planned.) Before the approach, Rotterdam advised 150 metres RVR. Rotterdam ILS required 550 metres so we did not attempt an approach instead carrying out the expected diversion to Heathrow. We had fuel to hold so we did and eventually landed in Heathrow, RW27L, via a CAT2 approach. Rotterdam was still about 150 RVR on return so diverted to Schiphol for a CAT2 landing.

Specifically, the Chief Pilot stated I made no effort for the passengers and should have attempted an approach into Rotterdam. I countered quoting KLM instructions NOT to attempt an approach if the landing conditions were below limits (and explained that to the HR person to emphasise my point). The CP added that his friend was driving on the highway near Rotterdam Airport and estimated the visibility to be at least a "thousand metres". **"WHAT?"** The HR person jumped. I explained to him that I had no intention of landing on the highway so it was irrelevant and was further irrelevant as the tower had given 150 meters RVR and RVR over-ruled visibility. "It has nothing to do with airline operations and to mention it is simply to misguide you." (Looking at the HR person.) The Union representative broke the meeting then saying that we would take it up later. I think that was to avoid general embarrassment.

A few days later, I was asked to meet the union representative to be told that all was settled and I should make an appointment to meet the CP, shake hands and bury our differences. Obviously, any investigation or discussion took place in secret but "cleared" me.

I made the appointment but the CP did not want to shake hands saying that all official paperwork had been destroyed (his notes?) but he said, "Look," pointing at a shelf of books, "I have everything kept in my personal files and if you are ever in the same position again and do not land, I will terminate your contract."
I too can play that game, "I have copies of everything too but I will not fly under those threats. If I don't land my contract will be terminated and if I do land my licence will be terminated. I will not fly until you clarify the situation." I left, went immediately to the union, explained the situation, to be asked, "What are you going to do now." They were asking me? I made a decision……

I went to the UK and had a well-deserved holiday (on KLM ID90). The KLM doctor rang me to see how I was feeling and when I would return to work. "I am not sick. I am refusing to fly under the operational conditions the Chief Pilot has placed on me. When he removes those conditions, I will return to flying." The doctor rang once a week to the same response from me but did tell me that the Chief Pilot had put me on sick leave (so as to cover himself). After a few weeks, the Chief Pilot eventually "forgot" the problem and shook my hand. I said that I accepted his apology but I still have all the documents kept safely and would use them against him if he tried a similar action. And went back to work. He never spoke to me again.

Back to the 35% story itself.

What did we win in the lower court? We won a ruling that the 35% tax situation should be included in the KLM's payroll procedure but that was not enough. We needed a court order to force KLM do it. Now, it was a step to the High Court in Amsterdam. Our tax adviser had prepared all documents necessary, my letter from the Tax Department included and presented that pile of paper to our lawyer. He had prepared the legal case and we all trooped into the High Court with me feeling unnecessary and an appendage. I noticed a number of wives there as support.

While the legal argument was in Dutch, I simply appreciated the building and the five High Court Judges. Suddenly my lawyer said the judges wanted to hear from me. I pointed out that my Dutch was limited (to shopping, not legal arguments). He told them and they all laughed with the Chief Judge smiling at me saying that they all spoke English very well and to go ahead and present the case.

Rarely does anyone get to present a case in the High Court unless he or she is Dutch and a lawyer. On rare occasions a foreigner maybe allowed to address the court but he must be a lawyer. Here I was on my feet totally unprepared to present anything. Knowing the case and its

history gave me a good start. I covered every main point and ruined KLM's arguments, in the three minutes allocated, thanked the judges and sat. My lawyer kicked me saying, "You've won this." And the decision handed down later proved him right.

A few pilots arranged a dinner to celebrate and came to my place to collect me. As we were leaving, it became urgent to deliver a message to another pilot. "I'll wait in the car." I was dragged into the house only to find it was a surprise party for me. They realised how much aggravation I had been receiving and threw a surprise party to thank me. It was a wonderful night but I think the stripper was there more to please the wives by showing my embarrassment!

The Tax Department usually accepts your annual return (or not) and then you accept that to finalise that year. I advised pilots via our newsletter NOT to accept the Tax Department's acceptance. Meaning, leave it open to be challenged or amended (by the pilot). I explained that I did not know why but had been advised we should do that by our Tax Adviser.

We then took a case to the Taxation Court in Den Bosch arguing for a refund. The Tax Dept argued that the 35% Ruling stated that it should be applied through the company's payroll system (which was correct). The three judges stated that they could not see any difference between twelve monthly deductions and one annual deduction if it was the same value. Then the Tax Department argued that we were only trying to reduce the tax we paid. One of the judges said he could see that and wished he could too. That was another win and those pilots who had left tax years "open" could claim two years back taxes.

The many newsletters I wrote to keep pilots up-to-date were placed in KLM's post boxes which I thought ironic. The internet and email did not exist or was not widespread at this time, however, my last Newsletter was sent after I returned to Australia, thankfully by email and seven years after the case started.

It was beyond imagination how a simple request ballooned into three court actions and hours/days/years of work. Certainly, financially, it was worth the effort. It was also extremely interesting although frustrating. I was very pleased with the pilots I worked with. I know the potential benefit was huge but I did find it moving, knowing that pilots were so positive in backing one of their own.

My retirement came and KLM surprised by donating 500 guilders for farewell drinks at a local bar and wished me well.

WILL SELF-FLYING PLANES TRANSFORM THE SKIES?

Over an alfalfa field in California's San Joaquin Valley, a small crop-spraying plane is flying scarily low to the ground. There's little risk to humans though, as the plane is pilot-free. "We can actually go lower than a human pilot can," says Russ Marotzke, as the aircraft skims over the crop. Flying lower means less spray drift and therefore less chemicals are needed than in conventional manned crop-dusting, he says.



The pilotless plane belongs to Pyka, where Marotzke works as a flight test engineer. Based in a converted Second World War hangar overlooking San Francisco Bay, the start-up makes self-flying aircraft without cockpits, designed either to spray crops or deliver cargo. It is among a small group of companies racing to bring autonomous fixed-wing aircraft into commercial service.

Flying urban air taxis, so called electric vertical take-off and landing (eVTOL) aircraft, have captured much of the attention around autonomous aviation. But a quieter race is also under way to deploy self-flying planes, first for jobs like crop spraying and cargo delivery – and eventually, many of their makers hope, carrying passengers too. "A fully scaled, ubiquitous passenger

operation is the holy grail," says Michael Norcia, Pyka's co-founder and CEO, who envisions a large fleet of minibus-capacity Pyka planes ferrying passengers up and down the US east and west coasts. "There's a decent chance we'll get to that point before the eVTOL industry."

I've come to one of Pyka's crop-sprayer test sites, about 80km east of the company's factory and reached by a bumpy dirt road. Today, Marotzke and a colleague are trying out a software update on a demonstration aircraft. About a dozen Pyka aircraft are already in Brazil where they are used to spray crops such as cotton and soybeans, work previously carried out by human pilots.

The crop-spraying plane is fully electric, with its battery in the nose. It can fly for about 35 minutes and carries up to 300L of spray in a tank in its middle. Pyka's planes are sometimes called large drones, but it seems an understatement: they all have 11.5m wingspans.

Inside a shipping container beside the field, the engineers highlight on a computer the area they want the aircraft to spray. The software then plans the route, taking account of obstacles such as nearby power lines that have already been mapped. The take-off, down a runway beside the field, is seamless.

About 15 minutes later, after sensing that it is running low on spray – water for today's purposes – the aircraft lands itself for a manual refill and demonstration battery swap. It then takes to the air again to resume spraying precisely where it left off.

Autonomous flight is different from autopilot. Autopilot assists, much like cruise control and lane-keeping functions in a car. Autonomous systems aim to handle the entire flight, including take-off and landing, with little or no human intervention, using algorithms to process sensor data and control the aircraft.

Self-flying planes have been slower to emerge than self-driving cars, despite operating in what is generally considered a more structured and predictable environment. That is partly because big tech companies "doubled down" on cars, pouring vast sums into the technology, says Mykel Kochenderfer, an expert in safe aviation autonomy at Stanford University. But it is also because aircraft are held to stricter safety standards than cars, creating a much higher bar for deployment. "The consequences for air accidents can just be so severe," says Kochenderfer.

Military interest has been helping propel the technology. Many of the companies have defence contracts to demonstrate and trial their systems, often with fewer regulatory hurdles than on the civilian side, and some are even already supplying military customers.

In the US, the largest autonomous fixed-wing aircraft approved for commercial civilian use so far is Pyka's crop sprayer, which won authorization last year. Though operations are limited to a tightly defined agricultural setting and require a ground operator and visual observer. It earlier secured similar approval in Brazil, where rules are more permissive.

Pyka aims to scale up production from around two dozen planes a year currently to 1000 by 2030. Each sell for $550,000, with customers trained to operate them.



The UK has yet to approve any such longer-term operations, though British firm Windracers is seeking permission to launch an autonomous cargo service in Shetland and Orkney. Its aircraft, designed to carry goods to remote areas, are also flying missions in Ukraine. "It would be the first heavy-lift air cargo service by drone certainly in the UK and probably anywhere," says Stephen Wright, Windracers' founder and chairman.

Supporters say autonomous aircraft could address pilot shortages, remove people from dangerous work such as crop spraying, improve efficiency – for example, by allowing aircraft to carry more cargo – and cut costs if one operator can oversee many planes. They also argue

automation could make flying safer, pointing to past declines in accidents as more automated systems have been introduced.

Pilots' groups remain wary. The US Air Line Pilots Association (ALPA) calls removing pilots "a serious gamble with safety and a step too far". The US National Agricultural Aviation Association, which represents crop dusting pilots, says small uncrewed aircraft can be hard for its aviators to see. Piloted planes, it adds, can spray a much larger area faster. Pyka and Windracers are building aircraft from scratch, arguing this allows autonomy to be designed in from the outset and the aircraft tailored to the job. Others are retrofitting existing larger planes.

Backed by Boeing's investment arm, US-based Reliable Robotics is currently testing its system on the Cessna 208B Grand Caravan, a single-pilot cargo plane that can carry about 1360kg of payload over hundreds of kilometres. Retrofitting on certified aircraft lets the company focus exclusively on proving the autonomous system's safety rather than also having to seek approval for a new aircraft, says Robert Rose, its co-founder and CEO.



Merlin Labs, also US-based, has been working its way up through progressively larger military aircraft and is now applying its system to the two-pilot Lockheed Martin C-130J military transport plane, with commercial multi-crew cargo planes next. "It is a common autonomy brain that can transition between different aircraft," explains Matt George, Merlin's founder and CEO.

The companies also differ in their approach to AI. Reliable is avoiding it altogether, arguing it would complicate certification. Merlin, meanwhile, is taking a far more AI-centric approach. The divide is evident in so-called detect and avoid systems. One of autonomous flight's biggest challenges is replicating a pilot's ability to spot and manoeuvre safely around other aircraft and obstacles, and there is virtually no margin for error. With no perfect solution yet, companies are adding different sensor systems as well as duplicating those that already come as standard to provide extra back-up. Reliable has added forward-looking air-to-air radar to detect other aircraft more than eight kilometres ahead, with software that follows fixed rules to decide how the plane should respond. It is "better than a pilot's eyeballs" says Rose. Merlin, meanwhile, is using AI-powered cameras to detect and classify objects. Pyka has used lidar from the outset to detect trees, vehicles, large birds and terrain. But it's short range, so the company also plans to add AI-powered cameras, its first real use of AI onboard. "For a lot of things there's no need to use AI…but for figuring out that six pixels in the distance are an airplane versus some other smudge, it is perfect territory," says Norcia.

The AI dilemma also extends to communicating with air traffic control. In shared airspace, aircraft must be able to receive, interpret and respond to radio instructions, typically from air traffic control. Reliable's solution is to have a remote pilot on the ground, initially fully trained, to handle communications and make safety-critical decisions. Merlin plans to use generative AI, trained on thousands of hours of recorded exchanges, to interpret instructions and respond itself. "Our problem is harder… but we want to move beyond remote piloting," says George.

Merlin plans to reduce pilots in stages, from two to one and eventually none. Pyka, says Norcia, is content to let others "blaze the trail" in finding the best way to operate in shared airspace. Meanwhile, even if fully autonomous passenger flight remains elusive, many expect the technology being pioneered will inch into commercial aviation, potentially making piloted flying safer. That, notes ALPA, the US pilots' association, would be a welcome development.

BRISTOL FREIGHTERS

Bill Moroney writes: -

A lot on Facebook about freighters and of course I can't help commenting on one showing the inaugural freighter flight loading for Mayne Nickless seems to show a younger me but I am a bit unsure.



One NZRAF showed a Mk31 without the ACP (auto coarse pitching pitots) and I wondered why? For if an engine failed the initial yaw to overcome was 188–190-foot lbs of pressure and slightly built blokes couldn't handle that. So, one had to "push" bloody hard with one foot and "pull" bloody hard with the other foot for the rudder pedals had stirrup type leathers over them.

I remembered that there was a test button to check the ACP on each engine and remembered one morning taxing out in SYD in the morning line-up for we went out of Flight Facilities and were ahead of the Ansett/TAA queue.

When on the taxiway we hit the ACP check button for the RH engine, the bloody thing wouldn't come out of ACP and the fourteen foot diameter props just went -"woof, woof, woof, bloody woof" in auto coarse pitch-- as they sometimes did but rarely.

Now, the trick to get the prop to come out of ACP was to get the crash axe, open the top hatch, wander out on a greasy wing about twenty something feet above ground level, slither across the engine cowl, crouch down behind the errant fourteen-foot diameter prop going "woof, woof, woof" and utilise the crash axe to give the prop solenoid mounted on the engine front, a decent whack. The result was a prop stopping to go "woof, woof, woof" and resume normal idling RPM so one then dodged the whirling prop, slithered back to the wing and negotiated one's way back into the interior, job complete.

This particular morning when we were at the front of the queue and holding up the proceedings, me armed with a crash axe and out giving the solenoid a technical tap, an Ansett 727 was just behind us. That little short-arsed Ansett bloke was the captain (a good bloke who flew that replica of something or the other for a movie because he was the lightest pilot around) was right royally pissed off so he slid his side window open and was bloody near half way out of it gesticulating etc. One assumed casting language unbecoming in my direction and almost fell out the bloody window of the 727.

I regained the relative safety of the greasy wing and gave a sweeping bow in his direction that infuriated him even more.
Years later when in Melbourne, after going back to Air Express and we all drank in DeMarco's pub, Bristols came up and the bloke in question remembered so I bought him a couple of beers. So much for Bristols.

THE EXTREME ENGINEERING of AIRCRAFT WINDOWS

An industrial nightmare was brewing south of Los Angeles. In late May, a chemical storage tank with more than 7,000 gallons of toxic material began heating up – fast. The tank belonged to GKN Aerospace, a company that supplies parts to the aviation industry, including aircraft windows.

As the temperature inside the shiny metal storage vessel rose, workers realised they had a problem. The tank was at risk of exploding, potentially showering nearby neighbourhoods with methyl methacrylate (MMA), a skin and lung-irritating compound used in plastics production. The

tank's temperature reached 38˚C – though possibly went higher – 38˚C was simply the maximum reading on the temperature gauge inside. More than 50,000 residents of Garden Grove city were evacuated and fire crews began hosing down the tank in a bid to cool it. At one point, the vessel "actually bulged" according to the local fire chief.

Thankfully, no explosion occurred. Months later, in August, GKN and local authorities announced a $A140m programme to compensate residents evacuated during the incident. But production of aircraft windows at the site, which had been halted, is still not fully restored.

This has sent a minor shockwave through the aircraft manufacturing industry because GKN is one of surprisingly few companies, anywhere in the world, that make aircraft windows – highly engineered, safety-critical parts for planes. Production at GKN's Garden Grove facility currently remains hobbled, at roughly 50% of normal, according to public statements by its UK parent company Melrose Industries. The aim is to have full production restored by 28 September.

"They're one of only a handful of suppliers – less than a handful, really – of critical windows," says Marisa Garcia, an aviation industry analyst. "One of the breaking points of supply chain in aviation is you have very few companies qualified to do something and, when something goes wrong, it really upsets the entire system." Boeing says it is "taking steps to mitigate any potential impacts", describing the shortfall in production as an "industry-wide" situation. "We are supporting our supplier," a spokesman adds. An Airbus spokeswoman says, "We are closely monitoring and are seeing positive progress toward a return to normal."



It comes at a time when airlines "can't get new aircraft fast enough," says Mike Stengel of AeroDynamic Advisory, a consultancy. "They're holding on to aircraft for longer." Even though there are just a few aircraft window-manufacturing firms in existence, it's hard for new competitors to emerge because of how regulated the industry is, adds Stengel. "It can take time to pivot to a new supplier." This leads to a "balancing act" between plane-makers and the firms they rely on for various parts, Stengel says.

Jean-Eric Vermont, general manager of French company Saint-Gobain Aerospace spoke about what goes into making aircraft windows. "We focus mostly on commercial aircraft, regional aircraft and helicopters," he says. Vermont declines, though, to say how much market share his company has in aircraft windows – or transparencies, as they are known in the trade.

The oval-shaped windows in the cabin, next to passengers' seats, are typically made of plastic-based materials, says Vermont. "You start from a sheet of acrylic," he explains. "Then you cut to size, [to] give the shape." A Saint-Gobain spokesman confirmed that the company does not store or process MMA like GKN, but rather purchases sheets of polymerised MMA, or acrylic.

Aircraft manufacturers are increasingly ordering larger cabin windows, says Vermont, in order to offer passengers a wider view of the world outside. It's a selling point but it requires additional testing to ascertain whether the bigger windows hold up as well as the smaller ones.

Saint-Gobain tests its windows by exposing them to pressures many times what would be normal on an aircraft flying at altitude. These acrylic-based cabin windows are usually made out of two layers or plies, and Saint-Gobain also performs tests to confirm whether the window will survive even if one of those plies gets damaged.

Cockpit windows, Vermont says, are "totally different". They are generally made of glass, which is chemically reinforced by adding potassium to it. This involves swapping smaller sodium ions for larger potassium ions, which helps to fill out the molecular structure of the glass, meaning that when it cools during production, it compresses into an extra strong, tight formation as it cools.

Some of the latest aircraft feature cockpit windows that are also curved, to make the plane more streamlined, which improves fuel efficiency. But curved cockpit windows are challenging to make – the slightest distortion or defect is clearly visible to the pilot. Quality control checks are used to ensure no such impediments exist in the final product.

All aircraft windows must be resistant to impacts but cockpit windows are especially vulnerable to bird strikes, says Vermont: Saint-Gobain uses numerical simulations and "physical tests representative of a sizeable bird impact" to test its windows against this threat. "Typically, if you go through a hailstorm or if you hit a large enough bird, the external ply will crack," says Vermont. "The cockpit window is designed for that." A London to Londonderry flight was recently affected by a cracked cockpit window. While a mid-air emergency was declared, the plane landed safely. "There can be [such] cases," says Vermont, though he adds that Saint-Gobain's windows have not been involved in any recently. "You're obviously dealing with a surface that is interfacing with two very different environments," says Stengel. "That's why these are more highly- engineered products."

Airbus aims to begin tests of broader-span wings on A321neo next year

Airbus is aiming to commence flight tests next year with an A321neo modified to simulate fully-extended folding wing-tips, as part of an exploration of broader-span wings.

The airframer will “imminently” start work on producing the full-scale wing-tip extension structures that will replace the ‘sharklet’ installations currently on the twinjet, says Richard MacPherson, technology lead on the Wing of Tomorrow programme.



These will broaden the 34m (112ft) span by around 4-5m on each side, he says, but will not feature a hinge mechanism. “These will replicate a folding wing that is in its flight condition,” he says. “These devices will never be in their 90° position. They would always be like this even on the ground.”

But the Wing of Tomorrow programme has a parallel development featuring ground-based demonstrators for the hinge mechanism. “Because that’s going to be operated on the ground, we can do that largely through ground-based activities,” says MacPherson. “So, the two are complementary.” He states that flight testing will commence in the second half of 2027.

Wing of Tomorrow programme head Sue Partridge says this phase, focusing on the airborne analysis, will last about three years. The programme has concentrated so far primarily on ground activity. “We also need to de-risk this technology in the air,” she says. “This flight test is going to allow us to challenge the limits, push the boundaries, and explore the benefits of longer wings to de risk our future products.”

The extension devices will simulate a “latched and locked” wing-tip, says MacPherson. “That’s going to allow us to evaluate how those different geometries perform in a real-life environment up in the air,” he says. “All of the devices will have extensive flight-test instrumentation installed on them. That’s to enable us to understand the performance benefits of each of these devices, to understand the aerodynamics and also to evaluate how these longer wings will impact other variables in the aircraft.

“This will be a crewed demonstrator, it will have flight-test crew on board, and it will really enable us to understand the handling of these very long wings. “Ultimately, all of this flight-test data that we will gather will be absolutely critical to de-risk the technology of folding wings in flight, but also to unlock the power and potential that long, higher aspect-ratio wings will have in the future.”

MacPherson says advanced digital simulation has been conducted to optimise the different extension devices which will be used in the flight tests, and components for the first – which will be assembled at Airbus's Filton site – have already been manufactured. "Long before these extension devices take flight, we will already know exactly how they will behave," he adds.

Greater Manchester Police are investigating a hoax bomb threat made against a Qatar Airways Boeing 777, which led to an emergency response by Royal Air Force Quick Reaction Alert (QRA)



The police force confirmed on Jul. 25, 2026, that an investigation into a bomb threat made against a Qatar Airways Boeing 777 enroute to Manchester Airport is being 'assisted' by a **14-year-old boy.**
Typhoon FGR4s, callsigns RIGID 11 and RIGID 12, were launched from RAF Coningsby shortly before 1800 UTC and directed south towards A7-BAJ, a Boeing 777-300ER flying as QTR52N between Doha and Manchester.

The jets escorted the airliner towards its destination, where it eventually landed safely and was greeted by a significant police presence.

Wreckage of Pan Am Plane That Shaped Aviation Safety Found 74 Years On

The wreckage of a Pan American Airways plane has been found 74 years after it plunged into the Atlantic Ocean in a crash that prompted mandatory airline safety briefings.

The Clipper Endeavor was found 2,000ft (610m) below sea level off the coast of Puerto Rico with a sonar-equipped drone. It went down on 11April 1952 following multiple-engine failure shortly after take-off.

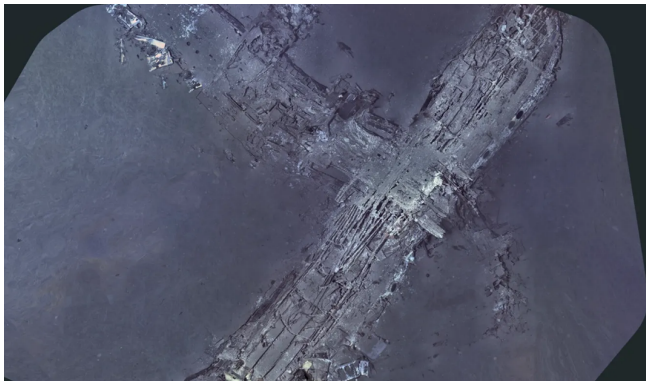
Everyone onboard survived the impact - but passengers struggled to locate life vests and rafts as the plane rapidly sank. Of the 69 passengers and crew onboard, just 17 survived. The disaster led to sweeping reforms in aviation safety, including compulsory pre-flight safety briefings on every commercial flight.



The expedition to find the wreckage was led by the Air/Sea Heritage Foundation in partnership with the Discovery Channel's *Expedition Unknown* show and several other organisations. Explorers discovered the ruins of the Douglas DC-4 aircraft using an autonomous sonar drone that detected the aircraft's fuselage and tail. "We are all stunned and elated by this discovery, yet also humbled to remember what happened in that place so long ago," said Russ Matthews, president of the Air/Sea Heritage Foundation.

The plane had been carrying 64 passengers and five crew to New York when the pilot was forced to make a violent water landing. The confusion that ensued became a "catalyst" for modern regulations mandating better flotation equipment on planes and pre-flight briefings on how to use it, aviation safety expert John Cox told AP. Today, before every commercial flight, cabin crew are required to outline where a plane's exits are, as well as the location of life vests and how to inflate them. "Every time you step onboard an airplane today, you are safer because of what happened to Clipper Endeavor and her passengers three-quarters of a century ago," said *Expedition Unknown* host Josh Gates.

Matthews, a maritime explorer and historian, first became interested in the crash in 2019, after reading about a luggage tag from the flight that had washed ashore in Florida. He said in a statement that he had been "astonished that such an important story had largely faded from public memory". He then began piecing together the aircraft's final moments using reports from the Civil Aeronautics Board, the predecessor to the US Federal Aviation Administration.



The breakthrough came after researchers uncovered records from a public hearing in Puerto Rico, including a map drawn by air force pilots who had witnessed the crash, which helped narrow down the search area. Researchers used historical records and weather data from the time of the crash to identify the 10 square nautical miles of Atlantic Ocean seabed where the wreckage was likely resting.

An attempt to locate the wreckage in 2024 was abandoned due to poor weather - but Matthews said his team had been determined to return before the 75th anniversary of the crash. A drone found the wreckage - which had broken into two sections - during its first pass of the search area on 2 June. A follow-up photographic survey confirmed the wreckage was of the Clipper Endeavor, providing images that revealed the Pan Am logo and aircraft's name were still visible on the fuselage.

"To have a front-row seat to an expedition like this as it's unfolding is tremendous, and so I feel really lucky that we were able to be a part of it," said Gates, who was aboard the surface ship when the wreckage appeared on screen.

The discovery could offer fresh hope for the families of passengers of other planes that are presumed to have crashed in the ocean, such as Malaysia Airlines Flight 370, which disappeared 12 years ago with 269 people onboard and, despite numerous searches in the Indian Ocean, has not yet been located.

Final Boeing 737 MAX 10 Test Flight Completed As Boeing Moves Towards 2026 Certification

After 976 test flights, logging 2,060 flight hours and 1,040 hours for ground testing, Boeing flew its last 737 MAX 10 test flight on July 28, bringing the aircraft one step closer to certification.



The test scope validated the full spectrum of certification requirements, including main landing gear, brakes on wet runways and maximum-energy stops, the 737 Engine Anti-Ice (EAI) solution, and the enhanced Angle of Attack (eAoA) system.

“Reaching this milestone is a huge testament to the commitment and dedication of the entire team,” said Chris Payne, vice president and general manager of 737 Development Programs. “Thank you to everyone who gave so much of themselves to get us here. This is an important step on our journey, and we’re focused on building on it as we move forward.”

Using aircraft 1G003, the last flight was used to evaluate cabin systems including confirming audibility of the lavatory smoke detector and cabin speaker system, ensuring crews can detect and respond to onboard alerts.

Even though the flight-testing aspect is out of the way, Boeing still has to complete and submit the relevant documentation and safety-analysis work supporting those test results. Development Assurance Review 4 is currently 60% completed, and covers how Boeing designed and verified the aircraft's systems, particularly complex software and electronic systems where ordinary testing cannot cover every possible condition. They are also 32% done with System Safety Assessments, which is a structured process for identifying risks in aircraft-system designs and showing that the systems meet the applicable safety requirements.

Once these two tasks are completed, they will be submitted along with other supporting documentation to the FAA for final review and approval, before they are granted an amended type certificate.



The MAX 7 is also progressing nicely, and is slightly ahead of the MAX 10. As per a July 16 update, they are about 95% complete in terms of documents submissions, after completing 441 f lights with 686 flight hours and 349 ground testing hours. Boeing hopes to receive type certification before the end of 2026 so that delivery can start the next year.

In terms of orders, Southwest has at least 250+ for the 737 MAX 7 while some of the largest MAX 10 bookings include Alaska Airlines with 168 firm orders, United Airlines with 167, Ryanair with 150 and Delta Air Lines with 100.

Reg Flanigan came across this poem while sorting through his father's papers.

I'M FINE THANK YOU
(Anon)

There is nothing the matter with me,
I'm as happy as I can be,
I've arthritis in both of my knees,
When I talk, I talk with a wheeze.

My pulse is weak, and my blood is thin,
But I'm awfully well for the shape I'm in!

Arch support I have for my feet,
Or I wouldn't be able to be on the street.
Sleep is denied me night after night,
But every morning I find I'm alright.

My memory is failing, my head's in a spin,
But I'm awfully well for the shape that I'm in.

The moral is this, as my tale I unfold,
That for you and me we are growing old.
It's better to say, "I'm fine!" with a grin,
Than to let folks know the shape we are in.

How would I know that my youth is all spent?
Well, my get-up-and-go has got up and went.

But I really don't mind when I think, with a grin,
Of all the grand places my get-up has been!

Old age is golden, I've heard it said,
But sometimes I wonder as I get into bed,
With my ears in the drawer, my teeth in a cup,
My eyes on the table until I wake up.

Ere sleep overtakes me, I say to myself,
"Is there anything I should lay on the shelf?"

When I was young, my slippers were red,
I could kick up my heels right over my head.
When I was older, my slippers were blue,
But still, I could dance the whole night through.

Now I am old my slippers are black,
I walk to the store and wheeze my way back.
I get up each morning and dust off my wits,
And pick up the papers and read the "obits".

If my name is still missing, I know I'm not dead,
So, I have a good breakfast and go back to bed.

HOW TO WASH A CAT

1. Put both lids of the toilet up and add 1/8 cup of pet shampoo to the water in the bowl.
2. Pick up the cat and soothe him while you carry him towards the bathroom.
3. In one smooth movement, put the cat in the toilet and close the lid. You may need to stand on the lid.
4. At this point the cat will self-agitate and make ample suds. Never mind the noises that come from the toilet - the cat is actually, enjoying this.
5. Flush the toilet three or four times. This provides a "Power-Wash" and "Rinse."
6. Have someone open the front door of your home. Be sure that there are no people between the bathroom and the front door.
7. Stand well back behind the toilet as far as you can and quickly lift the lid.
8. The cat will rocket out of the toilet, streak through the bathroom, and run outside where he will dry himself off.
9. Both the toilet and the cat will be sparkling clean.

Yours sincerely,
The Dog

I told my boss I needed a pay rise as 3 other companies were after me….
He asked which ones? I said "gas, water & electric"

What do you call a criminal landing an airplane?
Condescending.

I tried donating blood once. Just once, never again!
Too many stupid questions: Where'd you get it? Whose blood is it? Why is it in a bucket?

In England it's called a lift, but in America it's called an elevator.
I guess people are just raised differently.

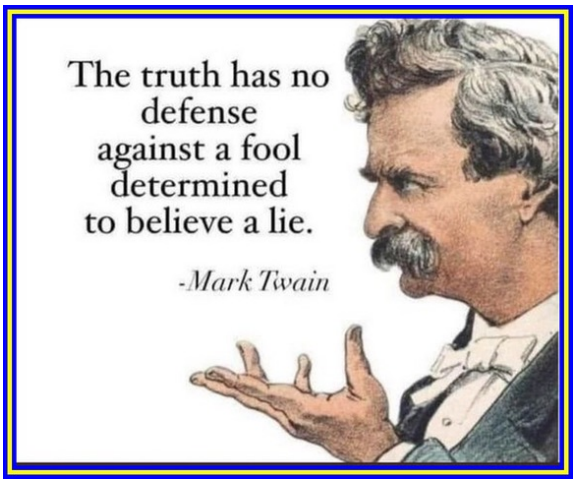
I was heartbroken when my wife told me that my five-year-old was not my son.
Then she told me to pay more attention at kindergarten pickup.

One spelling mistake can ruin your entire marriage.
I accidentally messaged my wife: “I’m having a great time. I wish you were her.”

Do you know the difference between the USA and a yoghurt?
If you leave a yoghurt alone for 250 years, it develops a culture.

I'll never forget my grandfather’s last words to me just before he died.
Are you still holding the ladder?





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