



Current Red Tail Membership stands at: 2,557

A Message from the Foundation Committee

Welcome to our Q1/2021 National Newsletter.

We trust you are all keeping well and staying safe. It is good to see that Federal and State Governments are now able to better control their borders, thereby giving us some confidence to explore travelling further afield.

On the Red Tail front, it has been a very busy quarter for our Chapters across Australia, having hosted three very successful Reunions.

This quarter has also seen a hive of activity coming from the Foundation and Events committee who have been fully focused on the final plans for our forthcoming Longreach Event in April. We are very pleased with the results, and we look forward to seeing everyone at Longreach over the ANZAC weekend.

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A Message from our Worldwide Patron, John Hudson Fysh:



Well, the Red Tails return to Longreach and Winton is almost upon us.

Certainly all of us know the struggles my father and his co-founders confronted one hundred years ago to establish what was to become one of the most respected names in world aviation.

While it is never wise to attempt to draw comparisons over such a long period of time, I somehow feel they would look with pride on the wonderful determination which has gone into meeting the very different challenges in today's environment, not least, of course, the effects of Covid-19.

It gives me great pleasure in wishing the Longreach venture every success and I look forward to hearing all about it in due course.

1. 2021 Longreach Grand Milestone – All Systems GO!



23 – 25 April 2021

200 Red Tail Members commit to take the Red Tail Road to Longreach

We are very pleased to announce that our Longreach Event is “All systems go”. Final payment was due on the 23rd of March and we are delighted to announce that over 200 Red Tail Members are confirmed to make the journey to where it all began 100 years ago.

A special newsletter will be sent out shortly to all those attending with details of events and a list of all participants.

The towns of Longreach and Winton are looking forward to welcoming us to the Outback with their respective Mayors and RSL Clubs taking part in our celebrations.

A big thanks to all who help promote the event and to those have decided to join us – we look forward to welcoming you home to QF’s birth-place.

New Bookings:

Whilst we have received final payments and are now finalising rooming lists and manifests, we continue to receive booking requests from member. We are doing our best to accommodate everyone who would like to join us and will entertain enquiries on a Request Basis only. Your options are limited but changes are good if you consider taking the Charter from Sydney.

[Click here](#) to view all packages

Tour Status:

Brisbane:

- Flights from Brisbane to Longreach in both directions are fully booked.
- The Train from Brisbane to Longreach is also fully booked
- The Train on the return from Longreach to Brisbane has 1 twin cabin available

Sydney:

- The Charter from Sydney to Longreach remains open – Accommodation on Request
- The Charter from Longreach to Sydney remains open - Accommodation on Request

Coach Packages:

- The Coach trips from Brisbane to Longreach have been cancelled in both directions due to insufficient numbers

Melbourne Charter:

- The Melbourne Charter to Longreach has been cancelled in both directions due to low numbers. All pax already booked on these charters will be offered connecting flights on Qantas to and from Sydney at no additional cost.

Baggage – checked through to Longreach

We are accepting check-in baggage on the return Charters from Sydney and Brisbane scheduled flights to Longreach. To ensure we provide a seamless experience, all passengers who are connecting from a Qantas flight to the Charter will be offered through check-in from your domestic point of origin to Longreach and the same on the return from Longreach. Those on Staff Travel to Sydney will need to claim their bags in Sydney and vice versa.

2. Red Tail Members to Leave a Time Capsule at Longreach

The foundation Committee has been in discussions with the Qantas Founders Museum about leaving a Time Capsule at Longreach to commemorate our visit during the Centenary Year.

All Members who are joining us at Longreach will be invited to leave a Qantas related memento which will be placed inside the capsule to be preserved and sealed for a future generation to open.

The capsule will be left open until mid- November 2021. Red Tail Members and Qantas Staff past and Present who visit Longreach between now and the 15th of November will also have the opportunity to leave a memento for the Time Capsule.

On the 15th of November 2012 – the last day of the Centenary, the Red Tail Foundation Committee will return to Longreach and seal the capsule - signifying the conclusion of the Qantas 100th Anniversary, and preserving mementos for another 100 years. The Capsule is an above ground model that will be located under the nose of the 747.

Members are encouraged to consider leaving a Service Pin or something small as space is very limited.

For more information on how you can participate email admin@redtailroadto100.com



3. Founders Families Join Red Tail Members at Longreach and Winton

We are very fortunate to have received confirmation from Fergus McMaster II, grandson of Sir Fergus McMaster and Wendy Fysh Miles, daughter of Sir Hudson Fysh they will be joining us in Longreach. Also attending will be David Miles, grandson of Sir Hudson Fysh and his wife Lyn. More of the Founders family members will join us for the main Dinner on Saturday at the Founders Museum. They will include author Elizabeth Fysh, Winton Councillor Cathy White, David, Sarah and Sam Fysh.

Grandsons to March in Founders Honour

Fergus McMaster II and David Miles will also join our Qantas Veterans and families at the Anzac Parade Marches in Longreach and Winton. Both will march with their respective grandfather's medals.

This is a Qantas Airways endorsed event.



4. SA Chapter Celebrates Centenary along with Travel Industry and Interline partners of times gone-by.

On the 9th of March the Red Tail SA Chapter hosted their Centenary Reunion at Glenelg Surf Life Saving Club. Ninety guests, a combination of former staff, interline and travel industry colleagues gathered in recognition of the Airline's Centenary Milestone.

The Red Tail Foundation and South Australian Chapter recognise that our contribution to the airline's centenary milestone could not have been achieved without the support of our travel and interline partners, and we were privileged to have so many to attend and shared in our celebration. A toast to recognise Qantas and TN staff past and present, and our travel and interline partners - for their support over the last 10 decades.

Phil Hoffman – a well-established identity in Australian travel circles was present and responded with acknowledgement and appreciation of Qantas' support for the industry over many decades.



5. JCT Chapter Celebrates Centenary at the Steyne Hotel – Manly

What a party!! After COVID forced a postponement last year, the Qantas JCT Reunion finally happened. A superb afternoon it was on Wednesday 17 March 2021. Over 140 people renewed friendships with past colleagues from the 1950s, 60s and 70s, reminisced about the good old days, made a lot of noise, ate plenty of good food, drank much drink.

A great venue at the Rooftop Bar at the Hotel Steyne overlooking Manly Beach.

The Reunion was a huge success due to everyone present, and let's hope many of you keep in contact with each other.

It was sad that COVID hindered some of our colleagues, particularly those overseas and some from interstate from attending. However, hopefully our next Reunion will not be affected by any nasty pandemics.

Thank you to all who attended this magnificent reunion. This was the largest gathering of any single chapter in Red Tail. Big congratulations to Chris Kewley for organising the event.



6. Freight Chapter Organised their Centenary Reunion in the Rocks

A great day was held by the thirty six people who attended our Freight Rocks Walk on Saturday 13 March, with many who attended for the first time. Funny stories were exchanged and friendships reignited. At the request of everyone we are planning to hold another reunion in Feb 2022 at the same venue. Our thanks go out to the Harbour View Hotel for looking after us on the day. Enjoy the photos!!!



Next Reunion – Brisbane 11 April 2021!

Join us at the Breakfast Creek Hotel for the QLD event.

When: Sunday 11 April 2021

Time: 2pm

Everyone welcome!

7. Qudos Bank



Staying safe online

By Qudos Bank

We're all spending more time at home and online, which can leave us open to more opportunities to fall victim to scams. Staying safe means staying up-to-date with how scammers are changing their tactics and adapting them to the current environment.

Watch out for phishing emails

We're interacting with organisations online more than ever before. With an increase in incoming communications, it's important to remember to be cautious about clicking links in emails and opening attachments. Scammers frequently send spoof emails which look real, but which aim to steal your valuable personal information by tricking you into entering your secure information into a fake website.

If you receive an email from any organisation, it's always safest to go directly to their website from your web browser and log in from there, rather than clicking a link.

ATO-related telephone scams

Tax time typically sees an increase in the number of scams, and with changes to many peoples' personal and financial circumstances, there are plenty of opportunities for scammers to take advantage of peoples' uncertainty.

The [ATO has received reports](#) of scammers sending members of the public automated phone calls pretending to be from the ATO, Services Australia and the Department of Legal Services claiming that their TFN has been suspended and that there is a legal case against them.

The call tells people they must contact the caller by pressing '1' or they will be referred to the court and arrested, and then asks them to provide private financial information.

If you receive this call, hang up and do not provide the information requested. The ATO or other Government agencies will never send unsolicited pre-recorded voicemails or threaten you with immediate arrest.

Don't fall for investment scams

The prospect of an investment with high returns and low risk can be tempting as people seek alternate means to generate an income, particularly if your personal circumstances have been negatively affected by the current situation.

Investment scams are the most common scam reported to the ACCC, often beginning with a cold-call offering an opportunity 'not available' to the general public.

The type of investment offered varies – it could be shares, real estate, virtual currency, option trading, or foreign currency trading. The scammers can be very convincing and may position the opportunity as low risk, with the ability to sell anytime or get a refund for non-performance. These scams are often accompanied by polished marketing materials and can feel like a legitimate opportunity.

Be cautious. As with many frauds and scams, if the offer seems too good to be true, it most likely is.

If the person providing the offer does not have an Australian financial services licence (AFSL), calls you repeatedly, or says you need to make a quick decision to avoid missing out the investment offer may well be a scam. If you spot any of these signs, hang up the phone and end the conversation..

Stay safe from Superannuation scams

The ability to access superannuation early through the Financial Hardship scheme has put some people firmly in the sights of scammers. In May 2020, the Federal Police put a temporary halt on the scheme as they investigated nearly 150 fraudulent withdrawals.

Scammers typically cold-call people and claim to be from organisations that can help them gain early access to their super or offering to check whether they are eligible.

Be wary of any inbound caller who wants to talk to you about your super. If you want to discuss your super, contact your provider directly using the details on their website.

If you think you may have provided information about your superannuation to a scammer, immediately contact your superannuation provider and let them know.

To find out more about Fraud and Scams visit our website <https://www.qudosbank.com.au/Security>

If you have been targeted by a scam relating to your Qudos Bank account, forward the hoax email or scam details to fraudwarnings@qudosbank.com.au, or contact us on 1300 747 747 (Mon-Fri 7am-7pm and Sat 9am-5pm).

Important Information

Qudos Mutual Limited trading as Qudos Bank ABN 53 087 650 557 AFSL/Australian Credit Licence 238 305. The information in this article is of a general nature and has been prepared without considering your objectives, financial situation or needs. Before acting on the information, consider its appropriateness to your circumstances.

8. Your Qantas Family Over Our 100 Years

This quarter we present the story by Grant Pitman

Charles Pitman, Grant Pitman and Rodney Swain

- **Family History at Qantas:** Father and Brothers-in-law
- **Generations in Qantas = 2**
- **Collective Years of Service by your family = 54**

These are a few photos taken of the famous bullock team that was featured in the classic “Spirit of Australia” commercial in the early to mid 80’s. The team was used in conjunction with the replica Avro biplane that sits in the Sydney domestic terminal, and an old truck which broke down in the commercial and ended up being towed by the bullocks. From memory, the commercial was shot in either Gilgandra or Coonamble which are north of Dubbo NSW. (“Dubbo” is Aboriginal for red soil) Truckloads of red soil were brought in from Dubbo to make the place look more like a dusty Longreach in Queensland. The hangar used in the commercial was a clever bit of painting...it was basically one long billboard with a blackened insert a few centimetres deep. If memory serves me correctly, the Avro was not certified to fly, however in the commercial it ‘taxied’ a bit too fast and lifted off the ground. The few feet of filming once slowed down was left in the commercial and it appears that the aircraft is actually taking off. We still retain a VHS copy of commercial which is showing its age. The smaller photos with the hangar were taken in 1982 and the larger photo in 1988.



My wife’s Dad, the late Malcolm Swain had a financial interest in the bullock team and they were used at various shows and exhibitions around NSW predominantly. Apart from the Qantas commercial, they were also used in what I think was a bi-centenary event when they crossed the Sydney Harbour Bridge while the bridge was closed for x hours on or near Australia Day in 1988 for foot...and bullock! traffic only. One of their more infamous appearances was at a small country show where they passed a little too close to the corner of a corrugated shed which held the Arts and Crafts from the surrounding district. A wheel hub caught the corner of the pavilion and caused havoc as it almost collapsed. Nothing like leaving your mark on a district agricultural show!

Apart from Malcolm and Betty Swain (now 97) having had seven children, their association with Qantas ran to having a son, Rodney, who became a Junior Commercial Trainee (JCT) for Qantas in 1970. A few years later I was Rod’s supervisor in the Ticket Office in Hunter Street Sydney when he introduced me to his sister, Anne, who had called in to see him. The rest, as they say, is history and Anne and I were married in 1974. I had a very enjoyable 36 years with Qantas and moved around a bit with stints in London, Tahiti, Zimbabwe and Malaysia as well as time in several Australian states.

Rod also married his wife, Robbie, in 1974 and they now live in Brisbane.

Rod joined Qantas in 1970 as a Junior Commercial Trainee (JCT) and rotated through various areas of the company as all JCT’s did. 1972 he elected to enter Sales and worked in the Ticket Office and witnessed the surge of travel following the introduction of the B747s.

1976 he moved into the Marketing department as marketing Promotions Coordinator.

1979 he was posted to Perth as a Sales Representative. The resources boom of the 80's brought Perth a new vibrancy, the America's Cup had put Perth on the map and Rod and his wife, Robbie and their three young kids loved the atmosphere and way of life.

1985 Rod resigned from Qantas and opened his own travel agency in the Perth suburb of Claremont.

Interestingly both my Dad, Charles Pitman, and I had our interviews with Qantas at about the same time in early 1965. Dad had had a long career in the Australian Army and was successful in gaining a position in the Employee Relations area while I still had a further year of high school to complete. Dad retired from Qantas in 1978.

I joined Qantas mid January 1966 as a JCT. The first two pays was in pounds shillings and pence and the next in dollars...all \$36 per week! Like most JCT's I moved around the Company for two years while attending evening tertiary education in management and marketing.

By 1968 I had elected to join the Sales Department and worked in various areas including the main Hunter Street Ticket Office and the Chatswood office before being promoted to a Supervisor. I well recall while at Chatswood in July 1969 watching Neil Armstrong stepping onto the moon in a grainy black and white TV in a local shop window never thinking that that same man would present me with a beautiful trophy in the Sydney Opera House for being Salesman (person?!?) of the year for 1978.

A six month posting to London in 1971 to learn the mysteries of the BA Babs reservation system which was the basis of Qantam prior to cutover in 1971/2 at which time I became a Qantam Monitor.

I had several postings including Tahiti, Two years in Newcastle as District Sales Manager Northern NSW followed in 1980-81. Between 1983-1985 I worked in the Australian Region Headquarters as Advisor on pricing policies for both retailers and wholesalers at a time when the Australian market was being opened up to multiple foreign carriers.

In late 1987 I was posted to Harare as Sales Manager Africa responsible for revenue in all Sub-Sahara countries. Qantas was not allowed to operate into South Africa at that time due to the Australian Government's stance on apartheid, however it was inevitable that with the release from jail of Nelson Mandela in early 1990, direct travel to/from South Africa would open up. Preparing for this took up a large amount of time however it allowed for a relatively seamless transfer of operations into Johannesburg later that year.

From late 1990 to late 1994 I was posted to Kuala Lumpur as Manager Malaysia and Brunei and was instrumental in Malaysia. From 1994 to 1998 saw the family transfer to Darwin where I was promoted to Regional General Manager Northern Territory. 1998-2002 General Manager of Qantas Airlink (later Qantaslink) based in the new headquarters in Perth. After 36 very good years and (and over 12 different home moves!), I decided to retire from Qantas in Perth where we remain today. Since leaving Qantas I spent eight years on the boards of several small to medium companies -one listed and the others privately owned - before retiring in 2010.

Tell us all about your QF Family Tree: [Click here](#) to get started.

9. Hatching-up a Qantas Lounge favourite with Neil Perry

We started this segment in Q3. Here are more Neil Perry Qantas Lounge Favourites.



Standout Recopies

- [Click here](#) for Neil Perry x Qantas: Spanner crab omelette
- [Click here](#) for Neil Perry x Qantas: Signature Steak Sandwich
- [Click here](#) for Neil Perry's prawn cocktail

10. Chapter Newsletters:

Western Australia



Patron
Dick Chandler



Reunion Director
Chris Shearwood



Secretary
Robbie Murray



Database Administrator
Juanita Pillay



Committee
Tony Mc Grath



Treasurer
Val Jolley

Western Australia Milestone Reunion: 16 November 2021

When: 16 November 2021
Where: Mount Lawley Golf Club
1 Walter Road West, Inglewood WA 6052
Time: TBA

RED TAIL NEWS FROM THE WEST

I am sure that like me you were saddened by the fact your W.A. Committee was forced to cancel our major QANTAS 100th Anniversary celebration event which we had planned for last November to coincide with the actual 100 years of the airline's foundation in Longreach.

As it was, the best we could do to acknowledge the moment was for myself and three other W.A. Red Tail committee members plus an invited lay member to represent you all at the Karrakatta graveside of Squadron Leader Paul J McGinness, DFC, DCM. You will no doubt remember that alongside Hudson Fysh (later Sir Hudson Fysh) Paul McGinness was the co-founder of QANTAS and without his passion the airline would never have existed at all. We laid a wreath encasing a model QANTAS aircraft at the graveside and each of us raised a glass of champagne to Paul and to celebrate the 100th birthday on behalf of all QF folk, past and present, everywhere. Unfortunately, the Cemetery's pandemic restrictions inhibited greater numbers being there. Whilst it was a somewhat somber occasion, I am sure that Paul would have been pleased with our recognition of him and the now great airline he was instrumental in giving birth too exactly one hundred years before.

Now to the future !

Following the meeting of your W.A. Red Tail Committee in Dick Chandler's board room last week, your Committee has decided to set a date of Tuesday, 16th November 2021 for our long awaited major event. Therefore, not only will we be celebrating a belated 100th birthday but the 101st one too; an excuse for two drinks instead of one perhaps. Hopefully, by that time QANTAS will be in almost full flight once more so our theme will not only be remembering its past but wishing it "good flying" for its "rebirth" and life in its second century. Please diarize the date and if you have any ideas for the evening's theme, please do start sending them to one of your committee members now.

The venue for the evening will be Mount Lawley Golf Club, and more specific details will follow in coming weeks.

I wish to acknowledge on behalf of all WA members the enormous contribution of Peter Kinnane and Max Ellerman who have put in so much blood, sweat and tears into the TWICE organization of the major national event this upcoming ANZAC DAY weekend.

Last but not least, unless we can encourage her to change her mind, for personal reasons Juanita Pillay will be resigning from your Committee. It would be remiss of me not to thank Juanita for the hard yakka and unpaid time she has given to Red Tail in terms of her significant IT work contribution. Not only has this been simply for the benefit of WA but even more so for Red Tail everywhere. A lovely lady. We will miss her.

Well, that's about it for now. Take care everyone.

Chris Shearwood Reunion Director WA.

New South Wales



The NSW Chapter Committee - L to R: David Thompson, Judy Rose, Ian Robinson

Sydney Grand Milestone Event: Second half of 2021

We will be reviewing this event for a date later in 2021, and we will keep you informed as soon as we are able to firm up these plans.

Date: **Second half of 2021**
Your Sydney Committee, Judy Rose, David Thompson, Ian Robinson

Far North Queensland



Patron
Phil Thow



Reunion Director
Frances Mellick



Committee
Val Dudley



Committee
Geoff Jensen



Committee
Fiona Nicholl

FNQ Chapter - Cairns

Our FNQ Reunion is Saturday 7th August 2021, Reef Hotel Casino, BAR 36, ground floor.

When: Saturday 7 August 2021

Registration 1430

Event 1500-1900

Cost: \$30.00 p/person includes Welcome drink and Small Plate selection from Soy Kitchen Street Food.

RSVPs are essential due Covid-19 QLD Government restriction on numbers attending.

Our newsletter with full details was emailed 25/3/21, if you have not received this please let us know.

Spread the word – if you know of anyone who is not aware of our reunion, please have them contact as below.

Frances Mellick Email – fnqchapter@redtailroadto100.com

Australian Capital Territory



Patron
Charles Wade



Reunion Director
David Fisher



Treasurer
Dick Collard



Committee
Pat Williams (nee Esguerra)



Committee
Mike Torpy

ACT Milestone Reunion: February or March 2021

When: Q3 2001 - Dates TBA

**Where: Sebel Hotel Canberra Civic
197 London Circuit, Canberra ACT**

Time: TBA

Theme: Cocktail style function

David Fisher – Reunion Director – ACT

Victoria



Patron
Rod ('Chirpa') Robson



Reunion Director
Pat Williams



Secretary
Ian Carver-raid



Committee
Robyn Walters



Dave DeBono
Committee



Mike Menner
Committee

Victoria Milestone Reunion: Early November 2021

Save the date for our Centenary Milestone Reunion.

When: 6 or 7 November 2021
Where: Pier Port Melbourne
1 Bay Street, Port Melbourne (cnr Beach Road)
Time: From 11.30am till late

Pat Williams - Reunion Director Victoria - pat.1203@gmail.com

Queensland



Patron
Phil Thow



Reunion Director
Peter Kinnane



Treasurer & Secretariat
Max Ellerman

Queensland Milestone Reunion: Early August 2021

Where: Queensland Museum
When: November 2021

We are more optimistic that we will be able to have our celebrations at the Queensland Museum. We are working with Qantas in planning this event, which remains dependent on COVID regulations. We will continue to keep Members updated.

Junior Commercial Trainee



Patron
Bruce Baird



Reunion Director
Chris Kewley

JCT Milestone Reunion: Wednesday 17th March 2021

A great venue at the Rooftop Bar at the Hotel Steyne overlooking Manly Beach. Over 140 attended.

Chris Kewley - Reunion Director – JCT, 0419.628848 (m) - kewls@hotmail.com (e)

After a 12 months postponement due to COVID-19, the JCT Reunion lunch finally happened on 17 March 2021.

Held at the Hotel Steyne in a function area overlooking Manly beach, more than 140 'young' people enjoyed a great afternoon of renewing past acquaintances and friendships and reminiscing over plenty of good canapes and drinks.

In a lot of cases, some people had not seen each other for over 50 years. It was a delight to see so many people enjoying each other's company.



South Australia



Patron
John Ward



Reunion Director
Carl Frier



Secretary
Bronte Sterk



Treasurer
Mark Seymour-Walsh



Committee
John Auld



Committee
Robyn Halgar



Committee
Eva Pargeter



Committee
Sandy Osborne

South Australia Milestone Reunion: 9 March 2021

Glenelg Surf Life Saving Club Confirmed as Red Tail Centenary Celebration Venue.

A big thank you to all who attended our SA Reunion. Lots of fun moments and a celebration of a centenary of friendships. Great work by the committee who organised a fabulous evening attended by 92 guest. Thanks to Daniel Mallari who sang I Still Call Australia Home.



Freight



Patron
Roger Parkes



Reunion Director
Laurie Willoughby



Committee - NSW
Terry Harper



Committee - QLD
Noel Cooney



Committee - WA
Bryan Yeo



Committee - VIC
John Barbieri



Freight Milestone Reunion: Late 27 February 2021

A great day was held by the thirty six people who attended our Freight Rocks Walk last Saturday, of the people who attended there were some who attended for the first time. Many funny stories were exchanged and friendships reignited. At the request of everyone we are planning to hold another reunion in Feb 2022 at the same venue. Our thanks go out to the Harbour View Hotel for looking after us on the day.



Melbourne - Reunion held on Saturday March 27

What a night....The event started at 7pm and finished well after midnight. Soon after the arrival there were hugs and kisses and lots of hand shaking.

Some ex colleagues haven't seen each other for 10, 15, or 20 years. We all talked about the "GOOD OLD TIMES" and laughed about some of the memories.

Umberto Espresso Bar provided the perfect venue-great food and lots of Prosecco flowed right through the night.



Brisbane – Breakfast Creek Hotel – 11 April 2021

Brisbane are planning to hold a reunion at the Breakfast Creek hotel on Sunday April 11, starting at 14.00 hrs, everyone is welcome to attend.

Stay safe and hope to see you all at Longreach!!!!!!

Laurie Willoughby – Reunion Director, Freight - 0419 204 670



The Americas



Patron
John Rowe

Reunion Director
Jim Prasad

Committee
Patrick Clark

Committee
NW USA & Canada
Skip Reichenberger

Committee
South America
Bill Duplak



Committee
Northern California
Carla Boy

Committee
Arizona & Nevada
Donna MacEachern

Committee
East Coast USA
Anne Fullford

Committee
Texas/Oklahoma/Louisiana
Maxine Cole Coday

The Americas Milestone Reunion: Los Angeles, Second Half of 2021

Tales from Red Tail the Americas

Tales from The Red Tail the Americas Q3 – 4 2021

Hi Folks

Americas is beginning to reopen slowly after accelerated rate of COVID 19 vaccination
The COVID 19 rates are getting under control and going down.

We plan to hold our reunion in Los Angeles in the second half of 2021 if these trends continue.

Take care and keep safe

Cheers

James Prasad – Reunion Director, The Americas



For all life's
destinations

11. Red Tail News and Reviews (Q1 2021)

Here's how Qantas will bring back international flights

Qantas chief Alan Joyce tells Executive Traveller how he plans to reboot the airline's international network.

By [David Flynn](#), February 25 2021

Share this article:



Qantas has now circled [October 31, 2021](#) for the resumption of most international flights, based on the government's forecast that all Australians will be vaccinated against COVID-19 by October.

Although there's scope for New Zealand and other 'travel bubble' destinations to open up from mid-year after frontline quarantine workers are vaccinated and Australia reaches claimed 'herd immunity' levels, Qantas expects full vaccination will be the key to unlocking the country's long-closed international borders.

"We're in close consultation with government, and if things change, so will our dates," remarked Qantas Group CEO Alan Joyce in announcing the revised timeline this morning.

"But with the vaccine rollout already underway, we're on the right track."

A slow start

But Qantas' international relaunch schedule will be very different from the familiar roster of pre-COVID days.

Overall, Joyce expects international travellers won't flock back to the skies, despite a degree of pent-up demand and the need to reestablish many business relationships.

"We're assuming there is a build-up that will take a few years... because of reluctance to travel, people being a bit more cautious," Joyce predicts, resulting in international demand reaching only 40% of pre-COVID levels by mid-2022.

As a result, the rebooted international network will be shaped to suit, "with frequencies and aircraft type deployed on each route in line with the projected recovery of international flying."

For example, Sydney-Hong Kong now shows only one daily flight, back from the previous double-daily service; while the [premature retirement of the Boeing 747](#) will see the 364-seat jumbo downgraded to the 297-seat Airbus A330.

Most Asian destinations will be served by the Airbus A330, with the Boeing 787 becoming the new flagship as it replaces the still-grounded Airbus A380s.

Some Dreamliners remain undelivered

But even then, Joyce says the Dreamliner fleet will be pegged at the 11 jets which Qantas already owns, and not the full 14-strong complement.

In the short term, Qantas won't "take delivery of the next three 787s which Boeing have built, we don't see a need for them today", Joyce tells *Executive Traveller*.

"There's not enough demand for them – but when we see demand coming through, we'll activate them."

Those aircraft have been earmarked for New York, Santiago and Osaka, which is why those three Qantas destinations will remain suspended for now.

And with the Airbus A380s out of action, the Boeing 787s will take over on routes such as Sydney-Singapore-London as well as to Los Angeles and Dallas/Forth Worth.

A380s stood down and written down

"We don't think demand will get back to 2019 levels until 2024," Joyce explains, "and that's why we were assuming the A380s are going to be parked in the desert for those three years... and if we're wrong and demand is a lot better than we expect, we can reactive the A380s within 3-6 months."

Qantas still expects those A380s to take wing, and the superjumbos could become super cash machines after the airline slashed their book value in mid-2020.

"We took a substantial write-down on the A380s in June 2020, our current written-down value is \$490 million," Qantas CFO Vanessa Hudson reveals to *Executive Traveller*.

"When that aircraft comes back, half the fleet have been reconfigured with the brand new product. Customers love the A380, and it also serves routes that have slot constraints, so flying an aircraft with a bigger capacity delivers significant cash for the group."



David Flynn

David Flynn is the Editor-in-Chief of *Executive Traveller* and a bit of a travel tragic with a weakness for good coffee, shopping and lychee martinis.

Sydney-Melbourne airfare war as Qantas, Virgin respond to Rex

There's a dogfight in the skies above Sydney and Melbourne...

By [David Flynn](#), February 10 2021

Share this article:

Travellers will be the winners in an airfare war being waged over the Sydney-Melbourne skies between Qantas, Virgin Australia and new challenger Regional Express.

Ahead of its launch of Boeing 737 flights on Australia's most popular route on March, the regional carrier today offered [one-way economy fares for \\$49](#), or "less than a taxi fare" to the airport, with business class at \$199.

Virgin Australia has now matched Rex's gambit dollar-for-dollar, with its own serve of Sydney-Melbourne economy fares at \$49 and business class at \$199.

ADVERTISING

Those fares apply across March and are on sale now until 11:59pm AEST on Sunday February 28, 2021.

Part of Virgin's blitz is an offer of double Velocity Points on all eligible bookings made by 17 February 2021.

"We've been inspired to look at new ways to push the envelope when it comes to stimulating the market and getting Australians back in the skies again," a spokesperson for the airline said.

Virgin has also moved to [match Qantas](#) by extending its free date-change booking flexibility for travel until 31 January 2022 for bookings made before 30 April 2021.

Jetstar has gone even lower, with selected Sydney-Melbourne flights throughout March now listing at \$39.

Qantas has also slashed its own lead-in Sydney-Melbourne economy fares in March to \$110 – they previously tended to start at \$159. However, business class remains pegged at \$716.

Rex entered the Sydney-Melbourne market in late 2020 with already-compelling fares of \$79 for economy and \$299 for business class, but as its March 1 launch date approaches and with domestic demand picking up as state borders reopen, this three-horse race is moving into a thundering gallop.

Also read: [Can Rex win the business class battle against Qantas, Virgin?](#)



[David Flynn](#)

David Flynn is the Editor-in-Chief of Executive Traveller and a bit of a travel tragic with a weakness for good coffee, shopping and lychee martinis.

Qantas overhauls international baggage allowances

Qantas' changes are a real mixed bag, depending on each traveller's frequent flyer status and ticket type.

By [Chris Chamberlin](#), February 26 2021

Share this article:

- **Base baggage allowances cut in business class and economy, but boosted in premium economy.**
- **Gains for Qantas Gold, Silver and Qantas Club; but no changes for Qantas Platinum, Platinum One or Chairman's Lounge.**
- **Other Oneworld Sapphire, Emerald flyers win on some flights, lose on others.**

When Qantas [resumes international flying from October](#), many passengers will notice changes to the pre-COVID checked baggage allowances.

Services to North and South America will see revised rules on all new bookings made from March 26 2021, with the luggage allowance for each passenger based on both their cabin class and their frequent flyer status or Qantas Club membership.

Some passengers will be able to pack *more* for their trip, while others see their complimentary allowance reduced.

Here's a rundown of Qantas' 2021 checked luggage allowances for flights to Dallas/Fort Worth, Honolulu, Los Angeles, San Francisco and Vancouver – as well as New York and Santiago, when these destinations [return at a later date](#).

Qantas checked baggage in business class

Qantas Frequent Flyer members with Silver status or higher are immune from change in business class, as are Qantas Club members.

However, those relying on the standard business class allowance lose one bag, as do frequent flyers from Qantas' Oneworld partner airlines, as below:

Business class	Currently	New bookings from March 26 2021	Impact
Standard allowance	3x 32kg	2x 32kg	Loss of 1x 32kg bag
Qantas Club, Qantas Silver, Qantas Gold	3x 32kg	3x 32kg	Existing allowance retained

Qantas Platinum, Platinum One, Chairman's Lounge	4x 32kg	4x 32kg	Existing allowance retained
Other Oneworld Sapphire	3x 32kg	2x 32kg	Loss of 1x 32kg bag
Other Oneworld Emerald	4x 32kg	3x 32kg	Loss of 1x 32kg bag

Oneworld Sapphire includes cardholders like American Airlines AAdvantage Platinum and Platinum Pro, Cathay Pacific Marco Polo Club Gold and Qatar Airways Privilege Club Gold, among others.

That change reflects Oneworld's standard global policy, in that Sapphire members only receive extra checked baggage under the 'piece system' as above, when their ticket doesn't *already* include at least two checked bags.

As such, both the outgoing and incoming allowance for Oneworld Sapphire members is no different to the base allowance provided to status-free travellers.

Oneworld Emerald, on the other hand, covers top-tier travellers such as AA Executive Platinum and ConciergeKey, Cathay Pacific Marco Polo Club Diamond, and Qatar Privilege Club Platinum.

Under the 'piece system', Oneworld Emeralds receive one additional checked bag over and above the standard allowance – so with that standard allowance reducing from three to two checked bags, the Oneworld Emerald allowance similarly drops from four to three bags.

Qantas checked baggage in premium economy

There's happier news for premium economy travellers, most of whom will be able to pack more, without being stung for excess baggage.

Premium economy	Currently	New bookings from March 26 2021	Impact
Standard allowance	2x 23kg	2x 32kg	Gain of 18kg total (9kg per bag)
Qantas Club, Qantas Silver, Qantas Gold	3x 23kg	3x 32kg	Gain of 27kg total (9kg per bag)

Qantas Platinum, Platinum One, Chairman's Lounge	3x 23kg	3x 32kg	Existing allowance retained
Other Oneworld Sapphire	2x 23kg	2x 32kg	Gain of 18kg total (9kg per bag)
Other Oneworld Emerald	3x 23kg	3x 32kg	Gain of 27kg total (9kg per bag)

As in business class, the change to the Oneworld Sapphire allowance mirrors the standard ticketed allowance, as this already includes two checked bags.

Also, with the standard allowance having its per-piece limit amended from 23kg to 32kg, this paves the way for the other increases across the board, with Qantas now applying the same baggage allowance for all of its own elite frequent flyer members and Qantas Club cardholders.

Qantas checked baggage in economy class

Down in economy class, the changes are a real mixed bag, with the average traveller able to pack more in one bag, but while jettisoning the second.

Economy class	Currently	New bookings from March 26 2021	Impact
Standard allowance	2x 23kg	1x 32kg	Loss of 14kg overall, new limit of one bag
Qantas Club, Qantas Silver, Qantas Gold	3x 23kg	3x 32kg	Gain of 27kg total (9kg per bag)
Qantas Platinum, Platinum One, Chairman's Lounge	3x 32kg	3x 32kg	Existing allowance retained
Other Oneworld Sapphire	2x 23kg	1x 32kg plus 1x 23kg	Gain of 9kg in one of two bags

Other Oneworld Emerald	3x 23kg	2x 32kg	Capped at two bags, overall loss of 5kg
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Of those gaining an improved allowance, the biggest winners are Qantas' mid-tier flyers and Qantas Club members, who see their total checked baggage limits boosted to 96kg total (3x 32kg), being triple the allowance given to regular economy travellers.

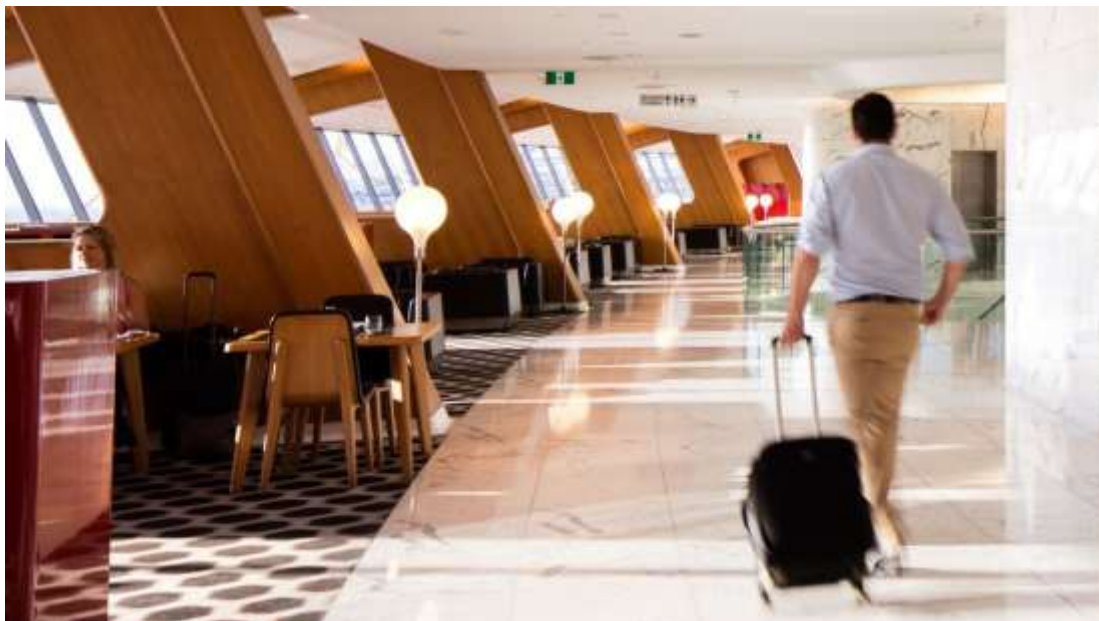
Oneworld Sapphire members also benefit – this time, over and above the standard allowance – as their status provides an additional checked bag of up to 23kg, when the traveller doesn't already have two bags included.

This sees them able to pack 1x 32kg bag, the same as any economy class traveller, plus a second bag at up to 23kg courtesy of their Sapphire status.

However, the move from 2x 23kg to 1x 32kg at the base level means that Oneworld Emerald members, who are entitled to one additional bag over and above the base limit, will only be able to bring two bags – but they'll be able to pack more in per bag than they could before.

Qantas checked baggage in first class, and on other routes

Despite changes to allowances in business class, premium economy and economy on flights to North and South America, there are no changes to Qantas' baggage allowances in first class.



Of course, with the Roo's [Airbus A380s remaining grounded](#) – the only aircraft in the Qantas fleet with a first class cabin – the airline will not be offering first class for now, in any case.

There are also no changes to baggage allowances on any other Qantas routes.

This includes international routes to destinations where the 'weight system' is used instead – being flights outside of North and South America – or on Australian domestic flights.

On routes where the allowances are changing, what matters again is the **'ticketing date'**, not your intended travel date.

As such, travellers who book their flight on or before March 25 2021 will travel under the current allowances and entitlements, even when their flight departs after that date: such as in October, when Qantas intends to resume most international flights.

Bookings made or changed from March 26, however, rely on the new allowances, whether higher or lower than before.

Also read: [Here's how Qantas will bring back international flights](#)



Chris Chamberlin

Chris Chamberlin is the Associate Editor of Executive Traveller, and lives by the motto that a journey of a thousand miles begins not just with a single step, but also a strong latte, a theatre ticket, and later in the day, a good gin and tonic.

AIRLINERATINGS.COM TALKS QANTAS ON CHANNEL 7'S SUNRISE

by **AirlineRatings.com Editors** February 25, 2021



<https://twitter.com/i/status/1364728743499952128>

Airlineratings.com Editor-in-Chief Geoffrey Thomas has been interviewed on Channel 7's breakfast program Sunrise on the Qantas result.

A freeze on international travel and Australian state border closures have combined to send Qantas into a A\$6.90 billion revenue tailspin- the worst downturn in its six-month result in its 100-year history.

For the six months to December 31, it made a statutory loss before tax of \$1.47 billion compared to an underlying first-half profit of \$771 million and a net profit of \$445 million for the 2020 half.

Today's sickening result underscores the devastating impact of COVID-19 on global and Australian travel with Qantas revenue down 75 percent.

Qantas said its underlying loss before tax was \$1.03 billion, although it has an underlying cash flow of \$1.05 billion with total liquidity of \$4.2 billion, providing capital for restructuring and buffer against uncertainty.

[READ: Qatar Airways world's favorite airline](#)

On the upside, it said that domestic airlines were generating positive underlying cash flow.

It noted that its restructuring program was on track to deliver \$0.6 billion in cost benefits in FY21.

Qantas says it expects international flying to restart end-October 2021.

A year ago, Qantas cautioned the market it was facing a \$150 million coronavirus headwind and would trim capacity by 3.8 percent in the second half — the equivalent of grounding 18 planes — to soften the blow.

Just six months later at the full-year results, the reality was a \$4 billion hit to revenue as the airline was all but grounded.

The Group generated an Underlying EBITDA of \$86 million, reflecting the fundamental resilience of the portfolio.

The Group's Statutory Loss Before Tax of \$1.47 billion included further redundancy and restructuring costs of \$284 million (in addition to the \$642 million provided for in FY20) and a further \$71 million write-down of the A380 fleet in-line with its Australian dollar market value.

Qantas Group chief executive Alan Joyce said: "These figures are stark but not surprising.

"During the half we saw the second wave in Victoria and the strictest domestic travel restrictions since the pandemic began. Virtually all of our international flying and 70 percent of domestic flying stopped, and with it went three-quarters of our revenue.

"Despite the huge challenges, these results show the Group's underlying strength.

"When we had the opportunity to fly domestically, we saw significant pent-up travel demand and generated positive cash flow.

"Qantas Loyalty still had significant income because the program has evolved to the stage where the vast majority of points are earned from the activity on the ground. Qantas Freight had a record result and has been a natural hedge to the lack of international passenger flying, which has created a shortage of cargo space globally.

"These factors couldn't overcome the massive impact of this crisis, but they have softened it.

We've maintained a high level of liquidity because we were quick to cut costs and because we've been able to raise debt and equity. This gives us the breathing room to deal with the levels of uncertainty we're still facing and funding for the restructuring that will ultimately speed up our recovery.

COVID sent Qantas shares into a dive from a high of \$7.35 in December 2019 to just \$2.36 on March 20.

Since then the shares have been on a rollercoaster ride reacting to state border closures but climbing ever so slowly to a close of \$5.01 last night.

AUSTRALIA LIFTS SUSPENSION ON 737 MAX FLIGHTS

By Geoffrey Thomas



Single-aisle aircraft such as the 737 MAX will continue to be the biggest market segment. Image: Boeing

Australia has joined a growing list of countries to approve operations of the Boeing 737 MAX.

The country's safety regulator the Civil Aviation Safety Bureau lifted the ban Friday, February 26, 2021 for operations to or from Australia.

CASA said that while no Australian airlines currently operate the Boeing 737 MAX, two foreign airlines flew these aircraft types to Australia before the COVID-19 pandemic – Singapore-based SilkAir (now Singapore Airlines) and Fiji Airways.

Both the [Federal Aviation Administration](#) (FAA) in the United States and the [European Union Aviation Safety Agency](#) (EASA) recently issued a return to service airworthiness directives for the Boeing 737 MAX.

CASA's Acting CEO and Director of Aviation Safety, Graeme Crawford said the initial suspension had been in the best interests of aviation safety.

"CASA was one of the first civil aviation regulators in the world to suspend Boeing 737 MAX operations. We took early action based on the information we had to ensure our skies remained safe while the cause of the accidents was investigated," Mr. Crawford said.

“We have accepted the comprehensive return-to-service requirements specified by the FAA as State of Design for the 737 MAX and are confident that the aircraft is safe.

“Our airworthiness and engineering team has assessed there is no additional return to service requirements for operation in Australia.

“With COVID-19 continuing to disrupt international air travel, there is currently no indication when Singapore airlines and Fiji Airways will resume their operations to Australia.”

For the recertification of the 737 MAX Boeing undertook 391,000 engineering and software man-hours, 1,847 simulator hours, and 3000 flight hours.

Eighty airlines and 12 aviation regulators or organizations, including NASA were involved.

The result of that global extraordinary effort is an aircraft that is as safe as the industry can make it and reflects the watershed that these accidents are for aviation.

In fact, Boeing and the regulatory team have put in new features designed to prevent incidents that have never happened.

Key to the recertification has been Boeing’s engineering analysis of every system, not just the Manoeuvring Characteristics Augmentation System or MCAS, which is a control law within the flight control system.

The MCAS system, responding to erroneous data from a single faulty sensor, sent the Lion Air and Ethiopian 737s into a dive and the pilots did not respond as expected.

Boeing has gone through a very extensive Fault Tree Analysis of the entire flight control system and making additional changes well beyond those requested.

QANTAS SAYS INTERNATIONAL TRAVEL IN LATE OCTOBER

By Geoffrey Thomas



Qantas, betting on a successful global vaccine roll-out, has filed its flight plan to soar out of the pandemic with New Zealand flights to scale up in July and 22 other international destinations added by late October.

However, the airline's flagship, the 500-seat A380 superjumbo, will remain cocooned in the Californian desert for another two years at least and the smaller more flexible Boeing 787, and Airbus A330s flying the flag.

Jetstar, the groups' low-cost airline, will resume flights to all its 13 international destinations at the same time.

[READ: Virgin Australia has lost none of its flair or charm](#)

At the airline's half-year result's announcement of a A\$1.04 billion loss, chief executive Alan Joyce said that the late October launch date coincided with the expected timeframe for Australia's COVID-19 vaccine roll-out to be effectively complete.

He warned however that full recovery of international travel is not expected till 2024.

Mr. Joyce said that Qantas remains in close consultation with the Federal Government around the reopening of international borders and will keep passengers updated if further adjustments are required.

“The vaccine changes everything,” Mr. Joyce said.

“With the vaccine roll-out already underway, we’re on the right track.”

“We think that October date is sensible and hopefully conservative.”

But Qantas needs the federal government to green light opening the international borders.

The airline is also assessing the use of digital health pass apps to help support the resumption of COVID-safe international travel with a vaccine expected to be mandatory across the globe for international travel.

Qantas is trialing two health Apps – the Swiss CommonPass and the IATA Travel Pass – on its international repatriation flights.

Qantas says it will not resume to New York, Santiago, and Osaka, but says it remains committed to flying to these three destinations.

To assist travelers book with confidence the Qantas group announced additional flexibility for international bookings and flight credits.

Qantas’ updated Fly Flexible policy, which was previously only available for domestic and Trans Tasman flights, now applies to international flights booked from today until at least the end of April 2021.

The airline has also extended credit vouchers to enable travel until December 31, 2023, on domestic or international flights, with Jetstar doing the same for vouchers issued due to COVID-19 disruptions.

QANTAS TO START EVALUATION OF NEW SHORTHHAUL AIRCRAFT THIS YEAR

By Geoffrey Thomas



Qantas is to start the evaluation of new short-haul aircraft to replace its 75 Boeing 737NGs this year.

Speaking at the airline's half-year result, Vanessa Hudson, the airline's chief financial officer, told the media that the selection process would start later this calendar year.

Qantas's fleet of 737NGs is the backbone of its domestic and trans-Tasman operations but many are now approaching 20 years in service.

The competition will pit the Airbus A320 NEO (new engine option) family against the Boeing 737 MAX family. Both aircraft come in a range of seating capacities from about 160 to 230.

Qantas chief Alan Joyce has said he will be leveraging the airline's [World Safest Airline](#) award from AirlineRatings.com to extract a better deal out of Boeing.

[Australian Aviation](#) reported that Mr. Joyce told the Sydney Morning Herald; “If you look at it from an opportunity point of view, given the aircraft (737 MAX) is going to be very safe, what will Boeing do to get the safest airline in the world to buy the aircraft?”

The competition will be intense for the A\$6.60 billion order.

At stake is Boeing’s reputation and the speed of its financial recovery from the 20-month grounding of its 737 MAX following two crashes that killed 346 people.

Airbus will price match Boeing for the prized order as it aims to topple Boeing as the major supplier to Qantas, which has been a long-time and faithful customer to the Seattle plane builder.

The 737 MAX has been subjected to unprecedented scrutiny in the wake of the two software-related crashes in 2018 and 2019.

Since grounding the aircraft in March 2019, a global effort to get it back in the air has resulted in 391,000 engineering and software man-hours, 1847 simulator hours, 3000 flight hours, and support from 80 airlines and 12 aviation regulators or organisations.

The enormous effort also corrected industry-wide assumptions on pilot training and experience which were significant factors in both tragedies, according to crash experts.

Airbus appears to have the edge after Qantas committed to buying 36 of the longest-range versions of the largest A320NEOs — the A321XLR — in 2019 as part of an order for 109 aircraft for Jetstar.

OPEN WIDE – A CARGO 747 GETS THE TREATMENT!

By Geoffrey Thomas



Open wide – a cargo 747 gets the full treatment at Dallas Texas as the giant cargo air-lifter disgorges over 100,000kgs of vital cargo.

Boeing 747 pilot [Christiaan van Heijst](#) takes up the story.

Fuel Control Switches cutoff. Engines spooling down, our job in the cockpit is almost done: just some more paperwork, checklists, logbooks to fill out.

But at the same time, the ground crews spring to life to get this machine back in the air as soon as possible. Airplanes make money when flying, but cost even more while standing on the ground: the clock is ticking and the pressure is on.

High loaders are brought in to lift cargo pallets down, which are carried on tugs that drive them straight to the warehouse. Over forty massive pallets are crammed in the 747 tonight, with a total weight of over 100,000 kilos (220,000 lbs) of necessary freight.



For all life's
destinations



At the same time, a fuel truck arrives to pump in at least 120,000 kilos of jet-fuel into our wings, carefully and evenly distributed across all the various tanks. Mechanics performing some minor maintenance and inspecting our bird for any possible sign of trouble, a new flight crew on its way from the hotel to the airport as we speak.

Everything coordinated to the last minute, long before we even arrived. A smooth routine playing day in day out, dozens of flights a day at this airport alone.

Walking around my 747 machine, I let my eyes glide over her freshly painted skin. A few shallow dents, scars of a rough but fulfilling life. Engines looking good, tires smooth as ever. Incredible, realizing what kind of stresses they have to endure with my landings.

I chat for a few minutes with the ground crew that managed to off-load our cargo in record time; these guys really know what they are doing. Impressive to witness.

An hour later they repeat the same job in reverse; dozens of heavy pallets are loaded in her main- and lower decks after careful calculations, load plans, and crosschecks.

All cargo inspected, secured, rail-locks up, the main deck checked OK. Fueling finished, maintenance inspection signed off, new flight crew finished their preflight routines and everything falls together like the pieces of a puzzle: ready to leave again.

The world of air cargo in a nutshell: Challenge Accepted.

QANTAS SLAMS REX FOR TRUMP-STYLED PRESS RELEASES

By Geoffrey Thomas



Qantas chief executive Alan Joyce Photo: Qantas

Qantas chief executive Alan Joyce has slammed Australian regional operator REX for its Trump-styled press releases.

Rex has been accusing Qantas of predatory behavior moving onto its routes during COVID and because of that, it would axing 5 routes.

Mr Joyce speaking at the company's half-year result said Rex's accusations were amusing and refuted the claims saying they were Trump in style.

"I think Donald Trump is writing the releases they give us a laugh," Mr. Joyce said.

"Of the five routes they say they will cancel we only operate on one and we have been operating on that one since 2017."

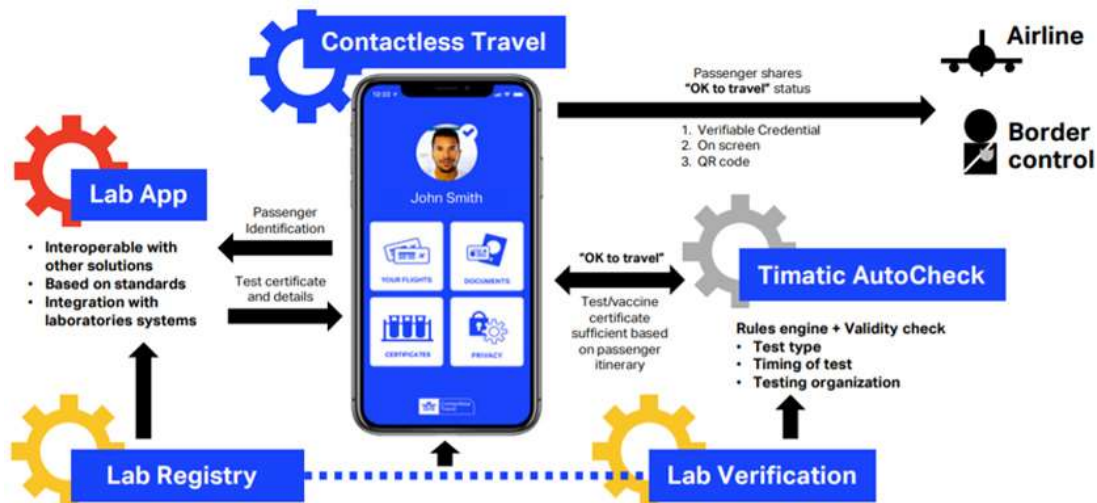
"They have been threatening to withdraw from 13 routes over the past year but have only exited one route."

On government subsidies, Mr. Joyce said that Rex had received 7 times more in subsidies than Qantas.

"Rex is a \$300 million business and has received \$130 million in subsidies, which is the equivalent of Qantas receiving \$7 billion – 7 times more than Qantas has received.

AIR NEW ZEALAND TO TRIAL DIGITAL HEALTH TRAVEL PASS

By Geoffrey Thomas February 22, 2021



Air New Zealand will trial the airline industry travel pass on the Auckland to Sydney route from April.

The airline says that with constantly changing entry and departure testing and paperwork requirements, the airline wants to streamline the health verification process to help customers know what they need to take their next international trip safely.

It will trial the digital Travel Pass app developed by International Air Transport Association (IATA).

[READ: Boeing tests anti-COVID-19 coating on the space station](#)

Air New Zealand Chief Digital Officer Jennifer Sepull says the goal is to enable customers to seamlessly manage their digital travel documentation throughout their travel experience.

“Once borders reopen, travel is going to look very different, with customers’ health data needing to be verified at check-in. It’s essentially like having a digital health certificate that can be easily and securely shared with airlines. This will give customers peace of mind that they

meet all travel requirements for the different countries around the world before they even get to the airport.

“Reassuring customers that travel is in fact safe is one of our priorities. By using the app, customers can have confidence that everyone onboard meets the same government health requirements they do.

“By having a place to store all your health credentials digitally in one place, it will not only speed up the check-in process but unlock the potential for contactless travel.”

Customer privacy is at the heart of the design says Air New Zealand as there is no central database storing personal information – rather it is shared at the travellers’ discretion, in a safe and secure way.

IATA’s Senior Vice President Airport, Passenger, Cargo and Security, Nick Careen says Air New Zealand’s trial of IATA Travel Pass is an important milestone towards restarting international travel.

“Air New Zealand is demonstrating its industry leadership being among the first airlines in the world to offer its passengers a digital travel pass.

“Air New Zealand’s trial of IATA Travel Pass will help give governments the confidence to re-open borders and passengers the confidence to travel. The app has been developed with the highest levels of data privacy and security, so passengers always remain in control of their COVID-19 health information. And governments can be confident that passengers who are “Ok to Travel” are in full compliance of COVID-19 travel requirements.”

The trial will run for three weeks once the app hits app/android store shelves in April and both aircrew and customers will be invited to join the trial. The airline is in conversation with government agencies about options for validation of testing and vaccination.

Passengers and crew will be able to create a digital health wallet linked to their e-passport. Once travellers have been tested and/or vaccinated, labs will securely send data to the individual’s app. It then checks requirements for travel against the data and customers who meet those travel requirements will be given the green tick to travel.

TRAVEL TRENDS FOR 2021 SHOW DESIRE FOR NONSTOPS IN COVID-19 WORLD

By Geoffrey Thomas



Passengers are avoiding hubs and seeking nonstops in the COVID-19 world according to new data from [OAG](#).

In a new report using airline scheduled data from the past 12 months, OAG found that;

- Domestic travel is recovering faster than international air travel
- Passengers actively avoid hub airports for some time, preferring non-stop flights
- Leisure travel and visiting friends and relatives (VFR) may come back faster than business travel
- Younger people may have a greater appetite for risk and therefore be more willing to travel than older people
- Some corporate travel may not return at all as companies continue to use virtual meeting technology to replace face-to-face meetings
- A vaccine will go a long way to restoring confidence in air travel but will take time to roll out
- The economic impact of the pandemic will affect disposable incomes and should be expected to reduce demand for air travel

- Some airlines may not survive but there will be opportunities for new entrants and the potential for industry disruption.

The OAG said that the current COVID “shock’ is different from previous upsets such as the GFC and 9/11.

[READ: New MH370 debris washed up in South Africa](#)

“It may be longer-lasting, and the immediate impact has certainly been far more wide-reaching. No part of the globe is unaffected and the fact that nations have imposed restrictions on who crosses their borders has a very fundamental effect on air travel.

“The issues currently faced go beyond either supply-side issues or a drop in demand; some potential passengers are simply unable to travel and many airlines are making tough choices about what to operate given the rapid need to cut costs,” said the report authored by Becca Rowland.

The report added that there were widespread cancellations as demand failed to materialise thus “further damaging relationships with customers whose flights would be cancelled.”

OAG has developed [new tools](#) to help airlines understand these trends.

BOEING TESTS NEW ANTI COVID COATING ON SPACE STATION

By [Geoffrey Thomas](#)



Astronauts aboard the International Space Station (ISS) are conducting experiments with an antimicrobial surface coating designed to fight the spread of bacteria and viruses, including the Earth-bound SARS-CoV-2 virus responsible for the current COVID-19 pandemic.

Developed by Boeing and The University of Queensland (UQ), the joint research project was tested aboard Boeing's ecoDemonstrator aircraft last year as part of the company's Confident Travel Initiative.

Mike Delaney, Boeing's chief aerospace safety officer said that "while testing continues on orbit and on Earth, we're encouraged by the preliminary results of the antimicrobial chemical compound."

"There is the potential for broad-based applicability for a surface coating like this when used in conjunction with other measures to prevent disease transmission."

Boeing says that ISS experiment tests two identical sets of objects, including an airplane seat buckle, fabric from airplane seats and seat belts, and parts of an armrest and a tray table.

One set received the antimicrobial surface coating, the other did not. ISS crewmembers are touching both sets of objects every few days to transfer microbes naturally occurring on human skin; no microbe samples were sent to the station for this experiment.

Later this year, the test objects will be returned to Earth for analysis at Boeing's labs to measure the effectiveness of the surface coating in a space environment.

Professor Michael Monteiro from UQ's Australian Institute for Bioengineering and Nanotechnology said that "after years of development, it is truly exciting to see our research in space."

"The primary purpose of our antimicrobial coating was to help protect space missions. After the current pandemic struck, we modified the coating's formula to also target the COVID-19 virus if it is present on a surface on Earth. We look forward to continuing our testing regimen and working to gain regulatory approvals."

An antimicrobial surface coating in a spacecraft could help ensure the health of the crew and protect the spacecraft's systems from bacteria – and ultimately may help prevent interplanetary contamination from Earth-born or another planet's microbes says, Boeing.

[READ: Qatar Airways the world's favorite airline](#)

Boeing was selected by NASA as the prime contractor for the ISS in 1993. Since then, Boeing has provided round-the-clock engineering support – maintaining the station at peak performance levels through dynamic missions and ensuring that the full value of the unique research laboratory is available to NASA, its international partners, and private companies for years to come.

Since 2003, Boeing and The University of Queensland have collaborated on a broad portfolio of joint research and development projects. In 2017, the Brisbane-based Boeing Research & Technology engineers relocated to the university in a first-of-its-kind partnership for the company's Asia-Pacific region.

US TO RESCUE AIRLINES WITH \$14 BILLION

By Geoffrey Thomas



The US government has agreed to a \$14 billion rescue package for its airlines and also elected to scrap a mandatory pre-flight COVID test for domestic passengers.

According to the [World of Aviation](#), "The House of Representatives Financial Services Committee voted 29-24 in favour of supplying an additional \$14 billion in payroll support to US airlines through to September 2021, as well as \$1 billion for contractors."

WOA added that “the funds will form part of a \$1.9 trillion COVID-19 relief package being offered by the Biden administration, and is the third round of government support welcomed by the embattled aviation industry.”

According to WOA, House Speaker Nancy Pelosi said that she expects lawmakers to complete legislation based on the bill by the end of February.

The last-minute lifeline is expected to save the jobs of up to 50,000 airline workers across the US.

The White House has also conceded to pressure from the industry to scrap a requirement for a negative COVID-19 test prior to domestic flights.

Also, The Centers for Disease Control and Prevention announced last Friday that it is not recommending COVID-19 tests for domestic air travel.

However, CDC said it is continuing to review options for containing the spread of the virus on planes.

The CDC said that it does not encourage people to travel during the pandemic.

BOEING ENGINEERS DEVELOP PURPLE POWER TO KILL COVID-19

By Geoffrey Thomas



UV THREE: (From left) Boeing engineers Teresa King, Kevin Callahan and Jamie Childress with the UV wand at Boeing’s Concept Center in Everett, Washington. They led a team that turned a concept into a device that could change the way airplanes are sanitized. PHOTO: MARIAN LOCKHART

Boeing engineers have developed purple power to kill any traces of COVID-19 on aircraft.

The amazing story is told in the company's latest issue of Boeing IQ.

Here are the first few paragraphs:

"If they could, pathogens would run and hide at the sight of the purple glow emanating from the Boeing-developed ultraviolet wand. Rapidly yet carefully created by a dedicated team to destroy germs on the inside of airplanes, the UV wand could become standard operating equipment. **Teresa King, Jamie Childress** and **Kevin Callahan** were on the front lines of this innovation. They take us inside Boeing's Concept Center to reveal what they did and how they did it.

IQ: Begin at the beginning. Trace the genesis of the UV wand.

Childress: The story is a bit like a rock band that seems to arrive on the scene from nowhere, only for new fans to discover the band has been touring small venues for years. The UV wand was first hatched in my brain way back in 2014 when I first found out 222 nm (nanometer) UV light killed pathogens and is safe for human exposure. Back then the data for both those claims were slim but seemed compelling all the same.

At the time, I was primarily working on military projects, so my natural inclination was to apply this technology in that space. I envisioned a "disinfection Swiss Army knife" that could safely sanitize anything from pots and pans to combat wounds.

IQ: How did the idea move to the next level?

Childress: An idea is just an idea until it has a customer. My first customer was not the military. It was Teresa King. As the leader of Boeing's Clean Cabin Program, she immediately grasped the value of 222 nm UV for commercial aircraft.

Under Teresa's leadership, we had developed the UV lavatory, which features several clean technologies, including 222 nm UV disinfection. When COVID-19 hit, Teresa informed her management about the wand I was developing.

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