



Out in the shed with Ted.

Ted McEvoy

100 Things to do in Australia.

Recently I did the Ozzy Nomad thing and did the anti-clockwise tour of our wonderful country ([HERE](#)) and although I had a wonderful time and saw a pile of stuff, I think I might have missed quite a bit.



Jane Rogers from the US magazine "Your RV Lifestyle" recently did a tour and she's come up with 100 "Must see/Must do" things everyone should have on their 'bucket list'.

You can see them [HERE](#).

Can you cry underwater?

Britain's 2.5million veterans are to be formally recognised with their own ID card.



The UK prime Minister, Theresa May, recently revealed Britain's 2.5 million military veterans are, for the first time, to be formally recognised with their own ID. The MoD is working with the Department for Transport and the Driver and Vehicle Licensing Agency on the design for the special driving licenses which will be rolled out from next year

For many, the ID card will come in the form of a special new driving license which will be stamped with a large 'V'.



Those who don't drive will be issued with their own separate card. In a twofold purpose, the special IDs will give vets immediate and easy access to specialist services, which already stretch from priority health care and housing to hundreds of retail discount offers.

Secondly, they are intended to be a badge of honour for all ex-Royal Navy, Army and RAF personnel who have served their country.

The move – which mirrors US’s Veterans Affairs ID card – answers a long standing call by vets, who often struggle to prove they have served without producing a pile of paperwork. It is the first time the state has ever issued official proof of identity for veterans despite generations making the sacrifice of service over the centuries. The ID was the brain child of Veterans Minister Tobias Ellwood who said: “As a former soldier, I am aware of the personal attachment with the service ID. Carried at all times, it becomes symbolic of the responsibility and there is a strange sense of loss when upon departing the Armed Forces, it is taken from you. The ID will help us all better recognise our veterans and their service to our Country.”

Former US troops, who are honourably discharged, are issued with a Veterans’ Identification Card. It displays their name, photo, and details such as awards won or if they were a Prisoner of War. They use it for healthcare benefits at clinics run by the US Department of Veterans’ Affairs. It also allows them access to military bases as long as they are with a serving member there. There are also several unofficial versions, such as the Veterans’ Advantage Card which offers discounts at certain shops.

Perhaps we could look at something similar.

Do fish ever get thirsty?

The Last Rocket Fighter Aircraft.

During the Cold and the Korean Wars, the Russians had a large bomber aircraft that could fly high and fast and was virtually untouchable by the NATO military. Something had to be done. The UK played around with a joint jet/rocket powered aircraft which, although an excellent aircraft, had a similar future as the TSR-2



You can see an excellent doco on those times [HERE](#).

Why doesn't glue stick to its bottle.

A new way to market?

The next phase in data collection is right under your feet. Online clicks give retailers valuable insight into consumer behaviour, but what can they learn from footsteps? It's a question a US company Scanalytics is helping businesses explore with floor sensors that track people's movements. The sensors can also be used in office buildings to reduce energy costs and in nursing homes to determine when someone falls. But retailers make up the majority of Scanalytics' customers, highlighting one of several efforts brick-and-mortar stores are undertaking to better understand consumer habits and catch up with e-commerce giant Amazon.



Physical stores had been at a disadvantage because they didn't have that granular level of understanding as to where users were entering, what they're doing, what shelves were not doing well, which aisles were not being visited, but it's become easier for stores to track customers in recent years. With Wi-Fi, among the earliest available options, businesses can follow people when they connect to a store's internet. One drawback is that not everyone logs on, so the sample size is smaller. Another is that it's not possible to tell whether someone is inches or feet away from a product.



In the US, Sunglass Hut and fragrance maker Jo Malone use laser and motion sensors to tell when a product is picked up but not bought and make recommendations for similar items on an interactive display. Companies such as Toronto-based Vendlytics and San Francisco-based Prism use artificial intelligence with video cameras to analyse body motions. That can allow stores to deliver customized coupons to shoppers in real time on a digital shelf or on their cellphones, said Jon Nordmark, CEO of Iterate.ai.

With Scanalytics, Nordmark said, "to have (the sensors) be super useful for someone like a retailer, they may need to power other types of things," like sending coupons to customers. Scanalytics co-founder and CEO Joe Scanlin said that's what his floor sensors are designed to do. For instance, the sensors read a customer's unique foot compressions to track that person's path to a digital display and how long the person stand in front of it before walking away, he said. Based on data collected over time, the floor sensors can tell a retailer the best time to offer a coupon or change the display before the customer loses interest, something that in the moment will increase their propensity to purchase a product," said Scanlin, who started developing the paper-thin sensors that are 2-square feet (0.19-sq. meters) as a student at the University of Wisconsin-Whitewater in 2012. He employs about 20 people.

Wisconsin-based bicycle retailer Wheel and Sprocket uses Scanalytics' sensors — which can be tucked under utility mats — to count the number of customers entering each of its eight stores to help schedule staff. "That's our biggest variable expense," said co-owner Noel Kegel. "That sort of makes or breaks our profitability." Kegel wants to eventually have sensors in more areas throughout his stores to measure where customers spend most of their time and what products are popular, but he said it's too expensive right now.

The cost of having the sensors ranges from \$20 to \$1,000 per month, depending on square footage and add-on applications to analyse data or interact with digital signs. The emergence of tracking technologies is bound to raise concerns about privacy and surveillance but they don't collect personally identifying information.

These technologies have not become ubiquitous in the U.S. yet, but it's only a matter of time. In a couple of years they will part and parcel of everyday life.

Won't be long before they are out here too.

When they say dog food is new and improved – who tastes it?

Airbus warns it may cease production of its iconic A380 superjumbo.



Aviation giant Airbus has warned it may have to cancel production of its iconic A380 'superjumbo', after failing to sell a single aircraft in the whole of 2017.

The admission, made by Airbus's chief operating officer John Leahy comes after years of struggling to convince airlines the enormous aircraft is worth its \$US445 million (\$559 million) price tag and huge refuelling costs. Leahy said if Airbus doesn't get at least six new orders for A380s in 2018, the company would have "no choice" but to pull the plug.



Launched in 2007, the A380 was pitched as the future of commercial air travel. Its passenger capacity of at least 550 appeared to solve the problem of increasing consumer demand, which was far outpacing major airport capacity. Its smooth, quiet travel experience and comparative spaciousness were an instant hit with passengers, while aviation enthusiasts loved it for its awesome size. The plane is so big it looks like it shouldn't be able to fly.

But airlines have not shared this enthusiasm. More than 10 years on from its launch, its France-based manufacturer Airbus has taken just 317 orders for the aircraft. Half of those orders have come from Dubai-based airline Emirates, which has ordered 140. Over the years things have got consistently worse, and in 2017 Airbus didn't take any orders at all.



Qantas has the world's third-biggest fleet of A380s, with 12 in operation.

The Boeing 787 Dreamliner has emerged in recent years as the A380's main competitor. Since launched in 2011, the US-based Boeing has sold 1294 Dreamliners. In 2017, while Airbus failed to take a single order for an A380, Boeing took 94 orders for new Dreamliners.

As the graphic below shows, it is as fast as the A380 and has a similar range.

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Although the Dreamliner is more fuel efficient than the A380, its main disadvantage is its seating capacity – 290, half that of the A380’s 550. A senior industry analyst thinks the A380’s size is actually its biggest liability. He says “Airlines are demonstrating a preference for a fleet of smaller aircraft that provide more flexibility to match capacity with in-demand routes.”

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“The Dreamliner is also much cheaper than the A380, it requires much less capital outlay upfront, is much more fuel efficient, is cheaper to run and requires fewer passengers per flight to remain profitable.”

Jetstar has 11 Dreamliners, Qantas has eight on order and Air New Zealand has 11.

Major airlines are shifting away from the A380 for long-haul international flights to save on fuel costs, which increase in scale based on the length of the flight, a bigger plane means that more seats need to be sold to remain profitable, which reduces flexibility and does not provide a long-term solution.

I feel that Airbus will drop the A380 this year and concentrate on its A330 XWB. This is an aircraft that will compete directly with the Dreamliner – see a comparison [HERE](#).

Just for Men!!

Most doctors agree, in order to remain fit and active and to enjoy a healthy and long life, people should exercise regularly and engage in some form of cardiac activity that gets the old heart pumping. They say you should work out to get your heart pumping at your maximum heart rate (MHR) which is calculated at 220 minus your age, ie: if you're 70 years old you should exercise to get your heart pumping at $220 - 70 = 150$ beats per minute.



But, it's not necessary to do all that hard sweaty exercise to get the old heart pumping, for most men, the sight of a pretty girl removing part of her attire will also do the trick, blokes are just wired that way.

We thought we'd do our bit to help blokes reach MHR without all that superfluous exercise stuff, just click the pic of the pretty girl.

I've never quite figured out why the sexual urges of men and women differ so much. And I never have figured out the whole Venus and Mars thing or why men think with their head and women with their heart.

For example...One evening last week, my wife and I were getting into bed. Well, the passion started to heat up, but then she said "I don't feel like it, I just want you to hold me." I said "WHAT??!! What was that?!" So she said the words that every husband on the planet dreads to hear..."You're just not in touch with my emotional needs as a woman enough for me to satisfy your physical needs as a man." She responded to my puzzled look by saying, "Can't you just love me for who I am and not what I do for you in the bedroom?" Realizing that nothing was going to happen that night, I went to sleep.

The very next day, I opted to take the day off of work to spend time with her. We went out to a nice lunch and then went shopping at a big, high-end department store. I walked around with her while she tried on several very expensive outfits. She couldn't decide which one to take so I told her we'd just buy them all. She wanted new shoes to compliment her new clothes, so I said let's get a pair for each outfit. We went on to the jewellery department where she picked out a pair of diamond earrings. Let me tell you...she was so excited. She must have thought I was one wave short of a shipwreck. I started to think she was testing me because she asked for a tennis bracelet when she doesn't even know how to play tennis. But, I think I threw her for a loop when I said, "That's fine, honey."

She appeared to be almost nearing sexual satisfaction from all of the excitement. Smiling with excited anticipation she finally said, "I think this is all dear; let's go to the cashier." I could hardly contain myself when I blurted out, "No honey, I don't feel like it." Her face just went completely blank as her jaw dropped with a baffled, "WHAT?" I then said "Honey, I just want you to HOLD this stuff for a while. You're just not in touch with my financial means as a man enough for me to satisfy your shopping needs as a woman." And just when she had this look like she was going to kill me, I added, "Why can't you just love me for who I am and not for the things I buy you?"

Apparently, I'm not having sex tonight either...

"The plane that's a ship. The ship that's a plane."



On August 3, 1970, Pan Am 747 "Clipper Victor," lifted off from JFK for San Juan, carrying 359 passengers and 19 crew. Flight 299 was a "redeye," one of the first regularly scheduled routes since Pan Am inaugurated Boeing 747 service back in January.

Aboard was Esther de la Fuente, one of the first 747 flight attendants. In mid-flight, she was approached by a short, bearded man wearing a beret. "I want to go to Cuba," he said. Esther thought he was joking and responded airily, "No. Let's go to Rio. It's a lot more fun at this time of year."

Then he pulled out a gun, and [the first ever 747 hijacking was underway](#).

Clipper Victor's Captain, Augustus Watkins, declared an emergency and diverted for Havana. Flight 299 touched down at 5:31 am at Jose Marti Airport under the gaze of Fidel Castro.



As stunned passengers gathered their thoughts, Watkins exited the airplane with the hijacker, soon finding himself face-to-face with Castro. The Cuban leader then unloaded question after question about the flying behemoth, the largest airplane to ever land in his country.

It was the first time he had ever seen one with his own eyes.

Five years before Watkins was forced to set down in Havana, Pan Am president Juan Trippe asked Boeing CEO Bill Allen for a long-range airliner twice the size of a 707 in order to circumvent the problem of limited gates at airports. Boeing designer Joe Sutter incorporated design influences from the contemporary program that produced the huge Lockheed C-5 Galaxy airlifter. Three airframe designs were considered for the 747 with first one stacking one 707 fuselage on top of another, according to Boeing historian Michael Lombardi.

“The first idea was an airplane that looks a lot like the A380,” Lombardi told Popular Mechanics. “They dropped that because they couldn’t evacuate the cabin quickly enough in an emergency. Then they thought of two fuselages side-by-side, the idea of the twin-aisle, widebody airplane.”

This basic idea has been the model for all wide-bodies since.

See <https://youtu.be/eQFQ2oKDQ6w>

In a world full of widebody airliners including the Airbus A380, people forget the 747’s mammoth size and its status as a prestige aircraft. Dubbed the “Jumbo Jet” by the media, the 747-100 was about 1.5 times as large as a Boeing 707 and could carry 440 passengers compared to the 707’s modest 189 head-count. In fact, the airplane was so large, Boeing had to build a new factory in Everett, Washington just for assembly and it remains the largest building by volume in the world.



The 747’s distinctive “hump” derived from Boeing’s expectation that supersonic airliners, like the SST being designed concurrently at Boeing, would eventually take over international routes, so the 747 was designed as a freighter with a hump accommodating a nose hatch below the cockpit and a large side door behind it.

While the supersonic dream was ultimately a commercial failure ([for now](#)), the 747 became an icon of industrial design. Along with numerous aerodynamic innovations, it was the first commercial aircraft to incorporate high-bypass turbofan engines like those developed for the C-

5. The Jumbo also pioneered commercial autopilot for landing and quadruple main landing gear.

However, as good as it is/was, it seems its days are numbered, airline after airline are now retiring their 747's in favour of the more economical twin-engined wide-body aircraft.

Retired?

If so, [HERE'S](#) some advice.

Barcode Myth.

In Australia, the most common barcode type used by retailers is GS1 (which was previously called EAN-13). There is **no truth** to the wives tale, that barcode numbers in Australia include the country of origin. When a manufacturer buys barcode numbers, they typically buy 1000 at a time. And when this happens, the first nine digits are the registrar and company number, the following three digits are the item reference, and the last digit is a check digit. There are no country of origin digits in Australian GS1 barcodes.

But it is law in Australia that the country of origin must appear on a product... but it is complicated.

- The phrase “**grown in...**” is generally reserved for food which is fresh, but there's no stipulation that this phrase can't be used for other products. This means that the product was grown in the country stipulated, but it's possible it might have been packaged or processed elsewhere.
- The phrase “**product of...**” means that the product was grown/caught/raised **and processed** in that country.
- The phrase “**made in...**” means that it was made in the country stipulated **and** at least 50 percent of the cost was incurred there. So to be clear:
 - the product may **not** necessarily have been simply packed in the country stipulated;
 - the ingredients may **not** necessarily have been grown/caught/raised in that country;
 - it means that at least ½ of the cost of making the product was incurred in that country.



It's important to note that each significant ingredient and the majority of processing must have occurred in the country of origin in order to use the phrases “grown in...” or “product of...”.

You will find the "Country of Origin" guidelines [HERE](#).

Blessed are those who are cracked,
for they are the ones who let in the light!



Ok, Ok!! – I'm going back to my room now!!

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