



TAA / Australian Airlines 25 Year Club

Newsletter No. 102

July 2019

Editor: John Wren

President's Report

- Your Editor ducked-off up north for a few weeks to soak up some warmth. But it was not all holiday, the opportunity to call into the Queensland Air Museum at Caloundra, QLD was taken with some interesting results. See the full report below. On the way home arrangements had been made to have a chat with the folks at HARS [Historical Aircraft Restoration Society] at Illawarra Regional Airport 'our' DC-3 Hawdon and the Convair in TAA colours – see the full report below.
- We have the opportunity to decorate the huge glass wall [floor to ceiling] at the entrance to the Museum with a picture that everyone will instantly recognise as TAA. So, the hunt is on through our picture library for 'the' pic, however if a Member has a great shot that you think should also be considered, here is your chance to shine. Just send the pic to the Editor at taamuseum@bigpond.com. The pic needs to be at least 600 dpi [more if possible], colour, in .tif format preferably and your copy write release to allow the Museum to use the pic for Museum purposes. This could be interesting.
- The Museum **refurbishment** [a quarter of the space] is nearly finished and it's looking really good judging from all the positive visitor comments. The last few refinements are being added and some further sorting of memorabilia. Then we move on to the next stage!
- We had a couple of surprising comments from Members with the announcement that there would not be a Christmas function this year, just the **Foundation Day Lunch** on the 9th September. This was in response to last years attendee's telling us that the two events were very close together and many were only coming to one. So, we decided to try splitting it up, and since our Foundation Day is fixed to the 9th September each year, we are looking at running a function in the start of the year. Sam Favazza is 'on-the-job' planning it now for around April / May 2020. More on the that later; mystery solved.
- We had a phone call at the Museum recently from a Member wishing there were more articles about some of the smaller departments within TAA. Well, we are certainly keen on running news items of reunions, get-togethers or annual events from any TAA staff function – formal or otherwise. I guess the problem has been that we never hear about them or, when we do, no one is prepared to put pen to paper or take a pic. We have loaned out TAA memorabilia from the Museum for events on the sole condition that we get a pic and a few words about the get-together but all we get back is the memorabilia. So, if your group are planning something please add into the planning for someone to take pics and jot down who is in the pics. We'll look after the rest and add it to the next Newsletter in glorious colour! Please allow 2 weeks for us to properly pack TAA memorabilia for you if you want some TAA 'bling' in the background of your next get-together.
- Interestingly we have had some feedback about Members **financial status** notes we add to the envelopes containing your Newsletter. To please all of the people all of the time, we are going back to the previous markings on the envelope. **FM xx** = Financial Member to 30 June 'xx' year, and **UFM** = Unfinancial Member now. **Note the change from Commonwealth Bank electronic transfer details to Qudos Bank details [BSB: 704 865 Account No.: 02190853] when paying your membership.**

Newsletter

This is our 102nd Newsletter issued by the 25 Year Club. We hope you have been enjoying the content over the years and, if you would like to write an article, just send it to the Newsletter Editor at the Museum.

The envelope your Newsletter arrived in has your 25 Year Club financial status printed on it, so you will know if you need to help us with another donation now, or when in the future. The Newsletter will be emailed to members who request it in lieu of surface mail [saves on postage]. The email group will also be able to click on links to various movies, and establish their financial status from the covering email. Surface mail will always be available.

Museum Visit – the Sabey family

The 25 Year Club Museum recently had a visit by a number of generations of the Sabey family. Their association to TAA stems back to 1946 when the patriarch, Ian Sabey, was appointed by Sir Arthur Coles to be the first Public Relations person to work for the airline. Ian resigned in 1954 and formed his own company. The company acted as the PR arm for TAA. According to the family members, Ian was the creator of the ‘Fly TAA’ the friendly way slogan.

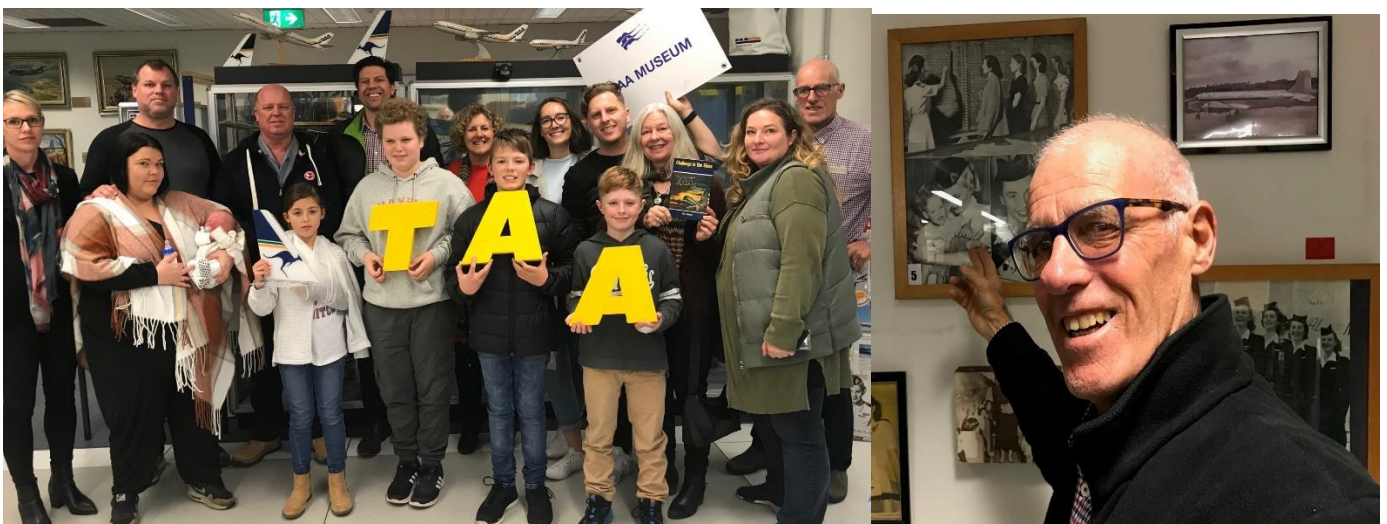
In 1979, Ian wrote a book, “Challenge in the Skies”. It describes all the political machinations that took place covertly, and not so covertly trying to stop the formation of TAA. Luckily for us, the government of the day pushed through the proposal. Ian does express a fear in the book that the government would sell the airline, and he was right, some 13 years later.

The book has some interesting insights into the wheeling and dealing that went on; well worth reading. We have two copies of the book in the Museum.

The tour was organised by Ian’s daughter Tricia. It had a dual purpose, visit the Museum and the by-product was a family re-union. They enjoyed the Museum and all the displays, but the high point had to be the Museum photo that is on display taken of Michael, Ian’s son as a three year old, and featuring in one of the promotions. The photo with Michael [*see below right*].

We thank Tricia for taking the time to make contact and organise the family visit. It has added to our knowledge base.

Story & Photo’s by Paul Gluschenko



Queensland Air Museum

Your Editor recently visited the Queensland Air Museum at 7 Pathfinders Drv, Caloundra, QLD www.qam.com.au or phone 07 5492 5930, open daily 10:00 to 4:00 except Xmas Day.

QAM asked us to look at a display area where we could promote TAA with signage etc and after all the measurements were taken, they kindly showed us around their Museum. My focus was on the TAA Viscount nose section and all the Flying Doctor aircraft that TAA either flew and or maintained. There are many other aircraft there including – F111, Neptune, Hercules, all types of fighters and civilian aircraft like the DC-3 [ex Ansett]. My focus was on TAA memorabilia and aircraft that we owned / flew or maintained. Below are the pics. Photos by John Wren

VICKERS 756D VISCOUNT VH-TVJ C/N 148

BACKGROUND

The Vickers Viscount was another of the successful designs to emerge from the British Brabazon Committee's work from late 1942 onwards.

Passing through a number of upgrades and model numbers the prototype, as the Vickers Type 630, first flew in July 1948. After further upgrades, with the more powerful engines then becoming available, the type 700 prototype flew in August 1950 to become the first successful turboprop airliner and was to dramatically change the nature, safety and comfort of air travel.

One commentator, after travelling on an Air France Viscount, wrote in 1953: "Noise level was less than that of piston engines. It was a definite relief to be rid of the rough vibrations... The turboprop is an excellent shorthaul aeroplane and a definite crowd pleaser. The substitution of a lower constant pitch noise and smoothness for the vibration, grunts, and groans of the piston engine gives the hesitant passenger a feeling of confidence."



VH-TVJ
Photo: R.N Smith via AussieAirliners

Viscount 756D VH-TVJ "John Forrest" at Adelaide in the early sixties. Note that the aircraft is fitted with slipper tanks.
Photo: Chris Finney



VH-TVJ at Sydney Airport. Photo: R.N Smith via AussieAirliners



The nose of Viscount 756D VH-TVJ at Essendon in October 1968. Photo: Peter States



The nose of Viscount 756D VH-TVJ at Essendon circa 1958. Photo: John R Sweeten



SPECIFICATIONS:

General characteristics

Type	Turboprop airliner
Crew	Pilot, Co-pilot and up to 4 Flight Attendants
Passengers	Maximum 53 seat capacity
Engines	4x1,740shp Rolls Royce Dart RDa 6 Mk 510 turboprops
Empty Weight	16,722kg (39,000lbs)
MTOW	29,257kg (64,500lbs)
Dimensions	
Wingspan	28.57m (93ft 8.5in)
Length	24.94m (81ft 10in)
Height	1.6m (5ft 0in)
Wing Area	89.44sqm (963sq ft)
Performance	
Max. Speed	538km/h (334mph)
Initial Climb	427m (1,400ft)/min
Service Ceiling	8,380m (27,500ft)
Range	2,813km (1,748 miles)

QUEENSLAND AIR MUSEUM

www.qam.com.au

Queensland Air Museum

All the displays had notice boards describing the exhibit and provided any history that was known. For those Members receiving the Newsletter by email you will be able to enlarge the pics to read the details. The Viscount VH-TVJ was outside and showing the effects of the weather on the fuselage. There were stairs to see inside, however the condition was pretty bad with many key items missing.





De HAVILLAND AIRCRAFT DHA-3 DROVER VH-FDR C/N 5006

VH-ADN, oldest surviving Drover (1951), over Avalon, Vic. 2013. Courtesy Michael Cooper.

BACKGROUND

Founded in Australia by Hereward de Havilland in 1927 as de Havilland Aircraft Pty.Ltd. (DHA), the company initially produced licence built aircraft from the parent organization in England, notably the DH.82 Tiger Moth, the DH.84 Dragon and the DH.98 Mosquito.

In 1945, as production of the Mosquito wound down, DHA decided to design and construct a replacement for the Dragon as a useful way to keep its wartime staff intact and employed. Although the DH.104 Dove was being developed by the parent company in England, DHA decided that it was not quite suitable for Australian conditions, particularly from poor quality, bush airstrips. The resultant DHA-3 Drover, based approximately on the Dove, had three engines and a fixed, tail-wheel undercarriage. First flight occurred in January 1948 under the command of DHA Test Pilot Brian Blackjack Walker.

After initial air-screw and take-off problems, DHA fitted improved propellers and double slotted flaps and modified the 16 aircraft of 20 aircraft built as the Mk.2. In 1960, around 10 had the Gipsy Major engines replaced by more powerful Lycomings as the Mk.3.

The Drover served with Trans Australia Airlines (TAA), QANTAS in Papua and New Guinea, Department of Civil Aviation, the Royal Flying Doctor Service (RFDS) and the Commonwealth Department of Health in the Northern Territory.

Founded in 1927 by the Reverend John Flynn, the RFDS was the world's first comprehensive, air-ambulance service. The RFDS itself, known colloquially as the Flying Doctor, operated a number of Drovers, some under charter from TAA. VH-FDR first flew in June 1951 as VH-DRB, and went to TAA for contract work from Charleville, QLD with the RFDS. It was converted to a Mk.2 in 1953 and Mk.3 in 1961. In 1959, ownership passed to the RFDS as VH-FDR

but TAA continued its operation. It was damaged on take-off at Thargomindah, QLD in January 1966, struck off the register later that year and sold for use as spares. QAM acquired the stripped airframe in 1979, and, on arrival in Caloundra in 1986 QAM volunteers repaired the fuselage and restored it as a tribute to the RFDS and appropriately named, "John Flynn."

**SPECIFICATIONS
DHA Drover Mk 3**

General characteristics	
Engine	3 x 180hp (134kw) Lycoming O-360 4 cylinder
Dimensions	
Wing Span	17.37m 57ft
Length	11.05m 36ft
Height	3.28m 10ft
Wing Area	30.2sq m 325sq ft
Weight Empty	1,860kg 4,100lb
Weight Loaded	2,948kg 6,500lb
Performance	
Max. Speed	254km/h 158mph
Cruising Speed	225km/h 140mph
Initial Climb (Mk-6)	317m/min 1,040ft/min
Service Ceiling	6,095m 20,000ft
Range	1,448km 900mi

Logos: Early QANTAS Logo, TAA Logo, ROYAL FLYING DOCTOR SERVICE OF AUSTRALIA (RFDS) Logo, DCA Logo, Australian Government Department of Health.

QUEENSLAND AIR MUSEUM www.qam.com.au Queensland Air Museum [f](https://www.facebook.com/QueenslandAirMuseum) [ig](https://www.instagram.com/qldairmuseum) qldairmuseum

As you can see from the aircraft's condition, 'she's been around' in her earlier life with TAA, Qantas in PNG, CASA, RFDS and Cwlth. Dept of Health. TAA owned and or maintained the aircraft for some of its life and it was upgraded a number of times. For those Members receiving the Newsletter by email you will be able to enlarge the pics to read the details.

New Book – "In Tropical Skys"

A history of Aviation to Christmas Island and Cocos (Keeling) Islands has been captured by Tony McGrath's new book; out now. TAA is of course featured [we provided input] – you can get a copy directly from the author at tony.mcgrath@hotmail.com for \$29.95 [includes postage].

Lockheed Electra Model



25 Year Club Member John Booth has made another excellent model for the Museum – this time a Lockheed Electra in the third colour scheme with the third [and last] aircraft we received VH-TLC. You may recall the paint schemes were 1. The cursive script version like the DC-3 and 2. the day-glow orange tail and 3. the ‘Nations Jet Line’ and lastly 4. just TAA with the red kangaroo on the fuselage. We have 10 more Electra models in the pipeline, so the type will be well represented at the Museum. This one looks spectacular!

Photo by John Wren

HARS [Historical Aircraft Restoration Society] visit

Your roving Editor visited HARS on the 16 July to see the latest addition to their fleet of aircraft – an F27. The aircraft is a Fokker F27-500 Friendship (cargo config) ex NZ rego ZK-POH now VH-TQN with manufacturer’s serial number 10680 - construction date 1985. The aircraft spent from 2003 to 2016 operating in New Zealand as ZK-POH on night postal service. It must have been one of the very last F27’s built. It has been agreed with HARS that the aircraft will be painted in TAA colours [with our DC-3 ‘Hawdon’ and the Convair the other HARS aircraft in TAA colours. The Museum is providing assistance to HARS. I’m sure you would have noticed the Australian Registration number selected is the same as one of our F27 aircraft. So, by next May when HARS have their ‘Wings over Illawarra’ flying Air Show it will look like there is a fleet of TAA aircraft present! Some pics follow:

All photos by John Wren



F27 VH-TQN on the ground just after delivery HARS from NZ. You can just see the fwd cargo door. The cabin floor is a ‘ball floor’ for cargo pallets.

The cockpit clearly has the registration-TQN on the instrument panel. The pilots’ seats were a bit uncomfortable – must have been NZ lamb skins!

Below: Bob De La Hunty – HARS President and Chief Pilot, who was showing your Editor around HARS, at the fwd cargo door with the pax door within it.

Right: from fwd to aft you can see the cargo floor and stripped [for cargo handling] upper interior. The aircraft generally looked in pretty good condition. It will look better in TAA colours!



Also spotted at HARS was our DC-3 ‘Hawdon’ which was being prepped to go into the shed for a regular check. During the check a new clear coating will be applied to keep the fuselage nice and shiny for 10 years according to the tin!

HARS Convair in TAA colours just coming out of a check ready for more flying duties. Note the ‘Total’ decal – must be a helpful fuel supplier. Also note the anti-aircraft gun after restoration in front of the Convair

Innovative reception counter at HARS

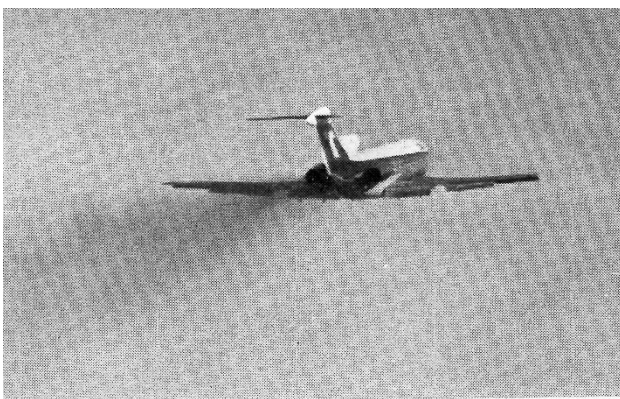
This Newsletter entry has been kept separate from main article above regarding the Editor's HARS visit as it just shows a little bit of aviation ingenuity – and it appealed to me. It would look lovely at our Museum, but we don't have the tin-bashers or used ailerons, rudders etc to manufacture the items. It certainly exudes an aviation 'welcome' when you see it just inside the front door at HARS.



All those nice curved edges are the leading edges of aircraft wings etc and the panels are made from the remains. Buffed up they present really well and are unmistakably aviation items.

The back of the reception area has a section of aircraft side panels featuring the windows above the bench and storage cupboards. Above are the overhead locker doors, just for effect. Great.

50 Years Ago



TAA's first aircraft [B727] to have engine fuel nozzles modified to more efficiently burn fuel was introduced into service 50 years ago.

As you can see from the before [*left*] and after [*below*] photos it certainly made a difference.

Apparently by adding additional air to the mix of fuel it burnt more efficiently.





Also 50 years ago TAA announced its new colour scheme of blue and ochre and highlighted the event in our Staff Magazine 'in black and white'. Imagination was essential.

The colour scheme featured the ochre 'TAA' and a line under the pax windows. The 'T' on the tail however was white.

Below is a DC-9 exiting the hangar in the new colours with sun glasses [for Queensland flights?] along with one of the city office to Essendon buses and a van.



Vale

Our sincere condolences are extended to the families and friends of past TAA/Australian Airlines work colleagues. Fond memories will remain. [FM = Foundation Member]

Capt Max Agar	Flight Ops	Aged 83	08/05/19
Rob Lipman	Res		10/05/19
Lois Gale			05/04/19
Melva Dindle (Murray)	Hostess	Aged 74	29/03/19
Bob Courts	Plant Maint.	Aged 82	22/06/19
John Catlow	Maint & Eng.	Aged 82	08/07/19
Kevin Borkowski	Cust. Serv.		03/08/19
John Alldis	Foreman Line Maint SYD		
Bluey Kennedy FM	Engine Shop		31/07/19

.....

*** Note the change from Commonwealth Bank electronic transfer details to Qudos Bank details. ***



TAA/AUSTRALIAN AIRLINES 25 YEAR CLUB INC. MEMBERSHIP APPLICATION/RENEWAL

Name:Spouse's name:
 Address:
 City:State: Postcode:
 Phone:
 Mobile:Email:
 TAA/Australian Airlines/QANTAS service: Start date: Finish date:
 Primary area of work & where:
 Preferences (Please circle) Newsletter: Mail / Email Other correspondence: Mail / Email
 Additional comments:

 Donation: 1 year - \$20...3 years - \$60.....5 years - \$100.....Other amount \$.....Gift: \$.....

Cheque – payable to 'TAA 25 Year Club' mailed to:
 Membership Co-ordinator, TAA 25 Year Club, Qantas FTC, 7 York St, Airport West, Vic. 3042
Bank transfer – to 'TAA 25 Year Club': Qudos Bank BSB: 704 865 Account No.: 02190853
 Please include your name on bank transfers and, return this form by mail **OR** send by email to:
taamuseum@bigpond.com . **For enquiries:** Phone: 03 9280 8113 / 03 9280 8114.