



TAA / Australian Airlines 25 Year Club

Newsletter No. 108

March 2021

Editor: John Wren

President's Report

→ The **COVID-19** still marches on!! As you know from the last Newsletter the Museum was closed to the public and Volunteers on Thursday 19 March 2020. After the restrictions were partly lifted, the suburb where the Museum is located was locked-down. From the 9th July we had a metro wide lock-down for a further 6 weeks to 20th August, and then a Stage 4 lock-down through September which of course went on to the end of November to a lesser degree. Then we had periodic one week lock downs. During all this time the Museum has been closed to the public, and for much of the time, to our Volunteers culminating recently in a total ban from entering the Flight Training Centre whilst QF conducted a COVID19 review which has come up with a set of guidelines allowing at least some Volunteers back to the Museum on 23 February.

I hope that the above explains, particularly to our non Victorian Members, some of the impact that COVID19 has had on the Committee and trying to keep the 25 Year Club and Museum functioning. The lock-down prevented us from getting Newsletter hard copies printed so those of you who selected 'email' as your preferred delivery method, or if we had your email address, received the few Newsletters we managed to issue.

Museum emails, mail and phone messages are now able to be attended to. The Volunteers are still required to wear masks and maintain separation whilst at the Qantas facility but hopefully these requirements will be relaxed soon as will the 'public' visits ban.

→ The Committee, Volunteers and I were all shocked when 25 Year Club Committeeman & Treasurer **Paul Gluschenko passed away** on the 23 December 2020 after a 'fight' we all thought he would win with a blood condition. Paul was working for us right up to the end. Our condolences go out to his wife Jan and family. A good friend and Committeeman, he will be sorely missed.

→ As if there are not enough **FOD hazards** both on the ground and in the air – recently American Airlines flight 1997 reported to the tower whilst on approach to LAX at 3000 ft that they observed a person with a jet pack flying near them!! Apparently, the FBI have shown an interest.

→ For those of you planning a visit to the Museum **keep an eye on our web site** which will advise when it will be open for visitors and please remember that the Café in the building is no longer operating.

→ The QF **Simulator** Centre in Sydney is closing and some of their equipment will be coming to the QF Melbourne Flt. Training Centre [in the EP building] next to our Museum.

→ The **737MAX** is back in the air being cleared to fly by the authorities in the US, Europe, Australia and other countries.

→ **Essendon Airport will be celebrating its 100th Birthday** in August. We are pursuing details to see if there is a role for us to display and tell the TAA story, being one of the first major operators on site

→ Please let me apologise now if data sent to the Museum or directly to me has not been acted upon or included in the Newsletter. With all the bans on travel and being unable to go to the Museum things have been chaotic to say the least.

→ And lastly, I hope you all had a very Merry Xmas despite COVID 19; and I know the Committee join with me in wishing you a Happier New Year – 2021 has just got to be better!

Newsletter

This is our 108th Newsletter issued by the 25 Year Club. We hope you have been enjoying the content over the years [if not so often during COVID 19] and, if you would like to write an article, just send it to the Newsletter Editor at the Museum.

New Mugs Selling Well!

One thing that we have been busy with during the virus shut down is dispatching lots of the new mugs to Members. These new and improved mugs have a A300, DC-9, 737 or F27 on the front. On the back of all of them is the TAA logo. The pictures are larger this time which makes the tea / coffee taste much better!

The cups are still \$10 each from the Museum [when we open again] or they can be mailed out now. Postage is: 1 or 2 cups \$15.00. 3 or 4 cups \$17.00, all anywhere in Australia. [Pics by Terry Masocco]

If you are still considering getting one of the 70th Anniversary prints, you may just be in luck. We only have three of the 59cm X 40 cm and five of the 42cm X 30 cm left, all the rest have been sold.



Spotted at Tullamarine Maintenance Base

Recent plant maintenance at the Tullamarine Maintenance Base required the removal of the JetStar logo on the wall. Guess what was still underneath ...



Another great TAA story – ferry flight to Johannesburg

The delivery of Viscount VH-TVN to Johannesburg [as recalled by Peter Algie, who at that stage had been an F/O with TAA for 4 ½ years] after being sold by TAA to Botswana National Airlines

“From memory it was on a Saturday afternoon in January 1969. I was running late for my cousin’s wedding, when the phone rang. It was Capt. Noel Lewis the then Senior Regional Captain on the other end who said to me that I had been rostered to crew the Viscount VH-TVN Brisbane to Darwin leaving the following week. I was then to crew it from Darwin to Bali, Singapore, Bangkok, Calcutta, Delhi with two nights off and then proceed to Karachi, RAF Masirah, Aden, Nairobi, Lusaka, Francistown and then Johannesburg.

I would be with two captains, TAA’s Keith Galloway in command and Peter Ovenstone from Botswana airlines who would also be in training for his type rating. I was to be based in Johannesburg for a further month to operate the aircraft until the Botswana crews were ready.

I felt like saying “Now pull the other leg”, but realising he was serious I asked about briefing. He told me that Moss Coulthard at the Training Centre would give us one on Monday.

Loaded with hundreds of questions we attended the briefing as instructed and among other things were advised that only half the aeronautical charts were available which would take us as far as Aden. The remaining charts would be provided to us by Botswana Airlines and we would pick them up at air traffic control in Aden. We should have smelt a rat right then.

Well, we did not leave that week as finances for the purchase of aircraft were still being negotiated so we went back to normal domestic flying.

We eventually left on 27 March 1969 from Brisbane to Darwin via Mt Isa with Capt. Galloway holding a large amount of US dollars to cover various expenses en-route.

The next day, off to Bali where a large amount of the kitty was spent in so-called handling fees to get fuel. Onto Singapore where we were met by Singapore airlines staff, one of which we recognised as an ex TAA engineering school instructor. All happy to see each other again. We overnighted here and in the afternoon we purchased a dozen bottles of Johnny Walker red whisky which we intended to stow away in the aft galley.

On to Bangkok for an overnight then to Delhi via Calcutta for two nights at the Intercontinental hotel and, being innocent visitors to India, we were under the impression that the hotel would be dry and we decided to put two bottles of the Scotch in the Captain’s navigation bag. This was all well and good until we were met in customs by this very big Sikh with a turban on his head who looked at us and commented “Good afternoon gentlemen, we will have no problem providing I have one of the bottles of Scotch in the Captain’s navigation bag”. Well! We had heard of snake charmers and all that but this had us foxed, with imagery of a night in a Delhi jail confronting us. Then he put on a big grin and said “Ha, Ha! but I am only joking”. That produced some very weird looks among us. Anyway, after all that the hotel had plenty of grog.

Suitably refreshed it was onward to Karachi where on final approach the number three engine jet pipe temperature slowly started to decrease on final, so much so that on the landing role the engine died completely. So, what to do now? Yes, we did have a hold full of spare parts that were part of the sales deal, so that there was a fair chance that there would be a spare fuel control unit among them - all well and good, but how were going to change it, the control rods and various mechanisms for this are very complicated as all you ex RR Dart engineers will know. Our handling engineer was employed by BOAC and he advised us that he was not endorsed on Dart engines. Now things were getting serious, the two Captains disappeared into air-conditioned air traffic control comfort and ordered me to get it fixed. Thanks!

The BOAC engineer said. “Let us take the old one off and put on the new one, and if it starts we would be in luck and if not then back to the drawing board. However halfway through he advised me that there was a British Rolls Royce representative engineer in an office in the Pakistan International Airlines hangar who may be able to help. Off I shot and found this very dapper English gentleman wearing a hound’s tooth jacket with tie in a dark corner on the second floor of the hangar. I told him of our troubles and asked if he could help.” Delighted old chap, but I haven’t worked

on a dart for over eight years". This certainly did not worry me, we just wanted to get the hell out of there. Anyway, he did some fine tuning, started the engine, which ran beautifully but insisted it was not right and was not satisfied until he had carried out three further engine runs. At this stage our two Captains heard the noise of the engine and appeared on the scene. We considered how we could thank our Rolls-Royce man who refused payment but when we gave him a bottle of Scotch, he whacked it under his coat and was off like a dog shot.

Problem solved and off for an overnight at the RAF base at Masirah which for staff there I believe was a penalty posting. I created a faux pas by lighting up a cigarette at the dining table in the mess that night and copped a dressing down from the President of the Mess Committee, a good lesson in etiquette for me.

Onto Aden where we were to pick up our additional charts as promised before leaving for Africa, and guess what - no charts. I said to Keith how the hell are we going to cope flying IFR without knowing what the lowest safe altitudes were. He said "It's all okay I met a chap on the stairway to the control tower who recognised my TAA uniform as he was based in Sydney some years before and after exchanging pleasantries I asked him if he had the lowest safe altitudes for the rest of our trip, he pulled out a notebook and there they were". Saved again.

Off to Nairobi for an overnight then on to Lusaka for fuel and then an official handover in Francistown where Keith was to accept a bank cheque from Botswana Airlines before we proceeded further. If it did not appear, we were to turn around and take the aircraft back to Australia. All was well, the cheque appeared then we had lunch in a hotel which reminded me of Charleville but onward we went to Johannesburg to spend a good rest period, but due to the late departure from Australia Captain Ovenstone had completed most of his training and I was no longer needed. Therefore, I travelled back with South African Airways to Perth and then home only to be greeted on arrival at the crew lounge by the Chief roster clerk saying "What the hell are you doing back, we did not expect you for another two months". Such is life."



Ed. Thanks Peter for that really great account of your ferry flight experience.

Civil Aviation – 100 Years

Australia Post celebrated 100 years of Civil Aviation with the issue [in October 2020] of two stamps. The picture below from their Stamp Bulletin included: "organised and regulated civil aviation in Australia began with the passing of the *Air Navigation Act*, which received royal assent in December 1920. In 1921, the government called for tenders to operate airmail routes. These routes helped several early airlines to become viable operations. Qantas, which formed on 16 November 1920, evolved in this way, operating Queensland's Charleville to Cloncurry mail route from 1922, before going on to become Australia's major domestic and international airline; it was a government – owned carrier between 1947 and 1995."



Qld 25 Year Club pre-Xmas 2020 function

We received the following from Bob Murson who arranged a few photos of their event:

“we were so lucky that our QLD State Premier relaxed the COVID 19 rules just in time for me to quickly organise our luncheon with only two and a half weeks to spare; and I must thank our secretary David Walsh for getting out our memos in the nick of time. We had 39 attendees at this luncheon which exceeded all of my expectations. We were allocated an upstairs conference room with its own wet bar and with our a la carte menu to choose from. All of our members who came were so happy with how the event panned out they have already asked me to organise a similar event for 2021. As president of this wonderful club of ours I am so chuffed that with bare minimal time, we managed to get everyone so happy and enthused. Regards Bob”



*From L to R:
Teddie Fordham,
Col Ward and
Geoff Applebey.*

Col is 99 and really enjoyed the Luncheon with his TAA mates.



From L [front] to R: Julie Walsh, Els Hooper, Warrick Henry [standing], Jeff Hooper, Dave Madden, Jack Thompson, Christine Thompson, Bob Murson, Lurl Murson,



From L [front] to R: Carol Barnes, Mary Appleby, ?, Jeff Appleby, Steve Hyatt, Mike Calligham, Guy Piper



From L to R: Sheila Radke, ?, ?, Patti Coutts, Don Coutts, Avon Evans, Peter Evans, Keith Radke



From L to R: Jackie Colins, Andy McLintock, Andy McClaren, Jeff Hoare, Geoff Hill, Steve Collins, Bob Noon

Qantas News:



Qantas' regional brand is to close its Boeing 717 bases in Queensland and Western Australia and instead centralise its operations in Melbourne.

QantasLink's move will cost more than 160 local jobs but create 100 new positions in the Victorian capital and 60 in Cairns. The business said it will give affected pilots and cabin crew the opportunity to relocate.

"QantasLink has completed a review of its network and will be relocating some aircraft around the country to better match capacity with expected demand as domestic and regional markets recover from COVID and travel restrictions," a spokesman said.

"The changes are about having the right sized aircraft operating on the right route with the flexibility to ramp up and down as we need to."

And a new competitor



‘New kid on the block’, Rex Aviation has started B737 operations in March 2021 on the golden triangle [MEL – SYD – BNE].

History doesn’t treat a third newcomer to the Australian aviation market very well at all, especially just after COVID 19 wiping out air travel in 2020.

Do you ever wake up, kiss the person sleeping beside you, and feel glad that you are alive? I just did and apparently will not be allowed on this airline again....

Overheard

You know that indestructible black box that is used on airplanes? Why don't they make the whole plane out of that stuff?

If flying is so safe, why do they call the airport the terminal?

Reminder

You will recall last year that we had to cancel the 2020 **Foundation Day Luncheon** due to COVID 19 Government restrictions. We tried a November date but COVID 19 prevented that attempt.

So, we’ll give it another try - we have a booking at the William Angliss city facility for this year on Thursday 9th September 2021 [which is the actual first revenue scheduled flight date] with a 3 course Luncheon served to us by those very keen trainees.

I do hope you can make it on this 75th Anniversary – subject to the Government finally getting this COVID 19 virus under control so everyone feels safe again.

More details to come in later Newsletters.

Another great story from Ron Austin

A PILOT'S REFLECTION WITHIN THE AIRLINE SYSTEM.

Captain Ron Austin

November 2020

“Now in retirement, after piloting propeller and jet aircraft for 30 interesting years, the question most heard from people I meet is, “did you ever get into any frightening situations” my usual reply is “yes, there was this big brunette Hostess on an overnight in the next room to me”. This reply seems to confirm their opinion that Airline flying is just as they imagine it to be, fun and games. My comment bears no relationship to the work ethics and devotion to duty of every employee of the Flight staff, whether Flight Attendants, Flight Engineers or Pilots.

No two flights are ever the same. There are always variations including the route flown, the passenger and cargo mix on the load sheet, the weather and other aircraft traffic. Overlaying all this is the crew. Our cabin staff are highly trained in cabin mock ups which simulate not only normal service requirements but also intensive training in fire drills involving emergency evacuation, occasionally immersing them in a watery environment with the responsibility to get themselves and other people into the life raft. Coupled with this are regular checks of competency monitored by experienced flight attendants in their conduct and deportment of service on normal multi stage flights.

Next the crew at the sharp end, the number on the flight deck depends on the size and the type of aircraft flown. These days only two pilots are the norm on large planes such as the Airbus 380 jumbo. So there are no Flight Engineers. During my career all large aircraft included Flight Engineers. Many of these Engineers were graduates from the team of ground engineers who service and dispatch the aircraft types. They sat at a specialised switch panel and 2 monitored all mechanical aspects of the engines and airframe, leaving the pilots to devote their concentration to the flight handling aspects of the task. One major factor emerges from this standardized training, we could fly safely with any other pilot or engineer endorsed on your aircraft type. On occasions I have left Melbourne for an East coast flight and changing aircraft in Sydney had a different crew this probably changed again later in the four sectors I flew. In spite of this we smoothly integrated all checks and procedures each knowing, not only, our role but that expected of all crew. I can recall many incidents when co-ordination between the crew members which ensured the operation and the safety of our passengers was achieved.

A Viscount incident in 1957.

In cruise flight, one of our two Hostess' came up to the cockpit to tell us delightful story of a small girl passenger. The Viscount kitchen is located at the front of the passenger cabin, Passengers walk past the kitchen cupboards and bench equipment after entering by the front door. It is divided from the cabin, while in flight, by a hinged waist high Dutch door. On cruise this girl approached the kitchen and asked for a glass of water. She soon returned with a request for another glass of water. On the third visit our Hostess elected to follow her to her seat. On reaching her seat, the child bent down and then stood holding the empty glass. When asked why she needed the water, she innocently said” for my ducks” On inspection the shoe size box under the seat contained a group of tiny wet yellow ducklings. The lass told our Hostess they needed the water to keep them cool. Perfectly logical.

A DC9 at the Melbourne terminal gate, preparing for departure Sydney.

While finishing our check lists for this particular flight The Senior Hostess entered the flight deck and asked me “what weight could a man carry in a box heavy enough to make it difficult for him to walk. A passenger had brought such a box on board and placed it in front of his seat. 3 My guess is this weight would be far in excess of cabin baggage limits. I asked her to bring the passenger to the flight deck. She next appeared with a letter addressed to “TAA staff”. The paper inside was signed by the Sales Manager of TAA and instructed the “staff” not to question MR X. about his carry-on baggage as Mr. X was a jeweller who travels with us. Not satisfied with this written instruction, I repeated my request that the passenger be brought forward. A very large man appeared and we had a discussion. He explained the box had been placed behind his legs. I

explained that in the event we had a rejected take off, the resultant braking effort would increase the weight of everything in the cabin six times its real weight. He again said he had the box behind his legs and I replied in that case the box would break his legs and ankles like sticks. He then also admitted to wearing a body belt of jewels around his waist. I told him this would snap his spine like a carrot. Alarmed he asked “what could he do” I offered to have his gear stowed in the lower forward locker. He could wait outside until the cargo door was locked and then resume his seat. We could remove the box in Sydney the same way. It worked. The follow-up to my flight report to management was quite unsatisfactory, as there was no follow up action, but at least we improved the safety of our flight.

The TAA Family

This incident occurred on a morning flight from Melbourne to Sydney to Brisbane. Arriving in Sydney and leaving the flight deck to validate our weather and flight plan, in the front seat I saw a relatively junior TAA hostess holding a baby who was crying loudly. This hostess had been rostered to accompany the baby as an un-accompanied junior from Melbourne to Brisbane. Assessing the situation, I asked her if she had changed the baby because it might be very wet. Her reply was “no”. Noticing a large soft bag beside her seat I checked and found some napkins. An explanation for the youth among us, in the 1970’s napkins were soft cotton squares which had to be removed and eventually washed for recycling. I asked my First Officer, who was 10 years younger than me, if he could fold the napkin in a kite shape for me. I just assumed he was familiar with this common task. Laying the baby down I discovered the napkin was not pooey, only soaking wet. Removing this and carefully folding the corners of the kite shape napkin, I finally fastened it with the safety pin and returned “her” to our Hostess. Yes, the baby stopped crying so our flight continued to Brisbane and the baby was placed in the sure hands of the baby’s mother. How is that for crew cooperation.

On a lighter note.

We departed Perth in the early hours of the morning in our Boeing 727. Later in this night flight, with the cabin temperature slightly reduced and the cabin lights turned down the flight was continuing in the normal calm manner, with destination Melbourne. A Hostess appeared on the flight deck and drew our attention by stating “There is a couple down there who are getting IT together. I enquired if the other passengers were perturbed and she said “no, they are near the back of the cabin.” I suggested she throw a blanket over them and ignore this. While she was still on the flight deck with us, I did enquire as to her objection to them. Her reply was simply that “they didn’t know one another when they got on board” How far does a Captain’s responsibly GO?

Devotion to Duty

In the mid 1950’s TAA used two engine Douglas DC3’s for the primary passenger aircraft. DC4’s were used for long flights to Perth or Darwin but passengers became familiar with the limited facilities offered on the smaller planes. The advantage of using these 21 passenger DC3’s allowed Airline services to connect towns widely scattered across the outback of Queensland and the Northern Territory of Australia. One such schedule flight, operating regularly was Adelaide to Darwin. We started in Adelaide then proceeded to Leigh Creek, Oodnadatta and Alice Springs, taking five and a half hours. A change of crew at Alice allowed the service to continue to Darwin stopping at Tennant Creek, Daly Waters, Katherine and Darwin.

Only one Hostess was rostered on these flights and their stamina was tested every day. The only area planned as a “kitchen” was an aluminium cupboard with a raised surface for food preparation. This was at the rear of the plane alongside the toilet and being close to the tail was prone to accentuate the rough ride effect of heat induced turbulence. To draw hot water and lift food from large thermos type containers strapped to the floor, then place food on plates and present the end result to passengers, certainly required stamina and balance for the entire flight. I don’t think many pilots were aware of how the unpredictable cabin movements made it dangerous for the Hostess.

Sitting up front they were strapped in their seat and were unaware of these dangers to our female crew member. I almost forgot to mention the sharp rap each plastic cup received on the top of the work bench to ensure, before adding the hot water, all cockroaches were excluded. These insects are just a fact of life. In

tropical ports they fly in the door of the aircraft, attracted by the electric lights and then hide behind and below the cupboard with its hidden food-stained surfaces.

Some Human Factors.

In our recurrent training normally twice a year, emergency evacuations from a disabled or burning aircraft are discussed and demonstrated. In the emergency slides evacuation drills we are shown illustrations of the difficulties of passenger control. If an evacuation is called, there is an insistence of some passengers to delay while they find and retain their cabin baggage before jumping into the slide. Videos of real time evacuations show some persons jumping into the slide clutching their duty-free alcohol. Often these bottles break at the bottom of the slide and other passengers are injured and cut by broken glass following them down the slide. A practical illustration of human behaviour was presented to us on the tarmac at Sydney airport. In the days before aero bridges, all passengers walked across the tarmac to board their aircraft.

This morning, in front of the TAA terminal there were three aircraft in line. Our Electra was number three in line. Ahead of us were 2 Douglas DC9's. We observed the Ground Hostess open the tarmac gate and direct the passengers to their aircraft. The direction indicated proved to be wrong. A line of passengers walked directly toward the second of the DC9's. The leading passenger climbed the rear entry stairs and all others followed in turn. After a slight delay we observed the leader walking down the extended front stairs of the aircraft, then walk across the tarmac and climb the rear steps of the forward most DC9. We guessed that when he entered the cabin of the first aircraft the hostesses indicated to him, they should be on the DC9 in front of them and directed him to the forward stairs at the other end of their cabin. The interesting part of this story is that every passenger followed in line, entering the first, walked the length of the cabin and left by the front stairs following each other. We saw the humour in this. Like a line of ants, there was no stopping them. Eventually they all boarded the correct flight. I believe this is a vivid reminder of passenger behaviour in Emergencies.

Professional wrestlers

During the 1960's, one television program was very popular in Australia, a team of young, fit men appeared, on stage, to wrestle one another. To raise the excitement level, they adopted names to illustrate how daring they were and also, when on stage, dressed in clothes to fight and terrorize each other. Off the stage these young chaps were gentle giants. To present their shows it was necessary to fly to all cities. Their choice of carrier was TAA and I often had them on board my DC9. The DC9 loaded passengers from the front using the folding aluminium stairs. TAA advertisers wanted publicity photos of this troop, so one morning when preparing for our flight I discovered the photographer had lined them up on each step of these aluminium stairs. They were big boys and I feared their weight would exceed the designed strength of the stairs. A more entertaining story of this team was told to me, as Captain, by a Senior Hostess. During the previous flight a passenger who was probably half drunk, entered the buffet area and began harassing the Hostess assigned to the kitchen. The young wrestlers seated in the forward passenger seats, opposite the buffet, observed his aggressive conversation with our Hostess. One of these "gentle giants" rose from his seat, crossed to the buffet and grabbed the passenger very firmly by the shoulder and I guess applying some force, he quietly stated, "If I were you, I would go back to my seat and sit there" I was assured by the Hostess he was no further problem.

I will continue this reflection on the early flying days, particularly our "Hostesses". I use this title intentionally as the "Flight Attendant" title was only introduced into Australia from the American Airlines in the 1970's. These are only my observations of some factors which were unjustly impressed on fellow crew members of my own age. TAA commenced employing young, nursing qualified, women who were carefully chosen, mainly for appearance. These women were used to lead the publicity campaign for TAA, now an active competitor to the ANA Company of the Holyman family.

This part of the story commenced in 1948.

Unfortunately, the TAA rules and restrictions which applied to our Hostesses were blatantly "sexist". The Company decisions and monitoring took over the lives of the girls. First, they must be single. If they married

it was immediate dismissal. Next, they faced the weight compliance; these standards were a ridiculous requirement. Why? Officially there was one weight for height chart which applied to all, whether skinny or large framed. The overweight Hostesses, fearing instant dismissal, were continually dieting and the skinny girls ate unsuitable food to achieve the compliance. Some on the light side, when being rostered for a check flight, even resorted to fitting lead fishing sinkers in their bras. Next was a course at a Model agency for tuition on deportment, then Academy training at Elizabeth Arden, to improve makeup skills. After the delivery of their white linen uniforms, which included flared white linen skirts which had to be meticulously ironed, even on overnights. I was aware of mini dramas when Hotel room irons scorched the linen fabric.

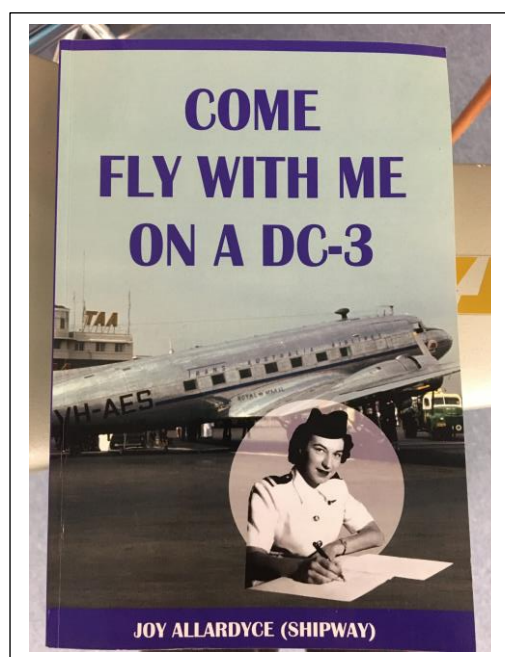
For many years the Hostesses wages were abysmal. An early association of Air Hostesses was formed in 1956 but no real progress was made until the early 70's when the Flight Attendants Association was formed employing their own Industrial Officer. The initial wages were extremely low and due to the money shortage, Hostesses usually lived-in flats, with up to 4 other girls, and used trams or trains for transport, always, as required, in uniform. After their Union negotiated on their behalf, the working conditions improved.

I do remember one requirement, if their flight came in at night, and the aircraft engines were shut down before 9PM, no taxi travel was approved. So late at night, the most dangerous time of the day, it was back to train and tram. On many occasions we pilots offered a lift home to the girls living on our route. Living south of Melbourne in Beaumaris, I often left the airport with a full load of passengers. Many of their flats or apartments were located in Windsor and South Yarra. Two regular stops were Caroline St. South Yarra, and Queens Road near St Kilda. These areas were early developments of high-density apartment living. The additional benefits of Union negotiation were obvious; cars appeared as personal transport and there was a reduction in share accommodation. The removal of many of the more restrictive rules resulted in a far more satisfactory work environment”.

Well, I hope you enjoy these short cameos.

Ron Austin

Book published by former Hostess Joy Allardyce (Shipway)



Joy Allardyce has compiled a lively and entertaining collection of stories about flying in the Douglas DC3, the workhorse of the world's airlines in the post-world war 2 era. Today's flight attendants would be amazed at the working life of a TAA hostess of the 'fifties, particularly in western Queensland, where long hours, severe turbulence, and extreme heat were part of the daily routine, not to mention sick and distressed passengers. Most of the overnight accommodation was substandard, if not downright primitive. In spite of all this, the girls seem to have enjoyed themselves tremendously, and still get together to yarn about old times.

TAA was probably the best airline in the world, more like a large family than a business, and remained so until the accountants took over in the eighties. It's a pity we could not hear of some of the more interesting stories of flying in those days, probably because of the current libel laws! Altogether a most enjoyable book which is highly recommended to anybody interested in the early development of the Australian airlines.

TAA Speed Record



During the COVID 19 shut-down the Museum had a framed certificate donated that was issued by the Federation Aeronautique Internationale for a world record achieved by one of our B727's flown by Capt. Noel Mann in 1988. [Now on display at the Museum]

It was a Perth to Melbourne flight [tailwind] and the aircraft was officially recorded as travelling at 1172.96 km/h.

Nice early arrival in Melbourne!

25 Year Club Museum

In just the small time we have been back at the Museum this year there have been improvements made to the display area with the addition of a raised section down the middle of the 70's era display. Now we can pull some more memorabilia out of storage and display it for all to see. But we are not finished yet



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]

Patricia Chassagne (Nott)	Hostess	Aged 98	22/06/20
Margaret Dwyer (Berckelman)	Hostess	Aged 76	15/05/20
Ken Warrener	Traffic Officer – SYD	Aged 86	11/20
Robert Russell	Intn'l Travel HO		
Charlie Cristiano	Electrical Workshops MEL	Aged 93	10/20
Chris Mitrovski	Engine Overhaul MEL		
John Fogarty	LAME MEL		08/20
Paul Daniels	TSD MEL	Aged 79	10/20
Paul Gluschenko *	Maint & Eng [Supply]	Aged 75	23/12/20
* 25 Year Club Committeeman [Treasurer]			
George Fyfield		Aged 83	16/10/20
Kevin Driscoll	Paint Shop L/H	Aged 91	21/09/20
William [Bob] Harvey-Hall	QA Manager MEL	Aged 91	05/03/21

*** 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, and for **Bank transfer**: "Trans Australia Airlines Museum Acct" @ Qudos Bank [Indue Limited] 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.