



TAA / Australian Airlines 25 Year Club

Newsletter No. 110

October 2021

Editor: John Wren

President's Report

- Well, here we are again, still in partial lockdown [in Victoria], the **Museum closed** and no possibility of reopening this year. I recently sent a note [Museum Ramblings #10] to all the Volunteers letting them know that the Committee had decided that we would not be re-opening this year and set a target of Tuesday 17 February to re-open – at least that's the plan subject to Federal, State and QF restrictions and the risks still out there in the community.
- I've been regularly going up to the **Museum** to collect the mail and parcel deliveries, and check on the Museum just to ensure everything is as we left it so long ago. Apart from a bit of dust here and there and a bottle of milk we forgot about in the fridge [fortunately it was sealed, but when the cap came off – WOW]
- Since March 2019 when COVID made itself known to us all we have fortunately not been advised of any Members succumbing to its deadly infection, thank goodness.
- Rumour has it that Thales have occupied the ground floor of the 'White House' at Tullamarine. It is being used as a Customer Software Verification Centre for their OneSky project which is expected to replace the current Australian Air Navigation System for AirServices Australia. See <https://www.airservicesaustralia.com/about-us/innovation-and-technology/onesky/> The 'White House' is still identified outside by signage "JetStar" and "Qantas".



- We received a lovely email from Denise [Dr. T.C. Brown's daughter] letting us know that he has just had his 97th birthday and is keen to come visit the Museum. Denise also provided a life history that Dr. Brown has penned which includes the period when he was with TAA. He has certainly had a very interesting life and the article makes an interesting read. Since the article is a bit long, rather than cut it down, I have placed it on our web page which you can read at your convenience – see <http://www.taamuseum.org.au/Documents/Dr.%20TC%20Brown.pdf>

Newsletter

This is our 110th Newsletter issued by the 25 Year Club. We hope you have been enjoying the content over the years. If you would like to submit an article, just send it to the Newsletter Editor at the Museum. If you are currently receiving the Newsletter by mail and can receive it by email instead, please let us know to help drive down the cost of stamps [\$1.10 each].

News from HARS - “DC-3 *Hawdon* at Gold Dinner 2021

Visitors to HARS over the last few months will have noticed a flurry of activity around our DC-3, *Hawdon* as the team worked hard to put a shine on the aircraft. This year the aeroplane was being prepared for presentation on the red carpet at the Sydney Children’s Hospitals Foundation Gold Dinner; held on Bay 71 at Sydney airport on 10 June.

The Gold Dinner is one of the most important charity events in Australia and, since its inception in 1997, has raised over \$30M for the Sydney Children’s Hospitals Foundation. This year an aviation theme brought the event to an enormous air-con marquee at Sydney airport. With almost 600 of Australia’s best known celebrities each paying \$1,500 a seat, the pledges and auctions at the event raised a staggering \$4.8 million!



Hawdon at Gold Dinner 2021

Photo: M. Keech



Hawdon at Gold Dinner 2021

Photo: M. Keech

And right there, on the red carpet, was our beautiful *Hawdon*, looking resplendent, reflecting the golden light for all the celebrities to admire as they arrived. The aeroplane was flown to Sydney earlier in the day and many of the Sydney airport staff were keen to see this classic aircraft on their apron once again. Despite the cold / rain we welcomed a good number of the dinner guests onboard the aircraft throughout the evening.



Chef Guillaume loved the DC-3

Photo: M. Keech



The crew standing in the rain

Photo: M. Keech



This event carries on the tradition of our DC-3 *Hawdon* raising money for charity since 1989. It was well known for its flights around Port Philip Bay in Melbourne raising money for the Royal Children’s Hospital and other charities.”



And, also from HARS, this picture of VH-AES ‘Hawdon’ on the flight line with engines running next to another of HARS DC3’s, also idling.

[pictures by Howard Mitchell taken from the HARS Newsletter]

Ex TAA B737 Reg. VH-TAG still going strong

Ex TAA, and ‘intrepid reporters’, Paul Rigg and Peter Savidis spotted our former passenger aircraft VH-TAG on the tarmac at Tullamarine recently disguised as a freighter for Qantas and registered as VH-XMB. The registration change was the result of the aircraft being registered in New Zealand for a while before coming home and needing a new registration.



Paul Rigg [left] and Peter Savidis, both now retired, in front of the freighter VH-XMB during an evening turnaround.

Thanks Paul for the picture and the story.

More on the Bristol ‘frighteners’, oops - Freighters

We received this great contribution to the Newsletter from Bob Gilliland [ex TAA Sydney and, for part of his 37 years with the company, also in New Guinea from the beginning of TAA’s involvement there. Here’s Bob’s story:

“I was extremely pleased to read Ron Austin’s history on the Bristol Freighter back in March of last year [Ed. Newsletter #105]. It brought back so many wonderful memories of my time with TAA in New Guinea. I wanted to respond to that article at the time but I was unable to find some photos which I needed to go with the response. During a recent clean up, I came across them, so herewith is an addition to Ron’s wonderful story on what is just a tiny part of TAA’s history.

For those of you who don’t know me, I had 37 years with TAA in Sydney as an avionics L.A.M.E., based mainly in Sydney. I was just out of my 5 year apprenticeship at the beginning of 1960, when it was announced that TAA were going to take over services in New Guinea from Qantas. It was only a short time later that TAA and Ansett were granted rights to operate the trunk route services 10 days a fortnight on a 50-50 basis from Sydney to Brisbane, Port Moresby, Lae and return. I always believed that to break the apprenticeship mould, I would need to get away from Sydney for a while and saw the New Guinea operation as a magic opportunity to do just that and in July of 1960, I applied to be transferred to New Guinea. Much happened quite quickly over the ensuing weeks but to keep the preamble short, I eventually arrived in Port Moresby by various means where I sat for a week because no seats were available on flights to Lae. As it happened, old faithful, VH-AES was on its delivery flight to operate in New Guinea and I was given a seat on it to get to Lae, arriving 2 weeks before the official take-over from Qantas, which occurred on the 1st September 1960.

Prior to the arrival of the Bristol Freighter in New Guinea (officially designated B170-31), training of ground crews started in earnest, with instructors being flown up from the Engineering School in Melbourne to carry out instruction in Lae. I was fortunate enough to be in that group. It is here that I seek Ron’s forgiveness for making an amendment to his version of the B170 story. My memory and research both agree that the first aircraft, VH-TBA arrived in New Guinea on 5th August, 1961. A day or two later, a public relations ceremony was carried out to officially welcome the aircraft to New Guinea. The festivities were based on a christening ceremony of two aircraft, the Bristol freighter VH-TBA which was named the Leahy Brothers after 4 pioneer explorers of the highlands and a DC-3, the registration of which escapes my memory [Ed. VH-SBF], which was named Pard Mustar, who was an ex airforce airman who was a pioneer in New Guinea during the late 1920’s.



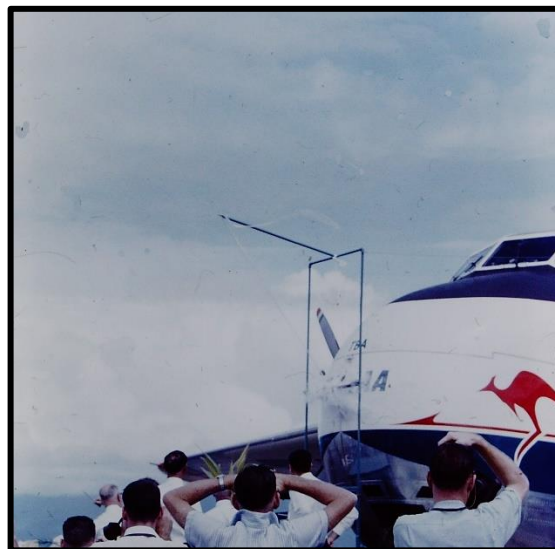
The Bristol Freighter VH-TBA and the DC-3 VH-SBF nose to nose for the christening ceremony.

[Ed, VH-TBA came to TAA from the Pakistan Air Force registered AP-AME and was partially rebuilt when it came to Australia – acceptance 19/05/61

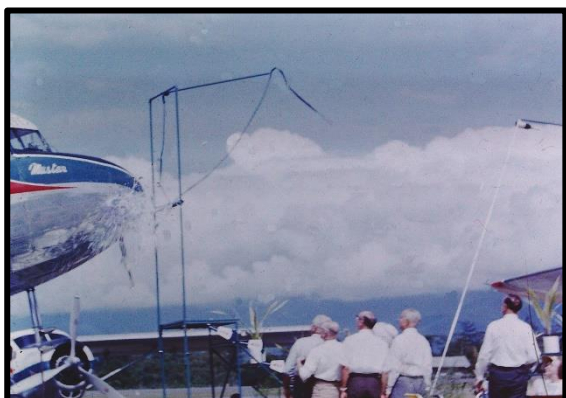
Guest of honour at the christening ceremony was Sir Horace (Horrie) Niall, KB, CBE, MBE, the Administrator for the Mandated Territory of New Guinea and Mick Leahy. Hosts for the event, representing TAA Management were Captain Lionel Thrift, Manager Papua/ New Guinea and Geoff Jones, Manager Lae



The official party in front of the aircraft. Sitting on the left, Capt. Lionel Thrift. Standing centre, Sir Horace Niall. Sitting right, Geoff Jones.



The sound of the champagne bottle breaking was almost drowned out by the clicking of cameras



We christen thee Mustar.



Mick Leahy poses in front of the aircraft which was given his name.



Following the official ceremony, the Bristol was opened up for public inspection.



Once inside, everybody was impressed with the size of the aircraft.

It was quickly back to business the next day as the aircraft was purchased to be a work-horse and move freight, not to stand still and be a show-pony. There were still some crews to be trained and to accomplish this as quickly as possible, crew training was carried out at Nadzab airstrip, the deserted WW2 airstrip up the Markham Valley approx. 45 kilometres from Lae township. This was a good move as normal airport operations did not hamper the continuity of training. This strip is now the main Lae airport. Because of the isolation of the strip, Operations requested an engineer to go with the aircraft for safety and security. I was the first person named to carry out this duty and off I went in the jump-seat with Ivan Neal and Keith Galloway. As passengers were not allowed to travel on crew “circuits and bumps”, I was dropped off to cool my heels while the guys did a number of landings.



VH-TBA makes a copybook approach to Nadzab Airstrip during crew training.



The aircraft on the Nadzab airstrip - the WW2 marston matting is obvious in this photo.

My further involvement with the B170 was short lived however as I was posted to Port Moresby a couple of months later where the unique Catalina operation along the Papuan coast was requiring attention due to the avionics engineer resigning and going overseas and in fact, I never worked on the Bristol again. September 1963, saw my three year term in New Guinea come to an end and I was posted back to Sydney Line Maintenance again where I had the pleasure of regularly seeing many of the aircrew whom I had become familiar with in New Guinea and were now promoted from DC-3, B170, Catalina and Otter aircraft to Boeing 727 and DC-9 and F27's

PS. My apology for the quality of the pictures but 59 years is not kind to colour slides.

Bob Gilliland.

[Bob – thanks for a really interesting article about a unique experience for you and TAA at the beginning of TAA Operations in New Guinea.]

TAA Hostess story by Pat Merlehan

Everyone who flew in the late 50's and early 60's would be able to tell you what a Hostess did on the aircraft, which was just the tip of the iceberg with what really occurred. Pat has put together a fantastic story of what it was really like in those early years [11 years after TAA started]. Thanks Pat, for allowing us to reprint your story. [Ed. Pat is a member of the 25 Year Club, great supporter and donor of TAA memorabilia]

TAA Hostess - Pat Merlehan (McMahon) Flew 1957—1965.

I was born in a Nursing Home in New Farm, a suburb of Brisbane and started school after the Australia Day weekend in 1939. We had a radio which was avidly listened to by my parents—chiefly the BBC, as there were family relatives in the UK. Europe was heading for another World War.

The 1950's in Australia—those few years after the Second World War was a period of great aviation activity. The result of the 1930's depression followed by 6 years of War left our nation with little industry, little money and housing shortages as the service men and women returned to civilian life. Available in the post war years were vacancies for typists in both the State and Federal Government. I was fortunate to go to the QHC (Queensland Housing Commission). I used to travel to work from Redcliffe by a co-ordinated service of bus and train which took 1 1/2 hours!! After work I was studying singing. I had done music—A Mus A for Senior. During this time the ABC held, annually, the 'Vocal and Concerto Competition'. In 1955 my teacher entered me and I reached the semi-finals. However, then, as now, I was no actress and was told to have drama lessons! It was also a time of saving for a ticket for a working holiday in the UK.

Early 1956, the State newspapers had advertised for Air Hostesses—Australian National Airways (ANA) owned by the Hollyman Family of Tasmania and the new Trans - Australia Airlines. I had succeeded the Commission's Senior Architect's typist when she married and was now out of the typing pool. I had the cut-out advertisements of both airlines in my desk drawer. Eventually I applied to TAA. Interviews were quite convenient as I would slip out of the State Govt. Building on the south side of Anzac Square, cross the park and enter the Commonwealth Offices on the corner of Creek and Adelaide Streets. First interview was with Molly Stanley, Port Supervisor Brisbane and the Qld Personnel Manager. That brought the usual answer "we will advise you". Molly also emphasized the fact that I would lose one pound per fortnightly pay by joining the airline!

Time elapsed—the Commonwealth Games came to MLB and I continued on in QHC. Later that year, with the Games over, I was called in for a second interview and was accepted. However, it was not until early 1957 that I travelled to MLB on a DC4 with three other BNE girls. We were a small intake—just 5, although the official photo shows 7. I am on the far right of this photo. Two of the girls are from a previous intake. That was my first day of 8 years with TAA. Accommodation had been organised for us and our address became c/- Mrs. Forrest, Clark St. Prahran. Two shared a large room which, when the weather changed, had a fireplace—thank goodness! By May, I thought I would die of cold. So, there were 6 in the house, sharing a kitchen and bathroom. The owners lived on the premises.

The Monday after arrival, we were bussed to Essendon and met Miss Lexie Maunder, School Supervisor. We had lectures at Essendon Airport, talks by head of catering, Dr Parle about our ears and we had visits to Uniforms where summer frocks were dispensed and handbags. We did have a stocking allowance. Cap and overcoat were issued and then a trip into Melbourne for shoes (they were provided) and also measured for our winter uniform. There was also a visit to Elizabeth Arden for a makeup demonstration. It was expected we would operate a cheque account (no cash in hand with our pay) so that entailed a trip to the Commonwealth Bank. Of course, there was meeting the MLB Port Supervisor—Miss de Sallis—viewing the Hostess Room with boxes for notes (remember green notes)? And where the roster was posted. Choosing which port we THOUGHT we would like to work in was also made. One matter that was impressed on us was that missing a flight could lead to dismissal!! We were introduced to our trainers and life began in earnest. To date we hadn't seen the inside of an aircraft, except the DC4 we travelled on from BNE. An important purchase was a diary to write our weekly roster. At this point I got out my Log Book. I think keeping a log book was mandatory for hostesses until the early 60's. it was handed in each month to be checked. I have spoken to others since who are now sorry they did not have to keep a Log, as memory becomes inaccurate.

Uniforms were worn from the start though I have no recollection of ironing the linen 6 gore frocks when in MLB. My first training was on a Viscount 700 VH-TVH to Hobart and return. For those who can remember flight nos. 445/446 and the following day was on VH-TVC 443/444. Next, was the old DC3 and my first o/n Hobart. I wondered if he would ever get to Hobart city. It was before the new bridge where we journeyed up one side of the estuary to Bridgewater—crossed the causeway and down the other side into Hadley's Hotel in the city. The following morning, after a breakfast of boiled eggs, toast and coffee and before the hotel vestibule fire!! Post Games—overseas visitors came to Australia and on ground duty, I remember seeing Dame Margot Fonteyn, Sir Laurence Olivier and Vivian Leigh.

Many years later, when again in Hobart as a Delegate at a War Widows National Conference, I decided to find Hadley's again. I happened to be with an ex-hostie. We were met by a very superior Concierge who, when I said I had stayed there during the 1950's as a TAA hostess and just wanted to see the place again was told that he doubted there would still be anyone who had worked then!!

MLB with its little shops for umbrellas, gloves, hats, scarves etc. were a great fascination as BNE had nothing like it. After the initial three flights, another week commenced with my fourth training flight. It was then I committed what

we had been warned about—I missed a flight!!! Can't recall the outcome but my training (a total of 5 flights) went on including working on the Convair (C240). Requesting a specific flight was not permitted until after Graduation. However, before returning to BNE, I did get a trip to Perth as my trainer wanted to go and requested for me. Accommodation was at the TAA hostel at Mt. Lawley. The total flying time was 18hrs 40. I learnt about head winds as the trip necessitated landing at Forrest (Nullarbor Plains) with the crew pumping fuel out of 44 gallon drums.

August brought my transfer to BNE where I joined the girls at Kangaroo Point. Molly Stanley had her own system for inducting those transferred to BNE. First there was the familiarization flight with a senior Hostess— all stops to Cairns and return. It was vastly different flying. This was followed by Channel trips; Tennant Creek (a week's work— 21 hours flying return trip) plus 4 day Westerns. Catering always helpful, rarely managed to rise to the occasion when it came to teaspoons. This item always appeared to be in short supply and when requested, often got the answer "sorry love haven't got any, we'll give you some 'paddle pop' sticks"! There were always reporters and photographers around the airport with people coming and going. In 1957 David Fleay sent a platypus named Paul to Bronx Zoo. I didn't have many company photos taken but that was the first.

Until the arrival of the F27 (Fokker) in 1959 we did our own setting up. If an item didn't head west with you, then you only had yourself to blame. Urns were carted to waiting sheds to top up boiling water; if the little salt/pepper were empty—you hadn't checked the aircraft properly. On many trips double of dry goods was carried due to unavailability once we left the coast. Loved going to Darwin on the DC4, though serving lunch out of Mt Isa could be touchy in the summer especially when the crew changed altitude to dodge storms. A trip to Darwin entailed an enormous amount of catering to cover breakfast/lunch morning and afternoon tea in double quantity to cover the return flight. The 'well' in the galley held lettuce, tomatoes, lbs of butter, milk and chicken. The boxes and tins to cover all requirements were loaded in the hostess seat area, where on take-off we sat with our legs stretched out across the top. Ex BNE hot breakfast and rolls were loaded and that was it. Heaven help you if you forgot a can opener! From our loading we set up trays, cut up butter, opened cans of fruit, plus tins of cream and we made up lunch plates. Time on take-off was spent folding serviettes and it was always a full load of 48. Once per month—no requesting of the flight allowed—we were rostered for overnight MLB and stayed at the Chevron Hotel on St. Kilda Road. It was considered a reward. Late ground duty could also cover the Q1049 flight to Tokyo; the French ATI from Noumea and occasionally a PanAm Stratoclipper with 6 Flight Attendants.

Qld flying also necessitated an extra white uniform allowance—most weeks we could use 5 of lightly starched, 6 gore skirt frocks. Nearly forgot the button polishing—they were all brass. Despite everything most enjoyed the flying even the few who were airsick every summer. Once I gained my second stripe, I started training. One of my BNE trainees was Dux of her school which brought a note from Lexie Maunder.

In 1959, I decided to apply to Qantas and by requesting flights, managed to attend two interviews in SYD. Big changes and new aircraft were coming on line—the F27 replacing the DC3 at least on coastal routes and the L188 (Electra) operating the services between the capital cities, although it was some time before BNE girls worked on them. At the end of 1959 I received notification from Qantas to 'domicile' myself in SYD if I wished to work for the company. I applied for a transfer and in February 1960 moved to the SYD roster.

What a change! We were all proud of maintaining standards in BNE but SYD was different. I trained two more girls whilst the rumour that had been about for years that TAA would take over New Guinea from Qantas eventually became a reality. On the 9th July 1960 as Senior (with 3 captains) we departed on the DC6B with a full load for Port Moresby and Lae. I still had no contact from Qantas!! My time on the New Guinea route lasted 3 months.

At the end of September 1960, Senior Check Hostess Dawn Burns resigned to marry and I was offered the position. The following week I received my call up for Qantas; decisions had to be made. Either I went back to be a 'junior' with Qantas or I stayed with TAA doing rostering and attending crewing meetings (always attempting to improve SYD). Poor SYD was the middle port which made dealing with OPS invariably difficult. I decided to stay where I was and work in the company which I thought was so great. In those last 5 years I attended schools to talk to girls about becoming Air Hostesses as well as a lot of Admin work.

I had one disappointment—the job I was allocated for the Proving Flight of the B727. As the large group of hostesses on that flight were drawn from all Ports, my responsibility became maintaining all rosters for the duration of the flight. As Claire Hicks (ADL Check) was one who did go. I think my nose was slightly out of joint as once the B727 started on line, I continued training and checking.

In May 1965 I resigned. It was another 10 years before mandatory retirement at 35 was changed. For many of us of that era I consider that Elaine Smith's commencement of an 'ex flying' association [Wings Away] was a saving grace. The contacts and friendships made flying were able to be continued.

HAPPY BIRTHDAY TAA

The 9th September was the 75th Anniversary of the first commercial revenue flight by TAA celebrated with a COVID [240+ days of restrictions] whimper rather than an enthusiastic jet engine roar. We are fortunate that the aircraft that operated that 'first' flight is still operational and flying with HARS in Illawarra NSW. HARS celebrated the event as well in their newsletter:-

“Trans - Australia Airlines 75th anniversary

Many of our readers will have had their first domestic flight in Australia onboard a TAA aircraft. Seventy five years ago last month Trans - Australia Airlines began operations with their inaugural flight from Melbourne to Sydney. Departing from Laverton RAAF Base, due to Essendon airport being flooded, on 9 September 1946 the flight was conducted by an ex-US Army Air Corps DC-3 named *Hawdon*. That DC-3, VH-AES, is preserved in airworthy condition at HARS Aviation Museum. The following is an extract from Nancy Blitz's [Ed. *Former TAA staff and 25 Year Club member*] book 'Hawdon' describing that first flight:

"At 6.00 AM (as scheduled) on September 9, 1946, *Hawdon* took off for Sydney from Laverton with 21 passengers on board. In command was Captain Jim Hepburn, the co-pilot was Captain Jack Nicholls. Veni Vernon was the flight attendant (in those days known as Air Hostess). Captain Hepburn was TAA's first pilot. The passenger list included Arthur Drakeford (Minister for Air), Arthur Coles and family, members of the A.N.A.C., Lester Brain, Doug Laurie, Ian Sabey, Doug Robertson (editor of 'Aircraft' magazine), Ken Green (aviation reporter for the Melbourne 'Herald') and Colin Fraser (reporter from the Melbourne 'Sun'). Mail was also carried despite nearly being left behind due to its late arrival.

The passengers were treated to scrambled eggs, toast, scones, butter, tea or coffee. The catering manager had experimented with the scrambled eggs to work out how to cook them correctly for inflight service. The passengers had plenty of time to enjoy their meals. The flight took a leisurely two hours and 35 minutes to fly to Sydney, arriving at 8.35 AM. At Sydney, *Hawdon* was met by a very small crowd, largely made up of politicians, including the Governor-General, Sir William McKell, the New South Wales Premier, and the Chief Secretary. Upon landing the mail was handed over to the Chief Secretary by the Minister for Air. Return to Melbourne was at 9.35 AM. TAA was now open for business."

The DC-3, *Hawdon* is still airworthy today, marked in its original TAA markings, and is now an important part of the HARS aircraft collection. Nancy Blitz's book 'Hawdon' is available at the HARS shop.

[Ed. *I had not previously seen that flooding was the reason Essendon Airport was not used for the 'first' flight, it had previously been my understanding that the concreting of the aprons / taxiways were not completed. Anyone care to clarify?*]



TAA Advertising

The Dawn of a New Service...

YOUR SERVICE... A fresh page in Australia's aviation history unfolds with the advent of Trans Australia Airlines. From every sphere in every State of this our Commonwealth, TAA has drawn upon the ranks of ex-servicemen and ex-servicewomen who bring with them a true conception of service to the public—one backed by the great traditions of service established by our Navy, Army and Air Force. Commencing in October with flights between Melbourne and Sydney, TAA will in November extend their services to other Capital Cities. TAA is owned and operated entirely by the people of Australia—by you. TAA is, in fact, your own airline.

TRANS AUSTRALIA AIRLINES

MELBOURNE Head Office: Chart House, 372 East Office Place Bookings: 269 Lansdale Street	CANBERRA Civic Centre, SYDNEY Phillip House, 269 Lansdale Street	BRISBANE Corner Adelaide and Creek Streets	HOBART Corner Collins and Argyle Streets	LAUNCESTON Corner Brisbane and George Streets	ADELAIDE Anchor House, North Terrace, (Opening Shortly)	PERTH St. George's House, St. George's Terrace (Opening Shortly)
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TRANS AUSTRALIA AIRLINES

AUSTRALIAN NATIONAL AIRLINES COMMISSION

TAA

In Australian Women's Weekly—October 19, 1946

Ed. I was trawling through a web site [as you do at the height of a COVID lockdown] and found a National Library of Australia entry featuring Women's Weekly magazines, and within the early issues there were TAA advertisements. Flipping through them to the earliest TAA ad, on 19th October 1946 [40 days after the first scheduled commercial revenue flight], was the hand drawn picture featuring one of our DC4's, or is a DC3 with 4 engines [not]! I blame our Marketing Dept. who gave them the copy.

The next three advertisements are below again, all hand drawn but in black and white.

The last of the full page ads was on 01st October 1949. TAA was established, so we went to small panel ads from then on with one exception – the 12th August 1950 when there was a full page colour ad featuring the 'face' of TAA well into the future – Nola Rose.

Planning to Travel?

The longest journey is just a few restful hours with TAA

Your holiday begins the moment you step aboard a TAA airplane. From the moment you enter the候机室 (waiting area) as you speed to your destination. The friendly air stewardess is kind to everyone. You are served with food and drink in the most comfortable and restful surroundings. This is the reason that TAA has added to your holiday. That is another reason—because you'll be home in just a few hours. — TRANS-AUSTRALIA AIRLINES.

TRANS-AUSTRALIA AIRLINES

AUSTRALIAN NATIONAL AIRLINES COMMISSION

You arrive FRESH as the morning when you travel

TAA

When you step off your TAA airplane, you'll look just as delightfully fresh and carefree as you feel. After all, it's not surprising... because you've chosen the fastest, easiest, most restful way of making travel. Free from all discomfort, your trip with TAA is a refreshing experience. You relax in a deep, restful sleep. A basket is at hand to answer your every wish... to bring you food, a delicious meal... or just a glass of juice and coffee.

Before you leave, you are at your destination, restful, relaxed, and refreshed, ready to make the most of the extra hours... or days... that TAA has added to your holiday.

For still more, you'll travel with TAA in September... and you'll see into any corner of the world... free... and more of your work of every day.

TRANS-AUSTRALIA AIRLINES

AUSTRALIAN NATIONAL AIRLINES COMMISSION

There are many reasons why THEY ALL FLY TAA

TRANS-AUSTRALIA AIRLINES

AUSTRALIAN NATIONAL AIRLINES COMMISSION

07th December 1946 Issue 11th January 1947 Issue 01st February 1947 Issue

We'll try to get all the early ads up on our web site in the new year when things settle down.

TAA's new aircraft



Here's a rare picture of newly arrived DC4 VH-TAA around 4th October 1946 at Laverton Airport – just a few weeks after TAA got started.

In the background [left] you can see a RAAF DC3 and bombers.

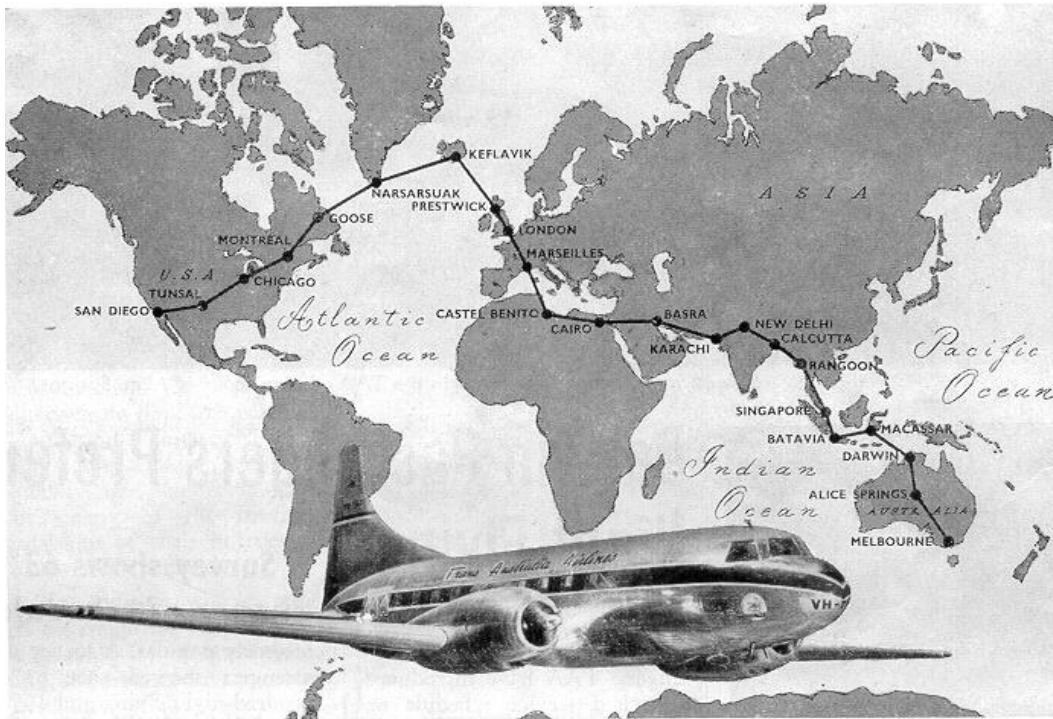
Looks like some training going on in the foreground.

TAA Convair VH-TAQ



Above is TAA's newest arrival [at the time] – Convair 240 VH-TAQ taxiing at Sydney Airport on its delivery flight to Melbourne from the USA in August 1948. In the background is Sir Charles Kingsford Smith's famous aircraft "The Southern Cross", the first plane to fly the Pacific. VH-TAQ would later fly royalty around Australia when the Queen visited Australia in the early 50's [see pic at left clearly identifying VH-TAQ]. Again, VH-TAQ mixing with Australian auto 'royalty', the new Holden.





And it was a long ferry flight from the factory to Melbourne for our Convair aircraft.

They stopped for fuel or an overnight at some 'interesting' places – Goose, Keflavik, Libya, Basra amongst others.

Modern jets certainly take the fun out of ferry flights!

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]

Don Withers	Planning & Admin Director	Aged 90	29/08/21
Moss Darby	Snr. Flight Engineer A300	Aged 98	20/09/21
Capt. Ken Lynch	Pilot	Aged 96	21/10/21

*** 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:

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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.