

There are no strangers here, only friends we haven't met.

Another record – but of a different type

Give me that old time feeling.

Peter Taylor (retired PR Manager) recently visited the museum. He donated a number of articles, one of which was an old 78rpm record of TAA's radio broadcast themes. Kelvin Hawthorne, one of our volunteers, who works in a volunteer capacity at a Christian radio network, was able to re-record this on to a CD-rom as nobody it seems has an old 78 record player, and we now have these on both CD and tape.

Although there is no date on the record, it is indeed very old, as one track has the sound of a piston engine aircraft. Knowing TAA would have used a turbine Viscount aircraft sound if this aircraft had been in service, it is presumed that these recorded tracks were pre 1954.

It is soothing to hear the music of an era when singers sang in harmony, when bands played a tune that you could understand, and the sound effects were authentic.

There are 6 tracks on the record, all based on the same theme, but with a variety of segments that I presume was related to "air time" and cost. The record was labelled TAA HIT PARADE THEMES, but I must be honest, I cannot remember this record ever reaching No.1 on the hit chart, but then again I may have been a little too young to recall this era. Can you remember when this was released?

Thanks Peter for your contributions.

Who doesn't make mistakes!

It appears that the article from Roger Lloyd in our previous issue has jogged the memory of yet another member, Graham (and Margaret) Arnold, who sent me an e-mail concerning a couple of memories of his time in New Guinea.

Graham recalls an F27, scheduled from Rabaul to Port Moresby, landed in Lae when the crew mistakenly thought that the flight was scheduled via Lae, as it was not very often that an aircraft was scheduled direct to Port Moresby.

On one other occasion, a DC3 proceeded direct to Lae from Madang, but the schedule for this flight was Madang – Goroka – Lae.

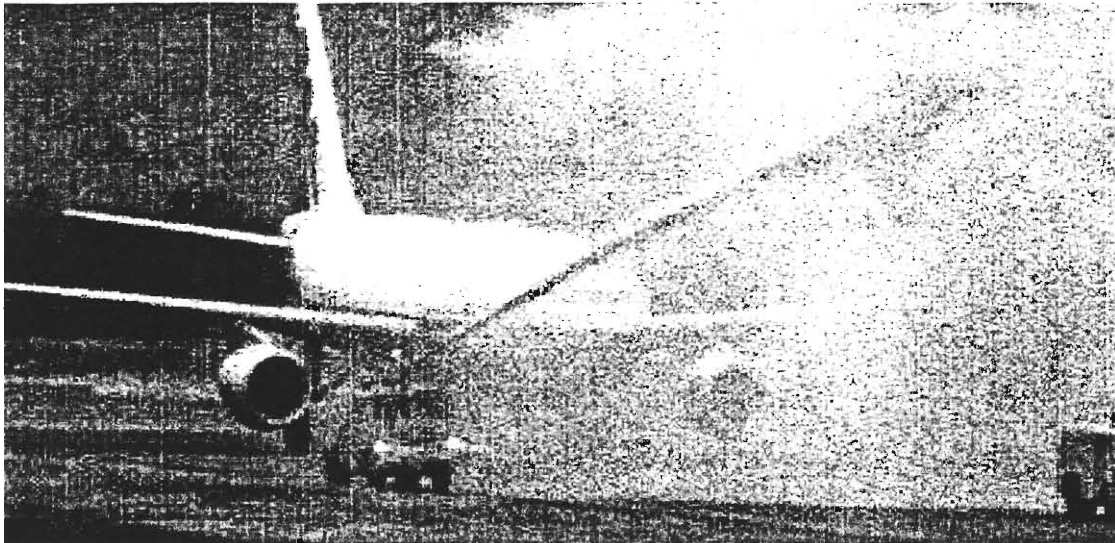
So even in the very best of airlines it is still possible to take a wrong turn now and then.

And a touch of that "Old Ozzie Humour", occurred on a flight full of American tourists, bound for Honiara from Port Moresby, when the Captain made a P/A while taxiing out, giving the flight time interval and the weather forecast for CAIRNS. The tourists had arrived in Port Moresby from Cairns the day before, and just about every hostess call button was pressed amid shouts of "Hey We're going to Guadal Canal not Cairns" and "Goddam We've just come from Cairns" and other similar quotations.

Amid the chaos, the senior hostess made a P/A "Ladies and Gentlemen, today is April the 1st, Now hands up all those passengers who pressed the hostess call button". Silence prevailed, and the passengers relaxed and enjoyed the joke, although it was noticed that a couple of them were seen putting a pill of some sort under their tongue.

Thanks Graham and Margaret – much appreciated.

AIRBUS ARRIVES IN AUSTRALIA.



Whilst doing some housework and dusting (wife away) I noticed on the wall near the bar (where else) a photograph taken in Perth of the arrival of our first Airbus VH-TAA, James Cook. Immediately I recalled the day and tried to locate the many other photographs taken of this aircraft, and of a story told to me later by one of the crew (I think it was ((Capt) John Rosenberg).

It so happened that the delivery flight from France had been uneventful. There had not been too many occasions when the crew had to refer to the operations manuals for specific instructions regarding unusual procedures. But the story goes - on arrival in Perth, and during taxiing in to the terminal, the aircraft was greeted by two large fire tenders (one each side of the aircraft) spraying water in front of the aircraft, one with blue and one with yellowish orange, and a smaller tender leading the way. (See just in the RH corner)

This continued for some time, and on the flight deck there was a degree of nervousness as to the location of the leading fire tender, as water was cascading over the windscreen and was inhibiting the pilots vision. It was decided, that since the windscreen wipers had not been used, and nobody was sure where the switch was located, that they had better slow (or stop) so that they would not run over the lead tender that had vanished from view. This provided time for someone to locate the manual (and switch). Naturally I have toned the story down for the record, but I still smile today when remembering the originally related version.

Aircraft model collection growing.

Noticed in a small shop in the Tyabb market was a model of the Douglas DC10, painted in TAA's colours, and Cliff Sedgman, retired TAA member and member of the club, thought that it was obviously in need of a good home. Dutifully he contacted Don Owen who agreed, and after authorisation it was purchased.

Cliff visited the museum with the model and again after some bartering the museum managed to procure the model. It is now on display in the "also ran" section of aircraft that were considered by TAA during an era of intense competition between makers, with 2 out of three rejected for various reasons.

Thanks to Cliff, when people now visit the museum, not only can they read about the various eras and aircraft, and with the support of these models, they can visualise and appreciate what this period had to offer in world aviation. The dominant players in aircraft manufacture at this time were Boeing and McDonald Douglas in America, and Airbus Industries, a struggling aircraft manufacturer in Europe.

Many of these models were produced but lost over time for various reasons, but now that we are able to recover these articles we can place them on display for all to see. The only one missing is the French Caravelle, considered by TAA back in the 50's and it would be great if one of these existed and could be added to the collection. Keep your eyes opened when next you visit a weekend market please.

Thanks Cliff for your efforts and astuteness in locating this for the museum.

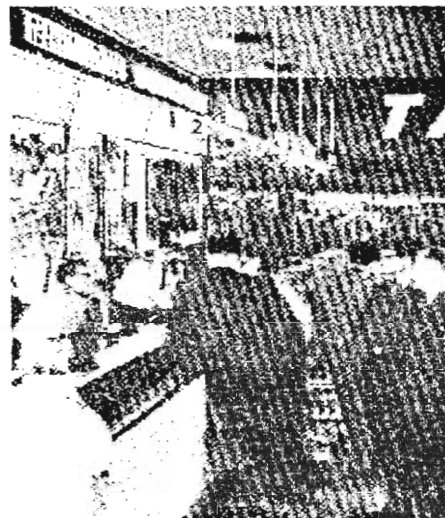
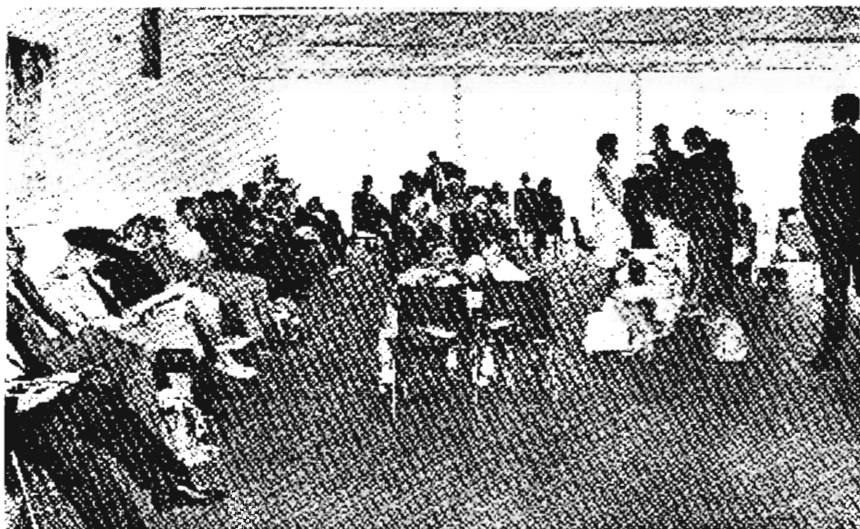
Quotation "Count your age by friends, not years." -Anonymous

Joke - This fellow was sitting in a pub, when he struck up a conversation with another lone drinker, and after a short while when most "small talk" things had been discussed, they got to talking about their marital status. It appears that one fellow was very unhappy about his current situation, always being bossed around, having a myriad of household chores to do, and generally despondent about life in general.

"How's your situation" he asked the second fellow.

"Oh" Said he "My wife ran away with my best friend" came a pause "and gee I miss him".

Reflections – 1967 when aircraft were not as big, when facilities were not as expansive, and when service appeared to be individual. Below left – New holding lounge Right TAA main counter – Essendon Terminal



These photographs extracted from the magazine "Aircraft" acknowledging the new facilities provided by TAA, whereby passengers could proceed to a holding area located on the tarmac, and in peace and tranquillity, provided there were no aircraft coming or going, one could sit and leisurely read the newspaper.

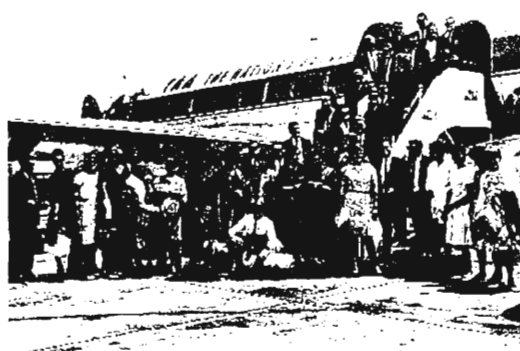
Lavishly carpeted, and with individual chairs scattered around the walls, this was the very latest in passenger handling. This innovation allowed passengers to be directed to the holding lounge and reducing the confusion of all passengers (and visitors) from TAA, ANSETT and QANTAS (who also operated from the same building). It assisted in reducing the walking time (and passenger loading time) with flights that operated from the end of the (walkway) finger, and was also used for many other purposes when not being used as a holding area.

I remember many of the passenger comments of the time, such as "it's nice to get away from the crowd", and "Thank goodness I don't have to run anymore to catch my aircraft, I will come a little earlier and relax and watch my aircraft being serviced", and yes, the inevitable did happen "One passenger had "dozed off" and being partly hidden by the counter, not seen by the staff and missed the aircraft. Dare I say the very next day the location of all items ensured that all areas of this facility were seen and inspected before each departure.

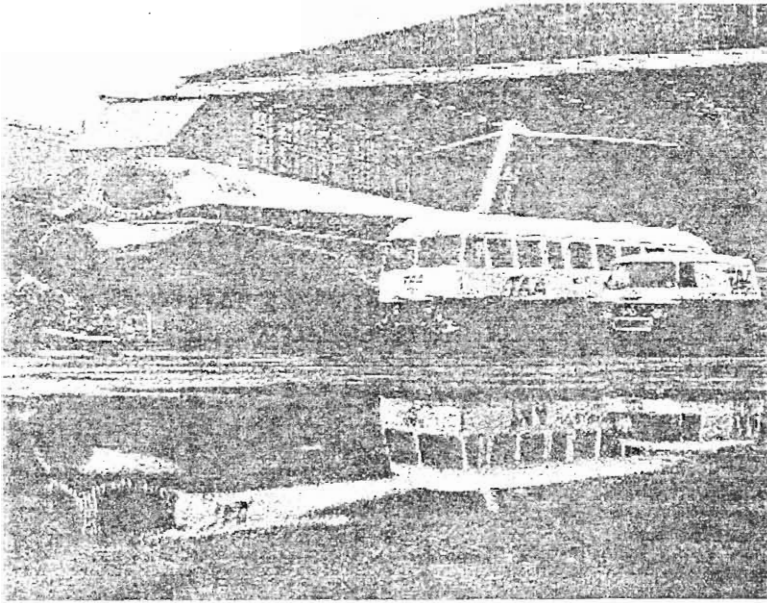
In the days when TAA carried sporting groups, and groups such as the World Championship Wrestling, roller derby, and Harlem Globe trotters, this area provided a secure and secluded area, ideal for this purpose.



Information counter staff circa 1967



Typical group movement – pre-departure



Incognito or just sun smart???

Amid the many photographs I came across this one taken at the hangar, showing a DC9 wearing sunglasses, and escorted by a bus and small engineering van.

I thought that this would bring back many memories, especially with the water laying on the tarmac and the reflection making this a unique photograph.

Many people in Melbourne would dearly love to see it rain in this way as it may be that water restrictions will be imposed if it does not rain soon.

Another Management meeting - 1976



Faces you will remember –
Rear standing – Bart Woodgate,
(Tech Serv. Manager) Ian
Millar, (Eng. Director) Bill Barnes,
(Fin. Mgr) Trevor Fenton, (Psl Dir)
J. Gunn (consultant), Lionel Thrift
Pln & Dev Mgr)

Seated L to R – Lloyd Hargraves,
(Comm. Director) Les Fitzgerald,
(Secretary) L.L. McKenzie,
(G.M.) Reg Bailey, (Asst. G.M.)
and Frank Ball (Ops. Director) and
later to become G.M.

Coats off. (and gloves on). The management team of TAA conducting business of the day, and judging by the members in the group, this meeting was an important one, possibly an early get-together regarding the selection of the next generation aircraft. Only one outsider is shown, J. Gunn, listed as (Aviation Consultant) but with 2 members of the Engineering and technical Services team, and representatives of Finance, Operations, Personnel, and Planning and Development.

One of the strange things that come to mind is that although it was difficult to achieve total agreement, sometimes even between the senior members of any group representing each area, (not only in management), when an acceptable consensus was reached, each member not only knew what he / she had to do but was given the authority to oversee or develop that segment of the project. Even decision making was part of the job, with only variations encountered during development being necessary to refer “up the ladder”, especially if it involved spending extra money, or including a proposal to alter operating methods or amending staff numbers.

Judging by the look on L.L. McKenzie’s (GM) face, and the serious look on the onlooker’s faces, this must have been spending money, for Les Fitzgerald and Bill Barnes are not smiling.

Salesmanship – Airman Jones was assigned to the airforce induction centre, when he was to advise inductees about their benefits especially life insurance. It wasn’t long before his commanding Officer noticed that he had almost a 100% record for insurance sales, something that had never happened before. Curious, the commander stood at the back of the room to listen to the sales pitch to the new recruits. Jones commenced “If you go into battle and get killed, the Government will pay you \$200,000, if you have insurance, Without insurance you will only get \$6,000 maximum”. “Now “ he concluded, “which bunch do you think they are going to send in first?”

Interstate members As part of the push to establish the national register of ex TAA AUSTRALIAN employees, we have managed to obtain a list of members from both Queensland and South Australia to add to the segment that will permit the establishment of the National Executive (member from each chapter to represent each area) and hopefully ensure cohesion of all members into one united club.

In the next few weeks after some name checking and location verification has been completed we will be writing to all of the people explaining the aims of the club and its functions.

This provides the opportunity for every member to at least talk about what is proposed and to any ex staff that they may encounter, and the opportunity to join our club, and assist with the recovery of items that can be displayed in the museum. Recently Diane Craig forwarded to us a collection of video tapes, part of the library now closing of the era when TAA changed its name to AUSTRALIAN Airlines and these have enabled us to expand our collection and knowledge of this era. Thanks to the interstate secretaries for your assistance.

Items of interest such as these sometimes appear to be insignificant to some people but it is through gestures such as this that we have been able to recover our history, and enable a realistic picture to be generated of the era's and the influences effecting management and airline decisions at that point in time. Without these records, we would loose these with the passing of people who were part of, or contributed to, the development and maintenance of a national icon that is now part of history.

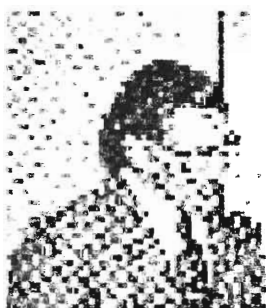
And yet another contact has been made whilst creating this newsletter with a phone call being received regarding old pictures released by TAA back in the 50's and 60's (believed to be those provided to travel agents and business clientele, and these are expected to arrive in the next week or so, and we will again acknowledge and add these to our collection.

Incidentally, Diane Craig, P/A to James Strong has forwarded to the museum numerous videos covering the time when James was our CEO of Australian Airlines. These will be viewed, and stored until we have established our video \ CD Rom library. Thanks Di your effort is very much appreciated.

Museum visits. I am pleased to report that there has been an increase in the number of members and also an increase in the number of outsiders now visiting the museum, which has caused a revamp and re-vitalisation of the floor area at 50 Franklin Street. It is marvellous just how much space has been recovered with this reshuffle and we can now concentrate of providing a literary description of the segments and items, a task that will be completed by Christmas this year.

Vale

Bart Woodgate _ Manager Technical Service - Melbourne July 2001.



Bart was the typical stalwart and backbone of the technical services department, and a gentle man who needed to be goaded into having a joke.

Extremely loyal and dedicated, Bart joined the airline in those heady days when TAA were deciding on the Convair and Viscount aircraft, working closely with John Watkins, and the other members of management charged with deciding the future aircraft that would see TAA become the leading domestic airline in Australia, and he was an example of local "Know-how" when it came to assessing and explaining the reason why any action should be accepted. To Lottie we extend our sincere sympathy

Bob Hilliard - Ops Scheduling – Melbourne August 2001.

Ron COX – Instructor – Engineering Training School – August 2001.