

Your New Committee

It appears that members are happy with the efforts of the previous committee and have again re-elected these members. In addition we have managed to gain two more members, Peter Price ,Allan Bunker and Nancy Blitz, maintaining the numbers at 17 and ensuring that we do have a consensus of opinion when making decisions on your behalf.

The new committee is as follows –

James (Jim) Meehan	President
David Laurie	Secretary
Frank Sullivan	Treasurer
Bill Smart	Vice President
Alan Nock	Vice President

Committee Members

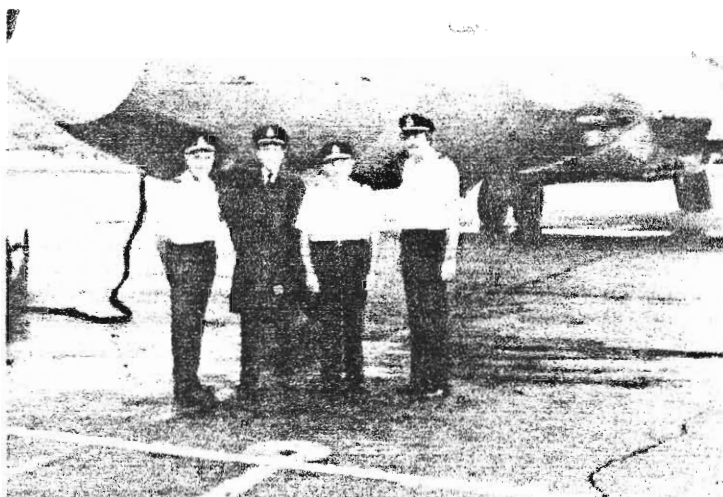
Ron Adams	Nancy Blitz	Vic Clark	Lois Gale
Allan Bunker	Ross McDonald	Don Owen	Jack Price
Peter Price	Dorothy Tuff	Avis Wadmore	Jeff Fry

I look forward to another fruitful and rewarding year and thank each member for his /her dedication and effort in composing and preserving our history.

James Meehan

Another personal contribution – Robin Shaw – Daughter of Cpt. Tom Shaw. –

Robin visited your Museum and was prompted to include the history of Tom Shaw with our collection of personal effects. This is currently being transferred from the e-mail system (including photographs) into a pictorial display for viewing in the Museum. Thanks Robin



Tom – 1943 and Tom (2nd from right) with ?, Nev Grady and Pat Thornton – 1979 (Burbank)

Pictures extracted from Robin's transmission.

TAA v ANSETT 1948

Another little bit of history came to light with a copy of a photograph taken of the TAA “team” that played the original ANSETT Airlines at Victorian Rules Football, as it was known then. I do not have information as to who won, but I’m sure that this will be provided by Des Fahey in due course.

Back Row Col. Foster, Ray Forrestal, John Parossien, Roger Freeman, Chas. Balk, Ray Harrison, Ian Bower, Jeff Phillips, Reg Rechner, Basil Dennis, Clem Reid, DES FAHEY? (you must be kidding, you look so young), Ralph Smith, George Kilworth.

Front row Des Easton, Gordon Stidiford, Milton Cox, “Chippys” Brier (Umpire), Len Sieben, Bert Williams, Bob Davis.

I was assured that it was a friendly game although some injuries were sustained by the opposition.



Club Balus Re-union – Ex TPNG employees. This years re-union of employees who worked in the Territory of Papua New Guinea will be held at the IRISH CLUB in Brisbane on the 19th of October 2002, a Saturday. Intending participants are requested to contact Gerry Hudson on 073880 1386 or at Sunstate Airlines Queensland. Cost approx \$40.00 per person. Commences 1930 hours til late.

Seen on TV. Cpt. Keith Radke who was a well known pilot plying Australia’s skies for TAA, made the “small screen” screen recently in a bit part. It appears that his daughter, Naomi, and her husband are both pilots, previously for Ansett, and now Virgin, were rostered for the same flight, and in the tradition of “firsts” they made the Television. Congratulations Keith, and it was nice to see your smiling face again.

The Boy from Cathcart – continues- Further to the article on Sir Fredrick Scherger, Ray Naylor forwarded a letter containing information on Sir Frederick’s early years, which I thought you might like to hear.

The paragraph (related by W.R. (Bill) Headland) from the photo-stated article reads – “One Duntroon-trained boy, a lad of strong opinions, never content to accept a theory before trying it out, reminded me in some aspects of Harry Hawker (ref Hawker De Havilland) . He too was to reach the top of the tree, although at that time he had felt that he was not doing very well and even spoke of returning to the army. I would try to encourage him by saying “ Stick it, Scherg, You’ll be an Air Marshall yet”.

I often wonder if Sir Frederick ever recalled this encounter.

Ray recalls that he had remembered a prediction concerning Sir Frederick, and set about locating it, - in a book published in 1968, called "The early Birds" – an autobiography of the early years of one Horrie Miller.

Ray also includes a reference to other members who served with Sir Frederick, and relates a side story of how a privately owned plane "acquired" some expensive engine parts whilst he was also a serving member at Point Cook.

For the uninitiated it was Horrie Miller who later formed part of Mac Robertson Miller Airlines of W.A, and his cohort in this venture was one Bill Headland, who later joined TAA in the engine overhaul section as Supervisor, later to resign and join M.M.A..

It continues to prove "It's a small world".

A touch of Nostalgia – Campbell "Stan" Banks "a boy who loved aeroplanes"



Many people who joined TAA in the early years will remember "Stan", an Aircraft Engineer at Essendon, and a real character with a mountain of knowledge on aircraft engines. If an aircraft was taxiing in, Stan would listen to the engines, and it was known that Stan could identify a problem before the aircraft came to a stop. One such instance was with a DC-6B VH – TAD, "Old Smokey" as we called it.

Stan said " 30 minute delay – We'll have to change the plug on N0's 3 , cylinder 4, and Number 1, Cylinders 1 and 5. – Sure enough when the aircraft AMD 18 (serviceability book) was handed down the crew had reported both engines were missing and running rough. I also remember the entry placed after the plugs were replaced – "Rectification complete – plugs changed and engine located on wings.

Stan was well respected for his aviation knowledge, but better liked for himself.

Extracted from This Air Age magazine Vol 5 1954. Stan held a licence on every aircraft engine found in Australia except the Lockheed Constellation operated by OANTAS.



Still on the Nostalgia trip – I came across this photograph in This Air Age dated September 1955, which shows Elaine Smith, later to become Chief Hostess, demonstrating the "life- savers" as carried on the DC 3 when the aircraft operated over Bass Strait.

Elaine was instrumental in developing the then Hostess Section, setting high standards (recognised as the best) and guiding all new employees in the Hostess section through those early introductory days – Elaine even alerted them to what they might expect from the ground staff who were somewhat uncontrollable at times – (personal experience)

On The Sick List.

Don Owen is currently on the sick list and we all wish him a speedy recovery and look forward to seeing him in the near future back in action at the museum.

Joke

An elderly man in Adelaide calls his son in Sydney and says, "I hate to ruin your day, but I have to tell you that your mother and I are divorcing; forty-five years of misery is enough."

"Pop, what are you talking about?" the son screams.

"We can't stand the sight of each other any longer," the old man says, "We're sick of each other, and I'm sick of talking about this, so you call your sister in Brisbane and tell her," and he hangs up.

Frantic, the son calls his sister, who explodes on the phone. "Like heck they're getting divorced," she shouts, "I'll take care of this."

She calls her dad immediately, and screams at the old man, "You are NOT getting divorced! Don't do a single thing until I get there. I'm calling my brother back, and we'll both be there tomorrow. Until then, don't do a thing, DO YOU HEAR ME?" and hangs up.

The old man hangs up his phone and turns to his wife. "Okay," he says, "They're coming for Christmas and paying their own airfares."

COMPANY TYPES TRAVELING ON PASS



RESERVATIONS SUPERVISOR. "Ridiculous! On the rare occasion when an over-sale does occur it is always cleared without the airport staff ever being aware."

Here's one for the ex Despatch "Traffic" Staff.

When I joined the airline there was no sophisticated computer system and seating was conducted by the Reservations section. Being so far away from the airport, it was easy to pass the problem on, and in many cases (very many) there were occasions when "over-booking" (Oops sorry) occurred. This extract is from *This Air Age* of June 1961, and I have to admit that when it occurred drastic steps were taken to accommodate all passengers, although I never resorted to the one displayed in this picture.

Usually we would look for crew members being positioned to another port and ask them if they would "sit up-front". Then it was down to the number of children on board, who would be assessed, and if appropriate the parents would be asked if they could sit in one seat, restrained by the seat belt for take-off and landing.

It made an interesting day at Christmas and Easter time, if no-one was left at the end of the day.

Good News –

I earlier referred to a visit by the ACEO and Directors of the Melbourne Museum to our collection, and as a result we recently received in the mail, an application form to join Museum's Australia, and a

Community Heritage Grant Application form. These will be completed and forwarded for the appropriate assessment by these organisations and hopefully we will qualify for both. Thanks to the team of volunteers who made this a possibility, and their efforts which were acknowledged during the visit.

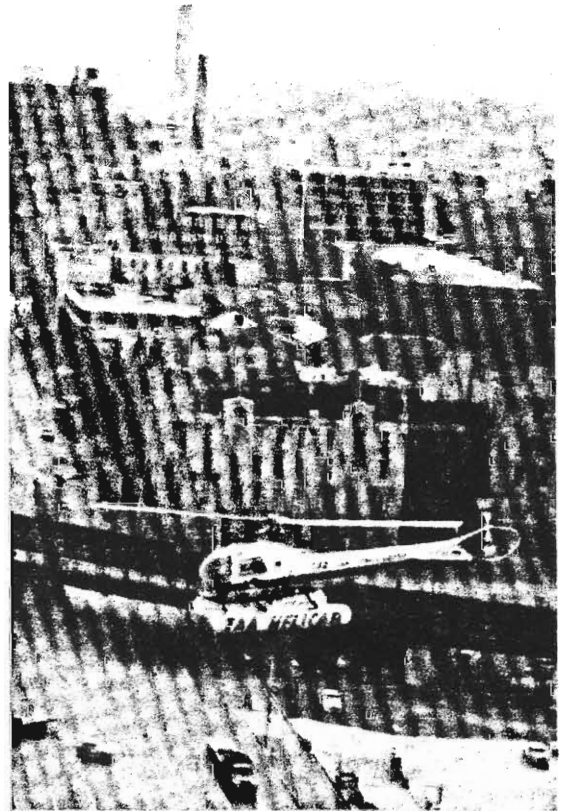
Ansett – We have been negotiating with Louise Curcuruto of Ansett regarding the procurement of some Ansett memorabilia for inclusion in our Museum. Ansett was our competitors, and part of the Australian aviation scene, so we feel that it appropriate that we also try to save some of these icons.

Louise has been most helpful and we have commenced by obtaining sets of the current Ansett flight crew, male and female, uniforms. Watch this space for further developments.

Helicopter over Melbourne –

TAA was first to introduce a Helicopter service for quick transport to the city. The journey took seven minutes, operating from Bay 2 at Essendon to a pontoon on the Yarra River.

I have forgotten the cost but if anyone remembers then please let me know, so it can be included on the display in the Museum.



Below – TAA – Guide Tours – Australia and Papua New Guinea – The Travaire girls – From left to right Jean, Ann, Pam and Joe.

The prime objective of the girls was to promote travel via TAA and the Holiday Travel Section, exploring outback Australia and of course, the wilds of Papua New Guinea. These adventures played a big part in local tourism, and the girls were recognised in the industry for their professionalism in conducting guided tours to these areas



Jean now lives in Hobart, but if the whereabouts of these other girls is known, it would be appreciated if you would let the museum know. I am sure they have a lot of stories to tell.

Reminder - Membership subscription.

If you haven't remembered to send in your annual subscription as included with the form in Newsletter 29, or have lost the Newsletter, please contact the museum and another one will be sent.

With the developments now being made with the application to join Museums Australia, and the procurement of Ansett memorabilia, your contribution will enable our museum to be enhanced and expanded. Thank you.

Correction.

We refer to the article in the last newsletter (No.29) titled Website Info regarding Jan Grech where the text refer to the female gender, we are pleased to report that Jan has not undergone any operation and is still a member of the male gender. Our apologies to Jan and all members for our mistake.

Vale

It is with regret that we have to advise the passing of the following members and friends during the past recent months. Our condolences and best wishes go to the families of the deceased and we will ensure that their memories will be with us forever.

Eddie May. Supply Controller Melbourne Airport December 2001

Bill Challons. Maintenance Melbourne Airport September 2001

Tony Dignam. Deputy General Manager May 2002

Len Holding Cargo , Head Office June, 2002.

Tony Canobi. Property Admin Controller H O Melb 4th June.2002

Tony worked at TAA for 32 years covering a number of areas, his last position was Property Administration Controller, Head Office, Melbourne

He was a great supporter of the TAA 25 Year Club attending the majority of functions and outings that were held

Tony passed away after a short illness aged 64 and he will be sadly missed by all that knew him.

Ron Hayler. Flight Engineer, Operations Melbourne. 12th May, 2002.



Ron started flying with T.A.A. back in 1964 .
He was a true gentleman, very dedicated and was always ready to help others.
He joined the T.A.A. Museum and helped create a Data base of the whole collection and was also Membership Coordinator .
Ron was aged 67 and he will be sadly missed by all those members that knew him.

Farewell good friend.

IT'S PARTY TIME - AGAIN

YES! Once again we are celebrating the anniversary of the foundation of TRANS AUSTRALIAN AIRLINES (9th September 1946).

Your Club is holding a dinner to commemorate this occasion on Friday the **6th of September 2002** at :-

WILLIAM ANGLISS TAFE INSTITUTE
550 LITTLE LONSDALE STREET,
MELBOURNE. 3001

Commencing 6.30 p.m. with pre dinner drinks and savouries until 7.15. p.m. With dinner being served at 7.30 p.m. which will be a 3 course meal and complimentary beer, wine and soft drinks.

Cost :- Members and partner \$30 per person
Non members and partner \$40 per person

RSVP 26th August, 2002.
(All enquiries to Museum phone 86962692}

----- Cut off here and return -----

Mr Ross McDonald
Events co-ordinator
TAA 25 Year Club
11th Floor
50 Franklin Street
Melbourne 3000

Please reserve seating for the following: -

Members Name.....Partner.....

Non Members Name.....Partner.....

Enclosed is cheque/Money Order for \$..... made payable to T.A.A. 25 Year Club.

Seating is limited and it is suggested that you book early.

FREE CASINO DAY

Wednesday 14th August, 2002

Includes transport and lunch (all you can eat)

All members and guests must travel on the complimentary coach and must arrive as a group at the Casino

Coach pick up points are :-

Moonee Valley racecourse car park at 9 am
(where car parking is gratis)

Or

Therry Street at rear of Qantas House at 9.30 am
(where no free parking is available)

The return coach to these points will leave the Casino at 2 pm

RSVP by 7 August 2002 – Seats are limited suggest you book early.

All impending attendees (member and partner) should phone 86962692 talk to a member or leave a message advising names and preferred pick up point.