



TAA / Australian Airlines 25 Year Club

Newsletter No. 87 February 2016

Editor: John Wren

President's Report

- Well, we're starting another year, and the 70th for TAA. Your Museum is doing a great job of keeping the TAA [and Australian Airlines] name and history alive – and growing. Memorabilia just keeps rolling in and we are doing our best to display it all to Members, visitors, groups, schools and researchers here at the QF Flight Training Centre [59 tram, stop56 right outside].
- We would like to reach out to all ex TAA and Australian Airlines staff and let them know about the Museum and our 70th Anniversary. If you know of an ex staff member who is not aware of the 25 Year Club / Museum, please send us their email address [or get them to] and we will send all the 2016 Newsletters free of obligation or cost.
- We welcome new Volunteers Barbara Kerr [former TAA Hostess and wife of TAA Capt.], Eddie Creaney [Finance HO], Frank Greco [confirmed aviation enthusiast and Principal Consultant at ninedots IT Pty Ltd]
- We are getting closer to our goal of being able to save all our 16mm film to digital before it disintegrates. The electronics guys are doing a great job, led by Ronnie Reiss. Hopefully more good news on our progress soon.
- Committeeman Bert Lawes has decided to retire from the 25 Year Club Committee after the AGM in March. As a Tour Guide, Bert would be known to anyone that has done tours of the Museum in the last few years. His sense of humour had us laughing in the aisles many a time. Fortunately for us he will continue to assist with museum tours. The Committee and I would like to thank Bert for all his help and wish him the best for the future.

Newsletter

For those of you receiving **hard copy** Newsletters - you may have noticed in the last newsletter that the pictures were all in black and white. When we picked them up from the printer we were advised that they would no longer print them in colour due to the high cost. As you can see, we luckily found another printer.

The Newsletter will be **emailed** to members who request it in lieu of surface mail [saves on postage]. The email group will also be able to click on links to short movies. Surface mail will always be available for those without email access.

Dates - 2016

1. STAARS will be meeting at Moonee Valley Race Course on 16 Feb, 17 May, 16 Aug & 15 Nov
2. Museum re-opens 12 Jan
3. Tramboat Cruise - date TBC
4. Tramcar Restaurant Monday, 9th May – refer last page for details
5. 70th Anniversary Dinner 9th September
6. Xmas Lunch 10th Nov



Museum Apprentice Training!

Seen here helping with enveloping our Newsletters is Committeeman Sam Favazza with lovely Granddaughter Aliana Cannizzaro.

1966 Apprentices Reunion

The TAA 1966 Apprentices are still great friends; with the latest reunion being held on 16 January 2016. Unfortunately a few had left before the photo below was taken:



L to R, front row: Joe Favazza, Ray Kupsch, Rodney Evans, Wally Gajewski, Derek Bellamy & Peter Malone. back row: Vince Tomassi, Dave Reece, Roger Curvey. Adrian Semini, Bob Bradford, Dave Mottram, John Bird, Ian Wood, Armando Sultana, Keith Anderson, Ron Jones & Ian Whitney.

Changes at the Museum

→ We now have a **DC6 model** of the only DC6 that TAA owned, VH-TAD [the rest were leased]. It was a hybrid of the DC6 A & B models. The kit of parts was kindly donated by **Nancy Blitz** and assembled and painted by **John Booth**. John did a fabulous job, as you can see in the picture, even modifying the kit to reflect every detail of our specific aircraft. John also sourced the decal kit.



A new addition this time; we came by an ex Philippine Airlines B737 Service Door [the same as fitted to our aircraft] to display at the Museum as it shows many aircraft structural techniques [which we have exposed] and is operational [locking mechanism and gates ['flappers']].

Thanks to the good work of 25 Year Club member Alan Evans, who modified / welded / painted a stand, to allow the Door to be properly displayed and exercised.

Alan is seen here wheeling the Door into the Museum where it has been put on display.

It is the only piece of structure on display and is very popular with visitors.

- ➔ Still on models, our **Vickers Viscount** [cutaway] model received some major damage over the years, so a project was started to restore it. The interior lighting was defective – we found Vickers had used Leyland 12V car globes; so these were replaced with LED lights. Some serious structural damage had occurred to the tail and wings – this has also be repaired. When we were investigating the damage, wires were found severed at the bulkhead. Putting power probes on the wires resulted in one of the engine shafts turning [the rest were burnt out]. The engine cowls were cut open, engines replaced and cowls made good. Wiring has been installed to activate the aircraft lighting and engines as visitors walk past the exhibit. Our special thanks are extended to Alfie Favazza for the brilliant repair and refurbishment that was carried out, all with no expense to the museum.



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STAARS Lunch

The 2016 dates for the STAARS lunch / get togethers at Moonee Valley Race Course are 16 February, 17 May, 16 August & 15 November. Call Kevin Anderson on 0419511179 if you have any queries.

Good Story

TAA / Australian Airlines had our own engineering staff based at the Boeing in Seattle [also Douglas & Airbus] to observe and check our new aircraft as they were being built in the factory.

The following story was kindly provided by Joe Favazza [Quality Assurance]:

“In August 1978 I was given the opportunity to go to the Boeing, Seattle, as Engineering Representative for the Inspection and Acceptance of TAA Boeing B727-276 VH-TBO, together with Barry McKay (Engineering Representative) and Bob Harvey-Hall (Senior Engineering Representative). This was indeed a privilege and one of the many highlights of my 44 year (TAA/AUS/QF) aviation career.

At the completion of final assembly, flight testing and painting, the TAA PR Department in MEL requested

Boeing make a promotional film [and take some photos] of VH-TBO. This was to take place on the 19/01/79, just prior to acceptance and ferry flight to Melbourne via San Francisco, Hilo (Hawaii), Pago Pago (American Samoa) and Brisbane.

Barry McKay generously and quickly invited Bob and myself to accompany him on Boeings 'very-first' Boeing 747-100 Airplane, RB001. How could we not take up the invitation?

The Boeing 747-100, RB001 was being used by Boeing Flight Test Department for experimental and test flying purposes and was fitted out with many computers, water tanks with heater elements, monitoring devices, sensors and a unique 'photographer's window' strategically placed in the cabin compartment at the very rear of the airplane, i.e. looking AFT of the tail section. We quickly boarded RB-001 at Boeing Field (Delivery Centre) and settled into our unique surroundings where I acquainted myself with my new camera.

On the floor area directly behind the 'photographer's window' was a large mattress for the comfort of those lying down taking photographs and/or filming or just for observing.

Of course, because I showed interest in this 'photographer's window', the Boeing PR photographers, of which there were three (3), and because I had told them that I had just, a few hours earlier, purchased a brand new Minolta SRT-101 SLR Camera (untried), they 'conned/dared' me into lying on the mattress during take-off, which I did, and I can tell you I was very glad I was wearing my corduroy daks. The ground quickly arrived at the window during airplane rotation. There was a 'little' shaking going on.

It must have very funny to the three (3) photographers/cameramen, as they were in hysterics, however the last laugh was had by yours truly as I had time (after the shaking stopped) to take one photograph which I have included below of VH-TBO (aerial-view). Within seconds I was quickly told to 'move' so that they could also take some Photos / Film. Ha ha! I got the very-first photo of TAA's Boeing 727-276, VH-TBO, in its TAA livery! Not long after I also managed to take several other photographs from the cabin windows, two of which are included below. Note, the mountain is Mount Rainier. A great day was had by all, especially me. A day I will absolutely never forget."





HARS Convair

We have been in discussion with HARS [Historical Aircraft Restoration Society] about their forthcoming acquisition of a Convair aircraft, currently at Wonderboom Airport, South Africa. The aircraft was built as a Covair 340-67 C/N228 for the USAF and then went into commercial operation as a Convair 440 where it has been regularly flying up until 2 years ago [see recent pictures at http://www.convairprops.co.za/Convair_cn228.html], HARS currently plan to ferry the aircraft to its base just south of Wollongong, NSW in April 2016.

The interest for us is that HARS plans to **paint the exterior of the aircraft in TAA colours** [the white top version of our colour schemes]. We have sent them the colour chart info and pictures to assist. Visually the main difference between our 240 version and the 440 version is the longer nose. As soon as we have the completed paint job pictures we will insert them in a Newsletter for you. At the moment, the aircraft looks like this:



Where did the TAA Convair CV-240 aircraft fit in our ‘timeline’? TAA had five pressurised Convair 240’s [all purchased new] which started to be introduced towards the end of 1948 [DC3, DC4 & DC6 aircraft were our mainline aircraft before their arrival].

The TAA Convairs were:

<u>Aircraft</u>	<u>S/N</u>	<u>Acceptance</u>	<u>Disposal</u>	<u>Comments</u>
VH-TAO	32	26/06/49	25/11/59	After TAA, flew for a number of years and finally scrapped in 1968.
VH-TAP	42	14/01/49	23/05/56	Sold by TAA to Fokker as a trade in for an F27. Flew for a number of years – finally scrapped in 1979.
VH-TAQ	64	26/08/48	16/08/56	Last flew in 1999 with over 30,000 flt. hours. Believed in storage in the US. This was the Convair that flew the Queen around Australia in 1954. Remember that?
VH-TAR	92	24/10/48	25/11/59	Flew for a number of years – finally stored in 1986.
VH-TAS	93	24/10/48	04/07/56	Flew for a number of years – reportedly on display at Proud Bird Restaurant near LA [US]. We asked them for pictures but got no reply. Anyone seen it?

To help with your memory, and place the ‘timeline’, our Viscounts started arriving 2 years before the first Convair disposal. F27 aircraft started arriving in 1959.

Vale

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

Michael Edwards	Captain	Aged 87	07/12/2015
Alan Graham	Captain	Aged 80	18/01/2016
Werner John	Hydraulics & Line Maint.	Aged 79	23/01/2016
Gaynor Megaw	Hostess	Aged 65	12/01/2016
Bruce Cornwall	Perth / Coolangatta	Aged 63	23/08/2015 [correction]
Bev McMillan	Flt Admin	Aged 92	20/03/15

Morse Code anyone?

Thanks to Alex Algie [TSD MEL] we have the actual morse code key used by Alex in 1954 on the delivery flight of TAA Viscount aircraft VH-TVD from London to Melbourne. It was a standard part of the aircraft equipment, but no longer used for communications. You can see the morse key at Museum.



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 one for each) 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 Building, 7 York St, Airport West, Vic. 3042

Bank transfer – to 'TAA 25 Year Club': BSB: 063 007 Account No.: 0090 1577

*Please ensure you include your name on bank transfers **AND** to confirm your bank transfer:

Return this form by mail **OR** Send an email to: taamuseum@bigpond.com

For enquiries: Phone: 03 9280 8113 / 03 9280 8114 Email: taamuseum@bigpond.com



TAA/Australian Airlines 25 Year Club Inc.
TAA/Australian Airlines Museum

Upcoming Event



Colonial Tramcar Restaurant



When: Monday 9th May 2016

Time 1 – 3pm

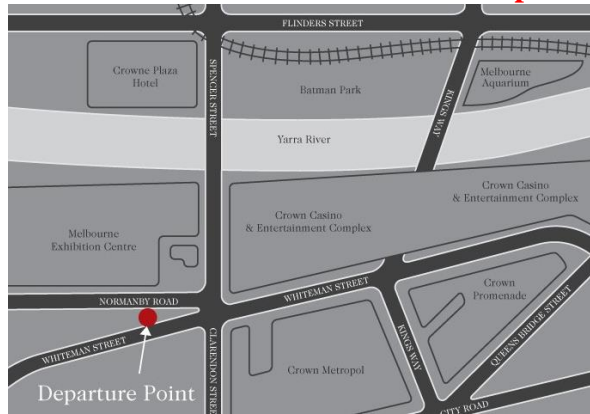
Cost: Members \$85 per person

Non - Members \$90 per person

Price includes Four Course Meal plus beverages from their fully stocked bar.

Departure Point: The Tramcar Restaurant departs and returns from
‘Tramstop #125 Normandy Road, near corner of Clarendon Street, diagonally
across from Crown Casino

Passengers must arrive no later than 15 minutes prior to departure time



Booking Form

Name:

Mobile Number:

Number of guests attending: Financial Members Non-Members

Phone Bookings: Contact Sam Favazza on 0411 081 040 or Phone TAA Museum on 9280 8113

Cheques payable to ‘TAA 25 Year Club’ mailed to Qantas GT Building, 7 York St, Airport West VIC 3042

Bank Transfers: TAA 25 Year Club; BSB: 063 007 Account: 0090 1577

Please ensure you include your name on the transfer and return this form by post or email TAAmuseum@bigpond.com