

VALE. John Alexander "Jack" Taylor. 1921-2012
TAA Aircraft Maintenance Division 1946-1982

Jack Taylor came to the Civil Aviation Industry as a foundation member of The Australian National Airlines Commission - Trans Australia Airlines - in 1946 after six years Service in the RAAF '39 to '45.

Although a qualified Pilot when he applied to the Air Force, Jack's technical qualifications as a Tradesman were also noted and his application for Aircrew was regrettably denied as the Air Force was in dire need of personnel with a trade at that time.

Jack was to complete his six years in the RAAF as an engineer, electrical, engines and airframe whilst on active service at South East Asian forward bases with 12 and 13 Squadrons, at Darwin and with EFTS and SFTS Units back on the Mainland.

At TAA, his duties as Maintenance Superintendent at the Aircraft Maintenance Department's Eagle Farm base saw Jack oversee a progression of aircraft engineering responsibilities from the antiquated DH 84 Dragons, and the Drovers and Queen Airls of the Royal Flying Doctor Service to the many TAA airline fleet units, DC3, DC6, Lodestar L18, F27, Viscount, Electra of the piston and turbo powered era to the jets DC9 and 727, plus the special duty types like Helicopters and even a small Mallard Amphibion Flying Boat at one stage.

Probably the most demanding task of all to come Jack's way was to oversee the complete major overhaul of the DC3's coming out of service in New Guinea, at the Eagle Farm AMD establishment, which Jack set up at short notice.

Off duty, Jack was heavily involved in the administrative and teaching side of State and National Swimming, the Royal Flying Doctor Service, the Arts (music), Yachting and a devoted Parish Councillor to St Andrew's Anglican Church at Lutwyche.

Jack was also a dedicated practising Freemason.

When the originating TAA 25 Year Club was established at Brisbane, Jack became its first Chairman.

Originally overlooked as a Licenced Pilot by the RAAF in 1939 when the Service badly needed tradesmen, it may have been another story had Jack joined TAA as an ex RAAF Pilot and his remarkable asset to TAA in AMD had translated to the TAA Flight Operations Department.