



Trans Australia Airlines  
Essendon –  
Do you remember this sign –  
Do you know where this was  
located and when it was  
removed?

See competition below.

TAA \ AUSTRALIAN AIRLINES

November 1998

NEWSLETTER

NUMBER 6



Do you recognise this pilot ??

Amid the many photographs still to be catalogued we came across a number of photographs relating to the years of service provided by TAA to the Royal Flying Doctor Service, along with some notes on its people and the operation.

Like many who worked for TAA, when seats were scarce, one tried to get the “Jump seat”, and in my case, it was this pilot who obliged, and gave me my first trip in the cockpit.

The photo identifies Dr. Tim O’Leary of the R.F.D.S. and Captain Keith Galloway.

The date of the photo is presumably in the 50’s, judging by the boyish look.

DONATED ITEMS OF INTEREST – Providing a better insight into TAA and its people.

Your museum is continuing to receive items which are personal and unique and some have arrived without any indication as to the history, just “Donated by .....”.

It will assist us if a little of the history of the person and the item be included so that this can be properly identified and that the details reflect the era from which it was “Extracted”

This is most important as it allows us to complete the task more accurately as well as allowing anybody who visits our museum to appreciate a little more of the history of TAA and its people.

Thank you.

## HAVE YOU BEEN ANYWHERE INTERESTING LATELY??

Peter Kelly, who is a volunteer worker with AirServices Australia, the old DCA, and with whom we have been liaising with on some old and mutual (to TAA) documentation, was recently browsing through a local "Trash and Treasure" market, when he spotted a TAA carry bag.

What 's so special you might ask?

Well the bag was one that identified TAA's role in the operations in the Territory of Papua New Guinea, and it is in mint condition. Peter refused to be reimbursed for the purchase, and donated this – on permanent loan – so that others may also appreciate that TAA contributed to opening up yet another frontier.

### **Been anywhere interesting lately ?**

And speaking of doing interesting things, I thought I might share with you part of a recent trip that I undertook with my wife, as part of my retirement.

Over many years as an airline employee, one got to see a lot of Australia, but from 22,000 – 30,000 feet it really did not impact on my perception on just how big and diverse Australia really is. For many years I was badgered to see more from ground level, and my wife has always wanted to do some train travel. Well, after some discussion it was agreed that we would fulfil this ambition and travel by train to Alice Springs, and then to travel by the Indian Pacific to Perth.

"The Ghan" from Adelaide was most enjoyable and leisurely (22 Hours), and where it was a 5 can trip by air it proved to be longer (can wise) by train.

Alice Springs was at its peak as there had been good winter rains and the Alice was in bloom. One had to have the customary trip to Ayers Rock (Ularu), the Olgas (Karta Tjuta) and Kings Canyon, and AATKings was the way to go by road. I have never seen the RED centre green with a profusion of colour and the coach captain was very well versed in both commentary and local information. Needless to say we flew home.



And here is another flashback.

We have been looking for coloured photographs for the models now being made for the museum, and thanks to Jim Douglass (ex Port co-ordinator at Melbourne) we have obtained some from his personal collection which I might add is very extensive. Many thanks Jim for your contribution to the museum and its collection.

Have you forgotten to renew your membership?

Some members have still not responded to our previous membership renewal requests, and I would ask that they do as soon as possible as it is necessary that we be a self sufficient body and not have to rely on others to support our cause.

## In recognition for that spirit of co-operation – John Watkins remembers.

Recently received in the mail was a letter from John Watkins, who many will remember as our first Superintendent of Technical Services, who TAA had managed to entice away from the then D.C.A. (Dept of Civil Aviation) in 1946. He wrote to me as a result of an article in which appeared in newsletter 5 and it obviously resurrected some fond memories, as John was reminded of his working years and fellow workers, and of a book that he had contributed to back in the early 80's. Appended to the book was a tribute to his fellow workers in recognition of their efforts and spirit of co-operation during his term with T.A.A.

It is indeed pleasing to receive letters of this nature, as it helps greatly with what is trying to be achieved within our museum, - portraying what T.A.A. was really like-, and with acknowledgments such as this, it helps in recording the history of the essence of T.A.A. – its people.



This is a photograph of John Watkins extracted from a copy of "Trans-Air" dated December 1947, from an article in which the reasons for the selection and purchase of the Convair -240 aircraft were explained.

### SPECIAL NOTE

It was indeed a pleasure to have John attend our special evening in the museum back in March this year, and to be able to speak directly with him and gain a further insight in to our history.

We are currently seeking a copy of this book for the museum. The Book was called "With Zeal and Integrity", Section 2 was "The Airlines" by John, and it was a limited print run of 1500 books. The year was 1982, and Walter Ives was the prime author .

## Apology

Last months issue of the newsletter experienced reproduction problems with the article titled Said "No" in 274 well chosen words, so I thought I would repeat the article in this issue.

"Following one of those mysterious accidents which never seemed to happen to you or me, the Salaries and Wages people recently had cause to write to a former member of the TAA staff asking for the return of Three pounds six shillings, which he had been overpaid in error."

His reply (repeated without any changes to spelling or grammar) was –

"Dear Sir,

I notice with extreme regret the possibility that you have over paid me the sum of approximately three pound six. I beg you to believe me, when I say that I am filled with sorrow and dismay at your so serious mistake. In the twenty-two years of my more or less eventful life, I have learned that one of the major facts of life is this, namely, that he who makes a mistake must pay for it. I can hardly believe that one of your wisdom, foresight and experience can be entirely unaware of so fundamental a principal.

"Allow me to observe, my dear sir, that the error, if indeed error there be, is yours entirely. I, as all good employees should, accepted my salary (?) in all good faith, hardly stopping to count it, being convinced that the able hands that have lead TAA to victory over there many years, could make no mistake, in a matter of such relatively small moment, as a junior employees salary. In addition, I understand that you have men of undoubted capabilities and perspicacity, whose particular job it is to

prevent such sad mishaps. That anything of the nature you mention should have escaped their careful surveillance seems hardly credible.

“Permit me, my dear sir, to think that you have made a slight error of judgment in this instance. Besides which, the fact is, although I hate to admit it, that I have already spent that money and could not, even if it caused me no inconvenience whatever, return it. Trusting that we shall be able to retain our original amicable relationship.

I remain,  
Yours very sincerely,

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To save any inquiring letters being sent to the Editor, who is not used to receiving correspondence of any sort (particularly magazine contributions), we mention here that the amount involved has been written off.

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## CLUB MEMBERSHIP SERVICES and EXTERNAL activities.

By now you should have received your complementary copy of “ Breakaway “ organised by your Club. As you are aware, you the retirees are eligible for these discounts.

When making your booking and when it is accepted, this is confirmed space.

The cost you pay is approximately one third more than the staff fare but you have a firm booking with Breakaway, against your lowest category standby with Staff Travel and the “Standby” features which apply.

This is perhaps a better way to plan your next overseas trip.

## WHAT YOUR CLUB IS DOING FOR UNDERPRIVILEGED CHILDREN.

As you are aware our 25Year Club is a social club, but we, the committee, are aware of our responsibility to our society and to those less fortunate.

Considering what other state 25 Year Club chapters do, (ie QLD support the Royal Flying Doctor Service) and what “Wings Away” (our beloved ex flight attendants association) do, and continue to do, in assisting worthy groups with financial assistance ( ie: the Epic Centre Down’s Syndrome Children ) we thought that we might venture into providing a similar service on your behalf.

The Epic centre recently had their annual fundraising night and to assist this, an auction was held for a flight down to Mornington and return on TAA’s pride and joy, the DC3, **Joseph Hawdon**. Seats auctioned on the night brought nearly \$3000.00. This flight will take place on Sunday 25<sup>th</sup> October. This auction was organised (per medium of your club) and special thanks go to Qantas and Captain David Wiltshire for providing the use of the aircraft for this special occasion. In addition to this your Club donated a model of the Boeing 727, the same type as raffled at our recent Cocktail Evening, and this also raised a substantial amount.

## OUR First Try !

On Sunday 18<sup>th</sup> October the TAA 25 Year Club in conjunction with the Maroondah Council (Ringwood) have organised for a group of disadvantaged children to have a day out on the famous “Puffing Billy” train. This indeed will be a memorable day for these children, and the cost has been

accepted by your club. With any luck we will fly the TAA flag during this trip and get a bit of publicity for your museum

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#### WHAT ARE THEY DOING NOW ?

I thought that we might try to include a segment to keep track of our retired and other members, and what they are now up to, and invite all members to submit articles for publication with the newsletter.

Our first identity chosen is RICHARD HALL, and many will remember Richard from the initial and continuous development of TAARZAN and the other systems, which made TAA a leader in this field.

Richard has since retired from this commercial activity to enjoy a quite country life with wife Elizabeth at Bright in Victoria. Believe it or not Richard and Elizabeth have undertaken a life style change and operate a country holiday accommodation business known as Pioneer Gardens Cottages in Cobden Street, Bright, so if you want a weekend away you can contact Richard on 03 5755 1233. Happy retirement Richard and Elizabeth.

#### REAL HISTORY



FLASH BACK 1954 – The Convair VH-TAQ “James Cook” as used by the Queen, and extracted from a black and white print held by the museum.

#### Travel Around Australia. ? Have you heard of this game.

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Again, thanks to Peter Kelly from AirServices Australia we have received yet another rare specimen of our early years and external commercial advertising adventures he obtained at a local market the above game. This is in the form of a board game similar to monopoly and was based on rolling the dice and selecting a travel card. Myers distributed the game and our specimen is in extremely good condition considering it is nearly 30 years of age.

## Something to think about.

Your club has been in contact with the AUSTRALIAN HERITAGE COMMISSION endeavouring to establish the criteria required to put into place actions which will assist with perpetuating your museum.

To date the response has been encouraging to say the least, but still a lot has to be done.

We are looking for a volunteer to represent our club and assist with the correspondence and liaison with various organisations and people who can make this a viable proposition. If you are interested please contact Jim Meehan at the museum on 03 285 3692, or after hours on 03 9364 4066.

## LOOK TO THE INTERNET.

Yes we are now entering the world of electronic wizardry and have an internet address

- Look to a future issue for the final address and I am sure that you will be encouraged by what we have to offer.

**YES we have an E-Mail Address - taamuseum@bigpond.com**

Don't forget if you have children or grandchildren who have access to the internet you can see this even if you are not computer literate, and it can make a great talking point and allow you to recall the "Good times" even if it is with a little overzealousness in recall.

## STORY FROM THE EARLY DAYS – Hazards of the OUTBACK –

When TAA's Queensland services spread from the coast to inland Queensland and beyond, it resulted in overnights for the crews at local country towns, usual accommodation consisting of weatherboard hotels and in need of some repair.

These "Relics" had a reputation for "going up in smoke", the cause sometimes being very suspect. (The culprit in this case was suspected to have been a local- but never proven).

On one such occasion at Longreach, the TAA DC3 crew escaped in their night attire, losing the rest of their gear including uniforms, and as it happens there was one particular Captain who had the reputation and character of a practical joker, who delighted in the early hours of the morning running through the hotel shouting "FIRE – FIRE" just to get people out of bed.

On this occasion, he was unfortunately not crewing this flight, and his talents were not able to be used to alert the residents, although everyone concerned was aware of his past performances and expected him to be in attendance.

The next flight was indeed interesting as the crew, and presumably the hostess, were provided with local apparel, and the next few stops confused the various handling agents.

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## Vale

Eddie Carter –	Cargo –	August 1998
Merv Spence –	Finance –	August 1998
Capt Bill Forster –	Flt Crew -	August 1998
Archie Reid –	Catering –	September 1998.
John Benton –	Flt Safety Invest. –	September 1998.