

## AirShow 2003.

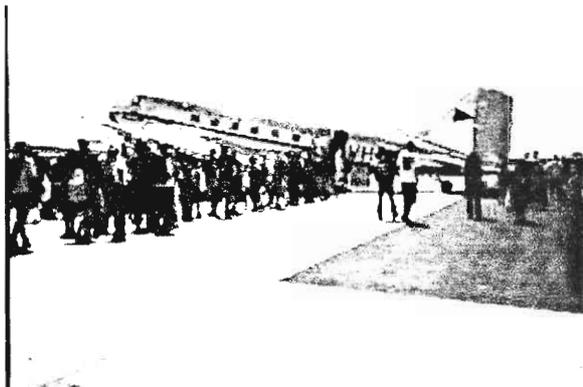
Yes, we again established, or in the case of the younger generation, re-established, the identity of TAA and the role we played in Australia's aviation development, at this year's AirShow.

The team of volunteers, composed of Ross Mc Donald, Norm Rayment, Kelvin Hawthorn, David Laing, Ron Adams, Robert Masters, Alan Nock, Don Owen, Nancy Blitz, Ian Garth, Paul Xuereb and Jim Meehan, represented TAA, and Alan Bunker - Ansett, and David Laurie (Doug Lauries' son) represented QANTAS. The roster of staff enabled us to have an average of six people per day, permitting the display to be manned at all times, but provided time to visit the other displays. Our location changes on three of the four days, due to the re-location of our DC3 "Hawdon", but we still managed to set up and sell both surplus and manufactured items on the final 4 days (after some insurance problems were overcome). Altogether we raised over \$ 2,000.00 with on-site sales and visitations to the museum during the next week. We managed to sell three of the models that we had had constructed specifically to raise additional funds for the museum, and this along with the surplus posters, coasters, cuff links and club badges, made it a worthwhile venture.

"Hawdon" was resplendent with a highly polished fuselage, achieved the weekend before when some 80 volunteers from both our club and the "Hawdon Operations Group", spent the previous Sunday morning diligently polishing every square inch until all the weathering effect was removed. Many attendees at the airshow remarked that they just had to come and have a look at "the shiny aircraft" that could be seen from most corners of the airshow, as it was parked on the high ground on the tarmac at Avalon. Many commented on how well preserved the aircraft was, and we took great pride in enlightening them on the history of this aircraft.

A sincere thank you to the volunteers on both the aircraft polishing day and to those people who assisted with the display at the airshow – a job well done – and I am sure that we all had a lot of fun.

Airbus Industries "Beluga", with top up, demonstrating the ability to contain and transport large fuselage components. This is a variation of the A300, renowned for its reliability, however this aircraft has a load limit of 45 tonnes. It was indeed impressive and could be seen from every corner of the airshow arena.



Above – the line of people waiting to climb "on board" Hawdon". Everyone commented on how good this aircraft was considering that it was 60 years old, and many expressed that it was obvious that someone was caring about its welfare

Below – Your happy "sales crew" beside the DC3 (out of sight), with mannequin dressed in 1946 Hostess uniform, that added a little touch of nostalgia to our display. L-R are 1946 mannequin, then - Nancy Blitz, Robert Masters, Jim Meehan and Ron Adams



## Hawdon's "Shining" (Polishing) Birthday

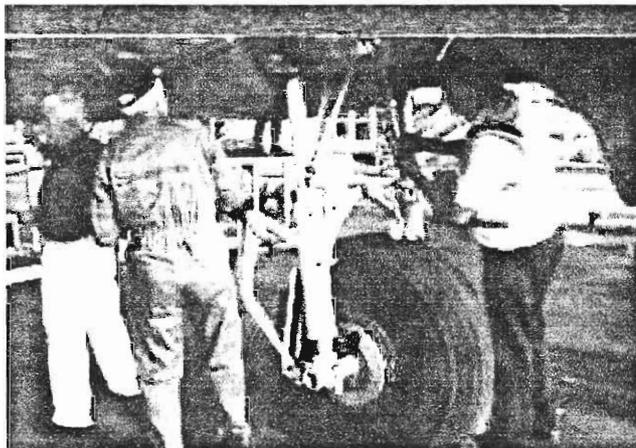
Sunday the 9<sup>th</sup> February officially celebrated 60 years of flying of VH AES, "Hawdon", our first flight DC3, who had for a number of years resided on the "Coat hanger" at the Tullamarine passenger terminal. Some 80 odd people attended, including Frank and Raie Ball (Retired GM). The following photographs provide an insight into the various activities that were conducted, and when completed, "Hawdon" was at her shining best.

Something I did not know, but it is purported to be true, is that "Hawdon", at sometime in her war years, had seen active service, incurring a number of bullet holes in the fuselage, and these areas had been repaired with "skin patches". To the uninitiated these look like small panels on the skin.

The following is a selection of photographs of the day. A special thank you to all who attended, and remember if you wish to register for this work in the future, you can do so by contacting the club on 86962692..



Left – Dorothy Tuff and Lois Gale polishing the wing



Right – Frank Ball, Len Edgar, and Craig tending to underwing duties.



Left – Birthday cake for our DC 3 "Hawdon".



Right - Frank Ball enlightening the group of volunteers on the history, and then the celebration of 60 years of service.

To conclude the day, lunch was provided along with a birthday cake, the singing of Happy Birthday, and our best wishes that "Hawdon: may continue for another 60 years. Below, Frank Ball is seen cutting the cake and "making a wish" on behalf of "Hawdon". Although we are not quite sure of the total content of the "wish", we are sure that Frank, and his fond memories of this aircraft, will be fulfilled.



L – Frank Ball cutting the cake.

R - Job done - and standing in the sun ready for a trip around Port Phillip Bay. Your club sponsored a 1 hour flight giving many people who helped the opportunity to experience a piece of history



## True story from the past

Recently we received another story concerning a little light-hearted humour, concerning a DC9 aircraft, and the Australian Gliding Championships being conducted over the Wagga Wagga area, where world records were being challenged by the participants.

The DC9 in question was fitted with dual radios, and the Captain, being aware of the championships, tuned one of the radios into the frequency being used by the gliders, to pick up any chit-chat.

When a transmission was received it went something like this - "Blue one, How are you going?, and Blue one replies" I'm at 3000 ft and holding steady, not much lift here".

After a couple of minutes another transmission "Blue one, any improvement?", and the response was " Yessss, I'm Over The Rock and now at 5,500 feet !!."

After another minute or two it was time to switch back to the normal frequency, but before doing so my curiosity got the better of me and I called "Blue one, what is your height now?". Blue one presumes that I am one of his fraternity and replies "I'm at 5,800 feet, Where are you?

Without identifying myself I respond "I'm at 31,000 feet", and a startled silence prevailed before a couple of splutters over the airwaves, followed by the question, "How did you get up there?

In true spoil sport fashion, and without answering, I changed channels, leaving him pondering who managed to attain such an altitude.

Thanks (Cpt.) .....(name withheld for fear of recriminations as we know many glider pilots and one may have been the participant that day)

## Tabaret –Race Day at Moonee Valley Tabaret

**Wednesday 18<sup>th</sup> June 2003**, we propose to hold a luncheon in conjunction with the Moonee Valley Tabaret commencing at 1200 hours. **The cost will be \$10.00 per person** (a three course meal )and as a bonus **supplied with a \$7.00 complimentary gaming voucher** . This is really great value, and provides yet another opportunity for a daytime outing. **DO NOT SEND MONEY TO THE MUSEUM - IT WILL BE COLLECTED ON THE DAY**, and the voucher issued at this time. Drinks at bar prices.

**You must ring 86962692** and leave a message (AFTER THE VOICE INTRO)on the machine, to record your attendance.

A date to remember - Friday 5<sup>th</sup> September 2003 – This will be the day on which we will be holding our annual celebratory dinner at William Angliss College in Lt Lonsdale St. Melbourne.

## Small Joke

The start of the school year and a new teacher walked into the classroom. " My name is Ms Jill " she said, "and I will walk around and each of you can tell me your name".

The first child she spoke to replied " My name is Jule", and she replied "No, not Jule, you must not use contractions of your name, your name is Julius", and she turned to the next boy, who thought for a minute and said "Good morning Ms, my name is Bilious".

## Yet another rare document

Murray Roberts was rummaging through the garage at the family home and came across a manual that had been his fathers, and thought that it may be of interest to the museum. Murray visited the museum bringing this document with him and on presentation we discovered that it was the complete "Erection and Maintenance Manual for Army Models C-47,C-47A, C-47B, - Navy Models R4-D1, R4-D5, R4-D6, - and British Dakota Models I, III, IV., complete in every detail from hose pipes

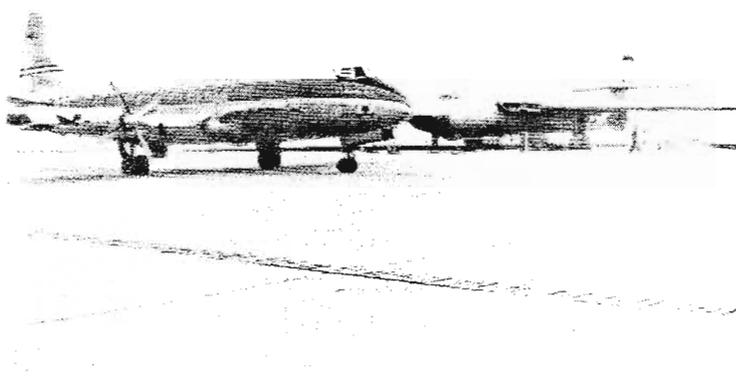
to Hydraulics, pipes to pneumatics and even included a complete list of part numbers for all components including engines, landing gear, and metal specifications. Thanks to the Roberts Family we can add this to our original electrical DCA produced diagrams making it a comprehensive set for the museum.

## “Day one” Memorabilia

Thanks to Capt. Bill Waterton, who attended our “Hawdon polishing day”, we now have the original set of pilots wings used on the first flight by TAA on the 9<sup>th</sup> of September 1946. The history of the wings is not only reflects those heady days of getting the airline started (as Arthur Coles had directed that TAA commence operations some 4 weeks earlier than programmed), but the professionalism in the ranks, as since there was only one set available, the crews would wait and ensure that the next crew received these wings before departing the airport, or if the next flight was the next day, then the wings were left for the next operating crew. I believe that this situation continued for about 7 – 10 days when these items were delivered (on time – under the original programmed start day) and issued to all the pilots.

The wings are embroidered on a patch background, designed to be sewn to the uniform, but for the first week they were pinned (from inside the jacket) just above the breast pocket on the left hand side. These are now displayed in our 1946 display case at the entrance to the museum. Thanks Bill – they will be treasured.

## Cousins ???



George Wren produced this photograph from his memorabilia, showing TAA's Viscount VH-TVD taxiing at Essendon Airport, passing a military Vickers Valiant parked on the apron extreme, with another TAA DC 3 in the background. The year is 1954 and judging by the content it is not yet winter as the pedestrian is not wearing an overcoat.

Size: 600px # Vickers viscount taxis past a Vickers Valiant at Melbourne Airport.

**Found on a garage wall** – Recovered from a garage in West Meadows was the aircraft call sign originally attached to the instrument panel of VH-TJC and it included the ATC code 3015 and SECAL CODE EP-AR. This is now on display within the museum.

## Vale

**Sandy Powell** - Flight Training Centre – January 2003.

**William “Bill” Coe** - Engineering Training Centre -January 2003.

**Hec Stearman** – Apprentice School – Engineering Melbourne May 2003.

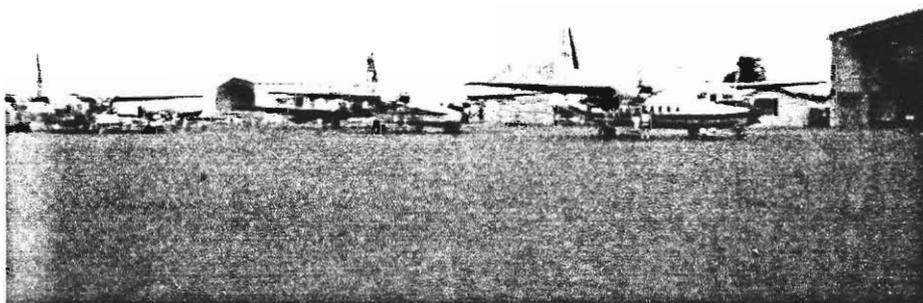
Lance Kirk – AMD Foreman – Engineering – Melbourne May 2003.

## Alteration to office hours – Staff travel Offices

Please note that all **staff travel offices** have revised the hours of operation of these facilities and **will now only be available between 8.30 am and 4.45 pm weekdays.**

## Another view of New Guinea

Amid the memorabilia that is still surfacing is this "pilots view" of the airstrip at Madang. Madang was a sleepy little village, surrounded by water (and crocodiles) with some of the most beautiful sunsets, and sunrises but with enough to do to keep you busy. Like much of New Guinea the people who lived there in the 60's, enjoyed a relaxed way of life, and tourism, until the introduction of the TAA escorted tours was mainly business and government travel, boy charters and itinerant, and sometimes lost, thrill-seekers. These were the days when everything revolved around the the first departure of the day, and then the last departure, then back to the "mess" to further enjoy yourself.



### Madang airfield

The F27 in New Guinea.

R to L; VH-TFA in New Guinea colours, VH-TFJ in TAA colours and VH-FNB in Ansett colours. And way down the back a DC3 in New Guinea colours, sorry I could not read the registration.

These photographs epitomise the New Guinea operation. Life was slow when awaiting aircraft or at the end of the day, busy during aircraft turnaround and for the first flight of the day, but typically like New Guinea itself the areas over which the aircraft flew to the numerous destinations, were as diverse as mountains and mudflats.

## BIG JOKE

As a young boy, Joe was completely obsessed with tractors. He had pictures of tractors all over his bedroom walls; he had tractor toys, tractor T-shirts, a tractor carpet, and duvet cover, the whole works. He ate, drank and slept tractors.

On his 17th birthday he was thrilled to get an invitation to go to a tractor factory nearby and test-drive a brand new tractor. His excitement was incredible as he told his family and friends. The great day came and he went to the factory for the test-drive. Unfortunately something went terribly wrong with the tractor when Joe was driving it and it flipped over, trapping and breaking Joe's leg and fracturing his skull. He was so upset and tried to sue the tractor company for negligence. But the company would have none of it and told him there was no liability and he could get lost!

You can imagine he was rather pee'd off with tractors after this and vowed to shed them from his life completely and forever. All the posters came down, the toys were given away - tractors were GONE.

Many years later, Joe went into a bar for a drink. Inside, the cigarette and cigar smoke was terrible but through it he saw a beautiful girl seated at the bar on her own.

Tears were streaming down her face. Joe asked her what was wrong and she said that the smoke was making her eyes sting and stream with tears.

With that, Joe looked around and then took a huge breath, sucking in all the smoke. He then walked outside into the car park and blew all the smoke out again. He goes back into the bar where the air is now clear and sweet and sits down next to the girl.

"That was amazing!" she said, "How did you do that?" "No problem", said Joe, "I'm an ex-tractor fan"

## We're approaching that time again- July 1<sup>st</sup> is the start of a new year.

MEMBERSHIP RENEWAL – YOUR SUPPORT IS GREATLY APPRECIATED

To : Mr. Ross Mc Donald

Membership Co-Ordinator

C/o TAA AUSTRALIAN Airlines 25 Year Club Inc & Museum

11<sup>th</sup> Floor

50 Franklin Street

Melbourne 3000

Membership remains at \$20.00 pa.

This section returned after payment

Please find enclosed my remittance of \$ 20.00 for my membership of the Club and Museum for the ensuing year .  
Payment being made by Cheq / Postal note ? Money Order /Other. Cheq Ref #

My Details are

Name

Spouse Name

Address

Suburb

State

Postcode

Phone

Join Date

Leave date

Still "TAA The Friendly Way"

Official Receipt (Invalid until Endorsed)

This receipt will be returned endorsed with a new receipt number

**new receipt number    Year**

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Signed

Date

This section will be returned with the next newsletter. Thank you for your support.

AUSTRALIAN "and proud of it"

**Annual General Meeting** – Again this year the AGM was held on Tuesday 18<sup>th</sup> of March in the Museum, and a good rollup assured a lively and enjoyable evening, whilst attending to general business and proposals for the future.

As is customary, the committee was formed from those members in attendance, and including a separate events group, who will be responsible for our social outings.

Your new committee is –

Jim Meehan

President

David Laurie    Secretary

Frank Sullivan    Treasurer

Bill Smart

Vice President

Alan Nock    Vice President

Committee members

Ross McDonald

Event Co-Ordinator @@@

Ron Adams

Dorothy Tuff

Lois Gale

Don Owen \*\*

Jack Price    +++

Jeff Fry

Avis Wadmore

Alan Bunker @@@

Legend

\*\*    Don Owen – Wednesday Museum Control

+++    Jack Price – Newsletter co-ordination – names and envelopes

@@@    Thursday co-ordinators Museum

We look forward to another great year.