

We hope you all had a Merry Christmas and a relaxing festive season.

Unfortunately our Christmas card did not make the printing deadline so we will save it for next year, sorry about that. We have however returned again in 2006 to continue the work that we started in 1996, celebrating 10 years for our group of volunteers who took over from Judy Flower, when Judy was relocated to another department.

Last year was indeed rewarding, and we believe that this year will continue in the same vein, with more and more personal effects and “souvenirs” over the years, and now returning to the airline collection – thank goodness for the ‘tea leaf’.

Blast from the past. (New Guinea)



Left – Part of the photographic collection donated this past year included the dedication ceremony to introduce the Bristol Freighter aircraft to TPNG, seen here with Geoff Jones swinging the champagne bottle. Knowing New Guinea I bet ‘someone’ replaced the champagne with lemonade (maintaining a frothy appearance). I know that some readers will remember this day vividly.

Essendon 1947 – Bus and cargo drivers



Another little gem given to the museum by the daughter of the then Chief Transport Officer Ted Gebbard, believed to have been taken when TAA moved to Essendon in 1947. Ted is the one kneeling on the far right of the photograph. Unfortunately not all names appear on the back of the photograph so I cannot enlighten you as to who they are. If you can help then please contact the museum and we will re-identify that part of our history and the people who helped make TAA a household name.



Club member Ray Naylor recently submitted a couple of photographs taken in a cemetery in Perth, of the headstone of one Paul Joseph McGinness born at Framlingham, Victoria 4-2-1896.

To those people who recognize the name, they also recognize that ‘Ginty’ had a colourful career in early aviation with the Royal Flying Corps during WW1, and later when he and Hudson Fysh, his observer during the war years commenced the history of the second registered commercial airline in Australia - the establishment of Queensland and Northern Territory Airways Services in 1920. ‘Ginty’ flew the first official QANTAS flight carrying mail from Charleville to Longreach, held a directorship of QANTAS until 1927, and re-enlisted in 1939 serving until 1945. “Ginty’ died on the 25th January 1952. I wonder what his thoughts would be today regarding the changes in aviation.

MILESTONES __USAS (Unisys Standard Airlines System) - still going after 25 Years.

I think it appropriate to acknowledge yet another milestone in the computer systems developed by TAA. A system that was introduced as a interim measure but on the 12th of October 2005, this system turned 25 years old. Originally developed as a basis for airline operation and for the TAA domestic operation, this system had greater potential than was obvious when it was first purchased, and from a standard basic application TAA expanded it to do numerous other tasks. I might also add that some of the TAA staff who have worked with this system over the years also continue to maintain it

Is it really our ‘old bus’ ?



Another resurrection of our history now taking shape is that of one of TAA’s early coaches, with restoration work being conducted at Glenorchy, Tasmania. The coach, An AEC Reliance, was able to be repainted from information supplied by your Museum, although the article in the local newspaper credits QANTAS with providing this information, but we forgive them.

Notice for all bowlers – Pacific based airline staff, including retirees, meet annually to participate in a bowls carnival, with the event for 2005 held at Mermaid Beach on the Queensland Gold Coast.

It is planned to hold the 2006 carnival in Christchurch, New Zealand, on the 23rd and 24th Of February 2006, and bowlers interested in attending should contact the following personnel for further information and the registration of their teams.

Dick Brennan Phone (07) 5576 7505 email brengun@better.net.au

Keith Sinclair (07) 4152 2928 mimke@optusnet.com.au

Sandy Cleghorn 64 9 256 3844 (NZ number) Arthur.cleghorn@airnz.co.nz

A380 arrives in Australia



An interesting event that again reflects on the history of aviation in Australia was the arrival of the new Airbus A380 when it came to the east coast cities of Brisbane Sydney and Melbourne. This shot was taken in Brisbane where it was given a cosmetic treatment to identify the QANTAS connection with the development and purchase of this aircraft. I seem to remember that TAA also had an association with Airbus with the introduction of the A300 back in 1981, but this is really a BIG aircraft. Airbus has a reputation to live up to with passengers in this country as our Airbus was the preferred (Domestic) aircraft when it was introduced

TAA's A300B4 – The first Australian Airline to select AIRBUS



And for comparison this model is of our AIRBUS A300, that now resides in the museum, but at one stage was mounted atop an open wheeler race car for a publicity shoot at
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This really brings back some fond memories, not only of the aircraft but that TAA was the first airline in world to achieve a 45 minute turnaround, and again a lot of memories.

Joke or is it ?

ALZHEIMERS' EYE TEST

Count every "F " in the following text:

FINISHED FILES ARE THE RESULT OF YEARS OF SCIENTIFIC STUDY COMBINED WITH THE EXPERIENCE OF YEARS...

HOW MANY ?

(see page 5 for the answer).

Joke

A gorgeous young redhead goes into the doctor's office and says that her body hurts wherever she touches it. "Impossible!", says the doctor. "Show me."

The redhead takes her finger, pushes on her left breast, and screams, then she pushes her elbow, and screams in even more agony. She pushes her knee and screams, then she pushes on her thigh, and more screaming. Then she pushes her ankle, more screams, and everywhere she touches, makes her scream.

Doctor says, "you're not really a redhead are you?"

"Well, no" she says, "I'm actually a blonde."

"I thought so", the doctor says. "Your finger is broken."

Do you remember this face ?



Clues – The year is 1960. The flight was TN408 from Sydney to Brisbane. The first incident of this kind in Australia. It involved two other TAA staff members –First Officer Tom Bennett and Captain Dennis Lawrence. The hostess – Janeene Christie.

I came across this article in a newspaper cutting headed "Hijack put Jan's flight into history."

Yes! It was the first hijack to take place in Australia

An interesting side issue was that although this was the first hijack in Australia, and apart from one in 1931 in Peru, and one when Cathy Pacific was hijacked in July 1948, the Americans claimed that they had been the first to be hijacked in 1961, a statement that got under the skin of one John Reinhold, as he had married the hostess, so much so that he decided to set the record straight with a comprehensive report on the incident and the people involved. It is articles like these, considered personal accounts, that have enabled us to create or recreate the history and the heritage of our airline. Ps a shot was fired into the ceiling of the aircraft during the incident, and the repair was a patch was there for all to see for the remaining years of the aircraft when in service with TAA.

Answer to How many F's

3 ?

WRONG, THERE ARE 6 -- no joke. READ IT AGAIN !

The reasoning behind is that the brain cannot process "OF"

Incredible or what? Go back and look again!!

Anyone who counts all 6 "F's" on the first go is a genius.

Three is normal, four is quite rare.

Additional film and documentation – Recently we received yet another donation of memorabilia, that which has been retained by the Engineering School at Tullamarine. This has added another 30 odd films to our collection, along with engineering documentation and even better, a working Bell and Howell movie projector.

This is most important as our original machine had a few problems and the repair costs in resurrecting appeared quite high, but now we can progress twice as fast as one machine can be used to preview the film and make decisions while the second machine can be devoted to the conversion. Needless to say this will save time and effort on the part of the volunteers. Our sincere thanks to John Booth, Trevor Close and the instructors at the Engineering facility. We now appreciate the progress made in aircraft development since these films were produced.

Reflections – taken from the Transair of August 1980.

TAA set a new passenger traffic record in the year 1979-80 carrying 5,080,000 passengers, an 8% growth and at the same time set a new passenger/kilometer record of 4.3 billion passenger/kilometers. This represented a market share of 50.2 % over the competitive routes competing with Ansett. Cargo also increased to a record 68,000 tonnes indicating that TAA had provided 57 million tonne/kilometers during this period (a 3.9% increase).

The following year would see the introduction of the first A300B4 Airbus, and a downturn in the economy.

Screen Saver – Due to the holiday season our disk of TAA images being developed as a screen saver has been delayed, and hopefully we will be able to achieve this in the New Year by the end of March. We apologise for the delay and assure members who have ordered this disk that it will be forthcoming as soon as possible.

Email Newsletters – We have had an excellent response to our efforts in providing the newsletter by email, and in particular the ability to provide coloured pictures instead of the black and white copies created for the posted newsletter. To register for this adaptation please send your details to taamuseum@bigpond.com if you have not done so already.

WEBSITE

We have now established a separate fund for the development of a website, and the registering a domain name that will enable us to ensure that the world recognizes and remembers our airline. To this end we have begun to place surplus materials up for sale with the proceeds being directed to a separate bank account, thus isolating all these expenses without interfering with the general finances of the club. Although yet to be decided the actual layout of the site will permit these surplus items to be sold by the museum, eliminating the middleman which has been required to establish our identity.

We propose to have a number of chapters including Our History, which will be a précis of our 47 years of achievement, a section which will include a up to date newsletter, and friends of the museum information section, items for sale and special facilities to request pictures and documents for a price that will also go to maintaining our website, and eliminate the current telephone requests that are often received.

It is hoped that all this will fit in about 100MB so that it will be easy to maintain and keep up to date, with rotating special segments concentrating of years of achievement and the people who participated in our airline development.

Annual General Meeting – March 2006 - This year the usual arrangements regarding the timing and location of the AGM have had to be amended for reasons beyond our control.

Refreshments will be served following the meeting.

Where – TAA MUSEUM 50 Franklin St Melbourne Time 2.00 pm Please note time change

Date Tuesday 28th March 2006

Vale

Frank Mc Mullen (aged 79) – Engineering Director Melbourne – November 2005

Frank joined TAA in 1950 after leaving the Government Aircraft Factory (GAF) starting in Technical Services. With a variety of jobs in this field from Tech Engineer on the Fokker F27 he became Assistant Chief Engineer to Ian Miller, and replacing Ian as Chief Engineer when he retired. Frank later occupied the role of Engineering Director before retiring in 1987 after 37 years in the industry.

Dr Todd - Capt Alwyn Smith advised that the Funeral Notice for Dr. Brian Todd appeared in the Sunshine Coast Daily 08/11/2005. Ex New Guinea employees, would remember Dr Todd was the doctor who attended most T.A.A staff in Lae New Guinea from 1960 to 1973, but has been in Brisbane since he departed New Guinea in the late 70 s.

Hedley Long – Legal Dept – Head Office – November 2005.

Unconfirmed. We have received notification that a Hedley Long passed away in November, but were unable to verify that this was the Hedley Long that worked for TAA. If anyone can verify this information please contact the museum.

Jack Nicholls – Manager NSW – November 2005.

Jack joined TAA 13/1/47 later to be appointed Manager Mt Isa 11/5/60, Administration Manager NSW 27/1/64
Flight Administration Manager 5/12/66, Assistant Manager NSW 27/12/71, Manager NSW 3/3/75, Retired 20/7/79

Jack had a distinguished career and was well respected by all quarters, and was the driving force behind the formation of the Far North Queensland Chapter of the TAA / Australian 25 Year Club. Jack is survived by his wife Marion and two daughters Bev and Robyn.

Barrie Devenish – I.T. Melbourne – December 2005 As a result of a debilitating illness.

Alec Topp – Engineering Melbourne – January 2006

Cliff Larter – Engineering Melbourne – January 2006

George De Young - Cargo Melbourne – December 2005

Correction – In the last issue of the Newsletter, the Vale article on Capt. David Croucher, mentioned that David delivered the Boeing 727's when in reality the aircraft was the Boeing 737. My apology for this error.