

Newsletter 51

May 2007

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Editor – James Meehan

I know that the last couple of newsletters have dwelled on the move to our new location and again this newsletter will highlight our progress in establishing our collection at this new and exciting location, and we are extremely grateful to QANTAS and to the many people within QANTAS, who have provided this assistance and made this move possible. Thank you, one and all.

As many of you would know, I have been onsite daily, with Ron Adams, for the unpacking and basic establishment of the layout, (220 cubic metres is daunting when viewed in front of you) but I continue to be amazed at the volume of items that we have been able to collect over the past 15 odd years, one does tend to forget, but thanks to the many employees who continue to contact me when items ‘become available’, this is being handled expeditiously, along with the family members of ex employees who realised that their memorabilia would be ‘best saved’ by donating ‘their history’ (and thus allowing a personal insight into the career of a loved one) to the museum and it continues to arrive. The many people continue to point us in the right direction to recover additional items – many thanks and please keep up the good work.

## Our theme

TAA was a ‘family of people’ airline where irrespective of where you worked or what you did, and thus the museum will preserve this history for the people of Australia – it was our history but their heritage, and the reason why Australia’s airlines were recognised as the best in the world, (harmonious teamwork) and leaders in aviation in domestic operations, making significant contributions to world aviation.

Again, this was a proud history and as such our theme will not only be a ‘museum of aviation history’ but a ‘kaleidoscope’ of the colourful periods, memorable moments, tests, trials, traumas, and local and world achievements, demonstrating, when presented with a challenge, the response proved the cynics and ‘tyre kickers’ wrong, and that it could be done, it just needed a little ‘Aussie’ ingenuity. So with that said I have included some pictures of our progress at the end of March, and through April.

The following pictures will give a good indication to members who are unable to visit, through distance or disability, of our current progress.



The late 50’s were exciting when QANTAS passed to the domestic airlines the challenges of the then Territory of Papua and new Guinea,- it was again the beginning of a new (to us) airline system, and the challenges of ‘non technical supported flying’, as it was all visual, daylight operations – no flying aids. This section is the first to be established, and nearing completion, and only because we believed we had located all the content. Not so!

Although we have documented in excess of 67,000 + items, we were unable to record items collected and ‘stuffed’ into our ‘non identifiable’ storage areas, and currently about 30,000 small items require recognition, so our dilemma is ‘how to document whilst composing the display’ – another challenge ? Yes but we have a solution!



Left - The 60’s, and the move to a larger terminal at Essendon, the increased scheduling along with the arrival of the (T) Jets, - now multicolour posters, scenes, places and people, and for the airline a most of all improved schedule reliability with the jets, provided the basis for this era.

This is why we refer to it as a ‘kaleidoscope’, for with every turn, something will catch your eye and the memories come flashing back.



Left - Panel dividers assist with displaying special events, as seen here with the presentation of the Cumberbatch Trophy in 1959, surrounded by the then current aircraft images, and information ‘panels’ identifying the significance of the trophy and that TAA was the first Australian airline and first domestic airline in the world to be honoured with this award. This is supported by the plaque identifying TAA was the first airline to operate the Vickers Viscount outside Europe and the first airline in the world, to achieve 10,000 hours flying on this type of aircraft

At the time of writing I must admit that we still have ‘everything everywhere’, as is obvious in the photographs, but by opening day (June?) there will be clear aisles, explanatory information and tour guides available for the convenience of visitors, and if you would like to become a tour guide we can always do with your help. An article in the Moonee Valley ‘Leader’ newspaper generated a lot of interest in our ‘collection’, and provided a few additional volunteers, along with many requests to visit our facility.



Left – Originally we had very few items depicting engineering activities but today there are a myriad of items, from a magneto from a Convair to a ‘black box’ from one of our first Boeing 737’s, artificial horizons, to fuel flow meters, and this section will incorporate the various pilot training recognition panels for cockpit layouts. Our engineering library houses all the manuals for the A300, B727, DC9, F27, L188, some DC4 and DC3 including the original electrical drawing to convert a C47 to DC3.



Left – We now have 33 mannequins, thanks to a contact – and at the right price- so we are able to support our displays with ‘era beings’, static -true – but lifelike not skeletal animations, and this has added realism throughout the museum. We have made an allowance for the inclusion of ‘our competitors’ and for the extension to, and recognition of QANTAS activities, so we will cover all airlines up to the current date, truly Australian history.



1946 – Yes, and with two of our volunteers, Helen Stanley and Debbie Thomson, both ex flight attendants, these volunteers undertook the task of dressing our mannequins, cleaning and pressing uniforms, and ensuring all the accessories were cleaned and matched. The girls are seen here finalising the uniform display that will be sited in the foyer of the museum. To the other volunteers, Ron Adams, Alan Nock, Allan Bunker, George Wren, Bill McGinness, Dorothy Tuff, Lois Gale, Nancye Hesketh, David Laing, Kelvin Hawthorn, Duncan Cameron, Roy McLean, Don Owen, Murray Watson, David Laurie, Jack Murphy, Keith Holland, Peter Farrell, Ron Austin, Ian Johnson, Jeff Fry, Max Bomford, Frank Sullivan, Barry Gawne, Jim More, Robert Masters, and to Ross McDonald, our Events Co-Ordinator and Membership Controller, who has endeavoured to maintain a sense of calmness and sanity during this process, my personal thank you, as your efforts have made it all possible, again proving no matter what your job was when working for TAA it is still a “Friendly Way” effort.

## **Joke-?**

President Bush was visiting a primary school and he visited one of the classes. They were in the middle of a discussion related to words and their meanings. The teacher asked the President if he would like to lead the discussion on the word "tragedy". So the illustrious leader asked the class for an example of a "tragedy". One little boy stood up and offered: "If my best friend, who lives on a farm, is playing in the field and a tractor runs over him and kills him that would be a tragedy."

"No," said Bush, "that would be an accident."

A little girl raised her hand: "If a school bus carrying 50 children drove over a cliff, killing everyone inside, that would be a tragedy."

I'm afraid not," explained the president. "That's what we would call a great loss."

The room went silent. No other children volunteered.

Bush searched the room. "Isn't there someone here who can give me an example of a tragedy?"

Finally at the back of the room a small boy raised his hand and in a quiet voice he said: "If Air Force One carrying you and Mrs. Bush was struck by a "friendly fire" missile and blown to smithereens, that would be a tragedy."

Fantastic!" exclaimed Bush. "That's right. And can you tell me why that would be a tragedy?"

"Well," says Johnny, "It has to be a tragedy, because it sure as hell wouldn't be a great loss and it probably wouldn't be an accident either."



# Club Outing - Christmas in July – Burrumbeet Hotel –

Date Tuesday 17<sup>th</sup> of July 2007.

Cost Member and partner \$32.00 per person

Non Member/ Guest \$39.00 per person

A great day is assured at our bush retreat, with morning tea at the Ballarat Sports Club, then on to the Burrumbeet hotel for an excellent lunch and entertainment - a pub renowned for its food & hospitality.

Seats are limited so be early – dithering guarantees disappointment.

Pickup points –

Therry Street (Rear of QANTAS HOUSE) @ 0830

Airport West @ 0900 (Parking available between Safeway Petrol Station and Skyways Hotel)

Closing date – RSVP by 3rd July 2007. Acceptances must be received by this date.

-----Cut here ----- Please return to -----

Mr. Ross McDonald – Events Co-ordinator

TAA 25 Year Club inc.

QANTAS EP Building

1-7 York Street

Airport West 3042

CHRISTMAS IN JULY EVENT

Members name /partner

Non Member / Guest

Please find enclosed my Cheque (Number ..... ) or other to the value of \$ and please ensure that it is marked payable to TAA 25 Year Club inc.

It will be a great day

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## Another Joke

During a visit to the mental asylum, a visitor asked the Director what the criterion was which defined whether or not a patient should be institutionalized.

"Well," said the Director, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the patient and ask him or her to empty the bathtub."

"Oh, I understand," said the visitor. "A normal person would use the bucket because it's bigger than the spoon or the teacup."

"No." said the Director, "A normal person would pull the plug." Do you want a room with or without a view?

**AGM** – The AGM was held at the new location, - 7 York St Airport West – and unfortunately attendance was again down slightly, showing that the years have taken their toll, but as previously identified your club remains strong and financial, recruiting new “Associate” members, and “Friends of the Museum”, so the situation regarding our future membership is stable at 978.

We will continue to apply the principles established in 1998.

## More memorabilia

We continue to accept items from numerous sources, much of which is unique, for inclusion at the museum. A good example is the collection of engineering training aids that were offered and now make the engineering display one of the largest sections in the museum - DC3 to B737 – the full spectrum.

## URGENT NOTICE

Due to the move to our new location this NEWSLETTER WILL BE POSTED TO ALL MEMBERS WHERE SOME HAD PREVIOUSLY ELECTED TO HAVE IT EMAILED, but our computer hooked to the internet has a problem and we are now transmitting via a PABX which is 10 times worse than a dial-up connection. Until we can arrange for a separate telephone line and link with either cable or ADSL2 this will be the case. When returning your annual subscription PLEASE ENSURE THAT YOUR EMAIL ADDRESS IS LEGIBLE, OR IF YOU WISH TO EMAIL THE MUSEUM WITH YOUR EMAIL ADDRESS, as in the example below, it is hoped that we will be back on air by the September newsletter, and we will return to normality. Below - an example layout of your email to the museum.

To [taamuseum@bigpond.com](mailto:taamuseum@bigpond.com)  
c.c  
bcc  
Subject MY EMAIL ADDRESS – JOHN SMITH- Darwin

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(Example) Jcw2smith@dodoxnet.com.au

## Vale

John Leary- Head Office Cargo – Melbourne – March 2007.



John had a colourful presence, being Irish, Catholic, and a non smoker or drinker, yet his youth in Ireland, combined with the fact that he joined the English army, seeing service in Europe and then Malaya in the SAS, obviously caused him to adopt many changes, before joining TAA in the mid 50's, later marrying a 'Hostie' and then transferring to New Guinea. On return to Australia, he became Cargo Manager, NSW. John retired from TAA as National Cargo Sales and Marketing Manager in 1983, and achieved academic excellence with a B.A. (Honours), then his Masters and Phd based on his experiences in Malaya, and was recognised as Australia's foremost expert on the Orang Asli (the agitators for independence). He obviously achieved his retirement goals as he had a number of books published. He passed away quietly in his sleep. R.I.P old comrade.

Jack Hope- Aeronautical Engineering Melbourne – March 2007.

John Duckworth - Supply Dept – Melbourne - February 2007.

David Fenwick- Engineer Training - Melbourne – March 2007.