

Newsletter 55 March 2008

Phone 9280 8113
(and) 9280 8114

email taamuseum@bigpond.com
Editor James E. Meehan

The New year – Perhaps a little less hectic than the last one.

Now that the festive season and school holidays are over it's time to get back to a routine that is more enjoyable, no baby sitting even if it is for the neighbours dog, but we hope you enjoyed the change of routine, so I thought that we would start the year with a joke.

A Dublin Doctor wanted to get off work and play golf, so he approached his assistant Paddy, and said "I am going golfing tomorrow Paddy and I don't want to close the clinic. I want you to take care of the clinic and take care of all of our patients"

"Yes, sir!" answers Paddy.

The doctor goes off to golf and returns the following day and asks: 'So, Paddy, how was your day?'

Paddy told him that he took care of three patients.

"The first one had a headache so I gave him Panadol."

"Bravo Mate and the second one?" asks the doctor.

"The second one had stomach burning and I gave him some aspirin".

"Excellent. You're good at this and what about the third one?" asks the doctor.

"Well, I was sitting here and suddenly the door opens and a woman enters, like a woman possessed, she undresses herself, taking off everything including her bra and her panties and lies down on the table, her legs in the air and shouts: 'HELP ME! For five years I haven't seen a man! "

"Good God "says the doctor. "What did you do?"

"I put drops in her eyes!"

A little bit of history – World's first 'non corp' livery airline.



Remember when TAA painted the first aircraft with a scene depicting the Queensland Coral Sea destinations, and was the first airline in the world to do so, well something you may not have known was that shortly after it came back into service it had to be returned to the paint shop for adjustments – The man and the woman inset on the tail appeared without a bathing suit, and so it was back to the shop for Speedo's and Bikini – today no-one worries



Another example of our ingenuity appeared on our Boeing 727-276 VH-TBL, the 'Central Australian' and in all four aircraft were to be painted in this manner but economies of scale and marketplace slowdown cancelled the remaining two.

Today we see many airlines following suite but we are sure we were the first.

Museum

I am pleased to say that the museum is continuing to grow and we have once again commenced to reorganise the area to accommodate additional donations and recovered items. We have also procured another compactus to accommodate some of the documented history along with our growing collection of magazines.

The crew of volunteers continue to attend but we do have a need for others who would like to become tour guides AND ASSIST WITH GENERAL DUTIES, a task that is well supported by strategically located area identification documentation that prompts to highlight the significant features of each area. If you are interested in becoming part of a well oiled team then please contact Jim Meehan on 0438540842 anytime or during museum hours on 92808114 or 9330 4839 or after hours on 9366 6336.

Another restoration being undertaken is the production of two aircraft wings to fit the large AIRBUS MODEL A300B4, necessary after the original wings went missing (along with the fuselage of a large Boeing 737-300) during transit from Brisbane, and since we had the body without wings we elected to try to have them made. Roy McLean, one of our volunteers is undertaking this task and once completed we will endeavour to have the aircraft painted in its original 1981 colours and placed at the entrance to the museum. Do you know a reasonable sign writer ?.

WEBSITE – taamuseum.org.au (enters service mid March 2008)

We are now about to embark upon a few new changes, the first is the development of the web site which has been an ongoing proposition for about two years, but now we are in the home stretch, or should I say we are in the barriers, as by the end of March we will have the preliminary site and data available, and as another cost saving measure the newsletters as issued will also be available on line, and you can read and or print out the newsletters and forms when our outings and events require a response.

We will of course maintain our postal service for members who do not have a computer, or prefer to receive the newsletter by mail. We propose over time to build an archive of all the old and issued newsletters. This feature will significantly reduce our over heads, and reduce the workload of the volunteers in organising the postal activities.

The website will also promote interest in all TAA groups and point to other sections such as “Wings Away” and STAARS, and interstate groups identifying their activities, and link to other associated aviation museums.

My quote for the year

It's better to be over the hill than under it.

Joke

There once was a religious young woman who went to Confession, and upon entering the confessional, she said, "Forgive me, Father, for I have sinned."

The priest said, "Confess your sins and be forgiven."

The young woman said, "Last night my boyfriend made mad passionate love to me seven times."

The priest thought long and hard and then said, "Squeeze seven lemons into a glass and then drink the juice."

The young woman asked, "Will this cleanse me of my sins?"

The priest said, "No, but it will wipe that smile off of your face."

STAARS ' Moonee Valley Luncheon Dates for 2008

The February luncheon proved to be a growing success with about 190 ex staff coming along for a chat and a feed. This is held every 3 months and the dates for the rest of the year are as follows -

27th May 26th August 18 November

Annual General Meeting Reminder

The Annual General Meeting for 2008 will be conducted at our new location at 7 York Street, Airport West, commencing at 1200 hours, in the theatrette. This will be followed by refreshments – Tea, Coffee, and Soft Drinks (No alcohol is permitted in the building).

Since this is a normal opening day, take the opportunity to visit and see for yourself what we have that identifies that part of your working life in a great airline.

It would be appreciated if you could indicate your possible attendance by the 11th of March, to

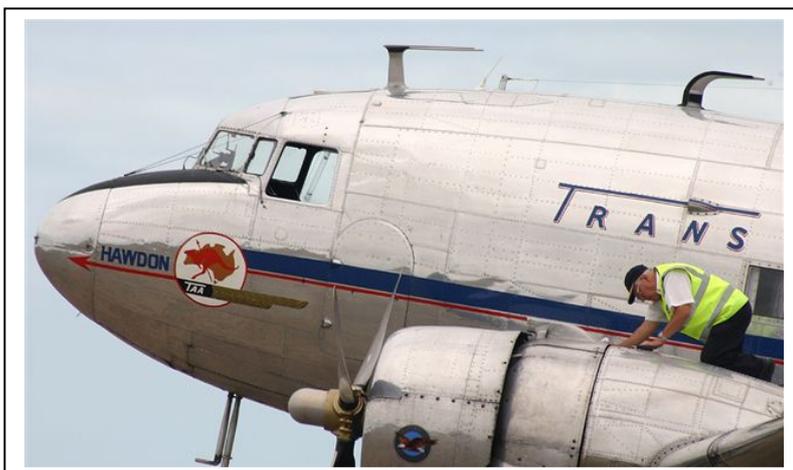
Mr Ross McDonald – Events Co-ordinator
Trans-Australia Airlines 25 Year Club inc.
7 York street,
Airport West. 3042

Ross, **Annual General Meeting**
Please register my intention to attend the AGM, 18th march 2008 – 7 York Street theatrette.

Name
Date

Late acceptances can be made by telephoning the Museum on 9280 8113 between 10am and 2pm weekdays.

Vale



Capt. Ken Fox – Flight Crew Operations – February 2008.

Sadly another foundation member with a colourful history has passed on to the big hangar in the sky, and Ken was one of those unassuming people who helped many to settle back into civilian life and guided the younger generation with his father-like and helpful manner.

Few people would have known Ken's true background, as he was a very private person, dedicated to his family but with a history of service that identified a quiet achiever. His passion was flying, and in his 88 years, Ken had witnessed Kingsford Smith crossing the Pacific, Lindberg crossing the Atlantic and the London Sydney Air Race of the 1930's. His first flight was a joy ride at 10 years of age, and this led to a lifelong career and passion for aviation.

At the outbreak of WW2 he applied to the RAAF and obtained a pilot's licence qualifying on a Tiger Moth whilst training as a Navigator/pilot. He was 20 years of age, and was then selected to be shipped to England as replacement crew to the RAF, located at Biggin Hill. Of the 112 RAAF personnel despatched Ken was the only pilot to survive in 1945, when he returned to Australia. He had been shot up 3 times but managed on each occasion to get his damaged Spitfire back to England, although not necessarily to his base.

He then joined ANA to fly the Brisbane Manila run under contract to the USAF in C47s leased from the USA and one of the planes he flew was named 'Shanghai Lil', later to be VH-AES 'Hawdon', TAA's first aircraft, and when TAA was established in 1946, he was one of four foundation Captains in the initial intake of pilots two months before the first operation on 9th September 1946.

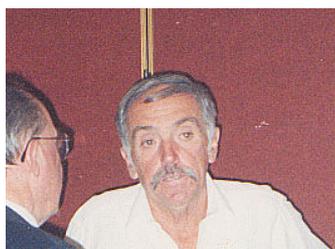
Ken's career in TAA was colourful, starting in 1948 when he was sent to the US to take delivery of a new Convair, a pressurised aircraft, experiencing an incident in Iceland that damaged the aircraft due to the ice and snow, on the delivery flight.

In 1954, he was part of Queen's Flight when the Queen and Duke of Edinburgh toured Australia using two Convair's specially converted to transport the couple around Australia, Ken flying the reserve aircraft with Nev Grady.

In 1957 we were transferred to Melbourne to take up the position of F27 Fokker Friendship Project Pilot and Flight Captain, working with John Watkins, TAA's Engineering Manager and FOKKER of Holland, as TAA's test pilot for this aircraft, as TAA had contributed to the design and functionality of the aircraft.

In 1964 he became B727 Flight Captain responsible for introducing TAA's pure jet travel to Australia.

In 1976 he became Flight Superintendent Training, retiring in 1979, and later awarded the Member of the order of Australia in 1980 for his service to Aviation, having flown 19,238 hours and 30 minutes, spanning 39 years and flown 23 aircraft types. Indeed a colourful and productive career and one helped that cement the slogan 'Fly TAA the friendly way' in our aviation history



James 'Adrian' Conroy – Melbourne Passenger Terminal Supervisor – 28th Feb 2008.

Like many who commenced their careers at Essendon Airport, I had the privilege of working with a great bunch of dedicated people and strong friendships were formed. Adrian was one of the pillars of that association, unflappable and with the interests of the passenger and the image of TAA always in the forefront. A 'sunlover' during these early years and a golfer until recently, Adrian passed away peacefully at the Gold Coast, a true friend who will be sadly missed by many.

Frank (Mav) MacCarter – Engineering Melbourne - November 2007.
Another stalwart of the Essendon years, and a real character.

Ron Miller – Computer Centre Melbourne – January 2007

Capt Herbert (Bill) Cast - Flight Crew Operations – January 2007

Joe Habermann - Flight Ops Crewing Melbourne - February 2008