

# Newsletter 56 June 2008

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Editor James E. Meehan

Thought you might be interested in an update of the location of our Airbus A300 aircraft.

VH-TAD was seen on 26th July 2007 at Al Ain, VH-TAE (and VH-TAE has been stored at Abu Dhabi since March 2007) and VH-TAC (TAC stored Marana, Arizona since March 2007) are also reported to be headed for the Middle East. All are now in the fleet of aircraft operated by MIDEX and painted in their livery, based at AL AIN.

## T.A.A. / AUSTRALIAN AIRLINES /

B4-203	134	VH-TAA	10/09/98	N370PC	Express.net	Freighter	
Stored Marana, Arizona USA - Since 30 June 2006							
B4-203	151	VH-TAB	27/03/87	TC-FLK	Fly Air Turkey	Passenger	<b>In Service</b>
B4-203	157	VH-TAC	18/01/99	N371PC	MIDEX Airlines	Freighter	
Stored Marana, Arizona USA - Since 13 March 2007							
B4-203	196	VH-TAD	11/11/98	N372PC	MIDEX Airlines	Freighter	<b>In Service</b>
B4-203	218	VH-TAE	01/12/98	N373PC	MIDEX Airlines	Freighter	
Stored Abu Dhabi, U.A.E. - Since March 2007							



## TPNG Reunion September/ October 2009

Jan Hutton (Aitken), organiser of the New Guinea re-union function, has advised that the next re-union will take place in September or October 2009, and invites all TAA and Ansett staff who worked in TPNG from 1960 to 1972/3, to come along.

Jan can be contacted on 07 3206 3446 or email [kikul@optusnet.com.au](mailto:kikul@optusnet.com.au) .

We will repeat this again as the time draws closer, and a final date established.



## **Memories from the flight deck –**

An item received at the museum, I thought was well worth including in the newsletter, as it was typical of the casual, but experienced manner inherent with pilots who had participated in the numerous aviation war arenas in all conditions. This was one such Captain – Harry Locke.

Submitted by Ron Austin, once an engineer who transferred to flying. Quote

### **Thinking outside the square**

I guess we all remember the Viscount aircraft. Designed in England, this aircraft was never expected to operate in Australia with our vast distances and particularly high summer temperatures.

On one flight, mid summer, with Captain Harry Locke as our Captain, we set out from Melbourne to fly to Adelaide and then direct to Perth. While flight planning it was obvious that we had a fuel uplift problem. Due to the high temperature in Adelaide and a maximum load of passengers, the fuel load was restricted to achieve our takeoff weight.

Of consequence the fuel range would not even allow us to reach a refuelling point at Kalgoorlie, therefore Harry planned to first land at Forrest Airport, near the East West railway to load sufficient fuel for Perth.

The flight proceeded to Forrest but on the ground we determined that the temperature was way above that forecast for our plan. The runway, which was built during the 2<sup>nd</sup> World war, was relatively short. The higher temperature and the short runway allowed us to only load fuel to Kalgoorlie where we could again refuel for Perth.

Take off from Forrest was my task. Harry always shared the flying sector by sector with his First officers. As a relatively new Viscount F/O flying this sector I lifted clear of the ground and climbed straight ahead over the hot dry desert surrounding the airport. Viscount engines have an electrical pump to feed a water/alcohol mixture to the engines to boost the power in these hot conditions.

When at 400 feet I called for this water injection to be switched off, as per procedures, Harry slowly leaned across the cockpit and said, “Do you think we should?” With his wartime experience he had assessed our altitude and slow climb and intended using this water boost to continue our climb.

My reaction was to agree with Harry and allow the engines to continue drinking their alcohol cocktail. We could buy more water/meth from the refueller in Kalgoorlie while refuelling for Perth.

Flying with Harry Locke and other Captains with similar experience taught we younger pilots to think outside the square when faced with unusual conditions.

Ron Austin

**Museum visit** – surely worth noting – On 8<sup>th</sup> May we had a visit from a foundation member, who at the age of 98 managed to recall various people, places, work areas and other recollections as he (with friends and family) walked around the museum.

The visitor was Cec Wright, Engineering Division, training school, and inspector (with the distinction (or infamy) of failing one of TAA most senior pilots during those early years). Cec was able to recall so many instances he experienced throughout his career and it was a pleasure to listen to many of his recollections which have now added to the many stories that I have been able to record since starting the museum project.

Again, it just proves that TAA was a great place to work.

**Membership Numbers** – It is sign of the times that our club membership is declining as each newsletter informs of those members who have transferred to that ‘big hangar in the sky’.

Our saving grace, although growing slowly, is the Associates and Friends of the Museum, and thankfully total membership still remains above 700. We will continue to encourage other airline people and enthusiast to join and support our Museum and its history.

## Joke –

Before the 2001 inauguration of George Bush, he was invited to a ‘get acquainted tour’ of the White House, and after drinking several glasses of iced tea, he asked Bill Clinton if he could use his personal bathroom.

When he entered Clinton's private toilet, he was astonished to see that President Clinton had a solid gold urinal.

That afternoon, George told his wife, Laura, about the urinal. "Just think," he said "when I am president, I could have a gold urinal too, but I wouldn't do something that self-indulgent!"

Later when Laura had lunch with Hillary during her tour of the White House, she told Hillary how impressed George had been at his discovery that the President had a gold urinal.

That evening, when Bill and Hillary were getting ready for bed, Hillary smiled , and said to Bill, "Well Bill, I found out who pee'd in your saxophone."

## It's that time again - MEMBERSHIP RENEWAL and YOUR SUPPORT IS APPRECIATED

To : Mr. Ross McDonald      MEMBERSHIP Co-Ordinator  
 TAA 25Year Club inc.  
 1-17 YORK Street

Airport West    3042

# MEMBERSHIP REMAINS at \$20.00

Please find enclosed my remittance of \$20.00 for my membership of the TAA AUSTRALIAN Airlines 25 Year Club, and the TAA MUSEUM. Payment by Cheque or Money Order MUST BE MADE PAYABLE TO – TAA 25 Year Club inc.    Cheque Reference #			
My Details are			
Name		Spouse Name	
Address			
Suburb			
State	P/code	Phone	
		Mobile	
Email address			
Please mark clearly to avoid confusion of email			

This official receipt will be endorsed and returned with the next newsletter	
New Receipt Number	Valid until
<input type="text"/>	1 <sup>st</sup> July
Signed	date
Thank you for your support	

**Website** – [www.taamuseum.org.au](http://www.taamuseum.org.au) - You will soon be able to obtain your copy of the newsletter directly from the web. All members email addresses will be entered into a separate data base and as each newsletter is released a notification will be sent advising the release/ review data. I am sure I will have a lot of proof readers to keep me in check. And, development of the website has halted due to a piece of Telstra equipment breaking down and a wait of 10-15 days until a new replacement component can be located and forwarded as it is still under warranty.

Yes I'm having a whinge as by the time it is reinstalled we will have 200plus emails to answer.

## September outing – TAA’s Birthday – Annual Dinner

Come and enjoy our annual dinner celebrating the birth of your airline.

**Where** William Angliss 550 Lt Collins Street Melbourne

**When** Friday 5<sup>th</sup> September (2008)

**PreDinner drinks at 6.30pm**, followed by a **three course meal at 7.15pm**, with refreshments consisting of BEER, WINE and Soft Drink, being included in the price.

**Cost** – MEMBER/PARTNER \$ 40.00 per person  
NON-MEMBER/GUEST \$ 47.00 per person

Seating is limited so please RSVP early, as bookings (are scheduled to) close  
Wednesday 20<sup>th</sup> August 2008.

-----**Cut here**-----

Mr. Ross McDonald – Events Co-ordinator

TAA 25 Year Club inc.

QANTAS EP Building

1-7 York Street

Airport West 3042

**September Dinner - 5<sup>th</sup> September**

<b>Members name</b>	/partner	@ \$40.00 pp
<b>Non Member</b>	/ Guest	@ \$47.00 pp

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

**It will be another great evening.**

**Museum changes** – The ever increasing training requirements by QANTAS have caused us to relocate our theatrette and film conversion rooms, and QANTAS have replaced these with a large storeroom behind the museum, and a smaller room at the rear of the building. We have also obtained an office which has been converted to allow us to continue the film conversion.

Museum layout changes - To accommodate the theatrette it has required a lot of revision of the areas and we are again redesigning the floor layout to ensure that our display remains as interesting and attractive as possible. I am pleased to report that the volunteers have attacked this project with the same vigour as when we moved from Franklin Street in 2006, and that it nearly finished.

MOTHER SUPERIOR CALLS ALL THE NUNS TOGETHER AND SAYS TO THEM,

"I MUST TELL YOU ALL SOMETHING.... WE HAVE A CASE OF GONORRHEA IN THE CONVENT."

"PRAISE THE LORD," SAYS A BLONDE NUN AT THE BACK. "I'M SO TIRED OF CHARDONNAY!!"

## Vale' :

**Les Fitzgerald** - TAA Legal Officer and Company secretary – Head Office Melbourne

Les was a quiet achiever, well liked throughout the airline and by associates he worked with.

Les negotiated transfer of staff travel entitlements with Qantas on the merger and sadly another one less of the originals and senior members of our club. Les also donated a parchment to the museum identifying the approval for TAA to obtain 'offices' in Piccadilly, London when TAA ventured overseas. RIP

**Capt. I A F Clarke (Chick)** foundation member of TAA April - 2008.

Chick Clarke was very highly decorated for his exploits during the war.

**Captain Bill Moloney** – Flight Operations Melbourne – March 2008.

Bill was another highly decorated WW2 pilot and a 'gentleman' in every sense of the word.

**Captain. David Baker** – Flight Operations Melbourne – March 2008.

**Captain Garth Roche** – Flight Operations – Melbourne - May 2008 (age 84)

**Captain Brian Wales** – Flight Operations Melbourne – March 2008.

**Ian Yuill** - Engineering - Melbourne - April 2008.

**Ken Patira** – AMD/Traffic Melbourne – March 2008.

**Len Barnes** – Supply provisioning – April 2008.

**Fred Cooper** – Carpentry Shop – April 2008.

**Jack Wood** - Electrical LAME- April 2008.

**John Pepper** – Telecommunications – Head Office – March 2008.

**Fred Lorensini** – Computer Centre Melbourne – April 2008.

**Geoff Fox** – Finance - Melbourne– May 2006

**Bob Bell** – Dock maintenance – Melbourne – April 2008.