



# TAA / Australian Airlines 25 Year Club

## Newsletter No. 107

## July 2020

Editor: John Wren

### President's Report

→ The **COVID-19** still marches on!! As you know from the last Newsletter the Museum was closed to the public and Volunteers on Thursday 19 March. After the restrictions were partly lifted, the suburb where the Museum is located was locked-down. From the 9<sup>th</sup> July we have a metro wide lock-down for a further 6 weeks to 20<sup>th</sup> August. And just announced is a **Stage 4 lock-down at least until mid-September**. The Museum closure will remain in effect until we get some clear guidance from the government[s], and then the Committee will review all the data before deciding if is safe for our Members, Volunteers and ultimately the public to return to the Museum.

**The Stage 4 lock-down prevents us from getting hard copies printed so this issue is going out to those of you who selected 'email' as your preferred delivery method. For those Members still requiring hard copy we will get the issue printed as soon as the Government rules allow us to be out and about.**

Incoming Museum emails and mail will be monitored, but not landline phone messages. For those without computers, there will be a mail-out when the Museum is back in operation. The Newsletter will continue and provide updates. We apologise for any inconvenience the Museum closure may cause.

We hope all our Members / Volunteers and their families stay safe.

→ Some members receiving their last Newsletter by mail may have noticed that it was printed on blue paper. Hopefully it's a once off event as our printer ran out of white paper due to virus stationary delivery issues.

→ The last A380 fuselage has rolled down the streets of Toulouse to the assembly factory for a delivery to Emirates in 2021. End of an era and, Qantas' B747s have been retired and, the QF A380s are in the US desert, except three being held in light storage in LA, we hear on the grape vine.

→ A new book about the life of Capt. Norm Crouch has been released called "Norm – Bomber Command" by his son James Crouch. As many of you will remember Norm flew with TAA from inception [1946] to 1977 and there is a chapter about his flying with TAA. Norm passed away in 2003. There are some funny anecdotes, and a surprise that Norm was the first Australian to fly the Lancaster bomber in WWII. We were kindly given a copy of the book for the Museum display.

→ It's that time of the year again so, if you could check your Newsletter envelope for the dreaded "UFM" [un-financial member] you will know if your Membership needs to be renewed. Many thanks.

→ We have received another great article from Ron Austin – this time mainly about his flying of TAA Vickers Viscount aircraft. It's an easy read with the technical parts explained and some 'fun' parts included as well. The 'slipper tanks' mentioned are shown in the pic of a Viscount in 'day-glow' colours [just outboard of the outboard engines]. This article was run in the Royal Aeronautical Society Australian Division newsletter and Ron agreed that we could use it as well. Many thanks Ron. See the full article on our web site at <http://www.taamuseum.org.au/TAAircraft/Viscounts.html>

→ We were surprised to learn that the La Mana shopping complex across the road from the Museum in the Essendon Airport precinct unfortunately had a virus cell. Maybe you haven't been there – on entering there is a nice Italian style café with lovely pastries where you can sit down and recall exactly where each of those very dangerous plating baths were located when it was the Plating Shop [6 & 7 hanger -Workshops]. The

pastries are baked in an area that was the Hydraulic Shop and the alcohol sales area fills what was the engine shop. Arhhhhhhhhh the memories.

## Newsletter

This is our 107th Newsletter issued by the 25 Year Club. We hope you have been enjoying the content over the years and, if you would like to write an article, just send it to the Newsletter Editor at the Museum.

Please see [above] the Presidents Report for Newsletter delivery during the COVID 19 virus.

## Another great story

Here's another great true story from Bill McGuinness {LAME} about his exploits on the ferry-flight of two Fokker F27's {VH-TQN and VH-TQP} from Melbourne to Norwich [UK] in June 1984. The new owner was Busy Bee Airlines in Oslo, Norway, however they wanted some work done on the aircraft tailoring them to their specifications to match their other aircraft.

Bill graphically describes the good, and the bad, parts of the ferry-flight including observations out the window as they progressed with the trip. Not all beer and skittles! Thanks Bill [former President of the 25 Year Club] for taking the time to set to words some of the history of our great airline.

The story can be viewed on the 25 Year Club web site. Click [http://www.taamuseum.org.au/Documents/TAAFokkerF27 to UK.pdf](http://www.taamuseum.org.au/Documents/TAAFokkerF27%20to%20UK.pdf)

## And a story from H.O. Interline Accounts

Eddie Creaney [Committee member] has put together an article that follows on from the last Newsletter article "Yards of Ticket" which makes it clear what happened to parts of all those tickets after they were issued. Well done Eddie.

### **"Interaction between TAA Interline Accounts Dept. and the International Air Transport Association (IATA)**

The item in the 25 Year Club Newsletter #106 about George Kealy writing probably the most number of 4 stage international tickets he had ever had to write for travel by Father Brian Walsh, was not only interesting and fascinating, and probably an eye-opener for some, but for me it was also a coincidence.

You see, I had written the first draft of an article for this Club Newsletter on TAA's membership of IATA. George's tickets were probably the biggest challenge faced by Interline Accounts, a section of the Finance Department. It was Interline Accounts' task to put a value on each coupon using a system known as proration, and I was one of the staff involved in that process.

Amongst its other activities, IATA operates as a financial clearing house. Clearing houses have been around for years, and for centuries in different spheres of economic activity.

The Melbourne to Singapore single fare, plus the Singapore to Dubai single fare, plus the Dubai to London single fare add up to more than the cost of the Melbourne to London direct single fare. If three airlines are involved in flying the three sectors, concessions have to be made regarding what they will charge the issuing ticket office through IATA, eg TAA, for their sector, that is, they will not charge the full sector fare. At the same time, TAA advises IATA how much TAA is owed for flying the customers of other airlines which have issued tickets including for travel over TAA routes. IATA is also informed when other airlines have honoured international tickets issued by TAA's international travel section for travel on those airlines.

The example noted above, Melbourne to London via Singapore and Dubai requires proration of the total fare over the sectors flown, a reduced sharing of the total fare. This proration is often complicated by the fact that domestic airlines such as TAA require the full value of their domestic fare sectors.

Are you still with me?

So, billings against international travel ticket coupons issued by TAA's international travel section are verified and accepted or rejected by Interline Accounts.

George's tickets posed the biggest challenge Interline Accounts had ever had to face. If billings against sections of George's coupons did not match with Interline Accounts own calculations, they had to be rejected. Several sectors were in remote parts of South Africa and South America where sector fares were not found in any of IATA's listings. I am sure we had to guess about some of them!

Simple!

For Father Brian Walsh's efforts in bringing a Eucharistic Congress to Australia, he was promoted to a Monsignor; George was not promoted.

But there is an interesting fact about Interline Accounts at the time when George, with some help, wrote the tickets for the mammoth itinerary. Many of the staff in Interline Accounts were *international*, of several nationalities that is. These included:

**Arthur Artinian** – Armenia                      **Arthur Saks** (Sakaleriou) - Greece    **Carlo Pallini** - Italy  
**George Parker** (Paleu) – Romania    **Istvan Kertesz** – Hungary                      **Jim Collins** - New Zealand,  
**Joe Zamit** - Malta,                      **Jose Caliste** – Mauritius                      **Michael Kaddis** - Lebanon  
**Matt Craigie** and **Eddie Creaney** - both Scotland

**Philip Wolf** - Jewish Australian                      Oh, and of course a couple of Australians, including Museum  
volunteer **Chris Dowling**.

(Eddie Creaney                      (TAA 1961-1978))”

## 25 Year Club outings

Well, the virus has put paid to our efforts to have the bus / train trip in April / May to Maldon / Castlemaine, and it looks like the same for our Foundation Day [9 September] event at William Angliss that will have to be cancelled; the venue has warned us. We have discussed with them a date [reserved] in late November [as a Xmas function] however this virus is not going away any time soon judging from recent events.

And you, our Members, have to be comfortable with going out – even if the Governments [Fed or State] advise it is safe to do so. For now, though, we will have to forgo the 9 September Foundation Day event. We will keep you informed through this Newsletter as things become clearer. Sorry about that – we did so much planning for the bus / train trip and the Foundation Day to make them a success but the virus has pulled the rug from under our plans.

## Local grapevine

The Victoria Police Air Wing last month accepted the first of three seven-tonne AW139 Utility Helicopters. The acquisition is part of a \$63 million investment by police in the Air Wing and will see the three current Eurocopter AS365 platforms replaced with three AW139 utility helicopters and a Beechcraft Super King Air BA350ER. The addition of the King Air returns the Air Wing to fixed wing operations after more than 20 years. The new helicopters are fitted with the most advanced equipment including high-definition cameras as well as mapping and infrared camera systems.

## TV show Operation Buffalo

You may have seen the TV 6 part series which allegedly featured VH-AES at [Maralinga](#). A lot of the filming was done with the real VH-AES Hawdon at HARS in NSW. Their newsletter provided some insight into the filming:

“In August last year film crews were onsite at HARS Aviation Museum filming scenes for a number of productions including the new Qantas in-flight safety video that we featured in our March newsletter. We can now reveal that our DC-3 and C-47s were also used in the production of the current ABC mini-series ‘Operation Buffalo’.

Over two days many of the scenes were shot inside and around the aircraft some of which were altered to represent different types from the era. The Bristol Type 170 Freighter that features in the first few episodes is none other than our DC-3 ‘Hawdon’, digitally modified!



While Shellharbour airport bears no resemblance to the airport at Maralinga, where the film is set, the production team did an amazing job of making it look convincing.

Operation Buffalo is a six-part mini-series set in a secret military base at Maralinga, South Australia during the Cold War when the British were conducting tests of their nuclear weapons. The satirical series deals with the political issues around the relationship between Australia and the Motherland at a time when the land where the tests were conducted was considered to be uninhabited. Of course, it was inhabited by indigenous Australians many of whom were severely impacted by the tests.

Operation Buffalo can be seen on ABC TV on Sunday nights at 8:30 pm or at any time on ABC iview.”

Committeeman Eddie Creaney also saw the TV show and commented to me:

“During June and July, ABC television showed a series on Sunday nights called ‘Operation Buffalo’, the story of the South Australian Maralinga atomic tests.

In several episodes, a DC-3 was shown standing waiting to take off or unloading passengers. Its registration, VH-AES [Hawdon]!

Of course, it was a mock-up because you never see it take off nor land, and when in flight you only see it from above and there are no markings whatsoever on top of the wings. Also, I checked the whereabouts of VH-AES at the time of the tests - it was nowhere near Maralinga.

Capt. Alan Searle also expressed surprise to see VH-AES in the series and associated with Maralinga.

Alan commented:

“VH-AES never operated out of Maralinga, the test area was developed 10 years after AES did the first flight for TAA and remained in the control of TAA ever since on regular services and of course went to TPNG from 1960 to about 1971.

Of course, we (TAA) did run regular services to Woomera and probably Maralinga with De Havilland Doves from Adelaide under contract for many years.

Most of the aircraft scenes in the series have been “computer generated” (which is obvious with the Bristol Freighter, and in one episode the freighter had the registration "VH-AES" on its side)

I thought that the shots of AES in the desert may have been part of the “Great Race” filming that Dave Wiltshire and I did years ago at Maryborough (Vic) but that is not so.

However, for the Maralinga series the film team did some ground shots of AES and VH-EAF (Ex RAAF) at Wollongong [HARS] and used that filming for their computer generation and for internal shots of both of them. One example is that in the first episode, there was a Rolls Royce car rolled out of the Bristol Freighter; that too was done at Wollongong with just a ramp and a black screen behind the top of the ramp. Then in the “cutting room” combined it with the computer-generated Bristol Freighter to give the effect. All an illusion.”

Hope we haven't spoiled your enjoyment of the film – just so you know .....

## New Cups Selling Well!

One thing that we [Committeeman Paul Gluschenko] have been busy with during the virus shut down is dispatching lots of the new cups to Members. These new and improved cups have a A300, DC-9, 737 or F27 on the front. On the back of all of them is the TAA logo. The pictures are larger this time which makes the tea / coffee taste much better!

The cups are still \$10 each from the Museum [when we open again] or they can be mailed out now. Postage is: 1 or 2 cups \$15.00. 3 or 4 cups \$17.00, all anywhere in Australia. [Pics by Terry Masocco]



## Melbourne Airport celebrates 50 years

Yes, it's been 50 years since Tullamarine Airport was built and the Melbourne Airport Authority placed a giant fold out colour pictorial featuring some of the key events in the history of the airport. Included in amongst the pictures were some featuring TAA which of course were provided by the 25 Year Club & Museum and we were credited; which was good. As it happened, the lass from the promotions company that prepared all the press releases was an ex TAA hostie.



## Last chance

We have only a limited number of our **TAA 25 Year Club "70<sup>th</sup> Anniversary posters"** remaining. They are available as:

345 X 600mm \$39.00 incl. postage OR

590 X 410mm \$32.00 incl. postage OR

420 X 300mm \$28.00 incl. postage [all, anywhere within Australia]

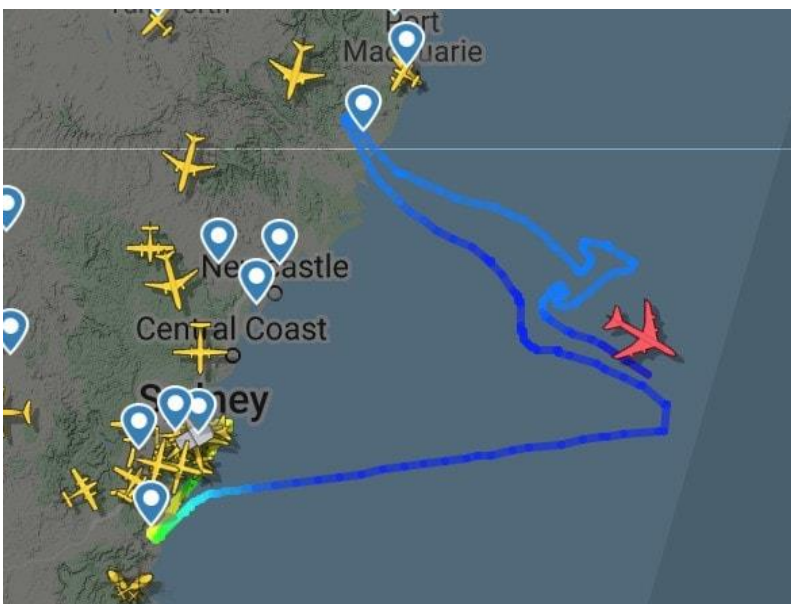


You can place your order by email to the Museum [taamuaeum@bigpond.com](mailto:taamuaeum@bigpond.com) and make a bank transfer payment to the same account as your subscription [Qudos bank BSB: 704 65 Acct: 02190853]

OR

mail your cheque to the Museum [TAA Museum, 7 York St, Airport West VIC 3034]

## Qantas doing it in style



The last of the QF 747-400's VH-OJA "Longreach" Flt7474 headed off to the Mojave desert in Arizona USA on 22 July at 3.28pm.

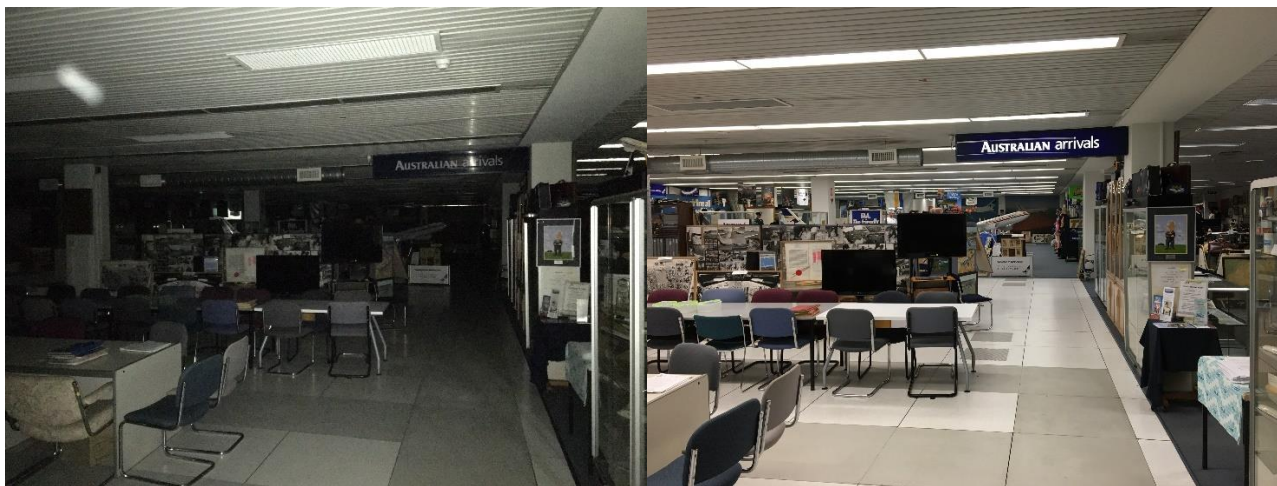
As you can see from its track [from Flight Aware], after leaving Sydney the aircraft did a lap of Sydney Harbour and the Eastern suburbs, then south over HARS Aviation Museum where it dipped its wings to QF's first 747-400, then out N.E. before starting a 'kangaroo manoeuvre' to Port Macquarie and back before heading for its first stop at LAX.

VH-OJA has already been sold to unnamed buyers. It was a shame we are in virus lock down or Melbourne would have been included in a farewell tour last week with three joy flights for die hard fans operating out of Sydney, Canberra and Brisbane. The aircraft was given the traditional water cannon salute as it approached the runway for take-off past Shep's Mound where hundreds of photographers happily snapped away. Qantas was one of the first airlines to take up the 747 back in 1971.

## Museum

For all our Volunteers and Members who pop in regularly to the Museum, I just thought you might want to see that the Museum is OK and waiting for us all to get back safely.

The picture [below] on the left is the flash version before the main lights are turned on and on the right is the usual view. A few of us have been going in to collect mail and check that all is OK at the Museum.



## Vale

Our sincere condolences are extended to the families and friends of past TAA/Australian Airlines work colleagues. Fond memories will remain. [FM = Foundation Member]

|                            |                      |         |          |
|----------------------------|----------------------|---------|----------|
| <b>Syd Brooks</b>          | Planning AMD         | Aged 90 | 17/07/20 |
| <b>Alan Smith</b>          | LAME Dock            | Aged 89 | 07/07/20 |
| <b>Cal Walker</b>          | Dispatch Wynyard     |         | 02/01/20 |
| <b>Don Harris</b>          | Flight Admin Officer |         | 12/06/20 |
| <b>Capt. George Hodges</b> | Capt. A300           |         | 19/06/20 |
| <b>Jeff Sandy</b>          | Line Maint. SYD      |         | --/05/20 |
| <b>Ted Horncastle</b>      | Line Maint. SYD      |         | --/06/20 |
| <b>Percy Mason</b>         | Supply               | Aged 83 | --/--/20 |

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 \*\*\* Note the change from Commonwealth Bank electronic transfer details to Qudos Bank details. \*\*\*



### TAA/AUSTRALIAN AIRLINES 25 YEAR CLUB INC. MEMBERSHIP APPLICATION/RENEWAL

Name: .....Spouse's name: .....  
 Address: .....  
 City: .....State: ... Postcode: .....Phone: .....  
 Mobile: .....Email: .....  
 TAA/Australian Airlines/QANTAS service: Start date: ..... Finish date: .....  
 Primary area of work & where: .....  
 Preferences (Please circle)      Newsletter: Mail / Email      Other correspondence: Mail / Email  
 Additional comments: .....  
 .....  
 Donation: 1 year - \$20...3 years - \$60.....5 years - \$100.....Other amount \$.....Gift: \$.....

**Cheque** – payable to 'TAA 25 Year Club' mailed to:  
 Membership Co-ordinator, TAA 25 Year Club, Qantas FTC, 7 York St, Airport West, Vic. 3042

**Bank transfer:**  
 "Trans Australia Airlines Museum Acct" @ Qudos Bank BSB: 704 865 Account No.: 02190853  
 Please include your name on bank transfers and, return this form by mail **OR** send by email to:  
[taamuseum@bigpond.com](mailto:taamuseum@bigpond.com) . **For enquiries:** Phone: 03 9280 8113 / 03 9280 8114.