



Current Red Tail Membership stands at: 2,532

A Message from the Foundation Committee

Welcome to our Q3/2020 National Newsletter.

We hope you are all well and staying safe in this our “new normal”. Since our last Newsletter in May, the Foundation Committee and all our Chapters have been observing the current (but ever fluid) situation of COVID that is affecting us around the world. As a result, most of our State Reunions will be postponed to 2021. At this time most Chapters have nominated a “Month” as opposed to a date. It is intended to make members aware of the approximate time their Chapter’s Reunion is being planned. At this time, we are continuing to plan for our Longreach Milestone event in April 2021.

Everyone should keep in mind that these plans remain fluid and subject to Social Gathering rules and Travel Restrictions.

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For all life’s
destinations

A Message from our Worldwide Patron, John Hudson Fysh:



As the golden journey approaches its destination along the Red Tail Road to Centenary we might look again in 'the rear-vision mirror' of time spent contributing to the Companionable Society that was Qantas, and that delivered the goods for a proud Australia, a pride so many of us carry still. We must think too of those who will be looking forward through the windscreen, or might have been. Commercial aviation is in troubled times. The over-inflated bubble of international travel has burst. Shiny aircraft in great numbers lie silent on the sands.

Yet, as we look back we see vents in earlier times when the future seemed only a forlorn hope. In 1934 the DH86 fleet was grounded as the service to Singapore was about to begin. On delivery by an Imperial Airways crew a Qantas DH86 crashed near Longreach. It was found to be beyond the critical limits of the Centre of Gravity at the time. I picture now the service beginning with the old single-engined Qantas aircraft, and Hudson Fysh and the pilot, Lester Brain, walking heads high across the tarmac with The Duke of Gloucester who did the honours. It was December 1934 and the Christmas Mails aboard. It was not long before the DH86s were in service to be replaced later by Empire Flyingboats.

The next blow to the future was WW2. Qantas survived despite the loss of aircraft by enemy action, the use of Qantas pilots' skills in long-distance flying, delivering aircraft from the US, aircraft maintenance and the quite famous Indian Ocean Service flying Catalinas nonstop in radio silence between Perth and Ceylon to maintain a priority link with the UK.

There were no doubt other times of approaching despair including when a proposal to break up Qantas's international network. It was defeated by Ben Chifley reported as saying "I have given my word to Fysh." For Qantas it was a matter of TRUST. They were trusted by policies of working with the Government of the day; recognising their support necessary for airfields, safety standards, airmail contracts, and the balance between the necessity for profit without large dividends gained from such Government support. There was a firmness of integrity underlying all they did, ruled over from the top.

What now of the way ahead? Will the Domestic Tail still wag the International Dog? Will Canberra's 'Words' still seem, "No votes in Qantas" and "Everything is on the table" when Traffic Rights are negotiated? Perhaps some other Chifley will be persuaded to see some reflection of the Traffic markets offered by foreign airlines. A bit more TOD and a bit less FUD!

May I conclude with apologies to James Elroy Flecker for my version of a verse in his great poem *The Golden Road to Samarkand*?

*Sweet to fly forth at evening from the tarmac
When shadows flit across the starry skies
And softly through the silence see the crack
Of dawns along the global Red Tail Roads' goodbyes*

1. COVID Impact on Milestone Events and Chapter Reunions

In our last newsletter, we committed to provide an update on our Events and Reunions by September. We calculated that by this time, the COVID Pandemic would be better understood and both the Federal and State Governments would have controls and mitigation strategies in place to allow us to start returning to some level of normality. Unfortunately, whilst Governments are doing their best with the information they have on-hand, we remain in a state of uncertainty, with little hope of a return to some level of normality any time soon. For this reason, most Chapters have decided to postpone their events to 2021.

As mentioned earlier in this Newsletter, most Chapters have nominated a “Month” as opposed to a date. It is intended to make members aware of the approximate time their Chapter’s Reunion is being planned.

Chapter Reunions – SAVE THE DATE:

Chapter	Date	Venue	Time
The Americas	TBA	Proud Bird, Los Angeles	1100 - 1500
FN Queensland	Early August 2021	Pullman Reef Resort Casino	
Queensland	Late August 2021	Queensland Museum	1500 - 2000
ACT	Late February or Early March	Sebel Hotel Canberra Civic	1500 - onwards
Victoria	6 or 7 Nov 2021	Pier Port Melbourne	11.30 – Late
Tasmania	03 December 2020	Crowne Plaza Aura Rooftop	1730 - 2030
World-wide	Mid 2021	Grand Milestone Event – Qantas Campus Mascot - Sydney	1200 - 1600
Western Australia	26 March	Mount Lawley Golf Club	1800 – Till late
South Australia	27 February 2021	Glenelg Surf Life Saving Club	1600 – Till late
Freight	Late February 2021	The Rocks – Sydney	1200 - Onwards
JCT	17 March 2021	Hotel Steyne, The Corso at Manly	1200 - Onwards

Everyone should keep in mind that these plans remain fluid and subject to Social Gathering rules and Travel Restrictions closer to the time of the event.

2. 2021 Longreach Grand Milestone Event Update:

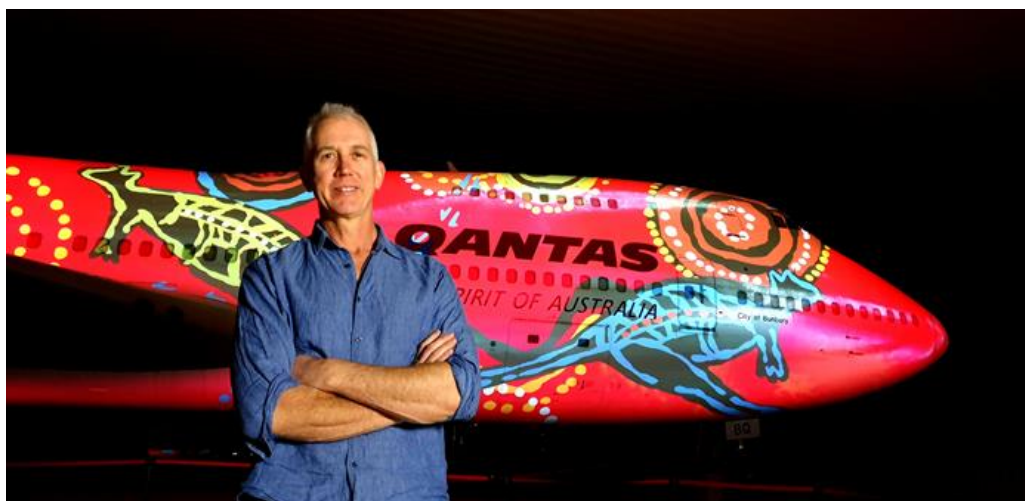


Save the Date 23 – 25 April 2021

The Events Committee led by Peter Kinnane is progressing well with the plans for the revised 2021 Grand Milestone Event. The 2021 program format will remain the same however we will be adding ANZAC Day activities including participation in the Dawn Service at Longreach.

We expect to launch the 2021 Program sometime in November 2020. As with all other Reunion Events, we continue to monitor the COVID situation and will continue to provide updates.

3. ILLUMINATING 100 YEARS OF QANTAS IN WORLD-CLASS LIGHT AND SOUND EXPERIENCE IN OUTBACK QUEENSLAND



In Qantas' centenary year historic aircraft have been converted into high tech 3D mapped digital canvases for a world-class light and sound experience celebrating its birth in outback Queensland and it's rise to a leading international airline.

From the 1st of July Luminescent Longreach - a spectacular night time light and sound experience designed to delight, entertain, inform, and move - will be open to the public.

"There is nothing like this anywhere else in the world, it is an entirely immersive experience that won't disappoint," said Qantas Founders Museum CEO, Tony Martin.

The show projects onto 635 square metres of Boeing 747, and was designed, directed and produced over 18 months by Buchan's specialist Brand Experience team, who spent over 11,000 hours to create the experience and another 2000 hours to install.

Buchan Senior Associate, Anthony Rawson, is extremely proud of the finished experience and has found working in Longreach deeply rewarding.

"It's a privilege to be working for Qantas Founders Museum in the airline's Centenary year when so much of Qantas' rich history is being re-told to new generations," Mr Rawson said.

Luminescent Longreach is projected under the museum's new Airpark precinct which includes a Boeing 747, 707, Super Constellation and DC3.

"Beyond retelling the Founders' story amongst remarkable aircraft, it has been immensely satisfying to have created a new place for Longreach to host cultural, commercial and entertainment events of many kinds," he said.

"Not only do we have a new evening offering for tourists to encourage them to stay another night in our town, but we have also created the QPAC of the outback," Tony Martin said.

Combined the Airpark Roof Project and Luminescent Longreach is a \$14.3 million dollar project.

The 8000 sq metre Airpark roof was fully funded by the Australian Government (\$11.3M) and will protect museum-goers and exhibits from the harsh outback sun.

The light show is stage two of the project and is supported by the Queensland Government (\$3M).

Museum Deputy Chair, Graeme Wills, said the major undertaking elevates the community, not for profit museum to one of the best in the state.

"It's an important milestone in our Museum's development to cater to changing and growing tourism markets while also ensuring the preservation of the Qantas story and the Museum's precious aircraft," he said.

Bookings for Luminescent Longreach are essential as spaces are limited. To book the Luminescent Longreach experience go to:
<https://qfom.com.au/2020/06/18/book-online-to-visit-qantas-founders-museum/>.

Buchan would like to acknowledge and thank Inigai custodian Suzanne Thompson for her wonderful show-opening narration and Welcome to Country.

Buchan would also like to acknowledge and thank John & Ros Moriarty, and Rachel Taylor of Balarinji for working with us on the Wunala Dreaming sequence and granting us permission to use this incredible artwork.

4. Qudos Bank



The advertisement features a dark blue diagonal banner on the left side. In the top left corner of the banner is the Qudos Bank logo, which consists of a blue circle with a white arrow pointing up and to the right, followed by the text 'Qudos Bank'. Below the logo, the slogan 'For all life's destinations' is written in a large, white, serif font. At the bottom left of the banner, there are two icons: a telephone handset and a computer monitor, followed by the phone number '1300 747 747' and the website 'qudosbank.com.au'. At the very bottom left, in small white text, it reads 'Qudos Mutual Limited trading as Qudos Bank ABN 63 087 650 957, AFSL/Australian Credit Licence 238 205 1859 70x 969'. The right side of the banner is a collage of various lifestyle images: a woman smiling while eating, a person standing in a desert landscape with rock formations, a dog on a leash in a snowy field, a woman in a black jacket, a person on a yellow surfboard, a man and woman exchanging flowers, a group of people on a boat, a seal underwater, a person in a red shirt jumping in water, a group of people in a boat, and a group of people on a beach.

We're here with you through all life's destinations. With the unprecedented circumstances of 2020, now more than ever, it's important to stand side by side supporting each other. As a customer-owned bank our customers are at the heart of everything we do. To support our customers through these tough times we have created tools to assist.

COVID Support Page

Our COVID support page found on our website outlines how we can assist our customers. Providing information about financial support packages we offer and tools for making banking easier

<https://www.qudosbank.com.au/COVID19>

Money Moments

We have recently completed a series of videos that walk customers through some of the commonly asked questions around signs of fraud, purchasing a property and more

<https://www.qudosbank.com.au/MoneyMoments>

If you or your loved ones need additional support through these challenging times, please visit our [website](#) or contact us on 1300 747 747.

5. Red Tail Roll of Remembrance

Many of you may be aware that our Red Tail site has a section that remembers those who have passed-away. It started many years ago when David Thompson, while still with Qantas started to email former staff of colleagues who had passed. Since David's retirement (after more than 50 years of service), he has continued this much appreciated initiative for Red Tail Members.

As it stands we have a number of colleagues we know have passed, but we do not have their date, month or year of their passing. We have listed them below in the hope that someone within the Red Tail family may know the date, or month or year these former colleagues passed-away. Please [click here](#) to provide the details.

[Click here](#) to visit our Roll of Remembrance page on the Red Tail site. If you know the details of a colleague we are missing on the page, please [click here](#), complete the form and David will update the site with your information.

Qantas Known Deceased					
First Name	Last Name	Department	Country/State	Home City	
Henry	Arnott	Marketing	NSW	Sydney	
Donald "Don"	Bremner	Marketing	WA/NSW/OS	Sydney	
Steve	Burke	Marketing/Reservations	NSW/USA	Sydney	
Warren	Clark	Marketing	NSW	Sydney	
Jack	Clayton	Marketing/Reservations	NSW	Sydney	Ex BCPA
George	Costin	Marketing/Reservations	NSW/PNG	Sydney	
Max	England	Marketing/Reservations	NSW	Sydney	
Ronald J. "Ron"	Estella	Marketing	Fiji/NSW	Nadi/Sydney	Ex BCPA
David	Green	Marketing/Reservations	NSW	Sydney	
Ernie	Hallett	Marketing/Reservations	NSW/UK	Sydney	
Ron	Hatherway	Marketing/Reservations	NSW/USA	Sydney	
Peter	Hewitt	Marketing	NSW	Sydney	
Anthony "Tony"	Holland	Marketing	NSW	Sydney	
Peter	Hooker	Marketing/Reservations	NSW/PNG	Sydney	
Don	Jurd	Marketing/Reservations	NSW	Sydney	
Brian	Lilly	Management	NSW/Far East	Sydney	
Sno	Lindsay	Marketing/Reservations	FIJI/NSW/USA	Sydney	
John	Minehan	Marketing	NSW	Sydney	Ex BCPA
Ron	Mitchell	Marketing/Reservations	NSW	Sydney	
Ralph	Parker	Marketing/Reservations	NSW	Sydney	
Vic	Peterson	Marketing/Reservations	NSW	Sydney	
Bruce	Plummer	Marketing	NSW	Sydney	
Count	Pongratz	Marketing	NSW	Sydney	
Les	Power	Marketing	NSW/UK	Sydney	EX BCPA
William "Bill"	Rice	Catering	WA	Perth	
Ted	Shannon	Traffic	WA	Perth	
Bernie	Southern	Marketing/Reservations	NSW	Sydney	
Stan	Thorogood	Marketing/Reservations	NSW	Sydney	
Alan	Wallace	Traffic	WA	Perth	
Peter	Ward	Marketing/Reservations	NSW	Sydney	
Eilene M.	Weedon	Customer Relations	USA	Honolulu	Ex BCPA
Rebert A. "Bob"	Weekes	Management	Fiji/NSW	Nadi/Sydney	Ex BCPA
Dudley	Witham	Traffic	WA	Perth	
Ted	Wyndberg	Marketing	NSW	Sydney	

6. Justine Clarke hosts 'Australia Come Fly With Me'

Charting our history in the air



Marking 100 years of civil aviation in Australia, this three-part documentary series looks at how what happened in the air shaped our nation on the ground. It premieres Wednesday 14 October at 8.30pm on SBS.

The history of flight is filled with danger and glamour, social injustice and opportunity. Just as it brought people together, air travel also revealed the disparities in our society.

Over three weeks, *Australia Come Fly With Me* will celebrate the turbulent history of Australians in the air. 2020 marks 100 years of civil aviation in this country at a time when the industry is facing its biggest challenge.

Hosted by much-loved actor Justine Clarke, the three-part series is a collision of pop culture, the history of flight and the great shifts in Australian life that flying enabled. The opportunities and tensions created by air travel form the context for struggles between sexes, sexualities and cultures that reflect and foreshadow changes that would follow on the ground.

In exploring the struggles of women, Indigenous Australians, gay men and migrants to find a place in the skies, Justine hears the stories of flight attendants and pilots who broke through major barriers to work in aviation. The series is brought to life by a rich photographic archive of aircraft, people and exotic destinations, inviting us to take a trip into the past from a fresh perspective.

"Australia Come Fly With Me has been an eye-opening, exhilarating series to be part of. I loved learning about the daredevils and dreamers who made flying possible – pilots who risked their lives, women who refused to accept the status quo and migrants who were making this country home," said Clarke. "I hope this series informs and inspires Australians in equal measure."

Taking a heart-warming look at one of Australia's most diverse, ambitious and important industries, the series also explores what COVID-19's lasting effect on our love affair with flight might be. In a time of relative isolation, it shines a light on the desire within us all to connect.

As SBS Director of Television and Online Content, Marshall Heald, said: "Flying connected us with each other and the world, and this series will remind Australians how it has shaped our nation."

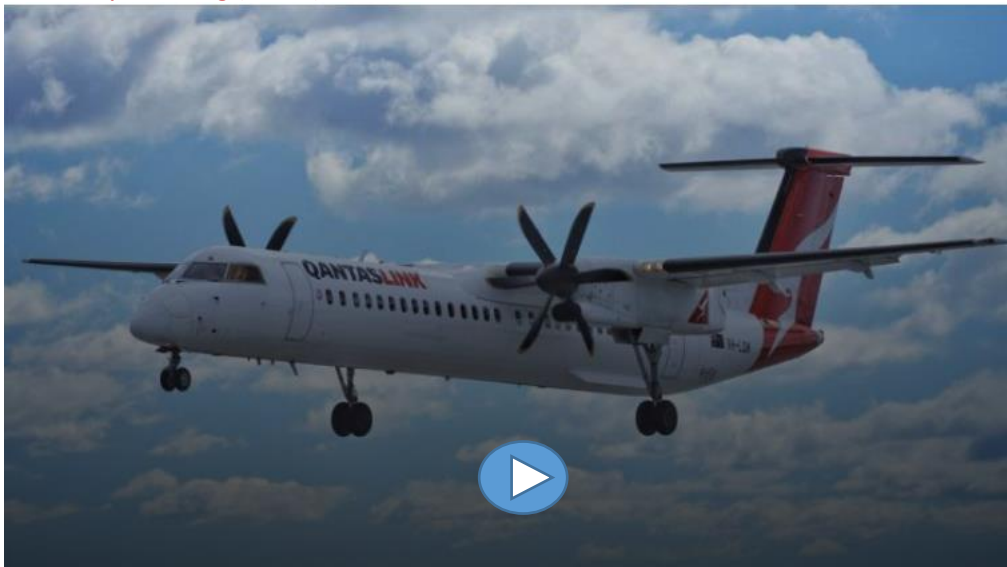
Watch the trailer here:



***Australia Come Fly With Me* airs over three weeks from Wednesday 14 October at 8.30pm on SBS. The series will be subtitled in Simplified Chinese and Arabic, and added to the subtitled collection at SBS On Demand, available immediately after its premiere. It will also be available with audio description on the live television broadcast.**

7. The Early History of Qantas

ABC, Sunday Morning (Radio), with Kate O'Toole



Australia's biggest airline Qantas celebrates its centenary this year. And historian Helen Gregory has been tracing the airline's origins and journey throughout the years. She shared her findings with Weekends presenter Kate O'Toole - and also took some calls from listeners.

Duration: 25min 18sec

Broadcast: Sun 2 Aug 2020, 10:00am

Gust - Helen Gregory - Consultant historian; Historian in residence at the State Library of Queensland.

[Click here](#) to listen to the history

8. QANTAS FAREWELLS “QUEEN OF THE SKIES”

Media Releases - *Sydney*, Published on 22nd July 2020



THE LAST PLANE OUT OF SYDNEY’S ALMOST GONE

Qantas will today mark the end of an era with the departure of the national carrier’s last Boeing 747 jumbo jet.

The final 747-400 in the fleet (registration VH-OEJ) will depart Sydney at 2pm as flight number QF7474, bringing to an end five decades of history-making moments for the national carrier and aviation in Australia.

Qantas took delivery of its first 747 (a -200 series) in August 1971, the same year that William McMahon became Prime Minister, the first McDonalds opened in Australia and Eagle Rock by Daddy Cool topped the music charts. Its arrival – and its economics – made international travel possible for millions of people for the first time.

The fleet of 747 aircraft not only carried generations of Australians on their first overseas adventures, they also offered a safe voyage for hundreds of thousands of migrant families who flew to their new life in Australia on board a ‘roo tailed jumbo jet.

Qantas 747s were at the forefront of a number of important milestones for the airline, including the first Business Class cabin of any airline in the world. Their size, range and incredible reliability meant they were used for numerous rescue missions: flying a record 674 passengers out of Darwin in the aftermath of Cyclone Tracy; evacuating Australians out of Cairo during political unrest in 2011 and flying medical supplies in and tourists home from the Maldives and Sri Lanka following the Boxing Day Tsunami in December 2004.

The last rescue missions the 747 flew for Qantas were to bring hundreds of stranded Australians home from the COVID-19 epicentre of Wuhan in February this year.

Qantas brought forward the scheduled retirement of the fleet by six months after the COVID-19 pandemic decimated international travel globally.

Qantas Group CEO Alan Joyce said the 747 changed the face of Australian aviation and ushered in a new era of lower fares and non-stop flights.

“It’s hard to overstate the impact that the 747 had on aviation and a country as far away as Australia. It replaced the 707, which was a huge leap forward in itself but didn’t have the sheer size and scale to lower airfares the way the 747 did. That put international travel within reach of the average Australian and people jumped at the opportunity,” Mr Joyce said.

“This aircraft was well ahead of its time and extremely capable. Engineers and cabin crew loved working on them and pilots loved flying them. So did passengers. They have carved out a very special place in aviation history and I know they’ll be greatly missed by a lot of people, including me.

“Time has overtaken the 747 and we now have a much more fuel efficient aircraft with even better range in our fleet, such as the 787 Dreamliner that we use on Perth-London and hopefully before too long, the Airbus A350 for our Project Sunrise flights non-stop to New York and London,” added Mr Joyce.

Qantas has flown six different types of the 747, with Boeing increasing the aircraft’s size, range and capability over the years with the advent of new technology and engine types.

Qantas’s first female Captain, Sharelle Quinn, will be in command of the final flight and said the aircraft has a very special place in the hearts of not just Qantas staff, but aviation enthusiasts and travellers alike.

“I have flown this aircraft for 36 years and it has been an absolute privilege”, Captain Quinn said.

“From the Pope to pop stars, our 747’s have carried over 250 million people safely to their destinations. Over the decades, it’s also swooped in on a number of occasions to save Aussies stranded far from home.”

Captain Quinn added, “It has been a wonderful part of our history, a truly ground breaking aircraft and while we are sad to see our last one go, it’s time to hand over to the next generation of aircraft that are a lot more efficient.”

Captain Quinn and crew will fly the 747 to Los Angeles with a full cargo hold of freight before its final sector to the Mojave.

VH-OEJ is scheduled to depart Sydney at 2.00pm. Weather permitting, it will do a flyby of Sydney Harbour, CBD and northern and eastern suburbs beaches as well as a low level overfly of HARS Museum (Albion Park) where it will dip the wings in a final farewell to Qantas’ first 747-400, VH-OJA, which is preserved there.

The aircraft will then head out over the Pacific Ocean, as the sun sets on a 50-year love affair with Australians and their beloved Queen of The Skies.

Fast Facts


Flight number: QF7474
Aircraft registration: VH-OEJ
Aircraft name: Wunala
Year delivered: 2003 (30th July)

- The first Qantas 747-238 was VH-EBA, named City of Canberra and the first ever Qantas 747 flight was on 17 September 1971 from Sydney to Singapore (via Melbourne), carrying 55 first class and 239 economy passengers.

- In almost 50 years of service, the Qantas Boeing 747 fleet of aircraft has flown over 3.6 billion kilometres, the equivalent of 4,700 return trips to the moon or 90,000 times around the world.
- Qantas operated a total number of 65 747 aircraft including the 747-100, 747-200, 747-SP, 747-300, 747-400 and the 747-400ER and each had specific capabilities such as increased thrust engines and increased take-off weight to allow longer range operations.
- The 747-SP was the first 747 model that allowed non-stop operations across the Pacific in 1984 which meant travellers no longer had to “hop” their way across the Pacific and could fly from Australia to the west coast of the US non-stop. The 747-400 which Qantas operated from 1989 opened up the US west coast cities non-stop, and one-stop to European capitals.
- In 1979, Qantas became the first airline to operate an all Boeing 747 fleet.
- The 747 also broke records, including in 1989 when Qantas crew flew a world first non-stop commercial flight from London to Sydney in 20 hours and nine minutes. That thirty-year record was only broken in 2019 when Qantas operated a 787 Dreamliner London-Sydney direct in 19 hours and 19 minutes.
- The Qantas 747-200, -300 & -400 models had a fifth engine pod capability that could carry an additional engine on commercial flights, a capability that was used extensively in early days of the 747-200 when engine reliability required engines to be shipped to all parts of the world. Improved engine reliability of the 747-400 and 747-400ER made this capability redundant.

TEN QANTAS 747 MOMENTS

16 / 08 1971



The first ever Qantas 747-238B (VH-EBA) landed at Sydney Airport direct from the Boeing factory in Seattle (via San Francisco and Honolulu). It initially flew between Sydney and Singapore before the service was extended to London.

The first Qantas 747s featured a First Class lounge in the top deck 'bubble' named the *Captain Cook Lounge* which boasted a stand-up bar, lounge seating for 15 passengers, snacks and drinks (with your cigarette as smoking was still allowed in those days) and decor befitting the 1970s era.

28 / 12 1974



Qantas broke the record for the most people on a B747 when it evacuated 674 people from Darwin in the wake of Cyclone Tracy.

27 / 07 1979



Qantas took delivery of the faster and shorter 747SP variant. These flew the first non-stop trans-Pacific services.

07 / 04 1984



Record breaking delivery flight for the first Qantas Boeing 747-400 (VH-OJA) which flew a non-stop flight from London to Sydney in a little over 20 hours. That record stood until Qantas operated a non-stop flight from London to Sydney in just under 20 hours in a Boeing 787 in October 2019.

17 / 08 1989



Qantas is the first airline in the world to introduce 'Business Class'. This new class was launched on the 747 on flights from Australia to the US and offered bigger seats and more legroom.

04 / 09 1994



Qantas launched the first of its 'Flying Art' series aircraft, with the 747 fuselage used as a canvas to showcase indigenous Australian art: *Wunala Dreaming* (meaning Kangaroo in the Yanyuwa language) appeared on two Qantas 747-400 aircraft (VH-OJB & VH-OEJ) from 1994 until 2012. *Nalanji Dreaming* (meaning 'Our Place') was a reflection of the lush colour palette of tropical Australia.

14 / 10 2002



The first Qantas B747-400 jumbo jet (VH-OJA) operated a 15-minute flight from Sydney to Wollongong Airport (Albion Park) to find a new home at the HARS Museum after Qantas gifted the aircraft for display. Previously, Qantas donated 747-200 VH-EBQ to the Qantas Founders Museum at Longreach in 2002.

08 / 03 2015




Qantas 747 VH-OEE operated the first of two rescue flights from the COVID-19 epicentre of Wuhan, China to bring home hundreds of stranded Australians. It also operated an evacuation flight on 20 February from Tokyo to bring home passengers from the Diamond Princess cruise ship.

03 / 02 2020



The final Qantas 747 (VH-OEJ) departs Sydney Airport bound for storage in the Mojave Desert.

22 / 07 2020



On departure, the pilots performed a low-level fly-by over Sydney Harbour, dipping the aircraft's wings in a final farewell gesture before tracking east over the Pacific Ocean as the sun set on a 50-year love affair with Australians and their beloved Queen of The Skies, the Boeing 747.

9. An Ode to a Beautiful Lady 22nd July 2020

By Chris Robertson (Qantas 747 FSD)

Goodbye to you, my beautiful lady.

You have served us well over the years, taken us between slip ports, and brought us home safely to our loved ones.

We've had so many good times that we've shared with you. Lots of laughs, and we've shed tears from sad stories, from crews and passengers, but most of all, we have loved you right from the early days of your younger siblings, the 200, the 300 and finally you.

You are not a machine, you are a lady, and rightly named "the Queen of the Skies"

I have followed your progress over the last 22 years since I said goodbye to you, I have read all the comments on the Qrew Room site, online blogs, and have been amazed at the number of flyers who have loved you, as well as crew members, past and present who are going to miss you.

But now it's time for you to go for a well-earned rest.

There will be a lot of us who would have loved to ride with you just one more time, but it just wasn't to be. But we have our beautiful memories which can't be taken away from us, such as watching you land, taxi-ing in, then getting ready to take us off to another exciting destination.

We've shopped and visited in exotic places, and then you've taken us from one slip port to another, and as stated earlier, brought us safely home.

What a coincidence that you'll be leaving us on this, our 100th birthday, and I can assure you that I'll not be watching any videos of you being dismantled, when you get to the Mojave Desert.

Whilst writing this, you have only 1 Sister left waiting to join you, and I was fortunate enough to see your 2nd last Sister fly over my place on the way to LAX and then onto her final resting place.

On the 22nd July, we will be saying goodbye to you, and I will be searching the skies to wish you goodbye and god speed.

So beautiful lady, with tears in my eyes, I say farewell and, Rest in Peace with the knowledge that you have given so much happiness over the years, to so many people, and you will never be forgotten, and I'm just so thankful that over the years I have had sharing most of my working life in Qantas with you, the "Queen of the Skies".



10. Update on JT707

Historical Aircraft Restoration Society (HARS)

Story: Maureen Massey



“The 707 has reached a major milestone with HARS signing a contract with Stambaugh Aviation in Georgia, to start the work on replacing the four Engine Pylon Attachment Fittings. The first job will involve removing the four (4) engines, inhibiting them and later re-installing them. The replacement of the Attachment Fittings has long been the biggest and most complicated exercise of all the AD’s. After many, many hours of researching, it was found that buying the parts that make up the Kits was cheaper than buying the Kits already assembled. Many thanks to George Lawrence for his dedication to the project, and the long hours spent in dealing with My Boeing, to sort this one out. Stambaugh Aviation have informed us that they have located 4 Kits at Omega Air, who no longer have a use for them, so it will be interesting to see what the costs will be for these units. We are still awaiting a response. It appears that Georgia is surviving the COVID outbreak, with their workload following the peaks and troughs pattern. Unfortunately they have the added stress of hurricanes hitting their coast, heading north from Florida. We have been assured that the 707 will be hangered until all work has been completed on it. After the replacement of the Attachment Fittings job is complete, which is roughly 90 days, work will begin on the many Checks to be carried out to secure the Special Flight Permit for the flight to Australia. This of course, will be “C” Checks, and parts of “A” and “B” Checks. I thank all of our members and Sponsors who have supported this project from the beginning and look forward to the day when N707JT touches down at Shellharbour Airport. We are working very hard with our Sponsors to make this project happen and have very positive feedback from Bendigo Bank, who are very supportive of the idea of having this iconic aircraft making its new permanent home at the HARS facility in the beautiful Illawarra region.’

Phoenix August 2020



For all life's
destinations

11. Hostess Teri Teramoto

One of our most treasured Flight Hostesses, Teri Teramoto, and long time, hardworking member of our Committee, featured in The Australian on Thursday 6 August 2020 being the 75th anniversary of the bombing of Hiroshima. Teri was 6 years old and in the kitchen with her mother when the attack took place – the air was so hot it turned the soybeans into powder. As the family fled the fires Teri, along with her brother Noke and baby sister, then only eighteen months old, became refugees under the McArthur occupation.



Teri flew with us from 1964-1980, dressed in her traditional Kimono, flying on both the B707 and B747. She then worked in Promotions and Research Marketing on bringing tourists from Japan to the Gold Coast and promoting Cherry Blossom tours.

12. The Flex-a-tee

How I've filled in my time during COVID-19 Stand Down

By Anne Marie Jonas



For 25 years I have flown on QANTAS's International routes working in the First or Business Class cabins. This year that wonderful lifestyle came to a grinding halt. So, what to do?

Since early 2018, around the world, in my time between flights, I've spent hours developing a t-shirt for people with mobility issues. I've called it Flex-A-Tee and "stand down" has given me time to pull everything together and to launch www.flexatee.com.

The idea for Flex-A-Tee was conceived to help my Mum with Alzheimer's. Her carers asked me to look for a top with a larger neckline; as sometimes she wouldn't bend her arms and wasn't so easy to dress. So, look I did - I didn't want a top that was low cut or wrap around - wasn't there something with a couple of press studs at the neckline (like baby wear)? In a word, No! Voila! Flex-A-Tee was born.

From the original idea the design evolved: the press studs went down both sleeves allowing it to be brought over the shoulders or up over the hips, the tee became reversible - giving a choice as to whether the press stud opening faces forwards or back, with a style to be worn by men and women, and I made it a high quality product of 100% soft cotton.

As time went on it became apparent there were so many people the design could help beyond dementia; including, but not limited to: Parkinson's, during Chemotherapy, the ability to change the tee without dislodging a cannula, Multiple Sclerosis, Cerebral Palsy, within the general care community, after a stroke, shoulder or breast surgery, and for people with a frozen shoulder. As people see the Flex-A-Tee the list grows: arthritis, autism, breastfeeding, and even to wear to the hairdresser!

With just a touch of irony, whilst sitting at home on stand down, I have managed to tear my rotator cuff. I had no idea how painful this shoulder injury can be and this means I have started wearing my own product! I can honestly say, being able to maneuver easily in and out of a top gives such relief and the tee is very comfortable to wear. So much so a Barrister friend, with a frozen shoulder, wears her Flex-A-Tee to court under her Gown!

In Qantas we call a second job/exit strategy a "red webbing loop" (a reference to the handle in the floor of the door frame to be pulled in the event the emergency slide/raft doesn't inflate). Flex-A-Tee is my "red webbing loop" and I plan to continue to make good use of stand down and bring this adaptive/accessible/inclusive wear product to a wider audience.

13. QANTAS GROUP ANNOUNCES 'FLY WELL' TO PREPARE FOR TRAVEL RESTRICTIONS EASING

Media Releases - Published on 19th May 2020

- Range of measures introduced to ensure a safe travel environment and give extra peace of mind.
- Masks on board, hand sanitising stations and enhanced aircraft cleaning among the improvements.
- More flexibility added to bookings so people can plan with confidence.

Qantas and Jetstar will roll out a series of wellbeing improvements to give peace-of-mind in preparation for domestic travel restrictions easing.

The 'Fly Well' program brings together a number of temporary measures already in use by the Qantas Group, including on repatriation flights from virus hot-spots, and represents a combination of best-practice medical advice and feedback from customers.

Rolling out from 12 June, the key measures at each point of the journey will be:

Pre-flight

- Information sent to all customers before they fly, so they know what to expect.
- Contactless check-in (via online/app) and self-serve bag drop strongly encouraged, including use of Q Bag Tags.
- Hand sanitising stations at departure gates.
- Temporary changes to Qantas Lounges, including increased physical distancing, hand sanitising stations, enhanced disinfection of surfaces and adjustments to food and drink service.
- Working with airports on other safeguards in the terminal, including regular disinfection of security screening points and installing hygiene screens at airline customer service desks, wherever practical.

On board

- Masks provided to all passengers on each flight – while not mandatory from a safety point of view, they are recommended to be worn in the interests of everyone’s peace-of-mind.
- Enhanced cleaning of aircraft with a disinfectant effective against Coronaviruses, with a focus on high contact areas – seats, seatbelts, overhead lockers, air vents and toilets.
- Sanitising wipes given to all passengers to wipe down seat belts, trays and armrests themselves, if preferred.
- Simplified service and catering to minimise touchpoints for crew and passengers.
- Passengers asked to limit movement around cabin, once seated.
- Sequenced boarding and disembarkation to minimise crowding.

In addition, the air conditioning systems of all Qantas and Jetstar aircraft are already fitted with hospital-grade HEPA filters, which remove 99.9% of all particles including viruses. Air inside the cabin is refreshed on average every five minutes during flight.

All airline employees are required to follow strict personal hygiene protocols, for the benefit of themselves and others.

All passengers are encouraged to download the Australian Government’s COVIDSafe app as part of improving the ability of health authorities to contain the spread of Coronavirus. In-line with public health advice, anyone with cold and flu like symptoms should stay at home.

COMMENTS

Qantas Group CEO Alan Joyce said: “Safety is absolutely core to how we operate and that applies to new challenges like managing the risk of coronavirus so people can fly with confidence.

“From the early rescue flights we operated right into Wuhan and then more recently bringing Australians back from places like the US and Europe, we have a lot of experience at creating a safe cabin environment for passengers and crew.

“We’re relying on the cooperation of passengers to help make these changes work for everyone’s benefit, and we thank them in advance for that. Given the great job Australians have done at flattening the curve, we’re confident they’ll respond positively to these temporary changes to how we fly.

“We’ll continue to work with government and monitor the rollout of these measures closely, which are designed with safety in mind and help people feel comfortable given the new norms that have emerged in response to the Coronavirus crisis,” added Mr Joyce.

Qantas Group Medical Director, Dr Ian Hosegood, said: “The data shows that actual risk of catching Coronavirus on an aircraft is already extremely low. That’s due to a combination of factors, including the cabin air filtration system, the fact people don’t sit face-to-face and the high backs of aircraft seats acting as a physical barrier. As far as the virus goes, an aircraft cabin is a very different environment to other forms of public transport.”

“Social distancing on an aircraft isn’t practical the way it is on the ground, and given the low transmission risk on board, we don’t believe it’s necessary in order to be safe. The extra measures we’re putting place will reduce the risk even further,” added Dr Hosegood.

The Fly Well program will be reviewed after its first month of operation and shaped by customer feedback and medical advice.

IMPROVED FLEXIBILITY FOR CUSTOMERS

Customer research shows 98 per cent of frequent flyers are planning their next trip once restrictions lift. To help improve flexibility as travel restrictions are steadily adjusted, Qantas and Jetstar are introducing more flexibility from today.

- **Domestic:** Customers can book any Qantas or Jetstar Australian domestic flight between 21 May and 30 June 2020, for travel between 12 June and 31 October 2020, and we will waive the change fee one time if you decide to change the date of your travel. Customers will have to cover any fare increase (if relevant) for the new booking.
- **International flight credit extension:** Further flexibility has been introduced for international bookings (excluding Trans-Tasman). Customers with an existing Qantas or Jetstar international flight booking, for travel between 1 August and 31 October 2020, who wish to change their plans, can cancel their booking and retain the full value as a flight credit. Flight credits must be requested by 30 June 2020 and are valid for booking and travel across domestic and international services by 31 December 2021. Jetstar credit vouchers allow up to two years to travel from issue date. Customers will have to cover any fare increase (if relevant) for the new booking.

If a flight is cancelled by us, customers will be rebooked on the next available flight at no additional cost. Alternatively, customers can choose a flight credit or a refund.

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Media Releases

14. QANTAS TO BOOST REGIONAL FLIGHTS WITH NEW BRISBANE-PORT MACQUARIE SERVICE

Port Macquarie, Published on 10th September 2020

Qantas has today announced it will help maintain critical transport links to key regional cities, following Virgin Australia's decision to exit a number of markets.

Subject to state borders opening, Qantas will launch new flights from Brisbane to Port Macquarie. The flights will be operated up to five times per week with the airline's Q400 turboprop aircraft, adding more than 700 seats on the route each week.

Qantas will also look to backfill capacity on other regional routes, with flights added in line with demand and an easing of travel restrictions.

QantasLink CEO John Gissing said the new flights would help maintain travel options for regional communities and drive much-needed tourism.

"As the national carrier, and the country's largest regional airline, we have an important role to play in driving tourism and helping the industry get back on its feet," said Mr Gissing.

“We also know how important air travel is for regional communities, for residents and business travellers. We’re pleased to be able to support customers with ongoing connectivity where there is demand.”

The new Brisbane-Port Macquarie flights are contingent on an opening of State borders.

“We know there is significant pent up demand for domestic travel with Australians wanting to explore their own backyard,” added Mr Gissing.

“We expect the new flights to Port Macquarie will be popular with Queensland travellers looking to visit the beautiful coastal town so we hope an easing of travel restrictions will make this possible.

“These extra flights are also another step towards our recovery and getting more of our people back to work.”

The schedule and fares for the new Brisbane-Port Macquarie service will be available when the date for the border opening is announced.

The new regional flights come as Qantas steps up its calls for border openings based on medical risk assessments and a common definition of what constitutes a COVID hotspot. The national carrier is now encouraging its employees – more than 20,000 of whom have been stood down since April due to border closures – to sign a petition in support of “Safely Open Our Borders”.

In the wake of the COVID-19 pandemic, Qantas has introduced a number of initiatives to encourage customers to book with [greater flexibility](#), as well as to improve safety and peace-of-mind when travelling domestically through its [Fly Well program](#).

15. POSSIBLE INTERSTATE MOVE FOR NATIONAL CARRIER HQ AS IT CONSOLIDATES PROPERTY FOOTPRINT

Published on 15th September 2020

- Group-wide property review of its rented space, particularly corporate offices.
- Some aviation facilities may move if opportunities to consolidate on-shore.
- Part of the Group’s overall ‘reset’ and recovery plan in response to COVID crisis.
- Expression of interest process for state governments

The Qantas Group is reviewing the location of its key facilities as part of its recovery plan and efforts to cut overheads – which may result in bringing together several facilities, currently spread across Australia, in one state.

The review will focus chiefly on non-aviation facilities – including the national carrier’s leased 49,000 square metre head office in Mascot (Sydney) and Jetstar’s leased head office in Collingwood (Melbourne).

Some aviation facilities will be considered for possible relocation, such as flight simulator centres currently in Sydney and Melbourne as well as Qantas’ heavy maintenance facilities in Brisbane –

particularly if there was an opportunity to bring some or all of these facilities together elsewhere within Australia.

There are no intentions to offshore facilities as a result of this review and it is not expected to have any impact on customers. Rather, the review flows from job losses already announced, (about 25 per cent of which were corporate and head office employees) the need for more efficiencies and setting the Group up for the future.

Chief Financial Officer for the Qantas Group, Vanessa Hudson, said: “Like most airlines, the ongoing impact of COVID means we’ll be a much smaller company for a while. We’re looking right across the organisation for efficiencies, including our \$40 million annual spend on leased office space.

“As well as simply rightsizing the amount of space we have, there are opportunities to consolidate some facilities and unlock economies of scale. For instance, we could co-locate the Qantas and Jetstar head offices in a single place rather than splitting them across Sydney and Melbourne.

“Most of our activities and facilities are anchored to the airports we fly to, but anything that can reasonably move without impacting our operations or customers is on the table as part of this review. We’ll also be making the new Western Sydney Airport part of our thinking, given the opportunity this greenfield project represents.

“This is about setting the Qantas Group up for the long term as well as recovering from the COVID crisis. And we’re open minded about the outcome. It’s possible that our HQ stays where it is but becomes a lot smaller, and other facilities consolidate elsewhere. Or we could wind up with a single, all-purpose campus that brings together many different parts of the Group. These are all options we need to consider as we look to the future.

“The Qantas Group will remain one of the country’s largest employers and a major generator of economic activity, so we’re keen to engage with state governments on any potential incentives as part of our decision making,” added Ms Hudson.

To assist with the first phase of consolidation, Colliers International has been appointed to sublease about 25,000 square metres of surplus office space across Mascot, Melbourne CBD and Hobart. A lease on a 230 square metre Sydney CBD office that is due to expire in October will not be renewed.

The review is expected to take three months to determine preferred options. Any relocations are likely to be staggered over time (potentially years) dependent on what options are taken up.

SHORT HISTORY OF QANTAS’ HEAD OFFICE MOVES

1920 – Winton, Queensland

1921 – Longreach, Queensland

1930 – Brisbane, Queensland (various locations including the Wool Exchange Building)

1938 – Sydney CBD (Shell House, near Wynyard Station, which became part of the Menzies Hotel)

1957 – Sydney CBD (Qantas House, 1 Chifley Square)

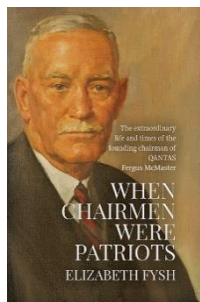
1982 – Sydney CBD (Qantas International Centre, now Suncorp Place, on Grosvenor and Lang Streets)

1990s – Gradual shift over several years to current offices at Mascot, Sydney. This included relocation of Australian Airlines from Melbourne to Sydney after the merger with Qantas in 1993.

2004 – Jetstar relocates from Sydney to Melbourne

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16. When Chairmen Were Patriots



In the Centenary of the founding of Qantas, Boolarong Press has released Elizabeth Fysh's biography of her late husband's grandfather, Fergus McMaster, the founding chairman. Along with Paul McGuinness and Hudson Fysh who said 'the Queensland and Northern Territory Aerial Service was conceived in Cloncurry, born in Winton and grew up in Longreach', McMaster travelled the country searching for investors and rallying politicians to get the infant airline off the ground.

The book is available for purchase online via the QF2020. Club page on the Red Tail Website.

[Click here](#) for more information and to order an autograph copy of the book. RRP: \$34.99

ISBN 9781925877441, Publisher: Boolarong Press,

Media inquiries to Dan Kelly, Boolarong Press 0411 027 614

17. Your Qantas Family Over Our 100 Years

This quarter we present the families story of Anthony Saitta Brian Esplin and Ted Haslehurst.

1. Anthony Saitta

- **Family History at Qantas:** Anthony, his wife Annette, his son Christopher and his mother-in-law Rose Shepherd.
- **Generations in Qantas** = 3
- **Collective Years of Service by your family** = 93
- **Memorable Moment:** Many holidays away to Europe America and Asia, and travelling to many countries as an Instructor training overseas Engineers to raise them to standards of the Qantas Engineering requirements. Submission:

The Saitta Story:

On completion of my Apprenticeship I was conscripted into the Aviation Regiment for two years from 1969 to 1971, and on my return to Qantas I worked as a Licenced Aircraft Maintenance Engineer (LAME) for the next 13 years completing 20 years of service in 1984.

I then went to the Civil Aviation Department as an Airworthiness Surveyor for the next 5 years (considered continuous service by the Commonwealth as I continued my years of service in the Authority). In 1988 I returned to Qantas as an Engineering Instructor training Engineers to become LAMEs, for the next 26 years when I was made redundant in 2014.

I met my wife Annette who was working at the terminal as a ground hostess who completed 15 years' service from 1976 to 1991.

My Son Christopher started as a 1st year Apprentice in 1998 and completed 10 years' service as an AME and Engineering Maintenance Scheduler.

Annette's Mother Rose Shepherd also worked in Qantas Revenue Accounting for 18 years from 1976 to 1993.

Adding up our family years of service my 50 years Annette's 15 years, Rose 18 years and my son's 10 years totals 93 years at Qantas 93% of the History of Qantas.

I might add we have seen the most changes from a fleet of 30 Aircraft to over 200 aircraft if you include the domestic and regional aircraft with the kangaroo on the tail. We covered work on Qantas aircraft from DC3, DC4, HS125, L188, B707, B747, B744, and Airbus A330, piston and Propellers to Jet Turbines.

Finally my Cousin Joseph Tesoriero worked as a Qantas Pilot for over 40 years, his son also works as a Pilot for Jetstar.

2. Brian Esplin

- **Family History at Qantas:** Brian, his father Ian, his son Michael, and Michael's maternal Grandfather Laurie Penn.
- **Generations in Qantas = 3**
- **Collective Years of Service by your family = 70 + years**
- **Memorable Moment:** Immense pride in Michael achieving the rank of Captain, being one of the first, if not the first third generation Qantas Captain.

The Esplin Story:

My son Michael Esplin is an A330 Captain based in Perth. His grandfather Ian Esplin was for some time the Company Secretary immediately after the end of World War II. His other grandfather, Laurie Penn was also a Qantas Captain who retired on the B747 classic some years ago. I also was a Qantas Captain and retired in 1972.

3. Edmund (Ted) Haslehurst

- **Family History at Qantas:** Ted, his son and his niece
- **Generations in Qantas = 2**
- **Collective Years of Service by your family = 67**
- **Memorable Moment:** Bringing a daughter home from Singapore (Airport Manager 1967-70) Then relieving THR, PPT, HKG, DRW, ATH, MEL, BNE, NAN then operating as Flight Traffic Officer SYD/LHR on 707 138 & 338 aircraft then volunteer and operate to Vietnam on Military Charters during the Vietnam War (Skippy Squadron). Finishing my employment attached to Cabin Crew Department.
My service commenced in 1963 to 1990 my son joining in 1990 still serving, I believed I was blessed serving in a great company with many friends who I still see and know to this day.

The Haslehurst Story:

Relieving THR, PPT, HKG, DRW, ATH, MEL, BNE, NAN then operating as Flight Traffic Officer SYD/LHR on 707 138 & 338 aircraft then volunteer and operate to Vietnam on Military Charters during the Vietnam War (Skippy Squadron). Finishing my employment attached to Cabin Crew Department.

My service commenced in 1963 to 1990 my son joining in 1990 still serving, I believed I was blessed serving in a great company with many friends who I still see and know to this day.

Tell us all about your QF Family Tree: [Click here](#) to get started.



For all life's
destinations

18. Qantas considers more Boeing 787 sightseeing 'flights to nowhere'

With Qantas' 'Great Southern Land' joyflight selling out in ten minutes, more scenic trips could follow.

By [David Flynn](#) , September 18 2020

Share this article:



Qantas says it will "definitely look at" running more joy flights which begin and end at the same airport, following the sell-out success of the initial [Great Southern Land tour](#).

Despite prices ranging from \$3,787 in business class to \$787 in economy, all 149 seats on the Boeing 787-9 Dreamliner were snapped up in ten minutes – a rate of one seat every four seconds, making this what a Qantas spokesperson described as "probably the fastest selling flight in Qantas' history."

No surprise, then, that the airline is already looking at repeating the exercise. "We definitely look at doing more of these scenic flights while we all wait for borders to open," the spokesperson confirmed. "People clearly miss travel and the experience of flying."

The scenic route

Passengers on the October 10 jaunt will certainly get their fill of flying, spending seven hours aloft and taking in sights from the New South Wales and Queensland coasts, including the Whitsundays and the Great Barrier Reef, to Uluru and Kata Tjuta in Australia's 'red centre'.

However, *Executive Traveller* understands that the border restrictions and lockdowns currently in place in Victoria, Queensland and Western Australia would likely rule out Melbourne, Brisbane and Perth for those flights, due to the necessary involvement of Sydney-based personnel.

"So many of our frequent flyers are used to being on a plane every other week and have been telling us they miss the experience of flying as much as the destinations themselves," Qantas Group CEO Alan Joyce says.

"Australia is a great land and home to unique wonders like Uluru and the Whitsundays, so we know that it will be truly special to experience this beautiful country from the comfort and freedom of the sky."

Cost neutral, carbon neutral

Despite raising just over \$200,000 in ticket sales in that 10-minute dash, Qantas says the first Great Southern Land flight will operate on a "cost neutral basis", with the relatively high price of some fares reflecting that middle seats were not offered for sale in order to allow more passengers to enjoy the views.

The airline also said the flights would be carbon neutral, with Qantas purchasing carbon offsets against the estimated 40 tonnes of jet fuel burned during the flight – an arrangement panned by some critics.

"Most carbon-offsetting schemes have been shown to be ineffective in terms of their ability to absorb the necessary carbon, or they simply pay into existing schemes which don't actually compensate for your flight," said Flight Free UK director Anna Hughes told *The Independent* in relation to Qantas' forthcoming Antarctic sightseeing flights.

"In addition, carbon-offset schemes often mean that people feel that they have dealt with the impact of their flight, so they continue to fly. The best way to offset carbon emissions is to not produce them in the first place."

Singapore Airlines is also said to be planning scenic flights for late October which will begin and end at Changi Airport, and may be bundled with staycations at the city's hotels plus shopping vouchers.

Last month, Japan's ANA sold tickets for a charter flight to nowhere, while two Taiwan carriers launched similar campaigns – Starlux Airlines introduced a "pretending to go abroad" journey and EVA Air filled all 309 seats on a special Father's Day flight.

19. QANTAS CHIEF'S SALARY IN 83 PERCENT TAILSPIN

By **Geoffrey Thomas**, September 18, 2020

COVID-19 has sent Qantas chief Alan Joyce's salary into an 83 per cent tailspin for the FY 2020 year according to the airline's annual report released today.

Mr Joyce's salary plummeted from A\$9.9 million in FY19 to A\$1.7 million in FY20.

Part of the decline was attributed to Mr Joyce not taking up 343,500 shares associated with his long term incentive from 2017.



The Qantas chairman Richard Goyder and Mr Joyce continued their period of zero pay during July, which had started in April, before moving to 65 per cent of base salary/fees from August 1.

The rest of the board and executive management have received 85 per cent of their base pay/fees since July.

Overall total executive pay for FY20 dropped by 69 per cent compared with FY19.

Mr Goyder said: "The COVID crisis is having a devastating impact on aviation for obvious reasons. Qantas has the ability to get through this, but ongoing border closures mean we're still not in recovery mode despite Australia's overall success in handling the pandemic.

"When travel restrictions first hit, Alan and the management team acted quickly to put most of the business in hibernation and develop a recovery plan. Liquidity has been strengthened and difficult decisions are being made as part of carving out \$15 billion in costs over the next three years. Sadly, this has a very real impact on thousands of our people," Mr Goyder said.

"Management and the Board showed important leadership by taking no salary for several months and then a reduced salary for months after that. This is obviously not the same hardship as those stood down or facing redundancy, but it comes at a time when demands on management are greater than ever."

Over 22,000 Qantas group staff are laid off on Job Keeper and 6000 have been made redundant.

Courtesy of  AirlineRatings



For all life's
destinations

20. Hatching-up a Qantas Lounge favourite with Neil Perry

With borders closed and flight restrictions around the country and the world, one can understand if you are feeling deprived of some of Neil Perry's Qantas Lounge and in-flight favourite snacks. Here are some of Neil's videos to keep you feeling the Qantas Spirit from your own kitchen at home!



[Click here](#) for Neil Perry's Qantas: Salt and Pepper Squid



[Click here](#) for Neil Perry's Qantas: Sweetcorn Fritters



[Click here](#) for Neil Perry's Qantas: First Class Cheeseburger

21. Chapter Newsletters:

Western Australia



Patron
Dick Chandler



Reunion Director
Chris Shearwood



Secretary
Robbie Murray



Database Administrator
Juanita Pillay



Committee
Tony Mc Grath



Treasurer
Val Jolley

Western Australia Milestone Reunion: 26 March 2021

When: Tentative - 26 March 2021
Where: Mount Lawley Glof Club
1 Walter Road West, Inglewood WA 6052
Time: 6.00pm – onwards

RED TAIL NEWS FROM THE WEST

In the event you did not receive the previous message I sent on behalf of your W.A. Chapter Committee, this is to advise again that it is with much regret that we have decided to indefinitely postpone our QANTAS 100th Birthday milestone event (earlier scheduled for 20th November) until further notice.

We made this decision on the basis of the ongoing uncertainty surrounding Covid 19 and the obvious adverse impact it will have on attendance and format of the celebration. We also felt it inappropriate to hold a celebration at this time when QANTAS itself and thousands of its current employees are in such distress.

Whilst each of your Committee is profoundly saddened that we have had to make this decision, we are sure you will support it.

The severe turbulence we and our great airline are flying through at present will not last forever. Your Committee will constantly review the situation so, hopefully, we can reset a date sooner than

later in 2021 to hold a belated “Birthday Party” whilst celebrating the rebirth of a second century healthier QANTAS too.

In remembrance of all the many happy times we had together as members of the QANTAS family, can I encourage each and every one of you at exactly 7 p.m., Monday 16th November (WST) to raise a glass of bubbly or even a cup of coffee and say the words, “Happy 100th Birthday QANTAS” and think of the Spirit of Australia that still binds us ALL together.

And please don’t forget to start seriously considering reserving your spot for the major revised Queensland Red Tail 100th celebration at Longreach during the ANZAC Day April long weekend next year. It is now in the planning stage and more news about it will be forthcoming soon.

Until next time.

Chris Shearwood.

Chris Shearwood - Reunion Director, W.A.

New South Wales



The NSW Chapter Committee - L to R: David Thompson, Judy Rose, Ian Robinson

Sydney Grand Milestone Event: Second half of 201

As mentioned in the main section of this newsletter, we are monitoring the situation on large social gathering. We will review the Government’s advice and consult with Qantas in the on the available options.

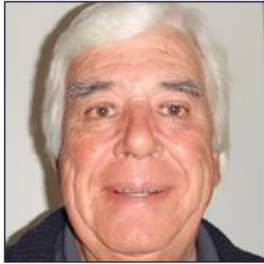
Date: Second half of 2021

Your Sydney Committee, Judy Rose, David Thompson, Ian Robinson



**For all life’s
destinations**

Victoria



Patron
Rod ("Chirpa") Robson



Reunion Director
Pat Williams



Secretary
Ian Carew-reid



Committee
Robyn Walters



Dave DeBono
Committee



Mike Menner
Committee

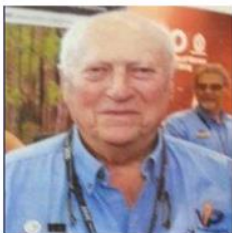
Victoria Milestone Reunion: Early November 2021

Save the date for our Centenary Milestone Reunion.

When: 6 or 7 November 2021
Where: Pier Port Melbourne
1 Bay Street, Port Melbourne (cnr Beach Road)
Time: From 11.30am till late

Pat Williams – Reunion Director – Victoria – Mo: 04321 PAT00

Australian Capital Territory



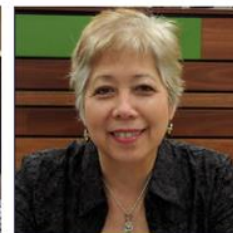
Patron
Charles Wade



Reunion Director
David Fisher



Treasurer
Dick Collard



Committee
Pat Williams (nee Esguerra)



Committee
Mike Torpy

ACT Milestone Reunion: February or March 2021

When: Late February or Early March
Where: Sebel Hotel Canberra Civic
197 London Circuit, Canberra ACT
Time: 3.00pm – onwards

David Fisher – Reunion Director - ACT

Queensland



Patron
Phil Thow



Reunion Director
Peter Kinnane



Treasurer & Secretariat
Max Ellerman

Queensland Milestone Reunion: Early August 2021

Where: Queensland Museum

When: August 2021

We remain optimistic that we will be able to have our celebrations at the Queensland Museum. We will continue to monitor the COVID regulations and keep Members updated.

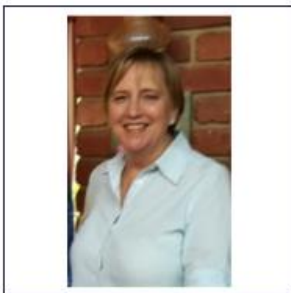
Far North Queensland



Patron
Phil Thow



Reunion Director
Frances Mellick



Committee
Val Dudley



Committee
Geoff Jensen

FNQ Milestone Reunion: Planned for Late August 2021

Where: Pullman Reef Casino Resort

When: 7 August 2021

We hope to have our **'Delayed'** reunion on Saturday 7th August 2021, if it is safe to do so.

If you are aware of any current colleagues leaving QF, please have them make contact with me or pass on their email contact so they can be included on details for next year's Reunion.

Our 2021 Reunion should be a great celebration!

Stay well, **Frances Mellick – Reunion Director – Far North Queensland**



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South Australia



Patron
John Ward



Reunion Director
Carl Frier



Secretary
Bronte Sterk



Treasurer
Mark Seymour-Walsh



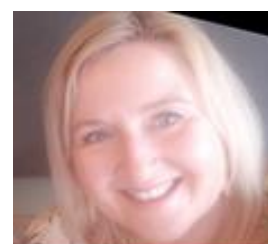
Committee
John Auld



Committee
Robyn Halgar



Committee
Eva Pargeter



Committee
Sandy Osborne

South Australia Milestone Reunion: 27 February 2021

We have made a tentative reservation for February 2021 while we continue to monitor State Government regulations on Social Gathering. Please save this date until further notice.

When: Saturday, 27 February 2021
Where: Glenelg Surf Life Saving Club
Time: 4pm - onwards

New Committee Member: We would also like to welcome Sandy Osborne, our newest addition to the SA Committee. We look forward to Sandy's valued contribution.

Carl Frier – Reunion Director – South Australia

Vale George Snell (25 July 2020)

By: Eva Pargeter:

I was saddened to recently hear of the passing of George Snell. The news initially caused me sadness but it also brightly reignited my memories of George, who I was fortunate to meet when I was 17. I applied for a job as receptionist with SAATAS {South Australia and Territory Air Service} in Alice Springs and George, who was manager at the time took me under his wing. As a two-person team he was a mentor who was also a terrific boss. George had a great way with his customers who were mainly American families working for the Pine Gap Space Base just outside of Alice.

George continued to guide me in my travel career when he told me of a job as Telephonist at Qantas, King William Street, Adelaide. He was working there in Reservations/Ticketing and was my referee. How lucky was I!

George went on to other travel jobs including a partnership in a travel business. Of this time I knew very little. When I last saw George, it was after a bout of illness (he had suffered TB as a younger person and this caused problems for him later in life). He was disappointed that he had missed a QF reunion shindig. He loved a good party. In my memories, George resides as a gentleman who cared greatly for his friends. He truly thrived on being part of the travel industry. Thanks for the leg up and memories George.



Freight



Patron
Roger Parkes



Reunion Director
Laurie Willoughby



Committee - NSW
Terry Harper



Committee - QLD
Noel Cooney



Committee - WA
Bryan Yeo



Committee - VIC
John Barbieri



Freight Milestone Reunion: Late February 2021

When: Late February 2021
Where: Historical Rocks Walk
Time: 1200noon

Hello Friends

We hope that all of you and your families remain safe from Covid.

Longreach

Information regarding the event is in the official newsletter. Now that we cannot travel overseas this is the perfect opportunity to get away, have fun and catch up with your old work buddies.

Sydney Grand Milestone Event

At this stage this event will certainly not happen in November if at all.

Local Chapter Updates

Sydney

We have pencilled in an Historical Rocks Walk in Sydney for late February 2021, but was can only wait and see what happens and if we will be permitted to attend functions in large numbers. Please add this to your diaries and keep an eye out for any updates.

Victoria

With the lock down continuing in Melbourne, the planned reunion for November this year has been cancelled however, John is planning a function in mid-February 2021, so stay tuned

Queensland

The Queenslanders have been very quiet, (except for the Premier!!), so nothing has been planned at this stage.

West Australia

The November event has been cancelled, so Bryan may arrange a small luncheon soon, so stay tuned for any information.

Please keep an eye out for celebrations in your local States

Please feel free to join in and if you know anyone who may be interested please spread the word, as from time to time we will be sending out names of people we are trying to contact.

Stay safe as we look forward to hopefully catching up with everyone in 2021.

You can follow the Freight Chapter on the web site www.redtailroadto100.com, or Facebook sites;

- Red Tail Road to 100 – Freight Chapter,
- QF Freight and Friends, and,
- Qantas Staff Past and Present.

Laurie Willoughby – Reunion Director, Freight
0419 204 670

Junior Commercial Trainee



Patron
Bruce Baird



Reunion Director
Chris Kewley

JCT Milestone Reunion: Wednesday 17th March 2021

A reminder that the JCT Reunion lunch has been rescheduled to Wednesday 17th March 2020 at the Hotel Steyne on The Corso at Manly. We are looking forward to a great Milestone Reunion!

When: Wednesday, 17 March 2021
Where: Hotel Steyne, The Corso @ Manly
Time: 12noon till late
RSVP: Now

Chris Kewley - Reunion Director – JCT, 0419.628848 (m) - kewls@hotmail.com (e)

Tasmania



Patron
Allan Williams

Reunion Director
Stephen King

Secretary
Sue Leake

Tasmanian Milestone Reunion – Museum of Old and New Art

03 December 2020

The new Crowne Plaza Aura Roof Top has been confirmed as our Red Tail centenary celebration function. Full details will be provided soon however all members should save the date.

Please spread the word to as many former Qantas employees as you can. Our borders should be open by then and we suggest any travelling attendees book their accommodation at the Crowne Plaza . We are hopeful we can get a special rate for you.

The function will be an evening event so make sure you keep this date free.

When: Thursday 3 December 2020
Where: Crowne Plaza Aura Roof Top
Time: 5.30pm to 8.30pm

Longreach 2021

Our numbers were small for attending the Longreach celebration so hopefully with international travel still a long way from recommencing, more Tassie members might look at coming along with myself and Steve Farquar next year.

News of a possible charter flight ex Melbourne should make it easier and hopefully cheaper. Look out for new packages in September.

Stephen King – Reunion Director, Tasmania

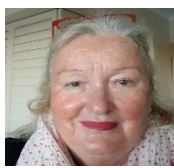


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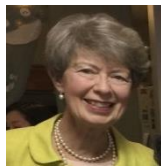
Qantas Flight Hostess Club Inc.



Patron
Joan, Lady Cutler



President
Annie Oeding



Secretary
Jane Pickhaver



Treasurer
Liz Laughlin



Editor "Hostess"
Robyn McGaw



Co-Author
50th Anniversary Book
Karen Hayward



Dear all Chapters

Well, our restrictions continue but not to be daunted by this we have kept in touch with our 'Hostess' newsletter, ZOOM meetings and small, COVID-19 restricted Annual General Meetings except for one State. We will also attempt to have a Christmas gathering on 3 December, depending on restrictions.

The Annual General Meeting of the QFHC Inc. was held on Monday 7 September at the Intercontinental Hotel, Double Bay where approximately 20 members together with partners/friends gathered for a short meeting followed by dinner (no dancing of course).

From the Queensland Branch

We held our first committee meeting of 2020 at Olio Restaurant, Southbank on Wednesday, 12 February to plan dates and venues for upcoming events.

Unfortunately, due to Covid-19 restrictions, the Sunshine Coast, Gold Coast and 100 Year Celebration lunches were cancelled.

Thankfully, we were able to find a venue for this year's AGM, The United Services Club, which complied with all current regulations. It is especially pleasing to see so many here today considering present circumstances.

From the Melbourne Branch

Unfortunately, due to restrictions once again the Annual General Meeting had to be cancelled. Melbourne are waiting to see what happens in the future so that they can arrange further functions.



For all life's
destinations

The Americas



Patron
John Rowe



Reunion Director
Jim Prasad



Committee
Patrick Clark



Committee
NW USA & Canada
Skip Reichenberger



Committee
South America
Bill Duplak



Committee
Northern California
Carla Boy



Committee
Arizona & Nevada
Donna MacEachern



Committee
East Coast USA
Anne Fullford



Committee
Texas/Oklahoma/Louisiana
Maxine Cole Coday

The Americas Milestone Reunion: Los Angeles, Second Half of 2021

Tales from Red Tail the Americas

Third quarter 2020

This quarter has been a world of change caused by the COVID 19 pandemic. Amid fear and upheaval, we are all wondering how much of our old lives will we get back and when. Our hope is that a successful vaccine may be available by the end of this year or sooner.

Most of the Red Tail members are in the high-risk group thus we have avoided gatherings and remained connected via social media, email and phones. So far all are safe and healthy.

Airline and hospitality businesses have been devastated and it is sad to see so many of our colleagues become redundant and most of these jobs may not be filled anytime soon if ever.

On July 24, I attended the departure of our final B747-400 flight from LAX to Mojave and caught up with few of former mates while wearing face covering and maintaining social distancing. Qantas passenger sales and airport staff numbers in the Americas have been reduced to under 15 and we may not see Qantas flights return to USA anytime sooner than July, 2021.

The Qantas Freight team is doing very well with leased freighters as the demand is strong caused by reduction of under-belly capacity on passenger flights. Most freight staff are working remotely.

Our plans for Red Tail Road to 100 reunion and celebration are on hold and will choose a date by early 2021 and hopefully hold our reunion in the later part of 2021.

We have important general election on Nov 03, 2020 and hope things start to settle down after this election and pray that life begins to return to normal, maybe a new normal soon.

James Prasad – Reunion Director, The Americas