

RED TAIL REUNIONS

celebrating friendships for centuries



NEWSLETTER

Q3/4 2022 (December 2022)

www.redtailreunions.com



Jim Eames' latest and possibly his last publication – Available now!

Available online or in-stores at:

Dymocks, Booktopia, BigW, Target, Amazon, Angus and Robertson,

Welcome

Welcome to our end of year Newsletter.

We hope this Newsletter finds you all in good “Spirit” and well on the way to celebrating the Christmas holidays.

In comparison to previous years, Red Tail has had a relatively conservative 2022, with the one major reunion in Sydney at the Qantas Campus in April and several smaller reunions in Freight, Brisbane, Melbourne, Perth and the Hosties Chapter also in Sydney.

The majority of the year was spent planning for our joint activities with Qantas under the new structure of RUonQ.

However with the current struggles of airlines in these very trying times, understandably, Qantas has had its hands full operating the group’s business in the midst of staff shortages and restructures which have resulted in poor performance and customer dissatisfaction.

This situation has impacted on our own launch timetable and it does not look likely to improve in the near future.

Nevertheless, we stand firm in the belief that the RUonQ initiative remains a very worthy cause and will continue to work on our strategy to launching the initiative on our own. When the airline is in a better position to devote time and resources to this initiative, they will no doubt be supporting us.

About RUonQ

As stated in our last Newsletter – RuonQ will be established as a Not for Profit aimed at assisting Red Tail Members navigate challenges in their post Qantas life.

We believe that former Qantas employees and their families should not be without humility, strength, and the trust of friendships in times of need. It is Red Tail’s mission to assist in overcoming the challenges of “post” Qantas life.

Through loyalty and friendships, RUonQ will provide companionship and assist in accessing a pathway to professional services for Red Tail members and their families in bespoke and meaningful ways. This includes navigating access to aged care, bereavement support, new employment opportunities and assistance with the most basic everyday IT challenges.

By early to mid 2023, we aim to have a Not-for-Profit company established and will also announce our board. In the next 12 months, we plan to develop programs and a support network to be able to assist Members during their times of need.

Update: Time Capsule and a Return to Longreach in 2023

Many of you have donated mementos for our Time Capsule which will take pride of place at the Airpark at the Qantas Founders Museum in Longreach.

Our plan is to return to Longreach and unveil the capsule in May 2023.

We are once again seeking expressions of interest from those who wish to join us in Longreach for this occasion.

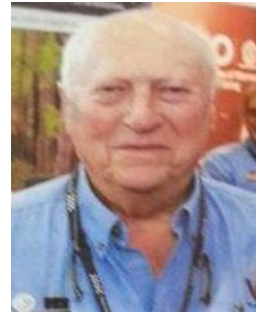
To ensure you do not miss out, please [click here](#) to register your expression of interest.

Vale Charles Wade

It is with great sadness that we announce the passing of our Patron for the ACT Mr. Charles Wade.

Charles Gregory Wade passed away Sunday 11 September at 2.00am aged 94.

He started his Qantas career as a Traffic Officer during the late 1940's. Like many Traffic Officers of his day, he did his time in New Guinea and then moved into Sales on return to Australia.



He remained in the Sales area for most of his career, taking up postings in Johannesburg, Cairo and London. In 1965, he became Manager ACT, based in Canberra.

After Canberra, he went to Hong Kong during the worst of the Cultural Revolution riots and disturbances and he then came back to Sydney as the Manager Customer Relations.

After leaving Qantas, he joined World Travel Headquarters.

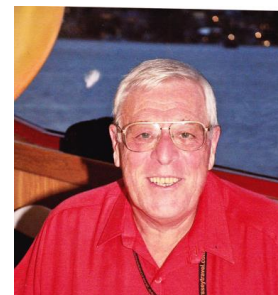
A favourite memory, that has been passed on, is that Charles had a habit of saying "er", during conversation, which led to him introducing himself as 'hello, I'm er, Charles Wade'. This, combined with his natural dignity, led to him being re-introduced as 'Sir Charles Wade', and he even received invitations from embassies addressed to 'Sir Charles and Lady Wade'. He had to work very hard to eliminate the habit.

Vale Brian Kirkham

A tribute from Brian Wild

Mr. Lunch-a-Lot – what a name, but he earned it in more ways than one. My name is Brian Wild, a long-time associate of Mr. Lunch-a-Lot. Our first meeting was on my return from a posting in Hong Kong where I had been inducted into the SKAL Club and Brian was the Manager New South Wales.

My membership of the Club was transferred to NSW, however, as he was the boss of that State I didn't want to interfere with the wheeling and dealing he had already commenced. So I suggested he might invite me to lunch every now and again. Hence his nickname became Mr. Lunch-a-Lot.



The world of Qantas consisted of five regions and as time went by he moved up the ladder to control Australia. It was at this point that our friendship became very close as we were doing a lot of things that we shouldn't have been doing to increase our share of the market.

One day over one of his lunches, I said to him "You've never won the prize for being the No.1 region of the world." He took one look at me and said "I've got the message." He then gathered the troops that appear in this wonderful photograph, laid down the law and said "We've got 6 months to prove we're the best." Off they went and 6 months later he led a team that for the first time took out the trophy.



Back Row (L-R) Warwick Blacker, Joseph Mifsud, Peter Kinnane, Mike Pearson, John Cureton, Max Hill, Derrick Sheppard, Ian MacDonald, Rod Plaster
Front Row (L-R) Ray Jeppesen, Katie Weeks, Des Smail, Ron Rosalky, Jenny Laurey, Frances Kau, Brian Kirkham, Dick Chandler, Brian Wild, Peter Langdon, Glenn Wells, Bob Hardie, Iain Ferguson, Jeff Murdoch

Brian's career ended with Qantas late in 1994 after 30 years. However, after a year getting itchy feet he was asked to do some work for SOCOG prior to the Sydney Olympics in 2000. His job was looking for accommodation for visitors and teams around Sydney and this, of course, involved many lunches at which he was expert.

He then became a volunteer and was honoured when he was asked to carry the torch for that favourite mile, which he did on the Central Coast.

When all that finished, he became involved with an organization for Rhodes Scholar Students from the USA. His job was to take them on tours around Sydney, a job he did for quite a number of years.

As you can see, Mr. Lunch-a-Lot never lost the nickname, continued a successful career and was well known in the industry, but more importantly, to all his mates at the Manly Club.

We'll miss you mate and don't worry, the tradition of Mr. Lunch-a-Lot will continue.

Brian's Qantas career span a total of 30 years from 1964 to 1994. He started in Sydney as a booking clerk (telephone sales agent and ticket counter sales), and ascended through the sales and marketing ranks within the airline and tours division. Whilst he spent most of his time in Sydney, including the Australian Region and as Manager NSW, he also worked in Melbourne and had postings in London, Brisbane and Adelaide.

Recent Reunions

Western Australia Chapter - 19 November - Mt Lawley Golf club



Victoria Chapter – 6 November 2022 - Windy Hill, Essendon





Forthcoming Events (Save the Dates)

| Chapter | Venue | | Date |
|-----------|------------------------|------------|----------------------------|
| NSW | Harry Hotel | 12.30pm | (TBA) February 2023 |
| Freight | Harbour View Hotel | 12.00 noon | Saturday, 25 February 2023 |
| Longreach | Qantas Founders Museum | 12.30 pm | (TBA) May 2023 |

Refer to Website for more details on each of these events.

* For those planning to attend from interstate – book your flights early.

Red Tail News Corner:

Qantas boss Alan Joyce explains why airfares are sky high

Qantas boss Alan Joyce has revealed why flights are so expensive this Christmas, and whether we can expect them to get cheaper any time soon.

December 12, 2022 - 12:55PM news.com.au

Bleak picture sums up Aussie air travel

Qantas chief executive officer [Alan Joyce](#) has explained why airfares have reached sky high levels this Christmas.

Mr Joyce said the [price hike](#) is due to a range of factors, including increasing fuel prices and skyrocketing passenger demand.

“The ACCC does a report each quarter on the aviation industry, and they’re saying that airfares are around 27 per cent higher in October this year than in October in 2019, pre-Covid,” he said in an interview with [The Sydney Morning Herald](#).

“A big driver of the price increase is fuel. We’ve paid \$5 billion for fuel this year which is the biggest fuel bill we’ve ever had.

“Secondly, demand is bigger than supply. It’s at unbelievable levels internationally and domestically because people were locked up for so long and everybody was surprised at how rapidly demand rebounded to be excess of what it was in 2019.

“And supply is difficult because, like every airline, it’s been hard getting those aircraft back in the air and the combination means that airfares are higher.”

So when should passengers expect to see prices return to usual again?

Mr Joyce said that while supply chain issues will ease in 2023, unfortunately the global situation remains too volatile to predict, especially when it comes to the war in Ukraine.

Qantas says it’s too early to say when prices will stabilise.

“Airbus and Boeing are telling us the supply chain issues should be fixed by the end of next year, which will get more planes in the air and airfares will come down as a consequence of that,” he said.

“But the fuel price issue remains and nobody knows what’s going to happen with things like the war in Ukraine, so it’s hard to know whether fuel prices will come back to 2019 levels.

“If they do, and you have the capacity getting back in line with demand, you’ll have airfares significantly coming down.”

The ACCC’s latest Airline Competition in Australia report revealed that discounted economy fares have increased the most, as airlines benefit from soaring demand.

Return fares from Ayres Rock to Sydney more than tripled from \$249 to \$829 in the last three years to November 2022.

Other major city routes saw significant price hikes too, with Adelaide to Gold Coast up 156 per cent from \$374 to \$958, Melbourne to Perth up 146 per cent from \$439 to \$1078 and Perth to Sydney rising 143 per cent from \$497 to \$1210.

QANTAS DOESN'T BELIEVE IN SINGLE-PILOT AIRCRAFT, SAYS JOYCE

written by [Adam Thorn](#) | December 11, 2022 (Australian Aviation)



Andrew Campbell shot this image of VH-OQA at Qantas' maintenance hangar at LAX

Qantas chief executive Alan Joyce has said his airline is “certainly not pushing” to have just one pilot in the cockpit of its aircraft.

In a significant intervention, Joyce used the example of when one of the Flying Kangaroo's A380 engines exploded mid-air to justify the importance of multiple pilots.

“We had five amazing pilots in the cockpit, and without that, I don't think that aircraft would have landed safely,” he said in [a new interview](#). “We know that, and we're very conscious of it.”

It comes after more than 40 countries, including Germany, Britain and New Zealand, asked the International Civil Aviation Organisation to help make single-pilot flights a reality.

The plan would save airlines millions in costs and help alleviate a global shortage of talent but has been criticised by plane makers, industry bodies and high-profile figures as endangering safety.

IATA director general Willie Walsh said he doesn't “ever” expect to see the move become a reality, while Boeing's Southeast Asia president Alexander Feldman highlighted the “psychological barriers” in persuading consumers to go along with it.

In November 2010, Qantas A380 VH-OQA was involved in arguably Australian aviation's most serious-ever safety incident, when its Rolls-Royce Trent 900 engine exploded shortly after it took off, causing a major fire.

Despite significant structural and systems damage, Captain de Crespigny and his colleagues in the flight deck — Qantas' first A380 and named after Australian aviation legend Nancy-Bird Walton — managed to return to Singapore Changi Airport for a safe landing.

No passengers or crew were injured.

Investigators later found the failure was [due to a fatigue crack in an oil feed-pipe](#) in the number two engine of the aircraft. This led to an internal oil leak and fire, with the turbine disc eventually bursting through the engine casing.

This year, de Crespigny told Sky News host Peta Credlin, “The pilots don’t want this concept, the passengers don’t want it, and I believe the aircraft manufacturers don’t want it.

“It flies in the face of risk and safety that we’ve developed over 119 years where aviation was one of the most dangerous forms of travel now – it’s the safest.”

VH-OQA, meanwhile, underwent significant repairs after the incident that took 16 months to complete and cost \$139 million before it [eventually returned to service in April 2012](#).

It was sent to the Mojave Desert during COVID but is [now in Abu Dhabi](#), receiving a cabin upgrade before it shortly returns to service.

Qantas had a fleet of 12 A380s and earlier signalled it would scrap two and upgrade the rest when pandemic restrictions eased.

VH-OQF has already been dismantled, with speculation that it will be joined on the scrap heap by VH-OQE.

Other News Feeds:

- [QANTAS LAUNCHES BIGGEST EVER POINTS PLANE FLIGHTS](#)
- [QANTAS FORECASTS PROFIT UPGRADE ON BOOMING TRAVEL](#)
- [GEOFFREY THOMAS TALKS QANTAS PROFIT & ONE PILOT JETS](#)
- [QANTAS PROMISES IT’S BETTER!](#)
- [GEOFFREY THOMAS DISCUSSES QANTAS’S HUGE PROFIT FORECAST](#)
- [QANTAS ANNOUNCES MILLION-SEAT SALE](#)

The Red Tail Reunions Committees around Australia and the USA wish you all a very safe Christmas and great start to the New Year!!