

An aerial black and white photograph showing a city in complete ruins. The ground is covered in a sea of debris, including twisted metal, wood, and rubble. Several buildings are left as skeletal remains, with their roofs missing and walls partially collapsed. A road winds through the destruction, and a few vehicles are visible amidst the wreckage. The background shows a vast expanse of destroyed residential and commercial areas under a clear sky.

outlook

**INSIDE:-
DARWIN
CYCLONE
FEATURE**



Here is another in our series of background histories of Briefing Leaders involved in the ATI Management Program. This time it is Cliff Jackson, Duty Airport Manager with Ansett Airlines at Eagle Farm Airport, Brisbane.

Born in May 1926, Cliff joined the RAAF as a Fitter in May 1942.

After the War he entered civilian life as an Airframe Fitter with Clyde Engineering in the Aviation Workshop at Bankstown Aerodrome.

In 1947 he took a job as an Airframe and Engine Mechanic with Guinea Air Traders Pty Ltd, based in Lae, Papua New Guinea. During the three and a half years he spent with this company he obtained L.A.M.E. licences A, C and D on airframe and engines.

Cliff joined Gibbes Sepik Airways as a L.A.M.E. in October 1950 and was based in Wewak, Goroka and Port Moresby.

In August 1952 he became a Co-founder of Papuan Airlines Pty Ltd, a charter company operating in Papua, based in Port Moresby. A regular public transport airlines licence was issued in 1964, and Cliff held the positions of L.A.M.E., Chief Engineer, Manager and Managing Director, in that order.

The airline was sold to Ansett Airlines of Papua New Guinea in July 1970.

Cliff then joined A.A.P.N.G. as Manager for Papua and held that position until the company was re-formed and its Head Office set up in Port Moresby.

In November 1971 he was appointed Aircraft Services Manager, and on brief occasions held the position of Acting General Manager.

He became Duty Airport Manager in Brisbane in November 1973

MANAGEMENT INVENTORY FORMS ARE AVAILABLE

In 1972 the Company offered managers and other eligible staff the opportunity to participate in the ATI Management Inventory which has since been used on numerous occasions to identify eligible candidates for career advancement, and to support applications by personnel for management positions.

The Company now wishes to improve and update the information held in the Inventory, encourage wider participation in it by managers and those aspiring to management positions, and introduce new items which will provide a basis for the planning of future management training and development activities within the Company.

Those currently with managerial or supervisory responsibilities and those who have been identified by their managers as having the interest and ability to develop their careers in this direction are receiving copies of the Management Inventory form from their General Managers.

Ansett Airlines Head Office personnel are receiving forms from their Divisional Managers whilst State based Ansett Airlines personnel are receiving the forms from their State Manager or Operations Manager.

Any employees who are not yet supervisors or managers who have not received an Inventory Form from their manager are invited to participate if they would like to do so. Participation in the Inventory provides an excellent opportunity for all staff to communicate and record their qualifications and aspirations with the Company so that they may be properly considered for the various opportunities throughout the Organisation.

Participation in the Inventory is purely voluntary, and the information supplied is treated confidentially and handled with discretion. The Inventory is group wide, and participation is encouraged from all areas and locations of the Company's operations.

Should you not be in receipt of a form and wish to participate in the Inventory, your supervisor or manager will be pleased to give you a form, or you may complete and cut out the form below, and send to the Corporate Personnel Manager, ATI Melbourne.

**TO: The Corporate Personnel Manager,
Ansett Transport Industries Ltd.,
489 Swanston St.,
Melbourne.**

Please send me an ATI Management Inventory Form.

NAME:

POSITION/TITLE:

COMPANY/DIVISION:

ADDRESS:



ANSETT OUTLOOK

VOL. 20, No. 1 Darwin Special '75

TO DARWIN WITH PRIDE

Our front cover this issue needs little explanation.

The area shown typifies the incredible destruction to be seen in most Darwin suburbs.

Frankly, words fail us to properly describe the total Darwin scene, but in the feature enclosed in this magazine we have tried, through words and pictures, to outline Ansett staff involvement in a city which is now making a courageous and triumphant comeback.

More Credit Union News

With the unprecedented development of the Outlook Credit Union, the Board of Directors has stepped up its policy of investment from those in ports out of Melbourne.

There was need for concentration of Melbourne staff involved in the Credit Union's formative stages and indeed it is still a decided advantage to us and to you that this close and continuous co-operation between the Board and the staff of the Credit Union is available.

However, we are now concerned with broadening our representation and giving a greater number of our members a more effective voice in the operations of their co-operative.

Naturally, there is a limit to the lengths we can go, or to how much of your money we can spend, in an effort to attain this democratic ideal. But it is felt that the idea could initially be tried out in three States—South Australia, New South Wales and Queensland.

These three were chosen both because they contain the greatest concentrations of our members and their proximity to each other and H/O would minimise our expenses.

Beginning immediately, we will be seeking suitable employees from each of these States to represent their State on our Board as Associate Directors.

We would only ask that the persons selected have demonstrated a sincere interest in the workings of the Outlook Credit Union.

One of these Associate Directors will be invited to sit at each of our Board Meetings on a rotational basis with all three attending the Annual General Meeting

as Observers. Costs of return air travel and overnight accommodation for these Associate Directors will be borne by the Credit Union.

Serious consideration will be given to a change in Board Meeting habits to allow our interstate representatives maximum flexibility in planning their return travel arrangements.

If the scheme proves as successful as we hope it will, it will be extended to the remaining States as soon as practicable.

P. T. Reilly

CHAIRMAN—
OUTLOOK CREDIT UNION.



Pictured above is a special display unit which was a feature at the "Go '75 Holiday and Travel Fair" recently held in Sydney.

Created by Ansett Design Artist, Geoff Augustine, who also developed the Pioneer display at the fair, the unit was based around the familiar "Holiday Supermarket" theme.

The 10-day fair endeavored to make people more aware of holiday travel and to bring it closer to them.

OUTLOOK CREDIT UNION MEMBERS!

Your Credit Union is currently gearing up in readiness to distribute statements of account to all members for the year ending March 31, 1975.

Since it is essential for the Credit Union to have your current home address, could you please notify any change immediately.

Broaden your OUTLOOK

OUTLOOK is the official staff magazine of Ansett Transport Industries Ltd.

It is circulated free to all employees of all Ansett companies throughout Australia and overseas.

The present print run is 13,830 each issue.

All editorial and pictorial contributions (and comments) should be addressed to: JOHN CROSBY, OUTLOOK MAGAZINE, 489 SWANSTON STREET, MELBOURNE.

FAREWELL IN MELBOURNE FOR CHARLIE



Ansett Airlines General Marketing Manager, Boyd Gluyas (right) presents Charlie with a special cartoon card.



Martin Place Booking Office Supervisor, Geoff Hayes, wishes Charlie all the best from his interstate friends.



Staff at the function sign Charlie's card while he unwraps his gift.

Another well known personality retired from Ansett Airlines recently after 28 years service with the Company.

Tour Development Manager (International), Charlie Spencer, was farewelled at a special function at Head Office, attended by friends from around Australia.

General Marketing Manager, Boyd Gluyas, presented him with a TV set on behalf of those present, and Booking Office Supervisor (Martin Place, Sydney) Geoff Hayes, also delivered a gift and best wishes from those interstate folk who could not attend.

Charlie Spencer joined Pioneer Tours as a Booking Clerk in May 1946, and when Pioneer and Ansett Travel Service merged, he was placed in charge of Traffic Despatch.

In 1949 he was appointed Booking Office Superintendent, Ansett Travel Service at 360 Collins St. By 1955 he assisted Boyd Gluyas in arranging tours.

Charlie emerged as Australian Tours Superintendent in 1957 and the following year was appointed Australian Tours Manager.

Following an illness, he became Tour Development Manager (International) in 1969.

He joined the ATI 25 Year Club in 1971.

Fond wishes Charlie for a long and happy time of leisure.

Pioneer in Perth

The Western Australian Branch of Ansett Pioneer is now operating a 3-day South West Wonderland Tour, departing each Tuesday from Perth. This has been most successful and gives the short stay-over tourist the opportunity to see the South West corner of WA.

Further information on touring is the fact that the WA division will operate for the first time, Botanist accompanied tour — Albany (five days duration) and Geraldton (four days duration) throughout the Springtime period, ie. August, September and October.

Mark Airey, Overseas Freight Supervisor Tullamarine, and his wife Myolene proudly announce the birth of their second daughter (Marnie), on January 10. Marnie weighed 10 lb. 3 oz. — a sister for Rebecca.

PIPER TALKS

Sydney was the scene recently for the first of a series of international advisory group meetings to be conducted by the Piper Aircraft Corporation.

Held in collaboration with Australian Piper distributor, Ansett General Aviation, it was patterned on regular seminar programs held in the USA, dealing with the domestic market.

Attending the meeting from Piper Aircraft Corporation were Messrs C. Raymond Johnson, Director of Sales; A. G. Bergensstjerna, Administrator, International Sales; and Robert C. Watson, Regional Manager Australia and SE Asia.

Hosted by AGA General Manager, Ken Holt, the conference provided a forum for representatives of Piper distributors from Japan, Singapore and New Zealand, while ATI Group General Manager, Alex Flanders, was present as an observer.

It seems obvious that the inaugural international advisory group meeting has set the pattern for clear thinking and straight talking.

Ken Holt welcomes the program's implementation. "It's always helpful to get together with the manufacturer whose products you not only sell but also service. And when that product is as intricate and complex as an aircraft, the desirability of regular contact is multiplied scores of times.

"In my book the opportunities created for far reaching and completely candid discussion are highly beneficial. The fact that these meetings will be held rotationally in market countries around the world adds even further to their value."



Stanley Donne of Ansett Pioneer and Sari Express (left) welcomes R. M. Suryo Sumarno, Vice-President (Operations and Marketing) of Hotel Indonesia Corporation at a recent cocktail party in Jakarta. Mr Sumarno is holding an Ansett, Sari Tour brochure.



New Gateway Appointment

OUTLOOK is pleased to announce the appointment of Salvatore Ame (22) as Dining Room Supervisor, Gateway Hotel, Port Moresby.

A Happy Couple

Bells tolled on the Gold Coast recently when two well-known Ansett Airlines staff — Peter Cryan (O'seas Dept., Cairns — previously Gold Coast) and Jackie Henshaw (Accommodation, Gold Coast Office) were married.

Bridesmaid was Julie Lackey (also Gold Coast Office), who is the daughter of Capt. Ray Lackey.

The 180 guests at the Tweed Heads Golf Club reception included Ansett Airlines and Pioneer staff from Cairns, Brisbane and the Gold Coast.

Peter and Jackie honeymooned overseas and have now settled at Peter's Port, Cairns.

Congratulations from all your friends.

Salvatore comes from the village of Oriropetana in the Mekeo District of PNG.

He was schooled at Kila Kila High School to Form 3 Intermediate standard, and later worked as a casual waiter at the Gateway Hotel for two years.

He then had his first full-time position with John Lysaght Pty Ltd as a trainee fitter and turner.

Salvatore commenced at the Gateway Hotel as a full-time employee in 1970, under the guidance of Louis Jacoles, from Greece, who has certainly passed on a lot of learning to this young man.

The son of a Chief, Salvatore was named after a Spanish priest who was befriended by Salvatore's father back in 1952.



Staff changes

Ansett Airlines has announced the following staff news:

Flight Engineer G. E. Lynch has been appointed B727 Type Specialist.

G. Gawler is now Cost and Planning Accountant, Accounts Dept., H.O.

J. L. Morrison, formerly Asst. Chief Accountant-Finance is now Asst. Chief Accountant—Credit and Finance.

E. Knafelc, formerly Cost Accountant has been appointed Asst. Chief Accountant—Revenue and Costing.

J. Rackman, previously listed as Systems Controller, is Computer Operations Support Supervisor.

R. Malone has been appointed Asst. to the Chief Accountant.

N.C. McInnes is now Supply Manager, Dubbo.

V. Vaughan appointed Computer Operations Supervisor, H.O.

W. J. Maddern becomes Accounts and Audit Controller, Supply Department.

D. W. Scott appointed Liaison and Progress Supervisor, Supply Department.

STOP PRESS

A great big thank you to **Pan Am's** South Pacific Regional Staff who recently contributed to a world-wide Ad-Fund Campaign organised by its employees to help arouse public awareness and support towards **Pan Am's** financial situation last year.

Out of a surplus from their collection **Pan Am's** staff have contributed \$200 towards the ATI appeal for our Darwin employees—a wonderful gesture by a fine group of friends with whom we have had a very close association for more than 20 years.

As our Managing Director, Sir Reginald Ansett, said: "That's comradeship for you!"

BIGGER AND BETTER ATI BALL FOR 1975

The 1974 ATI Ball was a great success, both socially and financially, and the Association for the Blind benefitted accordingly with a donation of \$1750.

1975 will see a change of venue and a different approach. The Royale Ballroom has been booked for Friday, October 3, 1975, and management policy is for an all-inclusive charge with liquor supplied. This will mean an increased admission cost, but hopefully the total cost to those attending will still be realistic.

Please watch for further announcements.

AGENTS TOUR THE WEST

Recently Ansett Pioneer in connection with Ansett Airlines and Ansett Hotels, conducted a WA Education Tour for Travel Agents from Sydney, Melbourne, Adelaide and Perth. They were accompanied by Brian Milnes, National Sales Manager for Ansett Pioneer.

The Agents arrived in Perth per Ansett Airlines where they were met by a Pioneer Coach and taken to Mundaring Weir for a barbecue, then on to El Caballo Blanco to view the performances of the Andalusian Spanish Dancing Horses at the Hotel complex.

The party stayed at the Gateway Inn, Perth, and on Monday morning they attended a Seminar where the speakers were John Johnston, Ansett Airlines Sales Manager, Barbara MacIntyre, Head Receptionist for the Gateway Inn, and Don Griffiths,

Pioneer Sales Manager, Perth.

They were later the guests of the Department of Tourism at the Gateway Inn, where they were addressed by Mr Noel Semmens, the Director of Tourism.

The following day, as shown in the photo, they departed on the Pioneer Three Day "South West Wonderland Tour".

On their return, they were conducted on a "Perth by Night" Cabaret Tour, which terminated at the Perth Airport in time for them to join their Ansett Airlines flights to their respective destinations.



WEDDING BELLS

Linda Topping, originally from England, now Telephonist Sydney City Switchboard, recently married Wallace Hutt from Christchurch, N.Z.

For the first time all the Telephonists were able to go out together and enjoy this happy occasion.

Our best wishes go to Lynn and Wal.

Pictured (l to r) are May Bunn, Joy Bell, Pat Hibble, Pat Norris, Lynn and Wal Hutt, Val Shaw, Kay Ireland, Pam Jacka and Thel Dalton.



Tar-ific Show

The gent in the photo is our Assistant Manager of our Cooma office, Geoff Galley featuring in a joint promotion held in Cooma by Ansett Airlines of New South Wales and Shaw Savill Line, concentrating on Shaw Savill's South Pacific cruises with A/NSW carrying passengers to Sydney.

Geoff acted as fashion model, actor and compere.

The lady in the photo was the compere of the fashion show which was designed to show cruise clothes to the intending Cooma passengers.

Congratulations to Gordon Dalby (Plant and Equipment, Tullamarine) and his wife Jenny on the arrival of their third daughter (Sian Leigh) born at St Vincent's Hospital on February 3 and weighing 7 lb. 5½ oz.



Virginia Takakis (EP&S, Tullamarine) announced her engagement to Alex Vassiliadis on Christmas Day, 1974. Virginia and Alex were married recently and we all wish them every happiness for the future.

Basketball in Singapore

The Ansett Airlines (Melbourne) Men's Basketball Team recently visited Singapore to participate in the 3rd Far East and South Pacific Airlines Basketball Tournament.

A creditable fourth placing was gained with Singapore Airlines first, Japan Air Lines second and Qantas third; other competing Airlines were Alitalia, Cathay Pacific Airways, Malaysian Airlines System and NZ National Airways Corporation.

The Tournament hosts were SIA Sports Club, Republic of Singapore and they are to be congratulated on their superb organization and hospitality.

Trophies were presented by the Managing Director of Singapore Airlines, Mr Lim Chin Beng.

As a tremendous amount of goodwill and publicity is gained by Inter-Airline sporting competition it is hoped that the 4th Tournament will be as successful as the others.

The Ansett Airlines Club currently competes weekly in the

United Churches Competition and wishes to recruit experienced players from Airline personnel in Melbourne for both "A" and "B" Grade Teams.

Persons interested should contact Alan Fackler (Ext 5586, or George Pandullo Ext 5584).

Team members are (l to r) — Back Row: Bruce Reynard, Paul Gething, Robert Neely, John Wagonfeller; Centre Row: Graham Watkins, Ray Duryea, George Pandullo (Coach), Mike Drakeford, Frank Soucoultanos; Front Row: Charles Micallef, Mick Barcellona, Gary Phillips (Captain), Ray Kingsley, Ross Irvine; Absent: Mick Lerm.

Ansett Airlines will sponsor the 1975 basketball tournament in Melbourne which will be held between October 6-11.



THE SAGA OF THE SMOKE BOX

The picture that you're looking at
may seem to be a mess.
The man is Lawrie Sutton,
He drives the Perth Express,
And all the smoke and little stones
and all the bits of rail,
Well they're the sad sad ending
to a very sad sad tale.

Now Lawrie is a fisherman
and very keen is he,
On stopover at Ceduna
our Lawrie put to sea.
And when at last he did return
As you might well guess,
He'd a bag of little fishes
Three dozen more or less.

Now Lawrie had a smoke box.
It was just an old tea chest,
And a bag of Jarrah Sawdust,
Hec had sent him from the West.
He had all the little fishes
in the smoke box fin to fin,
And then he dug a hole and
placed the pile of sawdust in.

When at last he had it
smouldering,

He placed the box on top,
Then left his fishies smoking
Whilst he visited the shop.
And while he sat and ate a pie
and sipped a glass of ale,
The wind which was a gentle
breeze became a roaring gale.

Here and there around the smoke
box a little flame appeared,
And all the little fishes
Found their tail fins getting seared
When Lawrie finished eating
From the shop he did appear,
The sentence that he uttered
Cannot be printed here.

Dave Andrews who was with him
Started laughing at his woe,
So Lawrie then suggested
Where Dave Andrews ought to go.
When all the smoke had cleared
away,
Then Lawrie looked about,
He saw a pile of blackened garfish
And some french fried salmon
trout.



And now I ask don't use my
name
if you should publish this,
Or I might feel a fishing boot
Where I've never had a kiss!!!!

Our Girl On Overseas Tour



Check Hostess Carol Marks
from Brisbane represented Ansett
Airlines on a special promotional
tour of Singapore and Malaysia
which began in early March.

The party led by Ansett Air-
line's Interline Manager, Jon
Hutchison, left Australia on 2
March and called on agents and
carriers in Singapore and Malaysia.

Carol accompanied four
hostesses from Singapore Airlines
who were in Australia on exchange
with Ansett Airlines.

Carol joined Ansett Airlines in
1970 and was appointed a check
hostess in January this year.

TWO AIRLINES WORK TOGETHER

The close relationship between Ansett Airlines and Singapore Airlines is typified in this photograph showing Ansett ground staff loading Singapore Airlines cargo at Sydney Airport.

Since October 1, Ansett Airlines has been responsible for passenger handling, cabin cleaning and cargo for Singapore Airlines in Australia. Airports involved are Sydney, Melbourne and Perth.

Singapore Airlines operates 10 flights into Australia each week using Boeing 747 and 707 aircraft.

Singapore Airlines is Ansett Airlines of Australia's General Sales Agent in Brunei, Singapore, Indonesia and Taipei.

Ansett Airlines became General Sales Agent (Cargo) in Australia for Singapore Airlines on August 1.

It also maintains close liaison in Singapore under the control of Far East Manager, Geoff More, who has a staff of three local girls, Celestine Tan, Magdalene Chong and Katherine Low.

It also maintains close liaison in Australia with the Regional Director of the Singapore Tourist Promotion Board, Dennis Pyle.

Early this year a group of travel agents from Singapore and Indonesia were shown Australia on a visit made possible by Singapore Airlines, Ansett Airlines and the Australian Tourist Commission.



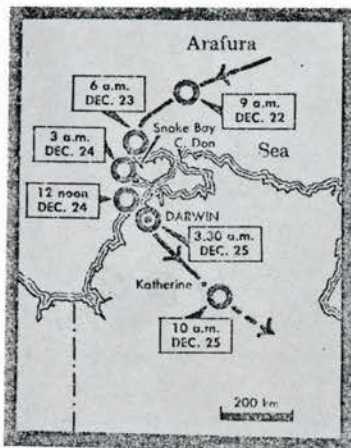
ANSETT STAFF TRIUMPH OVER DARWIN DISASTER

My first impression of Darwin from the air three weeks after the cyclone was that of a "silver city", with tons of corrugated iron roofs glistening in the sun.

It was not until the aircraft descended for its landing approach that I realised this coastal city had been unbelievably wrecked.

This special Darwin feature is presented for those who have not viewed the devastation, and to mark the courage of all those who rode Tracy's wrath.

John Crosby
Editor



Map shows the path that Cyclone Tracy took on its way to Darwin and beyond.

It would not be possible to encompass all personal stories and give full credit to Ansett staff who willingly gave of themselves during the initial, and following stages of the call for 'Help' to assist those affected by the 1974 Christmas Day Darwin disaster.

There was an instant reaction from private concern as well as from the company as a whole.

Within the Ansett organisation wheels within wheels were starting to turn not long after the news of the disaster reached the 'outside world' and when the most important occasion arrived for contact through air transportation with Darwin, Ansett Airlines was geared to undertake the maximum assistance possible.

Food in Darwin was scarce and it was important that attention towards this need become a priority. Apart from the supply from other ports, Brisbane uplifted out of its catering facilities on the Friday after the cyclone seventeen hundred pounds weight of perishable items such as potatoes, tomatoes, lettuce, fresh fruit, onions, as well as tinned milk and beer.

On the following Saturday and Sunday Brisbane also supplied approximately 60 boxed meals which were flown to Darwin for distribution. Likewise this was in addition to supplies going from other ports.

Hundreds of cartons of disposable napkins, including sanitary items were also despatched as the need for these commodities became evident.

So that the effective turn around of aircraft could be carried out it was essential that certain personnel from other ports be positioned in Darwin so as to assist in no small way in the evacuation which had become a major operation in itself.

Back in Brisbane, Hangers No. 9 and No. 10 were put to good use by the Red Cross and other Services which toiled untiringly to lighten the burdens of the grief stricken and shocked evacuees as they arrived from the North. The Ansett V.I.P. Room was turned into a Mothers and First Aid Room.

No doubt you would have read or seen through the other media services the story of the resumption of normal passenger and freight services in and out of Darwin.

Quite a lot has been achieved by Ansett Airlines' part in 'Operation Cleanup', and quite a lot still has to be done.

No matter how short, or long a time it will take to restore and rebuild Darwin Ansett Airlines will continue to be an integral part of the re-birth.

The birds came back to Darwin just four days after Cyclone Tracy destroyed the city.

It was Sunday, December 29, and a turning point in the lives of 20,000 people left in the rubble that was once Australia's northern gateway, and first line of defence.

Late in the afternoon it could be noticed that the eerie silence that had descended on the shattered remains of the suburbs had lifted and the birds were back . . . and singing.

Sunday was also Day One of Operation Clean-Up.

It was also the day when the population of Darwin had been cut back by more than 50 per cent after four days of the largest airlift evacuation in the history of Australia.

On the day Major-General Alan Stretton, the Supreme Commander of Darwin during the emergency—the man who is the Director-General of the Natural Disasters Organisation set up by the Government only three months ago—announced that they were “over the hump.”

People came out into the streets and began clearing up rotting food and rubbish, burning it in the streets and carting it to collection areas. Some of them went to the devastated buildings that were their churches and gave thanks for their lives.

They were grateful for the miracle that left only 50 dead, when the devastation they saw clearly showed that hundreds could have died.

And on Sunday it finally hit home that talk of clearing Darwin and rebuilding the homes where they once stood was an impossible dream.

Only the name of the city remains. Darwin, as they know it, has gone forever.

The only way to rebuild is to bulldoze whole suburbs clear and start again.

The cyclone that interrupted scores of Christmas Eve parties, gathered the homes and buildings of an entire city and flung them mercilessly to the ground, has left in its wake Australia's worst tragedy ever.

In most cases, all that is left standing are the foundation stilts of the unique, tropical-climate houses that most people lived in.

Walk through them, you'll find small Christmas presents that were never opened, some decorations hanging garishly among the ruins and an untold number of broken dolls and toys.

And walk through them and listen to the silence. The stinking, century heat of the silent suburbs is where the horror really hits home.

There is no one there any more, out in those shattered suburbs. The population of what can no longer be called a city has gone from about 45,000 on Christmas Eve to around 10,000 today.

It is a city of men. The women and the children have gone: they have become refugees, scattered around Australia.

Fifty are officially known dead. But compiling a figure for missing persons is impossible. More than 20 craft that were at sea during the cyclone have never been heard of since. In all probability at least 200 other people have died.

Darwin died—but the people who remained have put the hideous events since Christmas behind them and have put a brave face on their tragedy.

The thing that makes Darwin and its holocaust different is that the people have refused to give in. I spoke to a woman whose husband was killed in the cyclone.

Her only comment was “We've got to keep smiling and get on with cleaning and rebuilding.” She refused to be evacuated.

Some people, of course, just can't face the city that destroyed their lives.

I spoke to another man who was boarding an evacuation flight and he told me his story: “We went from room to room as each one crashed around us. At one stage a floor gave way and I lost my two kids and my wife.

“I found them and got them to another shelter. My wife had a bad gash in her leg and on her face. We weren't killed and I'm grateful, but I never want to see this city again.

“My wife doesn't remember what happened. She keeps asking me what happened; if there was a storm. She keeps asking what she's doing here. Her mind's gone. I never want to hear of Darwin again.”

A nurse tells the story of a seven-year-old boy who escaped unhurt. “He was holding his five-year-old sister's hand, dragging her through a doorway to go for shelter. The doorway fell in and the boy was left holding his sister's arm. She was killed. That boy hasn't spoken a word since.”

There was the naval man—an able seaman—who was on duty when the cyclone warning came and was not allowed to leave his post.

His wife and son were at home alone. When he finally managed to return to his house his son was dead. He found him under the rubble. Like many others, this seaman had no idea what to do with the small body and carried it in his car for nearly a day.

After a day in Darwin you stop asking people how they fared in the cyclone. The story is always the same: a terrifying few hours running from one place to another as buildings collapsed around them and an outcome of total loss.

Darwin is a place of walking wounded. The seriously injured and ill were the first evacuated, but only the seriously ill ever got to the hospital. Everywhere you look people are wearing bandages.

The Northern Territory police, who were quickly joined by police from New South Wales, Queensland and the Commonwealth, are in ragged uniforms carrying handguns, knives and rifles or shotguns. And many of them were bandaged or cut. All of them went for days without sleep.

It's impossible to write this story without some kind of tribute to those fantastic Darwin cops. Most of them were on duty while they had no idea what had happened to their families. And they kept working with their fears inside them. They had to do all the really dirty work and they saw more horror than anyone. And most of them lost everything. They're the men who were called “cops” with affection, and who had the word “pigs” dropped from the vocabulary of the city.

They were the men who had to face crying children who had no food or shelter for their pets, and who had to destroy the animals.

They're the men who had their offices filled with the bodies of the dead, and who had to protect and control, help and sympathise with the survivors.

It is difficult to comprehend that a city of people who were left with nothing but rubble and a few Government buildings, had pulled themselves together in less than a week.

But the people of Darwin had put the cyclone behind them and begun the task of cleaning up, clearing and rebuilding their lives within four days.

They couldn't have done it without the help of people throughout the country who took in the refugees—the first refugees in the history of our country—and gave enormous sums of money to help these people put their lives back together.

As Major-General Alan Stretton said: “When Australia was in turmoil and divided with the problems we were facing, the Darwin tragedy came. It pulled the country together and we closed ranks. We must see the good that has come out of our nation's worst tragedy.”

AN ON THE SPOT VIEW

The Melbourne Herald Darwin correspondent, Kim Lockwood, who has lived in Darwin for nearly 20 years and was a victim of Cyclone Tracy, said:

"In the days after Cyclone Tracy, Ansett staff behind counters looked as if they had been on their feet for 48 hours, and probably had. They had bags under their eyes and drooped, but they were efficient and effective as thousands of people poured through the damaged terminal.

My wife and more than 300 other cyclone victims flew south to Adelaide on an Ansett Boeing 727-200 three days after the cyclone. She said that despite the fact that people were 'doubled up' there were no problems. It was a good trip, with the hostesses looking after everyone very well and all the time.

"The Ansett people made a vital contribution to a desperate situation. They have long been an integral part of the Darwin scene and on this occasion they gave more, at times, than appeared humanly possible."

The airport is wrecked . . . the terminal is wrecked . . . the office is wrecked.

There's no radio, telephone or telex, and every bit of paper you can find is soaked through.

So what do you do?

If you're like the Ansett staff at Darwin during cyclone Tracy, you somehow manage to move a record number of passengers — including 5417 in a period of four days on Ansett Airlines and MacRobertson Miller aircraft alone.

This feat was achieved in the face of personal tragedy and disaster, for the 95 Ansett staff in Darwin when the cyclone hit suffered as everyone else in the town did with homes destroyed and personal belongings lost for ever.

Only hours before the major evacuation airlift in which Ansett played a major role along with other airlines and the RAAF and U.S. Air Force, these staff members were literally fighting for their lives.

"Almost everyone lost everything," said Ansett Airlines Darwin Manager, Fred McCue. "Certainly not one staff member has a complete home left."

Fred, 43, his wife Cynthia and sons Fred (18), John (17), and Gerald (16) crammed in the bathroom of their company house during winds which may have hit 200 mph and held the door closed and the walls from collapsing.

They were lucky. Although the house was extensively damaged, it was the only one in East Point Rd. to keep its roof on.

One of the first things Fred did when the fury died was to pick his way through the shattered streets of the broken city to the

office — alongside police headquarters which was to become the centre of the massive rescue operation.

Having checked as much as possible on other Ansett people, Fred surveyed the damage.

While the building — by local standards after Tracy — was reasonably sound, the windows had been blown in and part of the roof ripped, allowing in the driving rain.

Almost all records were destroyed. Everything was inches deep in water. Fred took home all the tickets he could find. There was nothing else of value to take at that stage.

But the scene in the city was nothing compared to the airport.

Darwin Airport lies out towards the northern suburbs which had been virtually razed to the ground. No one who has not been to Darwin since Christmas day can comprehend the damage there.

Even experienced newsmen and rescue workers flying in to relieve colleagues a week later — after reading, seeing and hearing it all — could still not believe it when first faced with the destruction.

And for people living and working in Darwin it was much worse; for they had known the city and its people.

Asked what he felt when he first arrived at the airport, Fred McCue said simply: "Complete bewilderment."

Not one light aircraft was left. They had been smashed like rice paper and balsa wood models in the hands of a vicious child. A RAAF DC3 was even whipped from inside its hangers and lobbed on its back more than quarter of a mile away.

The terminal roof was off, the building wrecked. Inside was a total shambles with rivers of water streaming through. The entire Ansett office suite was awash.

While the freight terminal was not so bad, flying debris had punched holes in the building.

And it was from this that the rescue operation began.



Darwin Airport Manager, Bob Grimley, gazes at the remains of his house.

Fred McCue and his staff played a vital role. Fred had been appointed to a disaster committee which had been formed fortunately nine weeks earlier by the Canberra-based Natural Disasters Organisation of Maj. Gen. Alan Stretton.

As commercial airlines representative on that committee, Fred took part in early plans on Christmas Day before the General even reached Darwin.

A message was relayed via ham radio to Katherine and phone to Melbourne that Ansett and other airlines would probably be needed for evacuation work. This was relayed by head office to others.

By Boxing Day, most Ansett staff in Darwin had either fronted up at the airport or the city office. In fact, four families moved into the office to live.

For others, the freight shed was to become home — made comfortable again by Darwin standards by a generator, air beds and blankets flown in from other branches.

The company also got in food, beer and clothing. Fresh water which with the local water supplies out, also received high priority.

And then the evacuation, which was to take out 25,000 people by air, began in a spirit of total co-operation between everyone involved.

"It was fantastic," said Fred, as more staff came in from Mt Isa, Melbourne and Adelaide to assist.

Disaster organisation officials processed passengers. Airline staff then took over when one of their planes arrived. Passengers were literally "labelled" for their destination by attaching baggage tags to their wrists.

The whole purpose was to get as many people out as swiftly as possible.

One Fokker F-28, which normally carries 58, took off with 116 people on board; a stretch Boeing, seating capacity 151, had 287 passengers. These were the Ansett records — one Jumbo out of Darwin carried 694.

Anyone who managed to get more than four hours sleep (in appalling conditions) a night was considered lucky.

But for some Ansett people even the evacuation work was not enough. One, for example, was driving a bulldozer in spare moments; another volunteered for the heartbreaking task of burying the city's dead.

As Fred McCue put it, "Anyone who did not see it, who was not in Darwin in that first week, could not believe it."



This was the sight that faced newly appointed AFE Darwin Manager, Graham Butterworth, and his wife, when they returned home. Their home telephone (conveniently located under the caved in roof) provided the only available means of communication for AFE and Wridgways for three weeks, after the cyclone. So bad was the roof damage to the remaining house section, that the Butterworth's had to bore holes in the floor to let out rain water after storms.



Norm Jay, Wridgways Darwin Manager, was also in for a shock on Christmas Day when he looked at the remains of his house.



The remains of the house owned by Ray McLean from Ansett Airline Sales Dept. in Darwin.



The office in Mitchell St., Darwin—not badly damaged when compared with many others.

CYCLONES

Will you be ready?

KNOW YOUR ENEMY

Tropical cyclones are wind systems rotating in a clockwise manner and in which wind speeds of 63 km/h (34 knots) or more are sustained for periods ranging from a few hours to several weeks. Atlantic hurricanes and North Pacific typhoons are included in this description.

Cyclones menace the coastline of tropical Australia each year from December through to March and may also occur in other months. In recent seasons between seven and 12 tropical cyclones have threatened the northwest coast of Western Australia each year and it has not been unusual for up to three cyclones to cross the coast in one season.

Cyclones tend to develop near the Kimberley coast in the early part of the season and to weaken or move inland before travelling very far west. Later in the season they tend to develop further to the west. Consequently, the centre of maximum frequency of coastal crossings tends to shift from near Broome in December to just north of Barrow Island in March.

Severe tropical cyclones are the greatest storms on earth but for visitors and residents alike, 'forewarned is forearmed' and by taking early precautions and following simple safety rules, the danger to life and property can be reduced.

BEWARE THE 'EYE'

If the calm centre of the cyclone passes over you, there will be a sudden lull in the wind. Stay near shelter because the winds will soon resume fiercely, blowing from the opposite direction.

Cyclone wind speeds are sustained and even a steady 95 km/h wind is dangerous. Wind destructiveness rises very steeply because the wind force increases with the square of its speed.

WHAT TRACY LEFT BEHIND

ATI employees in Darwin, who in many cases had homes and all their personal possessions destroyed by Cyclone Tracy, have continued serving the public despite working under extreme difficulties.

Ansett Airlines, MMA, Pioneer, Ansett Freight Express and Wridgways premises were all damaged, and in some cases wrecked, by the cyclone.

The achievements of staff under the conditions are remarkable. The massive airlift only days after the tragedy is a graphic example.

Staff have worked incredibly long hours from patched up buildings, and in many cases have slept on the premises.

Their families have been evacuated to other States.

Staff from other ports have flown in to help share the load.

The Air Cargo building is structurally sound, except for some of the framing at the front of the building. Roof and wall sheeting was damaged, and windows broken. An emergency generator is supplying lighting and power.

Of the six Ansett Airlines houses only two are repairable. The MMA house is repairable, as are two private houses owned by Ansett Airlines staff. These are being used for staff accommodation.

The Wridgways terminal, from which AFE also operates, has most of its wall sheeting damaged, but this has been repaired.

The Wridgways manager's house is not repairable.

The AFE terminal lost a considerable amount of roof and wall sheeting, but is repairable.

The AFE manager's house was wrecked.

One Wridgways employee was due to leave Darwin two days before the cyclone hit, to take another posting. His departure was delayed, and all his belongings which were stacked ready for removal were lost.

The Pioneer manager had his flat and car destroyed.

A small garage Pioneer owns in Darwin was not damaged, and no vehicles were damaged. Pioneer has suspended its Darwin operations until present restrictions are lifted.

All its Darwin staff have been relocated, or taken leave without pay to accept other jobs.

All restoration being carried out in Darwin at present is temporary pending the replanning of the city.

A team of four Ansett Airlines building maintenance men spent three weeks in Darwin shortly after Cyclone Tracy hit, to help make Ansett buildings habitable and secure. The team worked from daylight to dark, six days a week.

Fortunately most Ansett staff and their families escaped injury, and it is understood that only two staff members were hurt—Holiday Travel Adviser, Chris Pattison (severe leg lacerations and back injury), and Porter, Kerry Tetley (broken leg and minor injuries).



Inside the Darwin city office. Although tarpaulined, water still pours into buckets scattered around the terminal and mop-ups are an everyday occurrence.

RANDOM PATHS

Cyclones can change course remarkably, remain in the one place, even double back. Keep a continuous radio watch.

THE WARNINGS

A transistor radio will give you cyclone warnings even when you are isolated by floods or power failures.

LISTEN FOR:

A 'tropical cyclone alert', issued when conditions favour cyclone development within 800 km of the coast, although no threat is expected within 24 hours.

A 'cyclone warning', issued when a cyclone is confirmed. These are broadcast at least every three hours, continuing until the threat is gone.

Cyclone warnings include the speed and direction of the movement of the cyclone; the direction and speed of its winds; the location and pressure of its centre; its estimated future position and wind intensity; and associated warning of flooding or storm surges.

Cyclone warnings are issued when the sustained wind speed is expected to exceed 64 km/h.

Generally, the wind speed is much greater—as much as 190 km/h—with gusts half as high again. Triangular red pennants are still widely flown—usually from Post Offices—when a cyclone warning is current.

RULES FOR FAMILY SAFETY

Pre-season precautions: a cyclone may isolate you and cut all your services—water, power, gas, telephone and sewerage.

In October you should collect emergency supplies of food, medicines, tools, cooking gear, fuel lamps, etc.

Plan to shelter and feed pets or livestock. Check your roof and house stumps. Fit catches to doors and windows and prepare storm shutters or struts for windows. Clear your property of any sheet iron, rubbish, etc., which could become a wind-borne missile.

Collect tools, boards and tarpaulins for emergency repairs.

Your boat will need a canvas cover and long mooring lines.

Prepare an evacuation plan, in case of flooding. Employers need cyclone drills to protect staff and property.

Managers of hotels, motels, caravan parks, etc., should plan to protect guests.

EMERGENCY ACTION

When a cyclone is imminent, keep tuned to weather broadcasts. 'Batten down' your house, fastening doors and protecting windows with boards or storm shutters. Check the roof, drains and gutters. Anything that could become



Close up of damage to the rear of the Wridgways building.

wind-borne—rubbish tins, outdoor furniture, dead branches, toys, building materials, etc.—should be anchored or taken inside.

Store drinking water, and check-emergency supplies and tools. Anchor your boat on long mooring lines if it cannot be moved to safety. See if neighbours need help.

Lock up pets. Fill your car's petrol tank. When the cyclone comes, keep inside—don't go under elevated houses, or stay in caravans.

After the cyclone, beware of fallen power lines, broken glass, broken gas, water and sewer mains, weakened buildings and undermined trees, roads or bridges.

Notify the authorities of damage, but stay away from disaster areas unless you are qualified to help.

Further information including a free family safety folder is available from your Regional Director of Meteorology:

Western Australia:
127 Wellington Street, Perth, 6000
Telephone: 25 9299

Northern Territory:
Mitchell Street, Darwin, 5790
Telephone: 4 8317

Queensland:
295 Ann Street, Brisbane, 4000
Telephone: 21 4511

New South Wales:
162-166 Goulburn Street,
Darlinghurst, Sydney, 2000
Telephone: 61 6791



Angled shot of old AFE depot now being used for Wridgway storage. Most of the front and southern wall were left intact but most of the roof, western and northern walls were missing.

More and more Ansett aircraft flew into Darwin after the cyclone. This is a typical scene as evacuees await boarding instructions.



THE EVACUATION OF DARWINS PEOPLE

Three months after the horror and tragedy of Cyclone Tracy, Darwin is on the long way back.

Many of the residents who were asked to leave Darwin in those first days, to ease the load on the stricken city are returning and picking up the threads of their lives.

The evacuation of Darwin will take its place among the significant events in this country's history.

The dramatic airlift, carried out over four days by civil and military aircraft, was Australia's largest — in war or peace.

Ansett Airlines and MMA alone carried 5,417 people out of Darwin on flights requested by the Natural Disaster Committee.

Ansett Airlines operated 14 Boeing 727-200 flights from Darwin to Mount Isa, Brisbane, Alice Springs and Adelaide.

An Ansett Airlines of South Australia F27 was also used between Katherine and Adelaide.

One of the Boeing 727-200's which had all-economy configuration, carried 311 people — 298 passengers and 13 crew.

Other charters were operated for the uplift of 773 refugees between Alice Springs, Adelaide, Melbourne, Sydney, Brisbane and Perth.

MMA operated 13 F28 flights from Darwin to Perth, to lift 1,049 passengers, and there were 21 passengers on one flight.

Although these are remarkable figures, the airlines had more capacity available if the Disaster Committee had required it.

How staff managed to move all these passengers out of Darwin under the conditions at the time is to be marvelled at.

The airport was wrecked, the terminal was wrecked, and the Ansett office was wrecked. There was no radio, telephone or telex.

Along with their fellow residents, the staff had suffered personal tragedy, with homes destroyed and personal belongings lost forever.

Only hours before the airlift in which Ansett played a major role along with other airlines and the RAF and U.S. Air Force, these staff members were fighting for their lives.

Darwin Airport lies towards the northern suburbs, which were razed. The damage at the airport

is impossible to comprehend for those who did not see it

An RAAF DC3 whipped from its hangar came to rest on its back more than a quarter of a mile away.

It was from this devastated airport that the big airlift took place.

The aim throughout was to get as many people out as swiftly as possible.

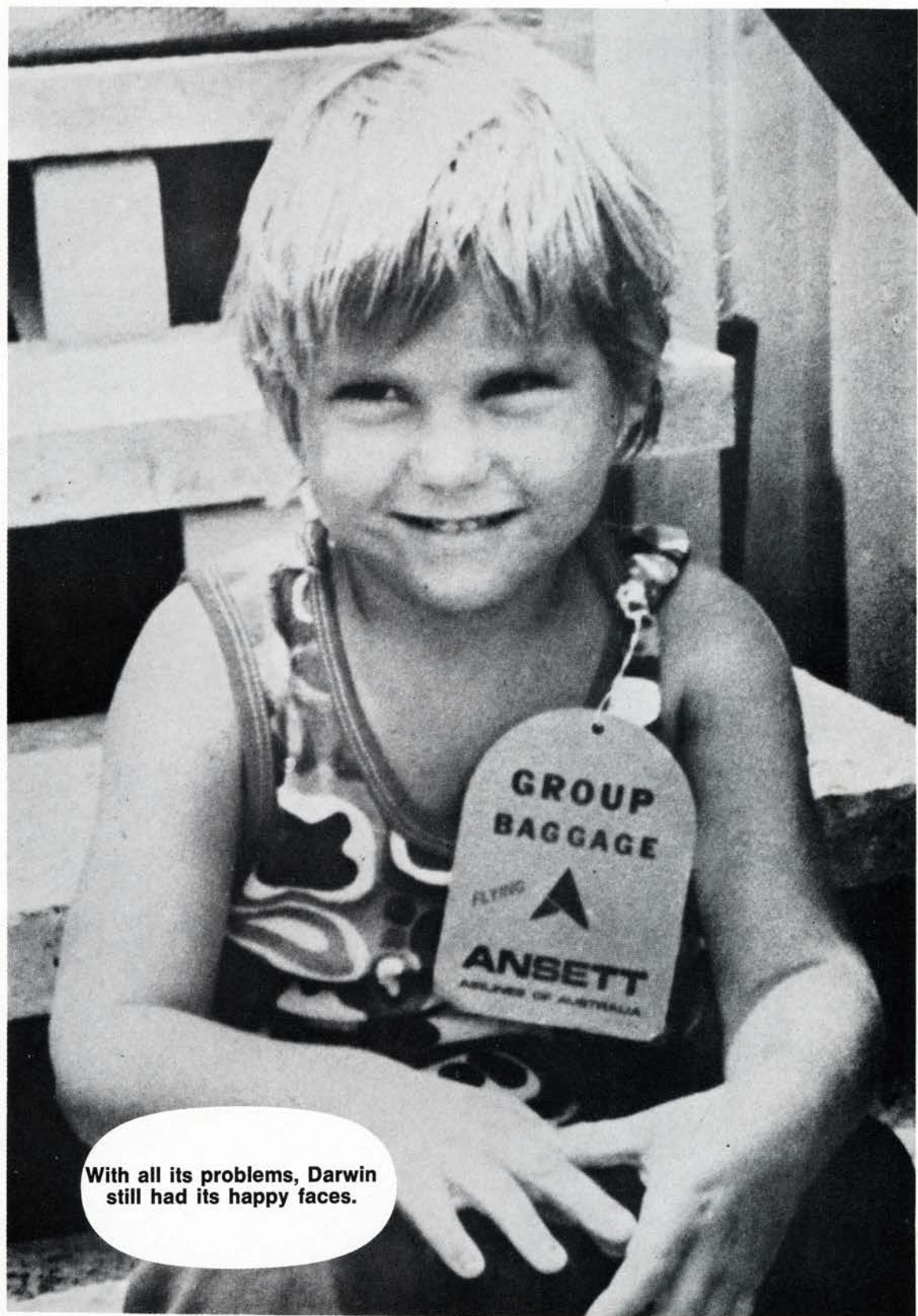
Disaster organisation officials processed passengers, and airline staff took over when one of their aircraft arrived. Passengers were literally "labelled" for their destination, with baggage tags on their wrists.

It was not according to the book, but books are not produced to cover those sort of circumstances.



Darwin Airport during the evacuation.

(Photo courtesy Melbourne Herald.)



**With all its problems, Darwin
still had its happy faces.**

Fantastic response to Darwin Appeal

Immediately following Tracy's attack on Darwin, ATI launched a group wide appeal to aid Ansett staff who had been affected.

Similar to the appeal launched for victims of the Brisbane flood disaster early in 1974, all staff donations were matched dollar for dollar by ATI.

The Australia-wide response was fantastic. For example — Ansett Airlines Perth Airport staff raised \$2210; Hayman staff \$1000; Townsville, \$376; Ansett Motors, \$110; Ansett Airlines Sydney, \$720; Cairns Airport, \$780; Supply Division (Essendon), \$184; Provincial Motors, \$289 — and the list goes on.

A representative committee will be formed to determine allocation of funds.

Final results of the appeal will be published in Outlook soon.

To all those who gave so generously — "THANK YOU" from your workmates in Darwin.

MMA plays an important part

Much has been written and pictorially depicted of the agony of Darwin residents, the city, suburbs, harbor and the surrounds, resulting from the unprecedented fury of Cyclone Tracy. It is not proposed to repeat this.

However, MMA, which has had nearly 40 years association with the development of Darwin, and was directly involved in the aftermath and evacuation of people, recognises the many tragedies involved and extends sincere sympathy to the many bereaved people, and to those so intimately and personally affected by this natural disaster.

Whilst no air service to Darwin on Xmas Day was scheduled to operate, there were MMA Pilots and Air Hostesses in Darwin when the Cyclone struck but, fortunately none was injured.

They immediately offered what help they could give and became involved in assisting at the Darwin Hospital and in donating blood to unfortunate victims urgently in need of it. It is understood that the Authorities were most appreciative of this assistance.

When it became apparent that the greater proportion of the distressed population needed to be evacuated, MMA was inundated by its Pilots, Air Hostesses and Ground Staff, offering unlimited services to assist with the critical situation.

It was some hours before MMA aircraft were permitted to proceed to Darwin, but when the green light was given, a Jet flight proceeded to Darwin with some senior officers on board to restore communication and make arrangements for the intense flight programme to follow.

On Thursday, 26 December, one Jet was allowed to proceed to Darwin, and another on December

27. Four Jet flights on the 28th and six Jet flights on December 29, then operated before the Authorities withdrew civil aircraft. In this time 1409 evacuees were uplifted from Darwin, 813 of them on December 28-29.

Almost all of these evacuees came to Perth and with close co-ordination between MMA and Civil Defence and Emergency Services in Perth, all were identified, assisted, processed and transported to waiting accommodation and facilities without delay, regardless of what time they arrived at Perth Airport.

Just as soon as civil aircraft were able to resume regular services to Darwin, MMA reinstated its flights according to demand, including flights from Darwin to Groote Eylandt and Gove and return, which had not operated since Xmas Eve.

Future air services between Perth and Darwin and between Darwin and Arnhem Land ports of Groote Eylandt and Gove will be operated by MMA in accordance with traffic demands and in the interest of the public in these areas.

To just what status and size Darwin will be reconstructed will be determined by the Commission created for this purpose and by the Australian Government. MMA is already serving Darwin and ready to continue assistance as it has in the past and to the extent it was permitted to assist following catastrophic Cyclone Tracy.

THANK HEAVENS FOR HOSTIES

At the time Tracy struck there were 10 Ansett hostesses overnighting in the port, nine from Sydney and one from Brisbane. Fortunately none was injured.

The hostesses involved were Kay Healy, Jill Davy, Janine Johnson, Heather Kay, Vicki King, Jane Mengler, Robyn Hetherington, Jennifer Lay, Lorna Rixon and Sharon Lauder.

The following day, three of the girls donated blood which was critically short at that time, while others volunteered their services at the Darwin hospital, where a great deal of cleaning up had to be done in all sections.

On Friday, the girls spent the whole day at Darwin Airport, assisting the Salvation Army distribute food and drinks to evacuees. They also assisted in the tagging of numerous children who were to be evacuated.

While these hostesses were helping the unfortunate people in Darwin, hostesses in other ports were also volunteering their services.

Many offered to work on their days off, either crewing flights to Darwin or helping in the airport terminals with distribution of food and drinks. Others assisted by washing and clothing children and generally trying to comfort those who were in great distress.

Those who volunteered for these duties worked extremely long hours, but this did not worry them, as it was for a good cause 'the Darwin people needed help'.

Within 48 hours of the Darwin disaster, boxes for the collection of clothes and funds were set up in all Ansett hostess rooms throughout the network.

The response was fantastic.



Two Ansett hostesses comfort children at Darwin Airport during the evacuation.



Children must be fed, even during the evacuation at the Airport (Ansett staff are everywhere in this picture).

OFFICE OF MANAGING DIRECTOR

SIR REGINALD ANSETT, K.B.E.



The Ansett Company serves the Australian public across a sparsely populated country with isolated, arid and rugged areas. Inevitably, many emergencies arise.

Our staff can expect that they may find themselves responding to sudden and extreme situations in which, through their own initiatives, they give their best to maintain or re-establish safe and reliable services and protect the welfare of those for the time being in their care.

The world saw a supreme effort of this type in the recent air-lift evacuation of Darwin after Cyclone Tracy devastated the city. The Ansett people in Darwin, with their families, were victims of a horrifying experience. They immediately responded to the new situation and from temporary accommodation quarters at Darwin Airport "made things happen" by a sustained, exhausting effort.

They were not left to go it alone. Before our Darwin staff realised it, other people throughout our operations saw that they too had special roles to play. With communications virtually non-existent for quite some time, many remarkable initiatives were taken to help and support the efforts of our Darwin staff.

The outstanding effort in Darwin was not confined to the people of Ansett Airlines of Australia. The staff of MacRobertson Miller Airlines, Ansett Freight Express, Wridgways and Ansett-Pioneer were involved in the disaster and its aftermath.

A combination of fine people making a great contribution to Australia has made this Company what it is. Repeatedly, Ansett staff have shown that they can work together in a crisis with great effect.

The achievements of the people from this Company in meeting the demands of the aftermath of the Darwin disaster won praise within Australia and from overseas. Their magnificent effort certainly won my own admiration.



R.M. ANSETT

**One of our helpful
hostesses soothes a little boy
with Salvation Army drinks.**



DEVASTATION: THEN WIDESPREAD ACTION

The plea for help reached people at all levels around the world. This hand written letter posted on the notice board at the Huon Gulf Motel in Lae (PNG) by one of our staff typifies the concern and immediate response around the network.

Nout Bilong Ogeta Wak man
Bilong Huon Gulf Motel.

Bikpela bargarap ikamp long Darwin
Long Australia long Las wik
Tasol na Master bilong yumi
long Huon Gulf Motel en
lakim yumi Ogeta Staff
hia mas halivim Ol Lam
ibein bargarap Ol Samting.
Master bilong mipela lak Kismi
Bampela man long pi bilong
mipela long Tete hao.
Man Man yumi noken Kismi
pi na amamas long yumi mas
tin tin long Bampela lain man
meri been Kismi bargarap
long country bilong yumi.
Tarago Sere na yumi mas Jore
na yumi mas pudim sot or free
bilong Salim igo

TANK U.

NOTICE BELONG ALTOGETHER WORK MEN BELONG HUON GULF MOTEL

(Notice to Staff — Huon Gulf Motel)
Big fella muck-up he come along Darwin along Aus-
tralia last week that's all.

(Darwin, Australia, was destroyed last week.)
Now, master belong you and me belong Huon Gulf
Motel, he likes you and me altogether staff here must
help all people he been muck-up all something.

(Our boss, the manager of the Huon Gulf Motel,
would like us to help those who have lost every-
thing.)

Master belong us like us give some fella money from
pay belong us today.

This letter, addressed to Sir Reginald, from the
Member for the Northern Territory, Mr. S. E. Calder,
has been reproduced in **OUTLOOK** as a formal
"thankyou" to all those Ansett staff who worked so
tirelessly to help the people of Darwin during their
time of need.



PARLIAMENT OF AUSTRALIA
HOUSE OF REPRESENTATIVES

February 18, 1975

Dear Sir Reginald,

As the Federal Member for the Northern Territory, I am
writing to thank you for the assistance that you and staff
members of your airline were able to give the people of
Darwin, following the cyclone Tracy disaster.

The fact that assistance was so readily forthcoming from
your airline, did much to relieve us, as Australia mounted
the biggest evacuation programme in its history, as well its
biggest supply operation.

At all times, members of your staff undertook their tasks
with high degrees of professionalism, understanding and
compassion.

Consequently, the people of Darwin received the most positive
forms of assistance needed at the time, through the activities
of your personnel.

On behalf of the people of the Northern Territory, I would
like to express their appreciation for that assistance and
to assure you and every member of your airline, that we will
always hold their contribution in high respect.

Yours sincerely,

(S. E. CALDER)
Member for the Northern Territory

Sir Reginald Ansett, K.B.E.;
Chairman,
Ansett Airlines of Australia,
489 Swanston St.,
MELBOURNE VIC. 3000

Man man you and me no can collect pay and think
only of you and me must think think along some fella
men and women been given muck-up along country
belong you and me.

You and me must be sorry and you and me must put
in 50c or \$1.00 from salary to go.

THANK YOU.

The Minister for Transport, Mr. C. K. Jones, sent the following telegram to the Company on behalf of the
Federal Government to also congratulate and thank the hundreds of ATI employees who did so much.

AUSTRALIAN AIRWAYS
TEL
GRAM

H3337 ON BEHALF OF THE AUSTRALIAN GOVERNMENT AND MYSELF WOULD YOU
PLEASE CONVEY TO YOUR AIRCREWS AND GROUND STAFF INVOLVED IN THE
EVACUATION OF DARWIN OUR DEEPEST APPRECIATION OF THEIR WONDERFUL
CONTRIBUTION THEIR SELFLESS DEDICATION TO THIS GREAT TASK IS IN
THE FINEST TRADITION OF AUSTRALIAN AIR TRANSPORT AND MERITS THE
HIGHEST POSSIBLE PRAISE ... C K JONES MINISTER FOR TRANSPORT

(H3337) 38

From our Darwin Staff

"On behalf of the Ansett staff and families in Darwin, I would like to express sincere gratitude to ATI as a whole for the tremendous support and assistance following Cyclone Tracy."

"Thanks go particularly to Ansett Airlines and MMA management and staff around Australia for their immediate and spontaneous response, and also to all those who volunteered to come to Darwin and help during the four weeks after the disaster. Special thanks to the Head Office Building Team for their prompt assistance."

"This terrific response played a major part in boosting and maintaining a high level of morale and confidence within the Darwin staff."

Fred McCue
Darwin Manager

IN THE WAKE OF CYCLONE TRACY

The historical graph of Darwin's fortunes has been an erratic one, and Cyclone Tracy is not incompatible with it. Previous cyclones devastated the town in 1889 and 1937 and it was bombed and de-populated during the war.

Conventional housing suffered most from Cyclone Tracy. The heavier constructions of public buildings, schools, offices and modern blocks of flats survived more successfully, although not without very extensive damage in many cases. In the first week of January 1975 only about 500 houses were habitable out of a total of some 12,000. However it was expected that at least a further 1,000 could be renovated by the end of January.

The following table shows the extent of damage to houses as recorded in a survey carried out in the second week after the cyclone.

Area	Number surveyed	Written off	Substantially damaged	Mainly intact
		%	%	%
City	185	30	61	9
Larrakeyah	330	29	67	4
Stuart Park	528	42	48	10
Old Darwin	1,043	37	53	10
Parap/Fannie Bay	1,069	33	56	11
The Narrows	129	5	66	29
Ludmilla	267	32	62	6
Central Darwin	1,465	30	59	11
Nightcliff	604	54	42	4
Rapid Creek	602	37	57	6
Millner	197	33	64	3
Nightcliff	1,403	44	52	4
Alawa	588	57	40	3
Jingili	535	51	42	7
Moll	598	75	23	2
Wagaman	535	72	26	2
Nakara	482	97	3	..
Wanguri	383	86	14	..
North Eastern Suburbs	3,121	72	26	2

AGENTS VISIT IN PERTH

A group of agents from Singapore recently arrived in Perth to discuss common problems with representatives of other airlines in Perth, in a joint meeting.

They were not just local representatives, but all part of IATA Construction, which is registered in Montreal.

On the second day, Ansett Pioneer provided a coach, with Ray Webster as driver, and they visited Yanchep Park, and did a city sights tour. This was mentioned with thanks at the final meeting, minutes of which are sent as far as Amsterdam, Bangkok, Singapore and Australia.

There were 16 different airlines represented from Singapore.



SPECIAL ADVERTISING AWARD

A distinctive advertisement for the Australian distributors of Piper aircraft has received encouraging reactions both from within and outside the general aviation industry.

Most recently, the ad, which features one of the Company's service engineers, received a Highly Commended citation from the Australian Association of National Advertisers in this year's Industrial Advertising Awards.

Conceived by the advertising agency for Ansett General Aviation, E. G. Holt and Associates, the ad describes the background and interests of engineer Bob Vale both at and away from the job.

Its aim is to build up a favourable image of the Piper organisation from the customer service point-of-view. Advertising currently planned for AGA will embody a similar theme.

Posing with a copy of Ansett General Aviation's award winning advertisement are Bob Vale (left), who is featured in the ad, and General Manager, Ken Holt.



THAT MAKES TWO

Congratulations are extended to Pat Brumby (Central Res. Control) and his wife, Mary, on the recent birth of their second son. Christopher was born at St. Andrew's Hospital, East Melbourne, who weighed in at 7lb 4oz. A fine playmate for three-year-old Steven.

Walking is safe

Statistics tell us that 80 to 90% of industrial accidents are caused by unsafe acts of people.

All the known unsafe work practices in which people indulge are too numerous to mention here, instead I will concentrate on one very unsafe practice which is a major cause of industrial accidents i.e. RUNNING.

Some people seem to always want to get to their destination before the other fellow. Dashing at breakneck speed to the canteen at meal breaks and to the car-park at the finish of work, are typical examples of this unsafe practice.

Before you run, think of the hazards involved. A slippery patch or a small object such as a rivet, screw or round pin on the floor will cause you to fall heavily. You may trip over a kerb or slip on a wet footpath outside the plant.

Think also of the injuries which result from bad falls, fractured skulls, arms or legs, torn ligaments and muscles.

Remember: Walk — don't run!

(John Rowan, Safety Officer)

SOME BEAUT WINE CLUB BREWS FOR YOU

This month we return to the Coonawarra for one offering from Mildara wines, and back to the Barossa for another from Wolf Blass, one which we spoke about previously.

The Mildara wine, the 1973 Rhine Riesling, a style first introduced in 1967, continues the line admirably. With the shortage of good white wines reaching crisis level in Adelaide, we decided to have a look at a few Coonawarra Whites.

The Mildara, for its balance, fruit and quality stood out from the crowd, and we were fortunate to be able to purchase a quantity for the Club.

A very pale color with the usual varietal greenish tint, showing the slow ripening of the region, this initial colour delicacy is reflected in further appraisal of the wine.

This wine is reminiscent of the first of the line, the 1967 vintage. A not very assertive nose, but what is there, is still of good varietal character.

The palate is rich and round, and has been achieved quite quickly in the bottle. It doesn't have the sharp intensity of flavor which has been associated with other bottlings of Coonawarra Rhine Riesling, although the varietal quality is there.

It is a very soft, pleasant wine, and we commend it to you for drinking now and for further cellar development, as its fruit and acidity should hold it up for at least five years.

Another notable point is the lack of "spritzig" character in the wine, perhaps influencing the sensation of bottle development. Mildara, we believe, have sold out of this wine completely, so readily was it accepted.

A NOTE ON HUNTER RIVER RIESLING

Just to confuse the newcomer to wine drinking, the grape variety Semillon has been called Hunter River Riesling for about 140 years, but only in the Hunter River Valley.

The light, fresh Rieslings from the Barossa Valley and Clare areas are produced to be con-

sumed young, in contrast then to the general production from the Hunter, which develop beautifully in the bottle and live for years and years.

This again shows up basic differences in wines produced from different varieties, most Barossa and Clare area Rieslings being produced predominantly from Rhine Riesling grapes, sometimes blended with semillon for extra fullness of body.

1974 Tyrrell's Gold Medal Riesling is the wine which proves the exception to a maxim which I've preached for some time: You don't drink Hunter Whites under two years old. The Tyrrell's destroys this for me, it drinks exceedingly well now, and will continue to improve for a good many years to come.

ANOTHER SPECIAL — STONYFELL TAWNY PORT

Average age 12 years, matured in especially prepared French Oak Casks. Excellent dark tawny color, soft full flavor and delicate finish.

Cut here

ORDER FORM

To: Outlook Wine Club,
2-8 Wellington Square,
North Adelaide, 5006

Please supply.....

..... dozen bottles of 1973 Mildara Coonawarra Rhine Riesling at \$26.40 per dozen.

My cheque is enclosed for payment of wine at \$.....

And freight at \$2.00 per carton
(NB — Freight free Adelaide metropolitan area.) \$.....

..... bottles of Stonyfell Tawny Port at
\$3.66 per bottle (includes delivery). \$.....

TOTAL \$.....

Please despatch order to.

Name.....

Address.....

..... Postcode.....

Signature.....

"THE PATAWALONGA SHIELD"

Ansett staff and families gathered recently at the Anglesea Golf Course (Vic.) for the annual competition — "The Patawalonga Shield".

For a few weeks prior to the event, every time you went near a golf course, members of Aircraft Overhaul Section at Tullamarine could be seen having a sneak practice.

Thirty-one golfers and families booked out two motels and a caravan park for the weekend of the tournament.

The promise for the last three years to get the "Shield" out of

the office was finally realised, and with a nett 75, Fred Nimmo was the victor. Fred also had the longest drive and scored the Horder Trophy.

Ray Canny won the Foundation Trophy, Alf Scarce, the Veterans, and Alan Muir, Nearest the Pin.

About 65 people attended the barbecue at "Patawalonga" after the match. Capt. George Fletcher and Ian Carter (President), who

had to part with the Shield, made the presentations and speeches.

The hospitality and catering by Rosabel Campbell, assisted Hazel Horder, Laura Gilbert and Beverly Charman, put top rating on another wonderful golf and social gathering.

The bookings at the motel for this year prove the popularity of this great competition.

Friends get together at the annual golf day.

Fred and family receive the Shield and trophies from George and Ian.



Quite a lot of bull!



The above photo features a party of journalists who recently undertook a Pioneer charter tour to the South-West, arranged by the Shell Company of Australia.

We couldn't resist using the picture as the heading seemed humorous.

A miserly fellow, who is well known to Booking Agents around the network, recently walked into our overseas travel department and asked, "What is the cheapest way to travel to New Zealand?"

The travel agent replied, First Class, \$171, Economy Class, \$122, and for \$5 you can hang onto a wing."

The miser then asked, "What kind of food do they throw out to you?"

WHAT A CARD

The following is an extract from a postcard sent to workmates by a Traffic Officer away on his first overseas trip. It was written in Singapore, and the Traffic Officer was accompanied on holiday by his mother.

"Poor Mum is a little scared at nights as the streets are full of Chinese, Malays, Indians, and you name it, but hardly if any at all tourists."

Wonder what they were expecting??



PIONEER'S OUTBACK "SHIP"

Ansett Pioneer's Office in Alice Springs has solved the problem of Express Units for use in the Outback!

Acting Branch Manager, "Searly Claus", over a couple of beers at the local Pub, exchanged all Alice Springs units for one only latest model, with all Pioneer features.

Searly Claus claims that no more wages will be incurred in the Alice, as Coach Captains and mechanics will be dispensed with — no more breakdowns either... on time departures not necessarily guaranteed.

During the Outback Off-Season, Adelaide Branch Manager, Dave Raven, has offered to turn the "unit" out to pasture at his new Farm at Hahndorf in the Adelaide Hills.

Don't worry, Dave; included in the deal is 12 months' free supply of fodder!

Our picture shows the latest model unit sponsored by Pioneer in the recent Alice Springs "Camel Cup". Would you believe — late departure, overbooked, and the jockey was over-weight! After taking a few wrong turn-offs, we did manage to finish, despite Connair's efforts to "run us off the road".

Pictured also is Connair's entrant in the Cup.

P.S. Any available jockeys for next year's event, please contact the Alice Springs Office.



If you were to be travelling Westward or Eastward through the coastal town of Ceduna on certain days throughout the week at approximately 6.00 p.m. (1800 hours), you would see a Pioneer Super Clipper on Express Service 22, enroute to Perth, standing at the kerbside adjacent to the Premier Motors Garage.

The garage is owned by "Bluey" Tregilgas, a long-standing resident of Ceduna, who has been a very handy mechanic when minor troubles occur, and a very good friend at all times.

It is here that the toil really begins, because the Clipper must be refuelled and given a check before heading out across the famous Nullarbor Plain, and it is here too that supplies consisting of bread, groceries, spare parts, mail-bags, and not ever forgetting the daily newspaper, are loaded to be delivered to the various Station properties.

But more so, this place is looked upon as a lifeline for the people and as a means of communication with the larger towns and cities of Australia — and of course, Pioneer and its Coach Captains are a very big part of it.

The service operates three times a week during the slack period of the year but increases to a daily service when the wildflowers are in bloom in the West.

At present it travels across about 250 miles of open surface road, which can be very hazardous, especially when rain falls abundantly in this area.

Contractors work around the clock to bring the West closer with a bitumen road, and although the going can be very hard and tough on both men and vehicles, the Coach Captains have an unsurpassed safety record.

Their motto is "The mail must go through", knowing that the people living in these remote areas rely on them for the service they provide.

Keep up the good work chaps!

Dog moves in a big way



The above photo is of a large(?) Great Dane recently carried by Ansett Airlines from Canberra.

Because of his size, two of the recently phased out larger type wire cages were strapped together and these were only just big enough, as you can see.

The combined weight of the dog plus the two cages was approximately 80 kilos.

It could be a record!



The happy team after winning the Airlines Cup 1974.

SOCCER CLUB SUCCESS

For some years now the Ansett Soccer Club of Melbourne has been growing from strength to strength.

The Club really came to life in June 1974, when a new committee was formed. Headed by Joe Blitz (Team Manager) and John Cruse as Secretary, the Club has had great success in 1974. So much that for the first time ever Ansett Soccer Club won the Airlines Cup.

After finishing in fourth position on the ladder they went on to beat Qantas (3-2), TAA (4-1), and the final game against RAAF (3-2), to become premiers for 1974.

It was a great effort by all the players and all honors to Charles Farrugia (Captain/Coach) who master-minded so many wins during the season.

However the Club is already preparing for the new season. The first training run was on Sunday, January 12, and the annual meeting on the last Sunday of February.

Through great team work the Club also managed to raise well over \$600, in order to keep up with its financial commitments.

The committee members wish to take this opportunity to thank Ansett Airline's Victorian Manager, John West Lau, who helped so much during the season.

Any soccer fans who are interested in joining the Club as players or as committee members could contact John Cruse on (Ext. 1027), Joe Marchese (Engine Shop, Keilor Road) or Joe Blitz (AFE, 379 4583) for further details.



The Airlines Cup won by the Ansett Soccer Club 1974 is now the prize possession of a dedicated team.

Glamor in the Skies

Air Hostess graduation photos are displayed in Outlook for particular reasons. Firstly they make an attractive photograph, and secondly, it assists other staff members in getting to know the ever-changing faces.

We don't apologise, therefore, for publishing a picture of some of the most recent MMA Air Hostesses to complete their training and qualify for their wings and proficiency certificates.

The girls in the photo are (l to r) Julianne Tilley, Kathleen Sweetman, Kathryn Richardson, Catherine McCulloch and Helen McAlister.

Congratulations to you all.



PIONEER ADELAIDE SCENE



From Syd Lynch

January 18, 1975, was a big day for Mac Starr for it was the day he has waited 65 years for — retirement day — and so no more to the ritual of getting out of bed early to open the Adelaide terminal and setting travellers on early services from SA on their merry way on Pioneer Express and Tours.

Mac has been associated with transport all his working life, firstly, as an Engine-driver with the Commonwealth Railways and in later years with Ansett-Pioneer in capacities such as Coach Captain, Driving Superintendent, and Travel Officer for the latter part of his career, and during all this time spent around the travel trade, there have been many happenings and stories associated with a career spanning so many years among travelling people.

There is a story which Mac likes to tell, about the time he was driving on the East-West Railway. He and his fireman were resting at Loongana, when the East-bound express pulled in. They noticed that armed detectives occupied the brake-van guarding gold.

They placed detonators near the brake-van wheels and then awaited the results as the express moved out. They were not disappointed. Those detectives must have thought they were being attacked by an army.

He can also remember when driving the Nullarbor in comparative luxury aboard the driving seat

of a Pioneer Clipper, (by the way Mac drove the first Pioneer "Westlander tours" back in about 1958 to Perth) and at Eucla there was a special personality, a donkey named "Pedro" and his specialty was nylon frocks — not to wear, but to eat. Mac says it was quite amusing to see Pedro sneak up behind a lady passenger who was wearing a nylon dress, and the scatter that took place when Pedro made his move.

On one of his many trips to Alice Springs, Mac and fellow Coach Captain Colin Fulwood, dug their way from Ayers Rock to Alice Springs. The sky opened up and down came about six inches of rain. Anybody who knows that country will know what it is like to be caught in a situation such as that, but anyway after digging out of bog-holes for 3½ days they eventually made it, and according to Mac he knows how a submarine crew operate with so much water around them.

During his time with Pioneer he also had a long list of firsts to his credit such as the Westlander which was a 21-day round tour, also drove the first express services to Broken Hill, and Mildura, and with former Coach Captain Rod Brideoak drove the first Adelaide to Alice Springs tour

Sad farewell

Well known Senior Freight Clerk (Consigning and Accounts) at Tullamarine, Ray Porter, recently retired from Ansett Airlines after 24 years service.

Ray joined the Company as a Consigning Clerk in April 1950, and in 1954 was promoted to Senior Clerk in charge of accounts and consigning.

During his 24 years he was a mainstay in Freight Accounts at the airport and was renowned throughout the Company for his accurate returns and diligent approach to his job.

Ray has always been a popular member of the staff who would go to great lengths to assist his fellow employees and clients who came to seek his advice. He is well known for his thorough explanations and his amusing stories.

He will be sadly missed by all his friends in Freight, and they all wish him well in his retirement in Queensland.

which was then a 3½ day trip with many hazards along the way.

To round off a very happy association with Ansett-Pioneer, fellow staff members in Adelaide enjoyed drinks and eats, and presented Mac with some essentials he will need on his long journey.

And so with the big day now at hand Mac has bought a Campmobile and with this unit he is going to set out around Australia on a trip that will renew old acquaintances and some of the friendships he made during his many years of touring this vast continent, and knowing his yen for striking up a friendly conversation it's no doubt he will return with more friends. Everybody in the Ansett-Pioneer organization especially we in Adelaide wish Mac a very happy, healthy and long retirement.



Mac at rest.



Mac (right and Jim Mills exchange a familiar warning — "There's a 6ft. pot hole ahead."

No slow coach

New Ansett Airlines Airporter coaches being introduced around the network incorporate ideas supplied by drivers.

One of the coaches was sent to each of the ports of Melbourne, Sydney and Brisbane, and drivers' comments were invited.

As a result of the excellent response, Ansett has been able to make about 15 alterations to the coaches, and others are under investigation.

The suggestions include such things as repositioning of the driver's mirror, adjustments to the driving position, reversing lights, towing fixtures, and accessibility of parts for maintenance.

Fourteen of the coaches are being introduced over the coming months, and there will be 22 in the next batch.

Congratulations to the TVQ Channel O staffer Stephen O'Ferrai and finance who were married on December 12.

Hello Dolly

Wridgways New South Wales Sales Manager, Jim Cole, who is involved with the Ryde Musical Society, recently played the part of Horace Van de Gelder in their production of "Hello Dolly".

Our photograph shows Jim in the Harmonia Gardens sequence selecting elegant foods from the menu. Horace is appalled at the cost and shows it. With Horace is Dolly Gallagher, played by Patricia Parker.

It is interesting to note that the back of the menu shows the Wridgway logo which Jim surreptitiously added to the props.



VIC. SALES TRAVEL TRAINING

Victorian Sales Division held their last in the 1974 series of Agents Training Schools and recently 12 members of various travel agents attended.

This brought the total number of agents who attended the various training programs for 1974 to approximately 130 persons.

As a comparison, about 90 agents were trained during 1973, and so this year's total represents quite a healthy increase in the total attendance.

Possibly one of the major reasons for this substantial increase can be attributed to the inclusion of what is referred to as a "Phase Two" training program. This is a follow up to "Phase One" which covers all general aspects of domestic travel such as ticketing, holiday reservations and general information on holiday areas, accountable documents and the Ansamatic reservations system.

Having attended the initial "Phase One" program, agents are invited at a later date to attend "Phase Two" which covers in greater detail a specific holiday, i.e., Queensland.

If figures can be any true indication of the success of these training programs Victorian Division can anticipate a further increase in the attendances for 1975.

Ansett Airlines Reservations staff in the eastern states were recently the target of a sales in-

centive scheme held by Avis Rent-a-Car.

In an endeavor to further boost support already being given, Avis offered a monthly prize of the use of a Fairlane free of charge for one week. At the end of a two month period all entries were placed in a barrel for the drawing of the grand prize — the use of a Fairlane with all mod-cons including radio, tape-deck and air-conditioning for 12 months.

All staff were very keen to win this prize and the eventual winner was Peter Dymond of Melbourne Reservations.

We understand before joining Ansett Airlines, Peter drove a taxi and therefore his driving experience and capabilities need not be questioned.



He is pictured (centre) being congratulated by Avis Southern Regions Manager, Don Hammance (right) and Ansett Airlines Sales Manager for Victoria, Arthur Freeman.



The Agents Training School in Melbourne.

Very Special Notice

There is absolutely no purpose in reading this notice. It is to be completely ignored although we know that despite this warning you will read it to the very end. Thank you.

The above piece of useless information has been published to fill up a hole in this issue which you could have filled with a story. How about it?

Mr. F. L. (Lloyd) Reeves has been appointed Operations Manager, Ansett Hotels.

Lloyd, who was previously Licensee/Manager of the Wellington Hotel, Canberra, transferred to Melbourne to operate from Ansett Hotels Head Office.

Welcome aboard Lloyd.

Poster sweep

Ansett posters have again made a clean sweep of the Australian National Display Association awards, with gold, silver and bronze medals.

Ansett posters have won all four gold medals since the awards were introduced, and in fact in that time have failed to win only one of the 12 medals available to them.

The gold medal poster this time in the lithographic section was won by the Ansett Airlines Gold Coast poster.

The composite format introduced comparatively recently for destination area posters is proving extremely successful, and the Great Barrier Reef poster which won the gold medal last year was also of this format.

The silver medal was awarded to an Ansett Airlines Central Australia poster, and the bronze medal to an Ansett-Pioneer Snowy Mountains poster.

Entries for the competition are received from all States.

All the photographs in Ansett posters are taken by Gary Lewis, of Melbourne, who specialises in travel photography.

Ansett Airlines also had a clean sweep of awards in the travel national services and communications section of the window display division of the competition.

All three prize-winning window displays were from Ansett city terminal at the corner of Swanston and Franklin Streets, and the winning window featured a display for Pan Am.



Our photo shows last year's Ansett Pioneer Touring Club Christmas Dinner at the Salzburg Lodge, Heidelberg (Vic.).

Six coach loads of members arrived — possibly an all-time record? On the left hand side (l to r) are Bryan Davis (Touring Club Secretary), Beth Davis (Bryan's wife) and Brian McKean (Group Travel Officer).

The right hand side shows (near right side) Lewis Keith (Victorian Sales Manager), June Keith (Lewis's wife) and Wynne McKean (Brian's wife).

OUT OF THE MOUTHS . . .

Below is printed a letter from the youngest daughter of Pioneer's Adelaide Booking Control Officer, Bob Evans. It seems to have a very humorous touch to it, especially in the fact that Sue is only 12 years old, and just learning to type.



AND SUBSIDIARY COMPANIES

FROM: Miss Sue Evans
TO: The "Coca-Cola" co.
SUBJECT: "COKE" INT "

INTER-OFFICE MEMO

OUR REF:
YOUR REF:
DATE "21/12/74"

Dear Sir,

I, Miss. Sue Evans Am writing to complain about the unconsiderable "COKE" machine in the Pioneer depo. this morning for instance I thirsty as ever went to purchase a cool refreshing COKE after placing 5c. and 10c. my life savings in to the greedy coin slot.... my 5c. return ed leaving my lonely 10c. to find his way out but it seems to have lost his wayand so did mycup of coke. You should be ashamed of your self. Althou gh the ugly machine had "out of order" written on it THAT was no reason for it not to be working , so I think you had just better come and fix it or take it away.

Y ours truly
Miss. Sue Evans

P.S: Some how on one of the man got my drink out but it was rather warm and tasted peculiar I think you were just trying to poison me so you had just better

Wings unfolded

What do former Air Hostesses do when they finally fold their wings? Most get married, of course, but they like to keep contact with one another and do something worthwhile.

Last year they raised nearly \$500, their annual raffle being the main source.

Charles Eadon-Clarke, MMA's Sales Manager, drew the raffle winning ticket last year, and is shown in our picture, surrounded by (l to r) Mrs Pat Hewitt and Mrs Maxine Byass, two former Ansett Airlines Hostesses, and Mrs Joy Evans (nee Fawcett)—President of Jetbirds and Mrs Jean Cooley (nee Ripley), two former MMA Air Hostesses.

The membership of Jetbirds has been opened up from the original concept and a number of former Air Hostesses from Ansett Airlines have been members for some time.

An Air Hostess usually makes many friends including her contemporary colleagues and it seems that her urge to be of service to people, which normally attracts her to the vocation in the first place is not lost after her career ends.

Former MMA Air Hostess many years ago started an organisation—JETBIRDS—and apart from regularly getting together, socially, they have a most commendable objective each year. They raise money throughout the year in support of their selected charity—Sister Kate's Children's Home.



SOME OF THE LATEST MOVEMENTS

The following new appointments have been announced:

R. T. Donney — additional Traffic Supervisor — International, Sydney Airport.

R. R. Walker — Sales Manager, Hobart.

T. A. Collins — Sales Supervisor, Launceston.

R. F. Ryan — Company Secretary/Accountant, Ansett Nuigini Enterprises Ltd., and subsidiaries, and Ansett Hotels (PNG) Ltd.

Capt. H. W. Theunissen — Superintendent, Command and Intake Training.

Capt. P. W. B. Johnson — F27 Flight Captain

Capt. C. R. Bird — Assistant F27 Flight Captain.

G. Spicer — Traffic Supervisor, Melbourne.

R. G. Bowers — Sales Supervisor, Perth.

P. Kendall — Assistant Catering Superintendent.

Title changes:

P. Moran — Supervisor, Central Reservations Control.

J. Burns — Assistant Supervisor, Central Reservations Control.

A decade's service



A 10 years congratulatory handshake for Wal Heron by Barry Marshall, Manager-Customer Services, Ansett General Aviation.

Wal Heron has achieved ten years service with AGA and congratulations with wishes of good luck go to Wal on this occasion.

Wal commenced his aviation career with Clyde Aviation in June 1940 and has carried on over the past 34 years gaining much experience on many types of aircraft such as the DH82, DH84, Avro Anson, DC3, Fairey Firefly, Fairey Battle, Brewster Buffalo and many more.

He is, of course, fully experienced on the entire range of Piper aircraft for which AGA are the distributors in Australia.

Congrats again, Wal, we look forward to you being with us for many more years to come.

A TROPICAL CHOIR

When it comes to proud parents, then I guess the Mums and Dads who work on Hayman Island would have to be near the top of the list.

We heard from one recently who forwarded these beautiful pictures of some of the kids. "What a bunch of Angels!"

The picture below right shows the Hayman Island Children's Christmas Choir, led by Debbie Buschell.

Our other photo top right is of the Highland Dancing Girls who performed on New Year's Eve on the Island in the front lounge.

They did the Highland Fling in grand style and were rewarded with great applause.

The Island staff are very proud of them, and they have only been learning for 12 months.

Pictured (l to r) are Lesley Teale, Kayleene Francis, Karen Steen, Lisa McKenzie. Standing at back is their teacher, Marg Windsor.

Keep it up kids, everyone thinks you're tops.

(Photos courtesy Doug Jarvis and Bob Malouf.)



Matlock stars

Michael Pate, Paul Cronin and Tom Richards, of the top rating series, "Matlock Police", recently spent a week in Honiara in the British Solomon Islands, as guests of Air Pacific, and the Guadalcanal Travel Service.

They were accompanied on their trip by TVQ-O Brisbane's J. J. White and a cameraman.

While in the British Solomon Islands they undertook photographic assignments for TV magazines and newspapers. As well, thousands of feet of film was shot for inclusion in TVQ-O's "A Crook Affair", and O Brisbane's national program, "Time for Living", which is now seen in all States.

Cast members were accompanied by their wives and families on the trip.

Pictured at the Honiara Hotel are Tom Richards, Felipa and Michael Pate, Helen and Paul Cronin, and their daughters, Channel O Brisbane's J. J. White and Hotel Owner, Tommy Chan.



STILL WANT YOUR OUTLOOK?

If you are about to retire from the Company soon, or if you know of anyone who has retired and would still like to receive by mail a regular copy of OUTLOOK, please complete the following form and send it to: The Editor, Outlook Magazine, 489 Swanston Street, Melbourne.

NAME (Block letters)

.....

ADDRESS

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STATE.....POSTCODE.....