



The Qantas Retired Staff Club Inc. News

Number 157

Website <http://qrsc.org.au/>

DECEMBER — 2016

What to send to whom & who to contact for what:- See address details

<i>President</i>	<i>Secretary</i>	<i>Acting Treasurer</i>	<i>Function Co-ordinator</i>
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Please note:

1. Wherever possible please email office holders. All general mail should be addressed to the **Secretary**.
2. Remittance of monies should be addressed to the **Treasurer**.
3. Payment can be made by cheque, or direct to the Club's Qantas Staff Credit Union account.
BSB — **704-865**; Account No. — **00005254**; Account Name — **Qantas Retired Staff Club**
4. All phone enquires regarding events etc. to — **Function Co-ordinator—Linda White (02) 9567 7105**.
5. This newsletter is available on the Internet at — <http://qrsc.org.au>

New Members - Welcome into membership !!

<i>RTR No.</i>	<i>Surname</i>	<i>Given Name</i>	<i>Partner</i>	<i>Ex - Dept./Position</i>
_____	_____	_____	_____	_____

Function Co-Ordinator Report & Social Events. Contact details — see top of page.

Upcoming functions for your diary —

1. Christmas Lunch—Bardwell Pk. RSL Club. Friday 9 December 2016
2. Sydney Rowers Club—Abbotsford. Wednesday 15 February 2017
3. Watsons Bay Hotel—Watsons Bay. Wednesday 29 March 2017
4. Coogee Legion Club—Coogee. Wednesday 10 May 2017

EVENT: CHRISTMAS LUNCH

DATE: 9 December 2016 (Friday)

TIME: Meet at 11.30am with lunch served at 12 noon

VENUE: Earlwood-Bardwell Pk. RSL Club
Hartill-Law Ave. Bardwell Park

COST: Approx \$20

RSVP: 25 November 2016. Check with Linda for Places. **You must book before hand otherwise**

You will not be catered for.

EVENT: SYDNEY ROWERS CLUB

DATE: 15 February 2017 (Wednesday)

TIME: 11.30am for a social get together before Lunch

VENUE: Great North Rd. Abbotsford

COST: Lunch at own expense

RSVP: 1 February 2017

NOTE: The Club can be reached by RiverCat Leaving Circular Quay. Ph 131 500 for

EVENT: WATSON BAY HOTEL-LUNCH**DATE:** Wednesday 29 March 2017**TIME:** 11.30am**TRANSPORT:** Meet at Circular Quay-Wharf #4
Ferry departs—11.10am**COST:** \$20**EVENT: COOGEE LEGION CLUB—LUNCH****DATE:** Wednesday 10 May 2017**TIME:** 12.00 noon**TRANSPORT;** Bus from Bondi Junction Interchange
No's 313 or 314**COST:** \$20.00**NOTICE BOARD****PRESIDENT: - December 2016**

I would like to wish all members and their families a very Merry Christmas and a Happy and Healthy New year. We have several activities over the next few months, and I hope to see as many of you there.

Please accept my apology with the delayed sending of the August 2016 Newsletter. The delay was beyond our control. I appreciate your understanding. If you are able to view the Newsletter on line, can you please let the Secretary know?

I am sad to advise the passing of a hard working Committee Member, John Clowry. John had served on the QRSC for many, many years, and had the respect of all the Committee. He will be missed greatly, and I wish Val and his family comfort at this time.

SECRETARY:- December 2016

A very Merry Christmas and a Happy New Year to our readers.

Would you please send change of name and address details to the Secretary in a timely manner either by post or email, otherwise you will lose touch with the club's activities. If you do not advise us of the change you will not receive future copies of the newsletter.

The Retired Staff Newsletter is posted to members so it will be received on or about the 1st April, August and December each year. It is also uploaded to our website (<http://qrsc.org.au>) at the same time. For member preferring to receive the newsletter this way please contact the Secretary to enable this change.

FUNCTIONS CO-ORDINATOR:- December 2016

See upcoming functions for your diary — on page 1

2016 events this year have been attended by the same people, it would be good to see some new faces. We organise these events hoping that you would all like to attend. Why don't you give it a go in 2017, everyone that does come always enjoys themselves!

Our events this year since our very successful Christmas Function in December, 2015 so far have included, Sydney Rowing Club in February, superb weather and a perfect place to have lunch. The Coogee Legion Club in April where I believe all enjoyed themselves. In May we all travelled by train down to Dapto and had lunch at Dapto Leagues Club, this is a really nice train trip with great views, sit back and relax and enjoy lunch at the end.

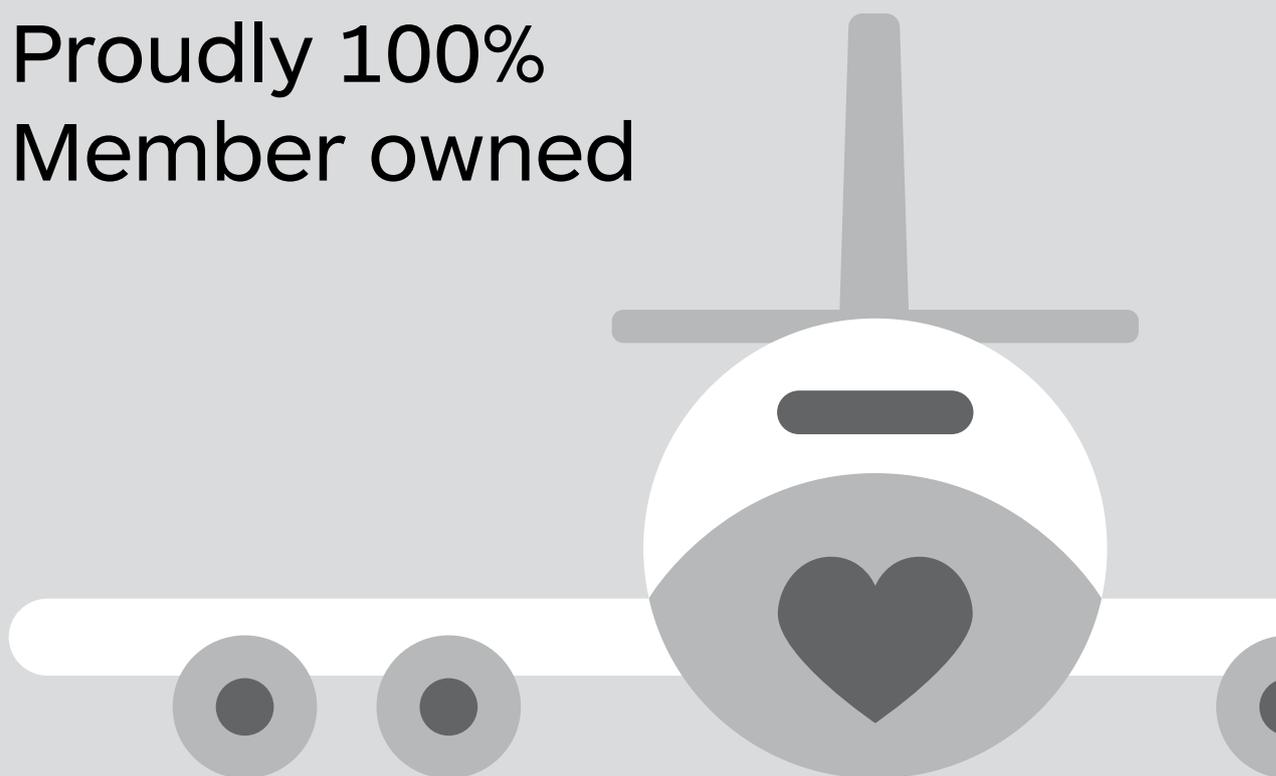
Each of our outings are organised to enable our members to catch public transport and not too far to walk.

2017 events will be organised mostly on Wednesdays, which will no doubt include this years venues plus we will go to Watsons Bay Hotel, which is just a short walk from the wharf.



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the crew

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VALE

SUMMARY OF VALE NOTICES

ANTTONEN Impi Maria
CLOWRY John
LALAS Milton
MASSY-GREEN David
SPITERI Charles
SUTTER Joe (Boeing Airplane Co.)

Impi Maria Anttonen aged 90, left us on September 1, 2016, Caves Beach, Australia.

Impi was born in Parikkala, Finland on 21 April 1926,. Her parents were Matti (a Farmer and a fighter with the White Army in the Finnish War of Liberation from Russia,) and Ida Anttonen (a Housewife). Impi had two brothers and two sisters that predeceased her.

Impi left Finland for the USA in 1950 working in Washington D.C. and New York. She then traveled to Australia, arriving Sydney 1 September 1954. Impi took up Australian Citizenship on 25 September 1962.

Impi had worked in a range of jobs and was very proud to be employed by Qantas Airways in June 1970. Impi made a large number of friends and enjoyed working there until her retirement in 1986. She then joined the Qantas Retired Staff club and was diligent in attending annual meetings and social events.

Impi was one of the Foundation members of the Sydney Interline Club, before the Club was registered with WACA (World Airlines Clubs Association) in 1972. Impi was a very loyal and active member of the Club and served on the Committee for many years, she encouraged so many of her colleagues to join the Club and helped build it into the success it is to-day. Impi also encouraged many members to attend many of the Interline Packages organised by WACA and the Overseas Interline Clubs, making Sydney Interline Club one of the most popular Clubs in WACA. Impi herself attended so many of these Interline packages over the years and made many friends throughout the various Interline Clubs worldwide. Impi was very excited and proud when she was made a Life Member of Sydney Interline Club in 2008, a well deserved recognition.

Although Impi had moved to the Central Coast in her retirement, she remained very interested in Sydney Interline Club and the Qantas Retired Staff club attending as many functions as she could.

In retirement, she devoted much of her time to traveling and socializing. Her other interests included lunch, gourmet cooking, dancing, quilting and other handicraft.

John CLOWRY 15-2-1940 to 30-9-2016 died due to complications of Multiple Myeloma - a plasma blood cancer that was diagnosed in Feb 2016. Aged 76.

John joined Qantas as a spray painter in air maintenance in 1969 and had a 31 year career. He worked his way to Supervise the Paint Maintenance Section. His career took him to France and America to increase his knowledge on various aircraft's.

John Clowry loved Qantas and the opportunity for staff travel. He enjoyed the era of 'cheap' flights and took many opportunities to travel.

He was particularly proud when his daughter joined Qantas as an International Hostess. When she married a FSD (Flight Service Director) Trevor Eisler - John had 30 years at QF, Trevor 20 years and his daughter 10years.- We were a Qantas Family

Milton LALAS was born in the year 1925 and died 3rd May 2016, aged 91.

Milton was the eldest son of Christophoros, who passed away when Milton was 14 years old, and Cornelia, who passed away at the great age of 98. Milton grew up in Kensington and Stanmore Sydney, alongside his brother, the late Theo and his beloved sister, Penelope.

It was in his teenage years in the Olympic Club that Milton met the love of his life, Mary Raftos. Mary shared the same love of learning and had a passion for bringing together friends and family that Milton much admired. It was not too long before Mary decided that they should get married and soon it was rare that one would be mentioned in a sentence without the other. It was always Milton and Mary

Christopher was the first of their children, followed by Peter, Ian and Grant. Thanks to Milton and Mary's love of travel, the family shared many great trips together including holidays to Greece, Messembria, Peru, Mexico and also living in Singapore for a year in 1965 for Milton's work.

Milton was a brilliant aeronautical engineer and had a successful career with QANTAS which lasted for more than 20 years. Highlights included bringing the Olympic flame in a QANTAS Constellation to Melbourne for the Olympic games in 1956 (special back-up system was a box of matches) and bringing the 707s to Australia in 1959 and later the 747s.

In more recent years, Milton was devastated by the loss of his beloved wife, Mary in 2000 and then later the loss of his dear son, Ian in 2006. He found it hard to recover from these great losses but still tried to enjoy life the best he could and inspired everyone around him to do so as well. His greatest enjoyment was watching his grandchildren and extended family grow up around him. It brought him great joy getting to share his passions with the young

VALE—CONTINUED—(Milton Lalas)

No matter what Milton went through he could always be found with a smile on his face and working away on a different project, whether it be tirelessly documenting the family tree or preserving an old wind mill in Ithaca. In later years he enjoyed numerous holidays with family including memorable travels with his dear sister, Poppy. It was this love of travel that he enjoyed right up to the very end, with a tour of the ancient city of Petra in Jordan and then on to Cyprus, where he got to discover some more historical sites. It was there in Cyprus that Milton struck bad luck and eventually passed away. He was in the company of his son, Grant, who spent Milton's final weeks caring for him there, and his loving granddaughter, Parthenie, who was very touched to be there also.

Milton had a curiosity about the world around him and a love of life that never diminished, even in his 90th year. His family and friends were proud to celebrate this great 90th birthday milestone with him.

DAVID MASSY-**GREEN**

David MASSY-GREEN - passed away 21 August 2016 at the age of 73.

The Qantas captain started his career at Qantas as a pilot cadet in 1966 and flew Boeing 707, 747 and 767 aircraft for the airline. "He retired from Qantas in 1999 and joined Boeing where he spent the next 12 years and worked on the development of the electronic flight bag which is now standard equipment on most airline fleet,"

Qantas said in a statement to staff. "He was recognised for his foresight and passion for Qantas and the aviation industry in general." Massy-Green was there when VH-OJA was donated to the Historical Aircraft Restoration Society (HARS) and flown to Illawarra Airport, south of Sydney, in March, 2015. He told the Illawarra Mercury newspaper that the non-stop flight was an important milestone and message to the Australian public. "Australia has always been very isolated by distance, and we wanted to demonstrate that a non-stop flight was possible," he said. "In doing so we were able to demonstrate the technical excellence of Qantas."

The Qantas captain's death comes after the man who led the development of the 747, Joe Sutter, died earlier in the week.

David or DMG, as he was known by many of us at Boeing that had the pleasure of working with him was a central figure and a driving force in the development of the first Electronic Flight Bag (EFB) for commercial aircraft circa 2002 to 2003. DMG utilized his vast operational experience to ensure the system was designed to exacting standards and pilot friendly. More importantly, DMG was superb at explaining to airline Customers, Boeing Engineers and Regulators what needed explaining which required totally different communication styles and expertise with each group--- he was superb with all of them. DMG was one of those rare people that could bring others to a level of awareness when the situation demanded it and at the same time make them feel good---pretty much every interaction with the man was a positive and learning experience. Now pilots worldwide use portable electronic tablets like iPads the Boeing EFB with its touch screen and pilot friendly applications that DMG drove design on was the trail blazer helping pilots a full 7 years before the introduction of the iPad circa 2010. I am certain the EFB would have taken a lot longer to introduce and would not have been as successful as it was if were not for DMG. DMG thank you from the bottom of our hearts for all you did to help us be better people and better at what we do.

David Massy-Green captained the Australian carrier's first Boeing 747-400 Longreach, VH-OJA, on a non-stop journey from London Heathrow to Sydney's Kingsford Smith Airport in August, 1989. The marathon flight took 20 hours, 9 minutes and 5 seconds and set a new Fédération Aéronautique Internationale distance record and attracted global coverage. Its average speed of 525.4mph (845.6kmh) also set a record. The City of Canberra was the 12th 747-400 to come off the production line and used specially refined high density fuel in Rolls Royce RB211 engines specifically selected by the engine maker.

The record stood until 2005 when it was a beaten by a Boeing 777-200LR flying from Hong Kong to London over the

Joe SUTTER—The man who brought mass travel to billions has died at 95



The man who led the development of the aircraft that amazed a generation and opened up travel for ordinary people has died at the age of 95.

Legendary Boeing engineer Joe Sutter led the team behind the company's iconic Boeing 747, known affectionately as the "jumbo jet" and was responsible for pushing the boundaries of 1960s aerospace technology.

A native of Boeing's birthplace, the US city of Seattle, and the son of a Slovenian immigrant, Sutter was born in 1921 and grew up on a hilltop overlooking the manufacturer's plant.

"My friends all wanted to fly airplanes but I set my heart on designing them," Sutter said in his book "747". "The futuristic flying machines I sketched as a boy would carry passengers in safety and comfort to the far continents, conquering oceans in a single flight. Little did I know I would grow up to realise these dreams."

Sutter was a graduate of the University of Washington and started at the Boeing plant after serving in the US in Navy World War II and was courted by both Boeing and the Douglas Aircraft Company after the end of the war. He initially accepted the higher Douglas offer but took what he thought was a short-term job with Boeing while his wife delivered the couple's first child.

That job with Boeing's small aerodynamic group working on the piston-powered Stratocruiser would be the start of long and illustrious career that would see him work on many of the airline's early jets.

"He personified the ingenuity and passion for excellence that made Boeing airplanes synonymous with quality the world over," Boeing Commercial Airplanes President Ray Conner said in a tribute sent to staff.

"Early in Joe's career, he had a hand in many iconic commercial airplane projects, including the Dash 80, its cousin the 707 and the 737. But it was the 747 – the world's first jumbo jet – that secured his place in history.

Joe led the engineering team that developed the 747 in the mid-1960s, opening up affordable international travel and helping connect the world.

"His team, along with thousands of other Boeing employees involved in the project, became known as the Incredibles for producing what was then the world's largest airplane in record time – 29 months from conception to roll-out.

It remains a staggering achievement and a testament to Joe's "incredible" determination."

Sutter remained active with Boeing long after his retirement and continued to serve as a consultant as well as an ambassador for the company.

"By then his hair was white and he moved a little slower, but he always had a twinkle in his eye, a sharp mind and an unwavering devotion to aerospace innovation and The Boeing Company," Conner said.

Fittingly, he was on hand to celebrate our centennial at the Founders Day weekend. He was one of a kind.

"Joe was loved. He made a difference in the world. He made a difference to us. We will miss him and cherish our time with him." The 747 in fact was not supposed to carry passengers for many years.

At the time the world was looking to supersonic travel with the Boeing SST and the Concorde as the future in aviation. But Boeing has sold well over 1500 of its 747s and the aircraft is still in production, with a new model still wowing passengers.

By Steve Creedy & Geoffrey Thomas.

31 August 2016

VALE continued

Charles SPITERI – born 8 August 1929, passed away 29 September 2016, aged 87.

Charles was born and grew up in Malta. From a young age Charles loved airplanes. When Malta was being bombed during WW2, Charles would watch the planes fly overhead instead of seeking the safety of the air raid shelter. In 1948 Charles immigrated to Australia in search of a better life. He was sponsored by the Australian Air Force and took up a job at the RAAF base in Point Cook Victoria, looking after the Air Marshall and doing odd jobs. One of the Officers at the RAAF base offered to contact his friend Mr Hudson Fysh to see if there were any jobs at QANTAS. Charles went for a couple of interviews at Rose Bay for a job as a steward, and subsequently joined Qantas Empire Airways on 29 October 1951.

During his flying days, Charles served on the flying boats, DC3's, DC4's and Constellations. He had many experiences and stories to tell. He travelled the globe and was away from home for long periods of time. Sydney to London was definitely not flown in 24 hours in those days.

Charles wanted to spend more time with his young family and in 1959 accepted a job as Assistant Catering Officer at QANTAS House in Hunter Street. He was responsible for the staff canteen, Management Dining Room and Board Room as well as functions.

When the Qantas International Centre opened in Sydney, Charles became the Catering Officer responsible for the boardroom and other functions, and QIC catering.

During his 39 years at Qantas, Charles made many life-long friends. He retired in June 1990.

Charles will be greatly missed by his family and all those who knew him



VH-OJA "City of Canberra" Touching down at the Illawarra Airport, 8 March 2015



VH-OJA—Landed at Illawarra Airport 8 March 2015 (Seth Jaworski)

Retiree Staff Travel

FAREWELL OLD STAFF TRAVEL SITE Our former Staff Travel website is on the way out. From 6 November you'll no longer be able to use the old site to refund or change any existing bookings. Instead, you'll need to perform any refunds using the 'Leisure Travel' > 'Offline Refund Request' option in our **new Staff Travel system**. If you've forgotten your flight details, you'll still be able to log in to our **old Staff Travel site** and view your previous bookings until the end of the year, after which time the old Staff Travel site will be decommissioned. For more detail on how to process your refunds, log in to sto.qantas.com, click on 'Document Library' at the top of the homepage and search for 'refund'. Please read our most recent **employee FAQs** which contain further detail on how to process refunds for bookings made in the new system.

E-MAIL ADDRESS FOR NEW STAFF TRAVEL From next week there'll be a single email address for the Staff Travel Team - stafftravel@qantas.com.au, and the previous mailbox (stafftravelchanges@qantas.com.au) will be decommissioned. Before you email the team, make sure your query hasn't already been answered in the user guides and FAQs in the Document Library section of the **new Staff Travel website**. You can also call Staff Travel on 1300 303 411 during business hours for assistance with your staff travel queries

Please note, your password for Staff Travel Online is unique and is not synchronised with other Qantas Group passwords. After 3 unsuccessful password attempts, your account will be locked. If you are unsure of your password, please click on the "Forgot your password" link above to reset your password

REMINDER – STAFF TRAVEL REFUNDS From this Sunday you'll no longer be able to use the old Staff Travel site to refund or change any existing bookings. Instead, you'll need to perform these refunds using the 'Leisure Travel' > 'Offline Refund Request' option in our **new Staff Travel system**. For more detail on how to process your refunds, log in to sto.qantas.com, click on 'Document Library' and search for 'refund'. You can also read the recent **employee FAQs** which contain further info on how to process refunds for any bookings made in the new system.

Extract from "Qantas Friday Flyer-28/10/2016"

NOTICE OF CHANGE OF ADDRESS - Please mail form to Secretary or —
 email details to — secretaryqrsc@gmail.com.

NAME (Please Print) _____ RTR No. _____

Previous Address _____ New Address _____

Previous Phone Number (____) _____ New Phone Number (____) _____

QANTAS HERITAGE COLLECTION

If you are moving, down sizing, cleaning up or simply throwing out unwanted material about your time in Qantas, please consider donating it to the Qantas Heritage Collection.

The Collection is keen to have your manuals, copies of photographs (identified where possible) or any paraphernalia associated with Qantas.

Please contact heritage@qantas.com.au or 9691 8381 on a Tuesday and Thursday or Qantas Heritage Collection, Sydney Domestic Terminal T3, Mascot 2020.