



# TEALAGRAM



PUBLISHED MONTHLY

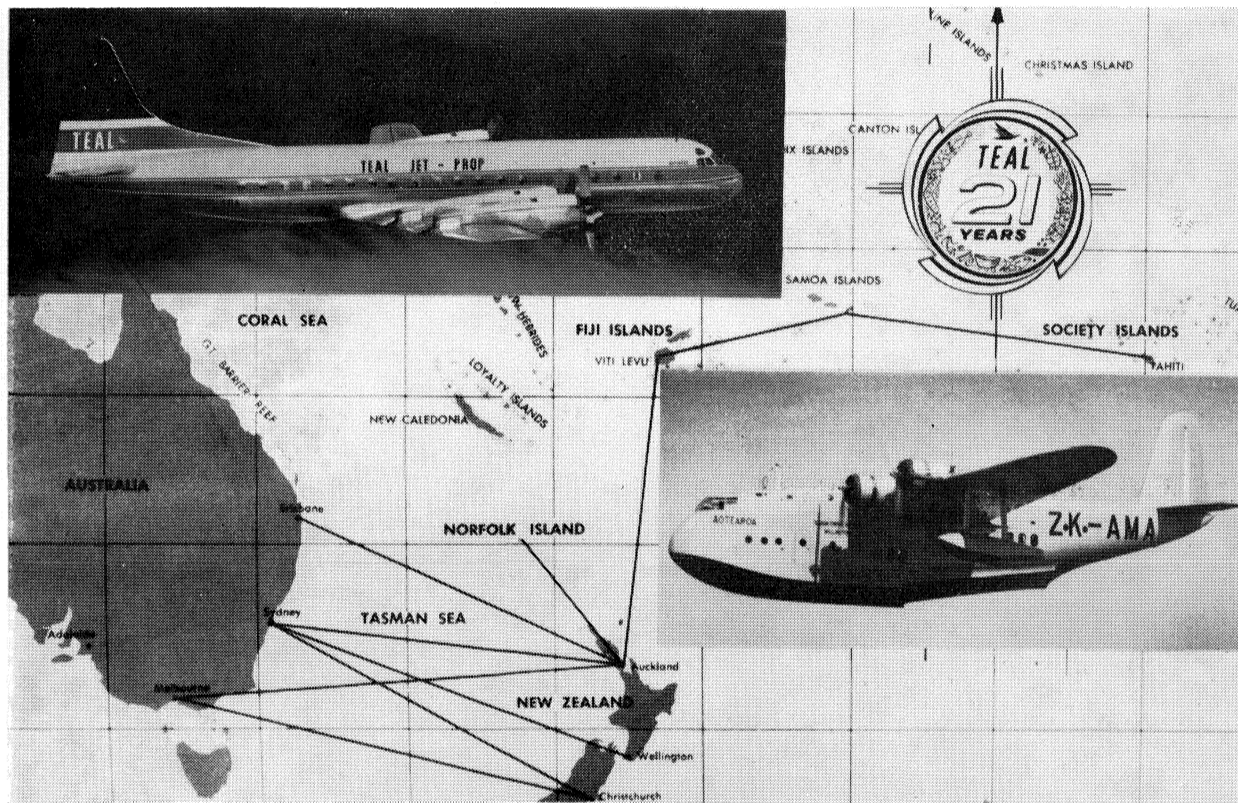
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## WE COME OF AGE GRAPHIC RECORD OF COMPANY'S GROWTH

### 21 Years of Operation for N.Z.'s International Airline



This comparison of figures, taken over a period of 21 years, shows graphically how much we have advanced. "T/T" single trips refers, of course, to trans-Tasman. You will note from 1951, that the first and second columns differ, due to our increase in routes—Wellington, Fiji and the Coral Route adding to both mileage, flights and passenger figures.

Year Ending	T/T Single Trips	Total No. of Single Trips T/T	Fax. Total Pax	
31/3/41	130	130	1,461	
31/3/42	158	158	1,977	
31/3/43	144	144	2,256	
31/3/44	164	164	2,850	
31/3/45	319	319	5,850	
31/3/46	365	365	6,111	
31/3/47	581	581	11,648	
31/3/48	752	752	19,245	
31/3/49	876	876	24,522	c/Fwd
31/3/50	881	881	22,579	98,499
31/3/51	897	983	29,057	31,233
31/3/52	1,215	1,324	39,317	42,301
31/3/53	1,085	1,225	32,999	36,898
31/3/54	975	1,122	30,888	35,910
31/3/55	927	1,274	35,398	43,644
31/3/56	1,039	1,388	41,001	50,864
31/3/57	1,147	1,553	49,489	62,159
31/3/58	1,178	1,567	48,679	62,127
31/3/59	1,321	1,726	53,205	67,438
31/3/60	1,358	1,718	61,671	76,405
Total first 20 years	15,512	18,250	520,203	607,478
Y/E 31/3/61	1,666	2,115	88,181	103,382
Estimated month April 1961	148	182	7,875	9,175
Total 21 years to 30/4/61	17,326	20,547	616,259	720,035

If over 900 people joined together in riotous song "We've got the key of the door — never been 21 before", we'd probably be picked up for being disorderly. Being a dignified company with the impressive title of "New Zealand's International Airline", we'll be less boisterous but none the less gay. Let's shout it to the world.

#### We are 21. It is no mean achievement.

The mums and dads among us know the responsibility, the heartaches and the laughs of guiding one's young to the ripe old age of maturity. The same applies to the gallant band of TEALERS, from the General Manager down to the first apprentice, who with high courage, faith and perseverance (and laughs) created and guided an airline, TEAL, until today it holds a position of respect throughout the world.

TEAL is the airline of the South Pacific. We have come up from a 19 passenger carrying airline to jet-prop speed carrying 70 passengers at a time. Our economy is healthy: in fact, as a major aviation concern reported to the world only a year ago, we "bristle with wisdom".

Happy birthday, TEALERS.

Sunday, 30th April marks the anniversary of TEAL'S — and New Zealand's — commercial passenger service, when an S.30 flying-

boat flew from Auckland to Sydney with 10 passengers and a crew under the command of Captain J. W. Burgess.

During our 21 years of operation, services and traffic have grown with the growth of international aviation. We progressed from original S.30 flyingboats to Sandringhams and Solents, to DC-6's and now jet-prop Electras.

Each successive generation of aircraft represented increases in speed, engine power, technical advancement; but, more important, the capacity to carry the ever-growing flow of international air traffic through the South Pacific.

By the time we reached 10 years of age in 1950, routes had been extended to take in Wellington, Christchurch and Fiji. In the following year, routes were extended further — along the Coral Route to Tahiti.

In 21 years of operation, route network has grown

from 1,300 to 13,000. Passenger traffic has grown 70-fold from an annual rate of 1461 to 103,382.

In our first year of operation, we flew 130 trans-Tasman crossings and carried 1,462 passengers. Figures have grown progressively through the years so that, in this year ending 31st March last, we flew 1666 trans-Tasman crossings and carried 88,181 passengers on trans-Tasman routes.

Throughout the 21 years to April 30, 1961, we will have flown 20,546 services over all routes and carried a total, including traffic estimated to end of April, of 720,035.

We have earned profits in 17 of these years, totalling £N.Z. 1.57 million, as against incurring losses in four years of £N.Z. .57 million, leaving a net earned surplus of £NZ 1 million. Over the past five years, the annual average profit has been £N.Z. 225,000 per year.

### ANNUAL BALL

Feature motif of this year's annual ball will be TEAL's 21st anniversary. Generous assistance from management will help make this function bigger and brighter than ever. There'll be a champagne toast and a fabulous floor show.

The Sports, Social and Welfare Committee is anxious to make this a real TEAL staff ball and, accordingly, have reduced the subscription to £2. 2. 0. per double ticket for financial members of the club.

We can't tell you all the good news about it — come and see. Good dancing, the usual excellent supper — and lots of wonderful surprise items. This is OUR birthday year — and only YOU can help add to the gaiety and joy of such an historic occasion.

You can buy tickets from April 17 to May 1. And, don't get hazy — the TEAL BALL is on Friday, 12th May at the Peter Pan Cabaret, Queen Street.



Our General Manager, Mr. Reeves, writes "Well done" on our latest passenger record board in the Airways House cafeteria.

# BY AIR — TOMORROW



## TEAL celebrates a proud historical achievement

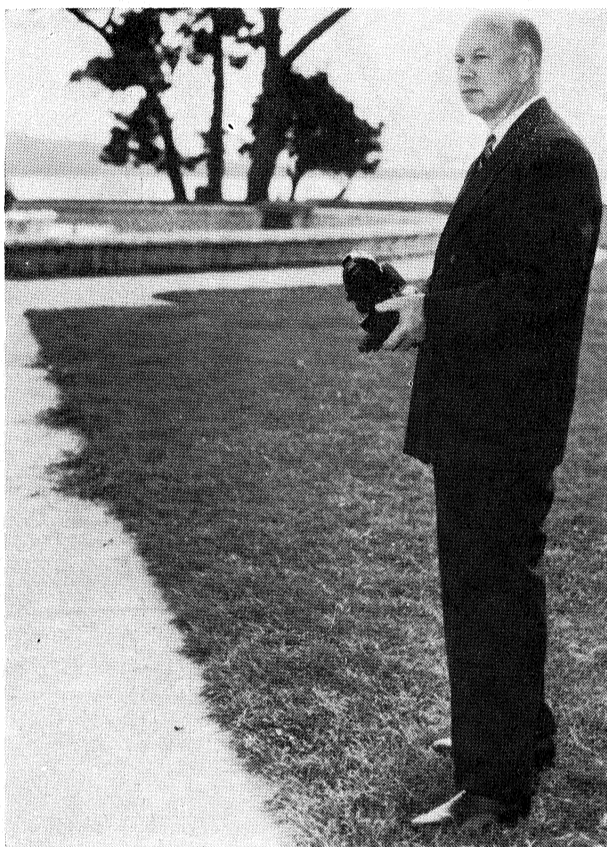
Rather than have a big splash over one week-end to announce our 21st birthday, we plan to keep the flag flying — and the theme travelling — throughout the remainder of this year. As our General Manager, Mr. F. A. Reeves said, "We are taking the opportunity of celebrating our 21st birthday with activities more of an educational nature, which will show the public something of the ever-growing significance of aviation in our daily lives.

"Biggest single promotion in our calendar in the major travelling exhibition, entitled 'By Air — Tomorrow!' which will, from 1st July on, tour extensively throughout New Zealand to show the public — and more particularly older school children — something of what is coming up during the next two decades."

Our plans for this are coming along well. Six overseas major manufacturers are participating — both manufacturers of aircraft and aircraft systems. By late next month, we should be able to give you fuller details about this.

In the meantime, we can tell you that TEAL, Douglas, Boeing, Lockheed, Convair, Vickers and De Havillands have collaborated so that we can send exhibits by road for six to 12 months throughout the country, calling mainly at school halls. It's an aviation generally and TEAL history theme welded together. We are including two and three-dimensional display material.

Another plan with an historical background is the sundial memorial being erected at Mission Bay. We hope that the Minister of Transport (who is also the Minister in charge of Civil Aviation), Mr. McAlpine, will be able to unveil the memorial which will serve a dual purpose: to mark our 21st anniversary and to commemorate the founding



"Where do we go from here?" asks our Senior Navigator Joe Lawton, busy looking for a suitable site for the TEAL Sundial at Mission Bay.

of the N.Z. Flying School by the Walsh Brothers in 1915.

As we told you in the last issue, there is a TEAL photographic competition open to all people living in countries which we serve.

At time of going to press, our other plans for functions and features of the anniversary will include the traditional birthday cakes, an anniversary ball, a first flight dinner and a number of sales promotion ideas.

### Anniversary Motif

We haven't got one birthday cake — but 19! These will be cut on every service on April 30, and go to Australia and the Pacific Islands. In New Zealand and the Pacific they'll be used for agents' morning tea functions. The birthday cakes will have the "TEAL — 21 years" motif on them.

This motif will be used in many ways throughout the year: on our airliners — on the tail, and immediately in front of the forward passenger window; in advertising, as stickers to go over stationery and put on to our new calendars.

We hope to have an anniversary dinner of former directors, and passengers and crew from our very first

flight. At this function, the general manager hopes to form a "TEAL 20 Club". By the end of this year we will have quite a few 20-year men, as well as the old-timers of 21.

There's a stainless steel teaspoon coming up, with this, too, featuring the "TEAL — 21 years" motif on the handle. And we have a seven-inch disc, featuring songs from the countries to which we fly. The jacket incorporates the Tahitian "Girl in the Water" design.

All airmail carried on our airliners on 30th April will carry a special stamp by the Post Office.

### Birthday Function

Our annual ball on 12th May will, this year, have added significance. We hope as many TEALERS as possible join together to show, in some tangible way, just how happy everyone is that we have reached 21 years — and, like Johnny Walker of alcoholic fame, are "still going strong."

Information appearing in the TEAL staff magazine is confidential to members of the staff. It may not be reproduced.



Aviation — 1961. Captain Ian Russell in the Electra flight deck. This photo was used in a Wellington daily paper.

## "Building a Tradition"

Eleven years ago, we received one tribute after another — from QANTAS, from Vickers-Armstrong, from Short Brothers and Harland, from Johnston's Blue Motors, B.C.P.A., N.A.C., Shell, de Havillands — the list went on. White's Aviation devoted their editorial to us.

The occasion? Our 10th Birthday. We are reprinting the plaudits here. For those of you who joined TEAL since 1950, the complimentary summary of 10 years of service still stands true. You joined the company within the second 10 to 11 years, and our history is something of which we can all be proud, grateful — and something to maintain through the years ahead.

### Proud Record

"Yesterday was the tenth birthday of Tasman Empire Airways Limited. Ten years ago, a flyingboat moved out into the fogs and mists of an early morning in April and took off to make the first commercial flight to Australia. Since then, the service has been maintained with regularity and safety. Ten years of operation without injury to a single passenger is a record that few if any airlines can boast.

"The life of the airline has not been an easy one. Its first flyingboat reached

Auckland only a few days before the worst war in the history of the Empire. The new airline found itself the only regular and reliable link with the outside world. It had to carry on its vital operations with wartime shortages as grave as those which faced any industry in the Dominion.

Often, when it looked as if the service would have to be suspended, much-needed supplies turned up in the nick of time. Regularity of operation was maintained, but only by a series of miracles and by the whole-hearted devotion of a loyal and enthusiastic staff. On

one occasion, an aircraft came back from a mission with a bullet-hole in a wing, bearing witness to the fact that TEAL provided services apart from the normal routine of commercial operation. Sometimes the flying-boats flew long distances off the scheduled routes. But the important fact to remember was that they always came back.

### Link with World

"The return of peace brought its problems. The uninformed might think that the way was now made smooth for airline operations. This was far from true, as those who directed its operations were well aware. Shipping had almost disappeared from the seven seas, and the demand for travel, repressed during the long war years, was greater than ever.

TEAL was still the main link with the outside world, but its fleet was ageing and needed to be replaced.

It was not until last year (1949) that those responsible for directing the activities of TEAL were able to feel that, at long last, they were entering upon a period when they could really show the world what they could do. The new phase came with the arrival of four modern civil aircraft, the Short Solents, specially modified to meet the conditions of operation they would encounter over the Tasman Sea. Larger, faster, and with a higher degree of performance, these machines seem likely to bring the last laurel to TEAL — operation at a profit.

### Added Lustre

We congratulate TEAL today, as it embarks upon its 11th year of operation, with new horizons stretching before it and the best of modern equipment to enable it to carry out its task. We know that the future spells success for it, and that TEAL enjoys today the men and machines to add lustre to the tradition it has already built."



Billy Pukeroa surrounded by some of the 400 leis he's busy making at nights and weekends. These are going to be given to guests at our Annual Ball. Good work, Bill!

## Welcome

This month we welcome the following new staff members:

**Supply:** Miss J. M. Clarke, L. A. H. Evans, H. D. Allen.

**Auckland Station:** G. Boda.

**General Manager's Office:** R. D. Nisbet, A. Murphy, M. P. Swann.

**Catering & Cabin Services:** W. Duff, J. Arkle, G. R. C. Lilley.

**Traffic:** P. F. J. Martin.

**Engineering:** W. Carder, B. W. Rogers, W. R. King, C. B. Reed, C. H. Sayers (welcome back), K. A. Armstrong, R. F. Clayton, E. Swinburne, C. R. Crook, D. N. Kemp, J. Stride, G. Smith, T. W. Crisp, D. M. King, J. W. G. Busby, A. E. Meria, J. C. Niven.

**Sales:** M. W. F. Hughes, Miss E. J. Sneddon.

**Accounts:** L. P. B. Hilton, Mrs. H. Nicholls, Mrs. E. Fagan.

**Operations:** J. F. Harrison, Miss M. L. Finell, R. I. McKenzie.

# TEAL BECOMES SOLELY-OWNED NEW ZEALAND AIRLINE

## Cabinet Announcement Last Week

New Zealand has purchased Australia's half-share in TEAL for £811,400, the par value, and is now sole owner of our airline. This was announced by the Minister in charge of Civil Aviation, the Hon. J. McAlpine, on the evening of Thursday, 27th April, 1961.



The sale is retrospective to April 1, 1961, but Australia has agreed that New Zealand need not complete the whole payment until March 31st, 1965.

QANTAS, Australia's international airline, is to have Tasman rights, and TEAL is to have rights to Sydney, Melbourne, Brisbane and Norfolk Island.

Mr McAlpine said that TEAL is to carry "substantially more than half" of the Tasman and Fiji traffic. "Supplementary arrangements have been made to ensure that, in its early years, the new TEAL will be in no less sound a financial position than was the old TEAL, and it will develop in friendly co-operation with QANTAS.

"Australia and New Zealand will conclude a formal air service agreement giving QANTAS the right to fly to

and through Auckland, Wellington and Christchurch, and the new TEAL airline the right to fly through Sydney, Melbourne, Brisbane and Norfolk Island.

"The 21 years of happy and successful partnership in TEAL has enabled New Zealand to develop in international civil aviation, to gain experience and to build up an airline," he continued. He thanked Australia for its support throughout the years.

Commenting on traffic build-up across the Tasman over the years, Mr McAlpine said "New Zealand must be free to plan extended services to Honolulu, the United States and other places as our trade, tourist and other interests may require.

"We shall need to negotiate for traffic rights in

other countries and we are at a disadvantage if we own only half an airline. It is a different picture from that of a few years ago."

The Minister said that, whether TEAL expanded its route network or not, a fleet of pure jet aircraft would have to be earmarked fairly soon for use when the Mangere Airport is opened.

Expansion would not be pushed on recklessly, but must be justified by traffic prospects. There were big possibilities in air freight . . . the prospect of Pacific and Tasman services by B.O.A.C. in the next few years . . . and B.O.A.C.'s offer to lease the latest jet aircraft to TEAL for the Pacific run.

"TEAL is already the specialist in aviation in the South Pacific," said Mr McAlpine, adding that the Government would give the Company every encouragement to become even more pre-eminent in providing travel service within this

area where New Zealand occupied a special place and had many direct interests.

"April 30th, 1961 is the 21st anniversary of TEAL's first scheduled service between New Zealand and Australia," he concluded. "It is a fitting moment to celebrate New Zealand's coming of age in civil aviation."

### SPECIAL ANNOUNCEMENT

We have purposely delayed the issue of this month's TEALGRAM so that we could include the important Government announcement on the future of TEAL, and to give you a special message from our General Manager, Mr F. A. Reeves.

## GENERAL MANAGER SENDS PERSONAL MESSAGE TO STAFF MEMBERS

### NEW HORIZONS . . . A NEW CHALLENGE — "We must keep faith with people of New Zealand" says Mr Reeves

Dear TEALERS

I am sorry that information released in the morning papers on Friday 28th April, was not conveyed to you before it appeared there, or before it was broadcast on Thursday evening.

Elaborate arrangements had been made with Government departments so that I could give you the news first but, unfortunately, owing to the fact that it had been agreed between the New Zealand and Australian Governments on a simultaneous news release at 9 p.m. and 7 p.m. (respective time in the two countries mentioned), the two-hour time difference made it impossible to release the news in New Zealand before 9 p.m. — otherwise the first Australian evening papers could have run the story and thus broken faith with the two Governments.

#### Develop Trade

I am pleased that our company is now a fully-owned New Zealand enterprise. It will give to New Zealand the opportunity of developing its overseas air communications hand in hand with the development of its trade and commerce.

No longer are we able to dispose of the whole of our exports almost exclusively in the United Kingdom markets. Now, the position is to sell wherever we can find a buyer and, to this end, air communications can be an important adjunct.

It is, perhaps, difficult to say whether communications should precede trade or trade precede communi-

cations. But, there is no gain saying that they should both go along hand in hand.

This is our company's role in the future — particularly in the Pacific basin. Wherever trade can be developed, we should be prepared to provide the communications necessary in this trade development.

I don't mean only communication involving passengers and mail, for the day of the large freighter is almost with us. Already, this company has progressed its studies a long way in the field of long-range, heavy air transportation. I can see the day, not too far distant, when there will be regular flights from New Zealand of aircraft carrying 30 tons or more of our produce to markets in the Northern Hemisphere, as well as to Australia and the island groups of the South Pacific.

#### "I Am Confident"

These are new horizons. They bring new challenges — but challenge is nothing new to TEALERS. In the past, we have always met any task, any opportunity, however difficult, with distinction — so I am confident we will meet equally well any new challenge of the future.

This we must do to keep faith with the people of New Zealand, who have seen fit to buy TEAL for New Zealand and, thereby,

have placed their confidence in this company to carry out the national aims and requirements of our nation.

I am sure none of us will be found wanting in meeting boldly and prudently whatever comes in the immediate present and future.

#### Growth Rate

It has been said that New Zealand is too small a country to own its own airline but, on examination, this cannot be upheld. True, our population is only in the order of two and a-half million, but New Zealand has one of the fastest growth rates among the populations of European origins in the world. Nor must we look only towards people. As I said, freight is going to play a big part in the development of New Zealand's air business.

#### Highly Placed

Among IATA airlines (I think I've told you this before, but it's always good to repeat something sound), TEAL stands more than half-way up the list in size. As the Director-General of IATA, Sir William Hildred, said at the last annual general meeting, "TEAL is in the third oldest group of airlines in the world" — and there are not many in this group.

So, you see, we are highly placed in the company of



world airline operators.

In Pacific affairs, New Zealand is one of the major nations, and we must see to it that we are ever held in high esteem among the Pacific peoples.

At one time, when the world revolved around Europe and the Northern Hemisphere, we were only on the fringe of things. Now, with the importance the Orient has assumed in the world today, we are no longer isolated — either in distance or in international politics.

#### Great Future

This company has a great deal to do in the future. We are solely owned by New Zealand. Our ties with Commonwealth colleagues must become even closer. The Tasman will now be flown side by side with our very good friend, QANTAS. We have to work out between

the two companies an arrangement of how this will be done.

While there will be keen negotiations between us we will, nevertheless, be ever aware of the friendliness that has always existed between us, and we must support each other in a wider Commonwealth concept if we are to withstand, in the best possible way, the keen trading of foreign operators.

#### Close Association

You will notice the Minister stated that inter-Government agreements provide for TEAL carrying substantially more than half of the Tasman and Fiji traffic. This detailed arrangement is one of the many matters we will be discussing shortly with QANTAS.

In the not-too-distant future, it could well be that our other very close colleague, B.O.A.C. will be operating trans-Pacific services. When that day arrives, there should be no reason why we should not enjoy a closer association with the British Corporation.

#### Still As Strong

The ties of the old Empire concepts, as expressed through Empire routes — and which still figure in the name of our company — are still as strong as ever.

There is also the point that the sole ownership of our company by New Zealand could provide avenues of even greater co-operation with the New Zealand National Airways Corporation.

To compete in the remorseless environment of big-time aviation, we must have unity and strength, and this unity will come not only from a more closely-knit TEAL, but also from a closer relationship with all aviation interests in New Zealand. By this, I refer to our good friends, N.A.C. and the R.N.Z.A.F.

You have seen, in this issue, of a new arrangement which exists between ourselves and the Service in the operation of the DC-6's. In the immediate days ahead this close co-operation will be unfolded in greater detail.

#### National Enterprise

This new concept for TEAL, coming as it does in our 21st anniversary year assures us of a long-range future for the company, and gives to us all a promise of a great national enterprise together with the opportunity to prove to fellow New Zealanders that TEAL is capable of accepting its role as New Zealand's overseas operator.

We have been given a new commitment. We welcome it. I am confident we can handle it with credit — both to our country and to ourselves. New Zealanders in buying TEAL, have placed their faith in all of us — and we must not let them down.

Yours sincerely,

## Summary of Notable Points in our Aviation Career

From now on, we'll be giving you information to go with our 21st anniversary. We can't get everything into one or even two issues — hence more about us in subsequent issues of TEALAGRAM. For a start, this brief listing of notable events in the life of the company may be something you would like to keep. It's certainly going to be handy answering the hundred and one questions put to us by family and friends from time to time.

- 1939 Tasman Empire Airways Limited registered as a company. Original holding were: New Zealand (50 per cent), Australia (30 per cent), United Kingdom (20 per cent).  
**S.30 Empire class flyingboats, built by Short Bros.**
- 1940—1940/47 ZK-AMA "Aotearoa". Delivery flight Au. 1939.  
ZK-AMC "Awarua". Delivery flight April 1940.
- 1940 Ap. 30. Inaugural Auckland-Sydney flight, ZK-AMA "Aotearoa". First service, under command. Captain J. W. Burgess, with 10 passengers. Weekly service.
- 1940 May 2. First return flight.
- 1940 Aug. early. Increased frequency of Auckland-Sydney service to thrice fortnightly. Note: The second Empire flyingboat intended for TEAL was diverted instead to war duties in the Atlantic and was destroyed. "Aotearoa" and "Awarua" were the first and third orders.
- 1942 During the year ended March 31, 1942, we undertook several special charters and reconnaissance flights to Noumea, Fiji, Tonga, Samoa, and as far afield as Honolulu to assist the war effort.
- 1944 By 1944, we were operating trans-Tasman services with a regular frequency of 3 return trips per week.
- 1944 Jne. We completed our 1,000th crossing of the Tasman, still with the original two S.30 flyingboats with which our services started in 1940.
- 1946 **S.25 Tasman-class Sandringham flyingboats, built by Short Bros.**  
1946/49 ZK-AMB "Tasman". Delivery flight 17/7/46.  
ZK-AMD "Australia". Delivery flight 5/8/46.  
ZK-AME "New Zealand". Delivery flight 4/9/46.  
ZK-AMH "Auckland". Delivery flight 29/10/47.
- 1946 Jly. 17. We took delivery of first Tasman-class flyingboats, captained by B.O.A.C. Senior Captain Dudley Travers from London to Sydney; and TEAL Senior Captain A. V. Jury from Sydney to Auckland.
- 1947 Oct. ZK-AMI, a Catalina, was used over a period for flight training, and later ZK-AMP joined her. These training flights extended over 1948/49.
- 1948 Feb. 23. Tasman-class flyingboats were grounded owing to engine-cooling trouble — later corrected. They remained out of service until June 17, 1948 and, upon resumption, were subject to certain restrictions in passenger-carrying capacity. Meantime our schedules were maintained by use of chartered DC-4 aircraft from T.A.A.
- 1949 **Mark IV Solent-class flyingboat. Built by Short Bros. & Harland.**  
1949/54 ZK-AML RMA "Aotearoa II". Delivery flight 7/12/49.  
ZK-AMM RMA "Ararangi". Delivery flight 29/9/49.  
ZK-AMN RMA "Awatere". Delivery flight 23/10/49.  
ZK-AMO RMA "Aranui". Delivery flight 30/11/49.  
ZK-AMQ RMA "Aparima" (Mark III). Delivery flight 15/9/51.
- 1949 May 26. TEAL's first Solent flyingboat, ZK-AML "Aotearoa II", christened by H.R.H. Princess Elizabeth in a ceremony at Belfast.
- 1949 Sep. 29. We took delivery of the first Solent arrival, ZK-AMM "Ararangi" commanded by Captains C. Griffiths and F. Kilgour.
- 1949 Nov. 14. Inauguration of Mark IV Solent operations Auckland-Sydney.
- 1949 Dec. 7. Delivery of ZK-AML "Aotearoa II", commanded by Captains L. Patterson and F. Willans, was a record flight, taking 5 hours 37 minutes only.
- 1949 Dec. 19. Last Sandringham service ZK-AME "New Zealand", Sydney-Auckland. Captains P. Le Couteur, L. Parry. The Sandringhams were sold to Australia, and two are at present still in service with Ansett/ANA at Sydney.
- 1950 June 6. TEAL took over from N.A.C. on the Auckland-Suva (Fiji) service on a schedule of once weekly. A Suva-Lambassa-Suva service was also operated by TEAL.
- 1950 Oct. 3. Inauguration of Wellington-Sydney services by ZK-AMM "Ararangi" under command of Captain C. Griffiths and T. Brewer. Initially twice weekly, these increased later to four return trips weekly.
- 1950 Dec. 15. Inauguration of Auckland-Chatham Islands services, via Wellington, and pioneered by Captain C. Le Couteur.
- 1950 Dec. 18. Harewood Aerodrome, Christchurch, dedicated as an international aerodrome.
- 1951 June 29. Regular Christchurch-Melbourne services by TEAL commenced — initially with DC-4 Skymaster landplanes chartered from QANTAS.
- 1951 Dec. 11. Last Suva-Lambassa-Suva service.
- 1951 Dec. 27/29. Inaugural Auckland-Tahiti service, from Suva, Fiji, through Aitutaki (Cook Islands) to Papeete on initial monthly basis.
- 1952 May 26. Auckland-Papeete services (known as the Coral Route) stepped up to fortnightly.
- 1952 Cumberbatch Trophy awarded to TEAL by the Guild of Air Pilots and Air Navigators for "outstanding contribution towards maintenance of safety in the air" for 1951.
- 1952 Oct. 14. Apia (Western Samoa) included as stopover between Fiji and Cook Islands along the Coral Route.
- 1953 Aug. 1. Suva-Apia service extended to 3 each month.  
Suva-Papeete: 1 each two weeks.  
Auckland-Suva: 5 each four weeks.  
A service to Tonga also commenced as an extension of the normal Auckland-Suva flights on a frequency of once a month.
- 1953 Oct. The decision was announced to reorganise trans-Pacific services carried out by B.C.P. The British Government decided to withdraw from participation in BCPA and in TEAL. QANTAS was awarded the running of the trans-Pacific service from Sydney to San Francisco and Vancouver. BCPA was liquidated, and three of their DC-6 (Douglas) aircraft were transferred to TEAL for trans-Tasman and Hibiscus Service (Auckland-Nandi) services.
- 1954 **DC-6's built by Douglas Aircraft Corporation.**  
1954/59 ZK-BGA RMA "Aotearoa III".  
ZK-BGB RMA "Arawhata".  
ZK-BGC RMA "Arahia".
- 1954 Mar. 17. Decision announced to discontinue Chathams service, Wellington services and Auckland-Suva services, the latter being replaced by DC-6's to operate Auckland-Nandi.
- 1954 Apr. 7. Last Wellington-Chathams service by ZK-AMM "Ararangi" commanded by Captain C. Le Couteur.
- 1954 May 14. First DC-6 service Sydney-Auckland by ZK-BGA "Aotearoa III", commanded by Captains J. Knowling, A. Rayment.
- 1954 May 15. First Auckland-Nandi DC-6 service by BGA "Aotearoa III".
- 1954 Jne. 4. First DC-6 charter through Sydney-Cairns-Guam-Iwakuni-Tokyo return.
- 1954 Jne. 25. Last Solent service Wellington-Sydney by ZK-AML, commanded by Captain C. Le Couteur.



Into the mists of an April morning 21 years ago — our first aircraft, the S.30 "Aotearoa" leaving Auckland for Sydney.

- 1954 June. 29. First Sydney-Christchurch-Melbourne service, ZK-BGA, commanded by Captains J. Bonnington of BCPA and Mulholland. This route was formerly operated by a QANTAS DC-4 aircraft under charter to TEAL. The schedule was 2 flights weekly Christchurch-Sydney and once weekly Christchurch-Melbourne.
- 1954 Jne. With the exception of one, all Solents were now withdrawn from service, and their fates were:  
ZK-AML "Aotearoa II" sold to Aquilla Airways, U.K.  
ZK-AMN "Awatere" sold to Aquilla Airways, U.K.  
ZK-AMM "Ararangi" scrapped after a fire sometime before withdrawal.  
ZK-AMQ "Aparima" scrapped at Mechanics' Bay.  
ZK-AMO "Aranui" retained for use on Coral Route.
- 1954 Jly. 17. TEAL undertook to charter DC-6 aircraft through Sydney-Darwin-Manila-Iwakuni-Tokyo and return. In all, there were 17 return flights to Tokyo from July to October 1954. BGB and BGA making 5 each, with BGC making 7.
- 1955 Oct. 28. TEAL made its 10,000th Tasman crossing. This was a Sydney-Auckland flight commanded by Captain C. Griffiths in ZK-BGC "Arahia".
- 1955 Nov. Norfolk Island-Auckland service taken over from N.A.C. and operated by a QANTAS DC-4 once-fortnightly service under charter to TEAL.
- 1956 May 24. ZK-BGC departed for Hong Kong to undergo wingskin modifications, the object being an increase of 2,000 lbs. in available capacity payload. August 10: ZK-BGA left for Hong Kong; September 26: BGB for Hong Kong. They returned in approximately 15 days time in each case.
- 1956 Nov. Over the period of the Olympic Games in Melbourne, TEAL carried more than 2,500 overseas passengers. To assist this operation, the company chartered QANTAS Super-Constellations and several DC-4's from Sabena, TAA and QANTAS.
- 1957 Feb. Auckland-Melbourne services introduced as experimental operation and re-introduced in October as regular operation.
- 1959 July 4. Direct Auckland-Brisbane (seasonal) weekly service as experiment for three months. This was so successful, we increased the service through the winter to 5 months in 1960 and six months in 1961.
- 1959 Oct. 24. Opening of Wellington Airport.
- 1959 **Lockheed jet-prop Electra — built by Lockheed Aircraft Corp.**  
1959 ZK-TEA RMA "Aotearoa". Delivery flight 19/11/59.  
ZK-TEB RMA "Aatarau". Delivery flight 22/12/59.  
ZK-TEC RMA "Akarooa". Delivery flight 3/12/59.
- 1959 Nov. TEAL took acceptance at Burbank, California, of the flagship, "Aotearoa". Piloted as far as Nandi, Fiji, by Lockheed crew; then delivered to Auckland by Captains J. R. McGrane, D. Keesing and P. Le Couteur.
- 1959 Dec. 1. Inaugural Auckland-Sydney (Blue Ribbon) service by Electra commanded by Captain J. R. McGrane.
- 1959 Dec. 7. Inaugural Auckland-Melbourne service by Electra.
- 1960 Jan. 5. Inaugural Auckland-Nandi Electra service.
- 1960 Jan. 23. Electras introduced on Christchurch-Sydney and Christchurch-Melbourne services.
- 1960 Feb. 22. Opening of new Christchurch Airport.
- 1960 Jly. 26. Inaugural Wellington-Sydney services by Electra (first TEAL service in or out of Wellington since withdrawal of flyingboats in 1954).
- 1960 Sep. 15. Return of last Solent flyingboat, ZK-AMO "Aranui" to Auckland after a final farewell flight along the Coral Route. Commanded by Captain J. S. Shephard.
- 1960 Oct. 22. First DC-6 service into Faa'a Airport Tahiti (new land airstrip). Between September and this date, we operated DC-6's into Bora Bora.
- 1960 Oct. Opening of Faa'a Airport, Tahiti.
- 1960 Dec. 23. First Electra left for modification programme at Burbank, Cal.
- 1960 Award of Brackley Memorial Trophy to Captain J. S. Shephard, TEAL, by Guild of Air Pilots & Air Navigators for "outstanding achievement in the operation of flyingboats".
- 1961 Mar. Last Electra returned from modification programme at Burbank.
- 1961 Mar. 24. Inaugural Electra service into Tahiti — from Auckland, via Nandi, Fiji.
- 1961 Apr. 3 DC-6's taken over for use by R.N.Z.A.F. transport duties.
- 1961 Apr. 30. TEAL'S 21st anniversary of first commercial flight.

## DC-6's sold to Air Force

Our three DC-6's have been sold to the R.N.Z.A.F. for use as troop transports. This was announced by the Minister of Defence, the Hon. Dean Eyre, late April and, as you know by now, Mr. Reeves immediately sent out the good news to all TEALERS wherever you are stationed.

Latest news is that, right now, we have at TEAL, senior specialist R.N.Z.A.F. officers, headed by Wing Commander Dick Bolt ("G.B.'s" son), who are making arrangements with us for the transfer of the DC-6's to the Air Force. Mr. Reeves said "We will do everything possible to assist the R.N.Z.A.F. people in all aspects of the operation of the aircraft." The take-over of the DC-6's by the Air Force is going to provide our

company with a considerable volume of additional work.

TEAL will service and maintain the DC-6's for the R.N.Z.A.F. This includes the storing and provisioning of spare parts, as well as helping with a training programme. Where it is required, we will train their pilots in our T.T.S. giving them flying instruction. We will also train a certain number of ground personnel, particularly those for detached duties overseas.

# SUCCESSFUL INAUGURAL TAHITI SERVICE

We flew into Tahiti on March 24 — the first airline with jet-prop equipment to do so. We received a terrific welcome. On board were our Chairman of Directors, Sir Leonard Isitt, the Minister in charge of Civil Aviation, the Hon. J. McAlpine, other Government Ministers, TEAL Directors, our General Manager, Mr. F. A. Reeves and Mrs. Reeves, as well as tourist passengers seeing Tahiti for the first time.

We sent our two flight hostesses off in the new Dior-designed uniforms as a compliment to a French country — and the Tahiti people were thrilled.

The welcome mat was well and truly laid out. Pacific Islands Manager John Wisdom and our representative in Tahiti, Rex McLaughlin, had arranged last-minute plans with usual skill. Our guests were entertained and gave reciprocal entertainment, were taken on car jaunts to see the exotic scenic beauty of Tahiti — and some of the women somehow had time to fit in a little shopping.

At a cocktail party TEAL gave in Papeete, director Mr. G. N. Roberts presented a beautiful silver salver to the Tahiti racing club. Known as the TEAL Trophy, it will be used for annual competition at the principal race meeting of the year held during the Bastille celebrations. A miniature salver will be presented to each year's winner.

The following week-end, some of the passengers were press guests.

We are a company who serves the South Pacific. We were responsible for opening up the Tasman, and we pioneered the service across the South Seas to Tahiti. For almost a decade, we were the only airline linking French Polynesia with the outside world. Our friends in Tahiti realise and appreciate this.

Let us keep up the goodwill and, by vocally encouraging our many friends, gain many, many more passengers for exploring the exciting South Seas.

## MINISTER EXPRESSES APPRECIATION

Sir Leonard Isitt, our chairman, has passed on a letter of appreciation from Mr. J. McAlpine, Minister in charge of Civil Aviation. Mr. McAlpine wrote:

"I am taking this opportunity of conveying to you my personal thanks as well as the thanks of my guests for the very delightful and enjoyable inaugural flight to Tahiti.

"It was certainly an experience which I am sure will always be remembered, firstly for the courtesy we received everywhere by TEAL officials, as well as the interest and entertainment which we enjoyed so much.

"I would also like to express my utmost appreciation of the truly wonderful organisation displayed wherever we went, and I would be grateful if you would convey my thanks to all those good people.

"My very best wishes go with TEAL for the future success of this service to Tahiti. Yours sincerely, John McAlpine."

## Aircraft Comparison

For the aviation enthusiast — a few more figures, this time showing differences in our aircraft over the past 21 years.

Aircraft	Passengers	Cruise Speed in m.p.h.	Total Engine Power in h.p.
S.30 flyingboat	19	138	3,600
Sandringham flyingboat	30	172	4,800
Solent Mark IV flyingboat	45	200	8,000
DC-6 piston-engine landplane	56	265	9,600
Electra jet-prop	71	400	16,000

All these aircraft are four-engined. All but the jet-prop Electra are piston-engined.

Karen Jonas holds the TEAL Trophy, presented to the Tahiti Racing Club for annual competition.



The Hon. J. McAlpine, Minister in charge of Civil Aviation, followed by Mrs. McAlpine, Sir Leonard Isitt and Cabinet Ministers, returns from the inaugural Electra flight into Tahiti.

## Staff Film Evening

Two staff members, who have been overseas within the last 12 months, have arranged to show colour slide evenings of their travels to TEALERS in the Airways House cafeteria. Notices have gone out to all divisions.

Alistair Graham of Booking Office will show slides of Rome, taken during his Olympic Games visit, when he and Oluf Baun helped out at B.O.A.C. offices during the rush period; and Sales Supt. Watson Laing will show colour slides on his visit to Malaya and

Hong Kong.

All staff members and friends are welcome. If sufficient interest is aroused through these evenings, other staff members are prepared to show their colour slides at similar functions. So, TEALERS, it's over to you!

Below: Our first flight hostesses. Right: Another era, with Ariane Walker (centre) in the "old" summer uniform, and Pam Salmon (left) and Mary Ashcroft (right) in the new, Dior-designed uniform, first worn on the Tahiti inaugural service.



## FASHION CHANGE



## STAFF TRAVEL AVAILABILITY

With staff concessions available to TEALERS on QANTAS services along the Kangaroo Route, too, TEALERS now have a 50 per cent concession through as far as London on QANTAS as well as B.O.A.C.

As the lists come in, we'll publish a forecast of travel prospects on QANTAS services, and we start off now with April, May, June period, 1961.

### KANGAROO ROUTE — WESTBOUND

April, May—

Chances good SYD/SIN sectors.  
Chances poor SIN/LON sectors.

June—

Chances good.

### KANGAROO ROUTE — EASTBOUND

April, May—

Chances good.

June—

Chances fair.

### IMPORTANT NOTE:

Cargo backlog build up at Singapore from time to time, and no guarantee can be given seats will be available between Singapore and Australia.

### SOUTHERN CROSS ROUTE — NORTHBOUND

April, May, June—

Chances good.

### SOUTHERN CROSS ROUTE — SOUTHBOUND

April, May, June—

Chances good.

### ORIENT ROUTE — NORTHBOUND

April, May

Chances poor due peak traffic period

June—

Chances good.

### ORIENT ROUTES — SOUTHBOUND

April, May—

Chances good.

### IMPORTANT NOTE:

Cargo backlogs build up at Hong Kong and Manila from time to time and no guarantee can be given seats available over the Manila/Australia sector.

### WALLABY ROUTE — WESTBOUND

April, May, June—

Chances good.

### WALLABY ROUTE — EASTBOUND

April, May, June—

Chances good.

### PACIFIC ISLAND SERVICES—

April, May, June

Chances good.

## New Calendar

Over the past few days, you will have received a calendar in the mail with the compliments of TEAL. Sales Division posted these to your homes in the hope that you will display them in some prominent place to serve as a reminder to your family and friends of the areas served by TEAL — an airline which can be visited by your neighbours and friends.

Each staff member is a sales representative

when talking travel. Remember: TEAL and travel go together.

## TERRIFIC BUILD-UP

Sales passed on the good news that, for the year ending 31st March 1961, we carried 103,262 passengers on all routes, with 87,728 passengers travelling on trans-Tasman Blue Ribbon services.

This is a terrific build-up on last year's grand total of 76,000. Means a thirty-three-and-a-third per cent increase.

Keep up the good work, TEALERS. Verbal encouragement and keeping TEAL'S name to the fore spells higher traffic figures.